#### **REPORT**

ON

#### AIR QUALITY EMISSION ANALYSIS

**FOR** 

## Rushing Road (Chantulane Ave. – Home Depot Dr. ) Denham Springs, LA, Livingston Parish



Parish of LIVINGSTON, LOUISIANA

Prepared By

## **Capital Region Planning Commission**

October 2008

# Air Quality Analysis of Rushing Road Chantulane Avenue to the Home Depot Drive Road Section Improvement Baton Rouge, Louisiana September, 2008

#### 1. General

This report addresses the air quality analysis of a short 2-lane road section of Rushing Road from Chantulane Avenue to the Home Depot Drive in Denham Springs, Louisiana. Air quality analysis for road section improvement projects is a requirement for the use of Congestion Mitigation and Air Quality (CMAQ) funds.

The major source of procedures used for the analysis of individual intersection analysis was based on the 1997 Highway Capacity Manual (HCM), the Highway Capacity Software (HCS) Release 3.1b. Chapter 9 of the HCM manual was particularly useful in the analysis. The other primary source of procedures and techniques used in this analysis was The EPA Mobile Source Emission Factor Model (MOBILE6.2). Additionally, the ITE Trip Generation Handbook, 7<sup>th</sup> Edition was used by Neel-Schaffer to estimate trip increase.

The existing two-lane road section would be unable to meet the traffic demand over the next three years.

A retail development is planned just to the south of Rushing Road in the study area. There will be approximately 347,375 square feet of retail shopping center space, as well as an 80-room hotel. This development would raise the roadway demand from 8,263 VPD caps to about 12,000 VPD caps near Chantulane and near 15,400 VPD caps near the Home Depot intersection in 2011, which is much beyond the roadway capacity. To solve this problem, a two-way center-turn lane is prepared to be added along this road section, as shown in Fig. 2. This retail development plans to access Rushing Road at four points, as show in Fig.1. Driveways #1, #2, and #4 are to be 3-legged, unsignalized intersections and Driveway #3 will tie into the Home Depot Drive necessitating an upgraded fully-actuated, isolated signal system.

The above mentioned road section is analyzed for the reduction in emissions that would result from the proposed geometric improvements. Peak period traffic counts (AM 7:30-8:30 and PM 5:00-6:00) were collected by Neel-Schaffer, Inc. personnel by a twenty-four-hour machine count. This information was made available to CRPC, as well as the turning movement counts at the intersections of Rushing Road at Chantulane Avenue and Rushing Road at the Home Depot Drive. Existing traffic volumes are presented in Fig.1. Traffic volume count data is shown in the Appendix.

#### 2. Method of Analysis

The procedures for the emission reduction analysis are explained in detail below.

- a. Weekday roadway volume was obtained on Rushing Road just west of the Home Depot Drive by a twenty-four hour machine count, conducted by Neel-Schaffer, Inc. personnel on Feb. 13, 2008. In addition, turning movement counts were conducted by the same company at the intersections of Rushing Road at Chantulane Avenue and Rushing Road at the Home Depot on Feb. 13 14, 2008. The AM (7:30-8:30) AND PM (5:00-6:00) peak hours were determined using this count data.
- b. Trips generated from the new retail development were determined using ITE Trip Generation Handbook, 7<sup>th</sup> Edition.
- c. The generated trips were distributed onto adjacent roadways and intersections for both AM and PM hours.
- d. The delay of unsignalized intersections was estimated by using HCS, before and after the improvement.
- e. The delay of the signalized intersection was estimated by using Synchro 7 Software, before and after the improvement. The calculations performed in Synchro 7 and HCS are as shown below.

Total Delay (in veh-hours per peak hour) = Peak Hour Volume \*Avg. Delay in sec/veh/3600

f. After calculating the delay, EPAs Mobile Source Emission Factor Model (MOBILE6.2) was used to obtain VOC and NOx emission factors for the different functional classifications. The MOBILE6.2 model was run using the 2.5 mph speed, which gives idling emission factors. The VOC and NOx emission factors were generated in the units of gm/mile (6.310 and 1.513). These were multiplied by 2.5 to convert to gm/hr. These values were then converted to kg/hr and multiplied by the total delay in veh-hrs to obtain total emissions.

For example, using MOBILE6.2 procedures, it is convenient to generate the following:

Total emission in Kg/hr = VOC emission factor \* 2.5 \* delay in veh-hours / 1000

The analysis showed that the proposed improvement would significantly reduce traffic delay through the network during the morning and the evening peak hours. Actually, the improvement will enhance traffic flow and reduce emissions during off-peak times as well, but the greatest benefits were observed to be during the peak hours.

#### 3. Description of Road Section Conditions and Improvements

The roadway system identified for investigation includes Rushing Road between Chantulane Avenue and the Home Depot Drive, in Denham Springs, LA. In this road section, Rushing Road is an asphalt two-lane (2-lane) roadway utilizing single through lanes in each direction. The posted speed limit is 40 miles per hour. Two existing intersections and three new ones developed by the new retail service were studied in detail. They include:

Name	<b>Signal Control</b>	Status
Rushing Road @ Chantulane Ave.	Unsignalized	Existing
Rushing Road @ Driveway #1	Unsignalized	New
Rushing Road @ Driveway #2	Unsignalized	New
Rushing Road @ Driveway #3 (the Home Depot)	Signalized	Existing
Rushing Road @ Driveway #4	Unsignalized	New

The Chantulane Avenue and the Home Depot Drive are classified as local roads with posted speed of 25 mph. Chantulane Avenue is a center-divided two-lane (2-lane) road at the intersection with separate entrance and exit lane. There is a stop sign at the exit for both left-turn and right-turn vehicles. Home Depot Drive is a two-lane road, but widening to three lanes at the intersection, one for entrance, one for left turn and the other one for right turn.

In order to meet the urging demand increase from the new business in 2011, a two-way center-turn lane would be added on Rushing Road in this short road section. And the intersection of Rushing Road and the Home Depot would be upgraded with a fully-actuated, isolated signal system.

The LOS at the signalized intersection was improved from Level C to Level B; and the delay was reduced from 42.1 to 23.5 seconds per vehicle (sec/veh). The LOS at the four unsignalized intersections were all Level A; and the average delay of 1.34 seconds per vehicle (sec/veh), decreased by 29.5%. Emission of VOC and NOx were both decreased by 42.7% at all the intersections. The proposed improvements would also enhance the through capacity by around 65% on Rushing Road; while the estimated cost is only \$1,000,000.

#### 4. Summary

The above information can be summarized as follows. To serve the new retail development, improvements were analyzed to include a signal system upgrade and adding a two-way center-turn lane.

In this analysis, the total delay and emission calculations assume that the improvements will help traffic flow through these intersections at least five hours a day (two-hour

morning peak and three-hour afternoon peak), and 260 days a year (only weekdays considered).

The emission reduction of Volatile Organic Compounds (VOC) and Nitrogen Oxide (NOx) is summarized below.

#### **Rushing Rd Emission Analysis Summary**

Critical Peak: PM Peak

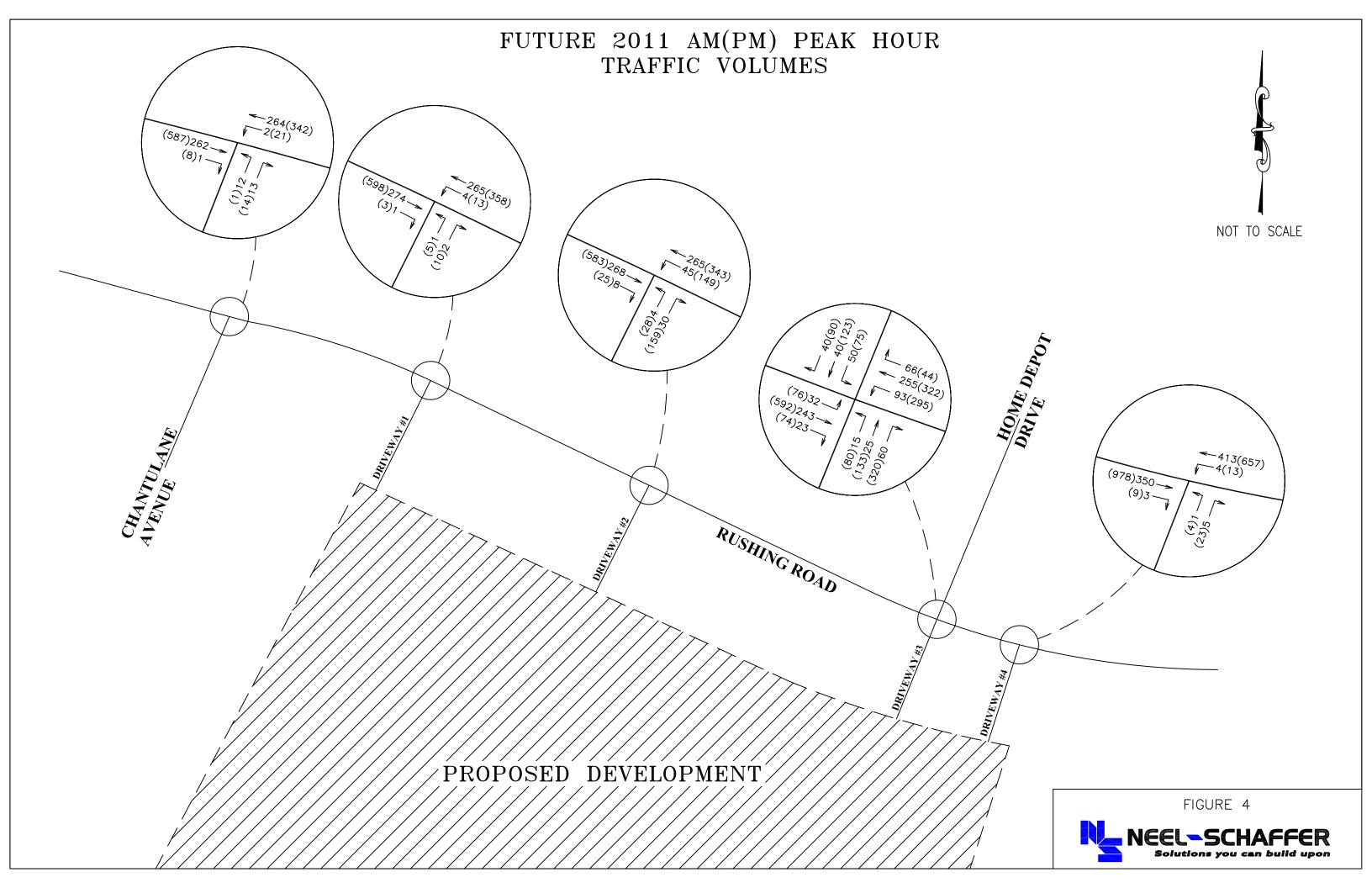
Intersection Location	VOC	NOx
Chantulane	0.00056	0.00013
Driveway #1	0.00056	0.00013
Driveway #2	0.012	0.0028
Driveway #3 (the Home Depot)	0.214	0.051
Driveway #4	0.0022	0.00054
Total	0.22932	0.055
Decrease (%)	42.7	42.7

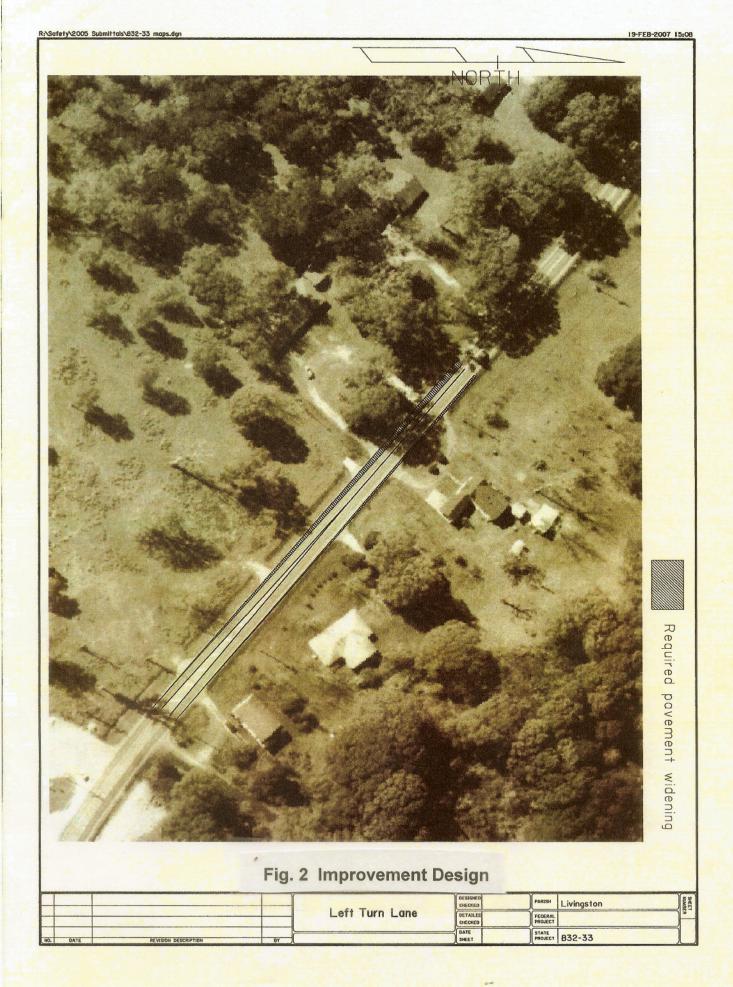
The implementation cost of the geometric improvements is very minimal while the emission benefits are very significant. This project is highly recommended based on the results of analysis.

#### 5. Attachments

Considerable information is provided in the attachments following this narrative. The titles to these attachments are as follows.

- a. Attachment A Total Delay and Emission Calculation Analysis
- b. Attachment B Intersection-specific Delay and Emission Calculation Analysis
- c. Attachment C Traffic Count Information (provided by NSI)
- d. HCS Output
- e. MOBILE 6.2 Output Files





# Attachment: A Total Delay and Emission Calculation Analysis

#### Signalized Intersection Names:

Rushing Road at Home Depot / Commercial Drwy. #3

#### Peak-hour Delay Improvement Analysis Critical Peak: PM

PM Peak		
	Avg. Delay s/veh	
Existing Condit	tions 42.10	С
With Improvem	nents 23.50	В

#### Unsignalized Intersection Names:

- Rushing Road at Chantulane Avenue
- Rushing Road at Commercial Drwy. #1
- Rushing Road at Commerical Drwy. #2
- Rushing Road at Home Depot / Commercial Drwy. #4

#### Peak-hour Delay Improvement Analysis Critical Peak: PM

PM Peak			
		Avg. Delay s/veh	
	Existing Conditions	1.90	А
	With Improvements	1.34	А

### **Capital Region Planning Commission (CRPC) Intersection Emission Calculation**

Names of Intersections:

- Rushing Road at Chantulane Avenue
- Rushing Road at Commerical Drwy. #1
- Rushing Road at Commerical Drwy. #2
- Rushing Road at Home Depot / Commercial Drwy. #3
- Rushing Road at Home Depot / Commercial Drwy. #4

#### **Total Delay Calculations of the five (5) intersections**

Critical Peak: PM

#### PM Peak

	Avg. Delay (s/veh)	Volume (VPH)	Total Delay (h-Hr/Peak Hr)
Existing Conditions	13.70	7572	28.82
With Improvements	7.85	7572	16.51
	Reduction in	Delay	12.31

Note: The analysis showed the proposed improvements will enhance traffic flow through the intersection, two hours during the morning peak hours and three hours during the evening peak hours. The total delay and emission calculations were performed assuming the improvements will help traffic going through the intersection five hours a day, and 260 days a year.

#### **Emission Calculations**

#### **Volatile Organic Compounds (VOC)**

VOC Emission Factor: 6.310

Formula = Delay in h-hours/hour  $\times$  VOC Emission Factor

× 2.5 (to convert gm/mile to gm/hour)

Hourly emission reductions = Reduction in delay  $\times$  VOC Emission Factor  $\times$  2.5

= 194.19 grams/hour

= 970.95 grams/day

= 0.97 kilograms/day

= 252,447.32 grams/year

= 0.252 metric tons/year

= 0.229 U.S.tons/year

#### Nitrogen Oxides $(NO_x)$

*NO*<sub>x</sub> Emission Factor: 1.513

Formula = Delay in h-hours/hour  $\times NO_x$  Emission Factor

 $\times$  2.5 (to convert gm/mile to gm/hour)

Hourly emission reductions = Reduction in delay  $\times NO_x$  Emission Factor  $\times 2.5$ 

= 46.56 grams/hour

= 232.81 grams/day

= 0.233 kilograms/day

= 60,531.35 grams/year

= 0.061 metric tons/year

= 0.055 U.S.tons/year

#### **Attachment: B**

#### Intersection-specific

#### **Delay and Emission Calculation Analysis**

Note: The analysis showed the proposed improvements will enhance traffic flow through the intersection, two hours during the morning peak hours and three hours during the evening peak hours. The total delay and emission calculations were performed assuming the improvements will help traffic going through the intersection five hours a day, and 260 days a year.

#### Intersection Names:

• Rushing Road at Chantulane Avenue

#### Peak-hour Delay Improvement Analysis Critical Peak: PM

PM Peak		
	Avg. Delay s/veh	
<b>Existing Conditions</b>	0.49	А
With Improvements	0.38	А

## **Capital Region Planning Commission (CRPC) Intersection Emission Calculation**

Names of Intersections:

Rushing Road at Chantulane Avenue

#### **Total Delay Calculations of the five (5) intersections**

Critical Peak: PM

#### PM Peak

	Avg. Delay (s/veh)	Volume (VPH)	Total Delay (h-Hr/Peak Hr)
Existing Conditions	0.49	1055	0.14
With Improvements	0.38	1055	0.11
	Reduction	in Delay	0.03

#### **Emission Calculations**

**Volatile Organic Compounds (VOC)** 

VOC Emission Factor: 6.310

Formula = Delay in h-hours/hour × VOC Emission Factor

× 2.5 (to convert gm/mile to gm/hour)

Hourly emission reductions = Reduction in delay  $\times$  VOC Emission Factor  $\times$  2.5

= 0.473 grams/hour

= 2.366 grams/day

= 0.002 kilograms/day

= 615.212 grams/year

= 0.6E-3 metric tons/year

= 0.56E-3 U.S.tons/year

#### Nitrogen Oxides $(NO_x)$

*NO*<sub>x</sub> Emission Factor: 1.513

Formula = Delay in h-hours/hour  $\times NO_x$  Emission Factor

 $\times$  2.5 (to convert gm/mile to gm/hour)

Hourly emission reductions = Reduction in delay  $\times$  NO<sub>x</sub> Emission Factor  $\times$  2.5

= 0.113 grams/hour

= 0.567 grams/day

= 147.52 grams/year

= 0.15E-3 metric tons/year

= 0.13E-3 U.S.tons/year

#### Intersection Names:

Rushing Road at Commercial Drwy. #1

#### Peak-hour Delay Improvement Analysis Critical Peak: PM

 PM Peak		
	Avg. Delay s/veh	
Existing Conditions	0.41	А
With Improvements	0.31	А

## **Capital Region Planning Commission (CRPC) Intersection Emission Calculation**

#### Names of Intersections:

Rushing Road at Commercial Drwy. #1

#### **Total Delay Calculations of the five (5) intersections**

Critical Peak: PM

#### **PM Peak**

	Avg. Delay (s/veh)	Volume (VPH)	Total Delay (h-Hr/Peak Hr)
Existing Conditions	0.41	1070	0.12
With Improvements	0.31	1070	0.09
	Reduction	in Delay	0.03

#### **Emission Calculations**

**Volatile Organic Compounds (VOC)** 

VOC Emission Factor: 6.310

Formula = Delay in h-hours/hour × VOC Emission Factor

× 2.5 (to convert gm/mile to gm/hour)

Hourly emission reductions = Reduction in delay  $\times$  VOC Emission Factor  $\times$  2.5

= 0.473 grams/hour

= 2.366 grams/day

= 0.002 kilograms/day

= 615.212 grams/year

= 0.6E-3 metric tons/year

= 0.56E-3 U.S.tons/year

#### Nitrogen Oxides $(NO_x)$

*NO*<sub>x</sub> Emission Factor: 1.513

Formula = Delay in h-hours/hour  $\times NO_x$  Emission Factor

 $\times$  2.5 (to convert gm/mile to gm/hour)

Hourly emission reductions = Reduction in delay  $\times$  NO<sub>x</sub> Emission Factor  $\times$  2.5

= 0.113 grams/hour

= 0.567 grams/day

= 147.52 grams/year

= 0.15E-3 metric tons/year

= 0.13E-3 U.S.tons/year

#### Intersection Names:

Rushing Road at Commercial Drwy. #2

#### Peak-hour Delay Improvement Analysis Critical Peak: PM

PM Peak		
	Avg. Delay s/veh	
Existing Conditions	5.77	А
With Improvements	4.11	А

## **Capital Region Planning Commission (CRPC) Intersection Emission Calculation**

#### Names of Intersections:

Rushing Road at Commercial Drwy. #2

#### **Total Delay Calculations of the five (5) intersections**

Critical Peak: PM

#### **PM Peak**

	Avg. Delay (s/veh)	Volume (VPH)	Total Delay (h-Hr/Peak Hr)
Existing Conditions	5.77	1395	2.24
With Improvements	4.11	1395	1.59
	Reduction	in Delay	0.64

#### **Emission Calculations**

**Volatile Organic Compounds (VOC)** 

VOC Emission Factor: 6.310

Formula = Delay in h-hours/hour × VOC Emission Factor

× 2.5 (to convert gm/mile to gm/hour)

Hourly emission reductions = Reduction in delay  $\times$  VOC Emission Factor  $\times$  2.5

=10.096 grams/hour

= 50.48 grams/day

= 0.050 kilograms/day

= 13124.8 grams/year

= 0.013 metric tons/year

= 0.012 U.S.tons/year

#### Nitrogen Oxides $(NO_x)$

*NO*<sub>x</sub> Emission Factor: 1.513

Formula = Delay in h-hours/hour  $\times NO_x$  Emission Factor

 $\times$  2.5 (to convert gm/mile to gm/hour)

Hourly emission reductions = Reduction in delay  $\times$  NO<sub>x</sub> Emission Factor  $\times$  2.5

= 2.421 grams/hour

= 12.104 grams/day

= 3147.04 grams/year

= 0.003 metric tons/year

= 0.0029 U.S.tons/year

#### Intersection Names:

Rushing Road at Home Depot / Commercial Drwy. #3

#### Peak-hour Delay Improvement Analysis Critical Peak: PM

_	PM Peak		
•	_	Avg. Delay s/veh	
	Existing Conditions	42.10	C
	With Improvements	23.50	В

## **Capital Region Planning Commission (CRPC) Intersection Emission Calculation**

#### Names of Intersections:

Rushing Road at Home Depot / Commercial Drwy. #3

#### **Total Delay Calculations of the five (5) intersections**

Critical Peak: PM

#### PM Peak

	Avg. Delay (s/veh)	Volume (VPH)	Total Delay (h-Hr/Peak Hr)
Existing Conditions	42.10	2224	26.01
With Improvements	23.50	2224	14.52
	Reduction	in Delay	11.49

#### **Emission Calculations**

#### **Volatile Organic Compounds (VOC)**

VOC Emission Factor: 6.310

Formula = Delay in h-hours/hour  $\times$  VOC Emission Factor

 $\times$  2.5 (to convert gm/mile to gm/hour)

Hourly emission reductions = Reduction in delay  $\times$  VOC Emission Factor  $\times$  2.5

=181.255 grams/hour

= 906.27 grams/day

= 0.906 kilograms/day

= 235631.16 grams/year

= 0.236 metric tons/year

= 0.214 U.S.tons/year

#### Nitrogen Oxides $(NO_x)$

NO<sub>x</sub> Emission Factor: 1.513

Formula = Delay in h-hours/hour  $\times NO_x$  Emission Factor

× 2.5 (to convert gm/mile to gm/hour)

Hourly emission reductions = Reduction in delay  $\times$   $NO_x$  Emission Factor  $\times$  2.5

= 43.461 grams/hour

= 217.30 grams/day

= 0.217 kilograms/day

= 56499.2 grams/year

= 0.056 metric tons/year

= 0.051 U.S.tons/year

#### Intersection Names:

Rushing Road at Commercial Drwy. #4

#### Peak-hour Delay Improvement Analysis Critical Peak: PM

PM Peak		
	Avg. Delay s/veh	
<b>Existing Conditions</b>	0.62	А
With Improvements	0.39	А

## **Capital Region Planning Commission (CRPC) Intersection Emission Calculation**

#### Names of Intersections:

Rushing Road at Commercial Drwy. #4

#### **Total Delay Calculations of the five (5) intersections**

Critical Peak: PM

#### PM Peak

	Avg. Delay (s/veh)	Volume (VPH)	Total Delay (h-Hr/Peak Hr)
Existing Conditions	0.62	1828	0.31
With Improvements	0.39	1828	0.20
	Reduction	in Delay	0.12

#### **Emission Calculations**

#### **Volatile Organic Compounds (VOC)**

VOC Emission Factor: 6.310

Formula = Delay in h-hours/hour × VOC Emission Factor

× 2.5 (to convert gm/mile to gm/hour)

Hourly emission reductions = Reduction in delay  $\times$  VOC Emission Factor  $\times$  2.5

=1.893 grams/hour

= 9.465 grams/day

= 0.009 kilograms/day

= 2460.9 grams/year

= 0.0025 metric tons/year

= 0.0022 U.S.tons/year

#### Nitrogen Oxides $(NO_x)$

NO<sub>x</sub> Emission Factor: 1.513

Formula = Delay in h-hours/hour  $\times NO_x$  Emission Factor

× 2.5 (to convert gm/mile to gm/hour)

Hourly emission reductions = Reduction in delay  $\times NO_{r}$  Emission Factor  $\times 2.5$ 

= 0.454 grams/hour

= 2.270 grams/day

= 0.002 kilograms/day

= 590.07 grams/year

= 0.59E-3 metric tons/year

= 0.54E-3 U.S.tons/year

#### **Attachment: C**

**Traffic Count Information (provided by NSI)** 

Analyst: GPO Inter.: Rushing Rd & Home Depot Dr

Agency: Area Type: All other areas Date: 9/15/2008 Jurisd: Delham Springs, LA

Period: 2011 AM Peak Year :

Project ID: Build+: With development, LT lns on Rushing Rd, NB LT ln

Lane Grp	Grou Capa			v Rate	 v/c	g,		 Delay			ay LO:			
Appr/	Lane		_	j Sat	Ra	atios		Lane	Group	p Ap	proacl	h		
			Ir	ntersec	tion	Perf	ormanc	e Summ	_					
UTT 1/6/			0.0	0.0						cle Le	nath:	60 O		secs
All Red			0.0	0.0					0.0					
Yellow			4.0	6.0	0.0				6.0	0.0				
зь кі Green	9116		5.0	35.0	0.0		I MID	ктапс	4.0	0.0				
NB RI							EB   WB	Right Right						
Ped NB Rig							   	Peds	_					
Rig Ped	ght			A			-	Right	: A					
Th:				A			-	Thru	A					
WB Le:			A	A			SB	Left	A					
Ped			_	_				Peds	_					
-	ght			A				Right	. A					
Th:				A				Thru	A					
EB Le:			A	A			NB	Left	A					
Phase (		atior		2	3	4			5	6	7		8	
							perat	ions						
Durati	on (	0.25		Area 1										
RTOR V	ol			3			9			54			30	ĺ
Lane W	idth	12.0	12.0	j	12.0	12.0		12.0	12.0	12.0	12.0	12.0		j
Volume	- ;	32	243	23	93	255	66	15	25	60	50	40	40	i
LGConf	ig	L	TR	į	L	TR		L	Т	R	L	TR		i
No. Lai	nes  -	1	1	0	1	1	0	1	1		1	1	0	
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Appr/	Lane	Adj Sat	Rat	ios	Lane (	Group	Appr	oach	
Lane	Group	Flow Rate							
Grp	Capacity	(s)	v/c	g/C	Delay	LOS	Delay	LOS	
Eastbou	 ınd								
L	770	1805	0.05	0.77	2.0	A			
TR	1095	1878	0.26	0.58	6.3	A	5.8	A	
Westbou	ınd								
L	822	1805	0.12	0.77	2.0	A			
TR	1078	1848	0.31	0.58	6.5	Α	5.5	A	
Northbo	ound								
L	127	1900	0.13	0.07	26.8	С			
T	127	1900	0.21	0.07	27.3	С	27.1	С	
R	108	1615	0.06	0.07	26.5	С			
Southbo	ound								
L	127	1900	0.43	0.07	29.2	С			
TR	123	1842	0.44	0.07	29.4	С	29.3	C	
	Intersec	tion Delay	= 9.6	(sec/v	eh) Ir	nterse	ction :	LOS = A	

Analyst: GPO Inter.: Rushing Rd & Home Depot Dr

Agency: Area Type: All other areas Date: 9/15/2008 Jurisd: Delham Springs, LA

Period: 2011 PM Peak Year :

Project ID: Build+: With development, LT lns on Rushing Rd, NB LT ln

E/W St				with a	evelop	ment,		ns on St: H					wy	#3
				ST	GNALIZI	ED TN'	TERSE	CTION	SUMMA	RY				
		Ea	stbou			boun			thbou		Soi	ıthbou	nd	
		L I	Т	R	L	Т	R	L	Т	R	L	Т	R	
No. La	nes		<u>1</u>	0	1	1	0	1 1	1	1	1	1	0	
LGConf	ig	L	TR		L	TR		L	Т	R	L	TR		i
Volume		76	592	74	295	322	44	80	133	320	75	123	90	j
Lane W	idth	12.0	12.0		12.0	12.0		12.0	12.0	12.0	12.0	12.0		
RTOR V	ol			3		!	9			261			20	
Duration	on	0.25		Area	Type: A									
Phase	Combi	natio	 n 1	2	Sigi	1a 1 0] 4	herar herar	ions	5	 б	<u>-</u> -	 8		
EB Le:		.1a C I O.	A	A	A	<b>-</b>	l   NB	Left	A	U	,	0		
Th:				2.1	A			Thru	A					
	ght				A		İ	Right						
Ped							i	Peds						
WB Le:	ft		A	А	A		SB	Left	А					
Th:				А	A		İ	Thru	A					
Rig	ght			А	A		İ	Right	. A					
Ped							İ	Peds						
NB Ri	ght						EB	Right						
SB Ri	ght						WB	Right						
Green			6.0	5.0	49.0	0.0			20.0	0.0				
Yellow			4.0	4.0	6.0				6.0					
All Red	d		0.0	0.0	0.0				0.0					
			Ti	nterce	ction I	Derfo	rmana	A Slimm	_	ele Ler	ngth:	100.0		secs
Appr/	Lane			j Sat		cios	Lilianc	Lane	_		 oroach			
Lane	Gro			w Rate		2105		Папс	Group	, HPI	proaci	•		
Grp		acity		(s)	v/c	g/(	C	Delay	LOS	Dela	ay LOS	 3		
Eastbo	 und													
L	67	5	18	05	0.12	0.	72	4.9	A					
TR	91	б	18'	70	0.79	0.	49	25.7	С	23.6	5 C			
Westbo														
L	42'		18		0.75	0.		25.2	С		_			
TR	10	86	18'	72	0.36	0.	58	11.3	В	17.6	5 В			
Northbo			_			_								
L	18		91		0.47	0.		37.3	D	<u> </u>	_			
T	380		19		0.38	0.		35.3	D	35.5	5 D			
R	32	3	16	15	0.20	0.	20	33.6	С					
Southbo		0		0.0	0 24	0	0.0	25 2	-					
L	24		11:		0.34	0.1		35.2	D	20.5	, <del>.</del>			
TR	35	9	17	9 /	0.58	0.	∠ U	38.7	D	37.	7 D			

Intersection Delay = 25.2 (sec/veh) Intersection LOS = C

Analyst: GPO Inter.: Rushing Rd & Home Depot Dr

Agency: Area Type: All other areas Date: 9/15/2008 Jurisd: Delham Springs, LA

Period: 2011 AM Peak Year :

	Eas	 stbour			stbo			CTION Nor	thbou			utl	ıboı	ınd	Ī
	L	Т	R	L	Т	R		L	T	R	L		 Г	R	Ì
No. Lanes	0	1	0	0	1			_ 1	1	1_	1		1	0	ļ
LGConfig		LTI				TR		L	Т	R	L	4.0	TR	4.0	!
Volume	32	243	23	93	255			15	25	60	50	4(		40	ļ
Lane Width RTOR Vol		12.0	3	 	12.	9		12.0	12.0	12.0 54	12.0	12	2.0	30	}
	 			l 							l 			3 U 	 
Duration	0.25		Area 1					areas Lons							
Phase Combi	 inatior	1 1	2	3	_	4	Laci	.0115	5	6				 3	
EB Left		P				1	NB	Left	P						
Thru		P				j		Thru	P						
Right		P				j		Right	P						
Peds								Peds							
WB Left		P				5	SB	Left	P						
Thru		P						Thru	P						
Right		P						Right	. P						
Peds								Peds							
NB Right						- 1 т	EΒ	Right							
_							WB	Right	•						
Green		44.0	0.0						4.0	0.0					
Green Yellow		6.0	0.0						4.0	0.0					
Green Yellow			0.0						4.0 6.0 0.0						
Green Yellow		6.0		stion	Der	7	WB	Right	4.0 6.0 0.0 Cyc	cle Lei		6(	0.0		sec
Green Yellow All Red	 ne	6.0 0.0	ntersec			t	WB ance	Right E Summ	4.0 6.0 0.0 Cyc	cle Lei			0.0		sec
Green Yellow All Red  Appr/ Lar Lane Gro	oup	6.0 0.0 In Ad; Flow	ntersed j Sat w Rate	R:	atio	forma	WB ance	Right  Summ Lane	4.0 6.0 0.0 Cyc ary Group	cle Lei	proac	h	).0 		sec
Green Yellow All Red  Appr/ Lar Lane Gro		6.0 0.0 In Ad; Flow	ntersed j Sat w Rate	R:		forma	WB ance	Right E Summ	4.0 6.0 0.0 Cyc ary Group	cle Lei		h	0.0		sec
Green Yellow All Red  Appr/ Lar Lane Gro	oup	6.0 0.0 In Ad; Flow	ntersed j Sat w Rate	R:	atio	forma	WB ance	Right  Summ Lane	4.0 6.0 0.0 Cyc ary Group	cle Lei	proac	h	0.0		sec
Green Yellow All Red  Appr/ Lar Lane Gro Grp Car Eastbound	oup	6.0 0.0 In Ad; Flow	ntersed j Sat w Rate (s)	R:	atio	forma	wB ance	Right  Summ Lane	4.0 6.0 0.0 Cyc ary Group	cle Lei	proac ay LO	h S	0.0		sec
Green Yellow All Red  Appr/ Lar Lane Gro Grp Car Eastbound  LTR 12	oup pacity 	6.0 0.0 Ir Adj Flow	ntersed j Sat w Rate (s)	 v/c	atio	forma s  g/C	WB ance	e Summ Lane ——— Delay	4.0 6.0 0.0 Cycnary Group	cle Lei Dela	proac ay LO	h S	0.0		sec
Green Yellow All Red  Appr/ Lar Lane Gro Grp Car Eastbound  LTR 12	oup pacity 	6.0 0.0 Ir Ad: Flow	ntersed j Sat w Rate (s)	0.2	atio 	formas g/C	wB ance	e Summ Lane Delay	4.0 6.0 0.0 Cyc Group Group	cle Len	proac	h S	-		sec
Green Yellow All Red  Appr/ Lar Lane Gro Grp Car Eastbound  LTR 12	oup pacity 	6.0 0.0 Ir Adj Flow	ntersed j Sat w Rate (s)	 v/c	atio 	forma s  g/C	wB ance	e Summ Lane ——— Delay	4.0 6.0 0.0 Cycnary Group	cle Lei Dela	proac	h S	0.0		sec
Green Yellow All Red  Appr/ Lan Lane Gro Grp Can Eastbound LTR 12 Westbound LTR 12	oup pacity  288	6.0 0.0 Ir Adj Flow	ntersed j Sat w Rate (s)	0.2	atio5	formas g/C 0.73	ance	e Summ Lane Delay	4.0 6.0 0.0 Cyc Group Group	cle Len	proac	h S	).0 		sec
Green Yellow All Red  Appr/ Lar Lane Gro Grp Car Eastbound LTR 12 Westbound LTR 12 Northbound L 12	oup pacity 288 168	6.0 0.0 In Adj Flow	ntersec j Sat w Rate (s) 	0.2	atio 5 5	formas	ance	Right  Summ Lane Delay  3.1  3.9	4.0 6.0 0.0 Cyc Group Group	Dela	oroac ay LO A	S .	-		sec
Green Yellow All Red  Appr/ Lar Lane Gro Grp Car Eastbound LTR 12 Westbound LTR 12 Northbound L 12	oup pacity  288 168 27 27	6.0 0.0 In Add Flow	ntersed j Sat w Rate (s) 	0.21 0.33 0.13	atio 5 5	formas g/C 0.73	ance	Right  Summ Lane Delay  3.1  3.9  28.4 30.3	4.0 6.0 0.0 Cyc Group Group	cle Len	oroac ay LO A	S .	0.0		sec
Green Yellow All Red  Appr/ Lar Lane Gro Grp Car Eastbound  LTR 12 Westbound  LTR 12 Northbound L 12 R 16	oup pacity 288 168	6.0 0.0 In Adj Flow	ntersed j Sat w Rate (s) 	0.2	atio 5 5	formas	ance	Right  Summ Lane Delay  3.1  3.9	4.0 6.0 0.0 Cyc Group Group	Dela	oroac ay LO A	S .	0.0		sec
Green Yellow All Red  Appr/ Lar Lane Gro Grp Car Eastbound  LTR 12 Westbound  LTR 12 Northbound L 12 R 16 Southbound	288 168 27 27	6.0 0.0 In Add Flow 175	ntersec j Sat w Rate (s) 	0.2 0.3 0.1 0.2 0.0	atio 5 8 3 1 6	formas s 0.73 0.73	wB ance	Right  E Summ Lane Delay  3.1  3.9  28.4 30.3 27.4	4.0 6.0 0.0 Cyc Group Group LOS	Dela	oroac ay LO A	S .	0.0		sec
Green Yellow All Red  Appr/ Lar Lane Gro Grp Car Eastbound LTR 12 Westbound LTR 12 Northbound L 12 R 10 Southbound L 12	oup pacity  288 168 27 27	6.0 0.0 In Add Flow	ntersec j Sat w Rate (s)  56	0.21 0.33 0.13	atio 5 5 8 3 1 6	formas g/C 0.73	wB	Right  Summ Lane Delay  3.1  3.9  28.4 30.3	4.0 6.0 0.0 Cyc Group Group	Dela	proace ay LO A	h	0.0		sec

Intersection Delay = 8.9 (sec/veh) Intersection LOS = A

Analyst: GPO Inter.: Rushing Rd & Home Depot Dr

Agency: Area Type: All other areas Date: 9/17/2008 Jurisd: Delham Springs, LA

Period: 2011 PM Peak Year :

E/W St: Ru	shing R	ld		N/S	S St: H	ome De	pot D	r / Fut	r Dwy	#3
		g.	TCNALTZE	D INTERSE	CTION	SIIMMAR	v			
	l Eas	tbound		bound		thboun		South	bound	
	L	T R	!	T R	L		R	L T		
	İ		_		. İ		İ			
No. Lanes	0	1 0	0	1 0	1		1		1 0	
LGConfig		LTR		LTR	L	Т	R		TR	
Volume		592 74		22 44	1			75 12		
Lane Width		12.0	ļ	2.0 9	12.0	12.0 1		12.0 12		
RTOR Vol	I	3	I	9	I	4	261		20	
Duration	0.25	Area	Type: A	ll other	areas					
				al Operat	ions					
Phase Comb	ination		3	4	- 5.	5	6	7	8	
EB Left		P		NB	Left	P				
Thru		P			Thru	P				
Right Peds		Р			Right Peds	Р				
WB Left		P		l I SB	Left	P				
Thru		P		55	Thru	P				
Right		P		i	Right					
Peds				İ	Peds					
NB Right				EB	Right					
SB Right				WB	Right					
Green		69.0 0.0				19.0	0.0			
Yellow		6.0				6.0				
All Red		0.0				0.0			0 0	
		Intora	oation D	erformano	ıo Cumm	_		gth: 10	0.0	secs
Appr/ La:	 ne	Adj Sat	Rat			ary Group				
	oup	Flow Rate		105	Папс	GIGUP	1122	104011		
	pacity		v/c	g/C	Delay	LOS	Dela	y LOS	•	
Eastbound										
Eastboulld										
LTR 1	119	1622	0.72	0.69	13.5	В	13.5	В		
We set be a seed										
Westbound										
LTR 6	56	951	1.08	0.69	74.5	E	74.5	E		
Northbound										
L 1	70	896	0.51	0.19	46.9	D				
	61	1900	0.40	0.19	38.8	D	40.5	D		
	07	1615	0.21	0.19	35.7	D				
Southbound				0		_				
	26	1190	0.36	0.19	39.7	D	42 5	1		
TR 3	41	1797	0.62	0.19	45.2	D	43.7	D		

Intersection Delay = 42.1 (sec/veh) Intersection LOS = D

Attachment: D

**HCS Output** 

	1	WO-WAY STOP	CONTR	OL SUN	MARY			
General Informatior			Site Ir	ıformat	ion			
Analyst	NJF		Interse	ction		Rushing	Rd. at Cha	antulane
Agency/Co.	NSI		Jurisdi	ction		Livingsto		
Date Performed	2/22/2008	3	Analys	is Year		2011 No	Build	
Analysis Time Period	AM Peak							Mile Control Mile Control Manager Manager
Project Description								
East/West Street: Rushi				and the second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second s	eet: <i>Chantul</i>	ane		
Intersection Orientation:			Study F	Period (hr	s): 0.25			
<u>Vehicle Volumes an</u>	<u>d Adjustmen</u>	The state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the s						
Major Street		Eastbound	_			Westbou	ınd	
Movement	1	2	3		4	5		6
Volume (veh/h)	L.	262	R 1			7 264		R
Peak-Hour Factor, PHF	0.92	0.92	0.92		0.92	0.92		0.92
Hourly Flow Rate, HFR					***************************************			
(veh/h)	0	284	1	I	2	286		0
Percent Heavy Vehicles	0				0			
Median Type				Undivid	led			
RT Channelized			0					0
anes	0	1	0		0	1		0
Configuration			TR		LT			
Upstream Signal		0				0		1000
Minor Street		Northbound				Southboo	und	
Movement	7	8	9		10 11			12
	L	Т	R		L	Т		R
/olume (veh/h)	12	0	13					
Peak-Hour Factor, PHF	0.92	0.92	0.92		0.92 0.92			0.92
Hourly Flow Rate, HFR veh/h)	13	0	14		0			0
Percent Heavy Vehicles	0	0	0		0	0		0
Percent Grade (%)		0				0		
Flared Approach		Ν				N		
Storage		0				0		
RT Channelized			0					0
_anes	0	1	0		0	0		0
Configuration		LTR						
Delay, Queue Length, ar	nd Level of Serv	ice					u ja Nastu tiikuu kii koomuus kuu ee Eusa koosa	
Approach	Eastbound	Westbound		Northbou	nd	5	Southbour	nd
/lovement	1	4	7	8	9	10	11	12
ane Configuration		LT		LTR				
(veh/h)		2	the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the s	27				
(m) (veh/h)		1289		596		***************************************		
//c		0.00		0.05				
95% queue length	, , , , , , , , , , , , , , , , , , , ,	0.00		0.14				
Control Delay (s/veh)		7.8		11.3		<del> </del>		
OS		7.8 A		11.3 B				
							<u> </u>	
Approach Delay (s/veh)				11.3				
Approach LOS				В				

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	TV	VO-WAY STOP	CONTR	OL SU	JIMM	ARY				
General Information				nform			ALC:			
Analyst	INJF		Interse				Rushing F	Rd at	Chant	ulane
Agency/Co.	NSI		Jurisdi				Livingstor			aiano
Date Performed	2/22/2008	}	enverseed	is Year	,		2011 Buil	and the second second second second		
Analysis Time Period	AM Peak									
Project Description	***************************************									
East/West Street: Rushi	ng Road		North/S	South S	treet:	Chantula	ne		wanton Passassa	
Intersection Orientation:			Study F	Period (	hrs):	0.25				
Vehicle Volumes an	d Adjustment	İs								
Major Street		Eastbound					Westbou	ınd		
Movement	1	2	3			4	5			6
	L	T	R			L	Τ			R
Volume (veh/h)		262	1			2	264			
Peak-Hour Factor, PHF	0.92	0.92	0.92	•	· · · · · · · · · · · · · · · · · · ·	0.92	0.92		(	0.92
Hourly Flow Rate, HFR (veh/h)	0	284	1			2	286			0
Percent Heavy Vehicles	0					0				
Median Type				Undiv	⁄ided					
RT Channelized			0							0
Lanes	0	1	0			1	1			0
Configuration			TR			L	T			
Upstream Signal		0		· · · · · · · · · · · · · · · · · · ·			0			
Minor Street		Northbound					Southbou	ınd		
Movement	7	8	9			10	11			12
	L	Т	R			L	Т			R
Volume (veh/h)	12	0	13							
Peak-Hour Factor, PHF	0.92	0.92	0.92			0.92	0.92		(	0.92
Hourly Flow Rate, HFR (veh/h)	13	0	14			0	0			0
Percent Heavy Vehicles	0	0	0			0	0			0
Percent Grade (%)		0					0			
Flared Approach		N				and the second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second s	N			V/C
Storage		0			- Address militar		0	***************************************		
RT Channelized			0	-					11 114 101 3.011.5	0
Lanes	0	1	0			0	0			0
Configuration		LTR				***************************************				
Delay, Queue Length, ar	nd Level of Serv	The state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the s							Section (Section 1987 And	
Approach	Eastbound	Westbound		Northbo	ound		S	South	oound	
Movement	1	4	7	8		9	10	1	11	12
Lane Configuration		L		LTR	?		3,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	.11		
v (veh/h)		2	the second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second secon	27				-	**************************************	
C (m) (veh/h)		1289		596	_					
v/c		0.00		0.05			1-,	<b>-</b>		
95% queue length		0.00		0.14				<del> </del>		
		7.8		11.3						
Control Delay (s/veh)					<u>'</u>			<b></b>		
LOS		Α		B						
Approach Delay (s/veh)				11.3	3					

Approach LOS

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	TV	VO-WAY STOF	CONTR	OL SUM	MARY			
General Information			Site II	nformati	on			
Analyst	NJF		Interse	ection		Rushing	Rd. at Cha	ntulane
Agency/Co.	NSI		Jurisdi	ction		Livingsto		
Date Performed	2/22/2008	}	Analys	is Year		2011 No		
Analysis Time Period	PM Peak							
Project Description								
East/West Street: Rushi	ng Road		North/S	South Stree	et: <i>Chantul</i>	ane		
Intersection Orientation:	East-West		Study F	Period (hrs	s): 0.25			
Vehicle Volumes an	d Adjustmen	ts						
Major Street		Eastbound				Westbou	ınd	
Movement	1	2	3		4	5		6
	L	T	R		L	Į T		R
Volume (veh/h)		587	8		21	342	***************************************	Section and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the secon
Peak-Hour Factor, PHF	0.92	0.92	0.92	?	0.92	0.92		0.92
Hourly Flow Rate, HFR (veh/h)	0	638	8		22	371		0
Percent Heavy Vehicles	0				0			
Median Type				Undivide	ed			
RT Channelized			0					0
Lanes	0	1	0		0	1		0
Configuration			TR		LT			
Upstream Signal		0				0		
Minor Street		Northbound	4.3. 3. 3. 3.			Southboo	ınd	
Movement	7	8	9		10	11		12
	L	T	R		L	Т		R
Volume (veh/h)	1	0	14					
Peak-Hour Factor, PHF	0.92	0.92	0.92		0.92	0.92		0.92
Hourly Flow Rate, HFR (veh/h)	1	0	15		0	0		0
Percent Heavy Vehicles	0	0	0		0	0		0
Percent Grade (%)		0				0		33 36030
-lared Approach		Ν				N		
Storage		0				0		
RT Channelized	***************************************		0	MADELITOROTHURENAL CONTONIA MADELIA CERC				0
_anes	0	1	0		0	0		0
Configuration		LTR						
Delay, Queue Length, ar	nd Level of Serv	ice						
Approach	Eastbound	Westbound	**************************************	Northboun	ıd		Southboun	d
Movement	1	4	7	8	9	10	11	12
_ane Configuration		LT		LTR				
/ (veh/h)		22		16	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,			
C (m) (veh/h)		949		451				
//c	and the second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second s	0.02		0.04				
95% queue length		0.07		0.11				
Control Delay (s/veh)		8.9		13.3	***************************************			
OS		A A		13.5 B			<del>                                     </del>	
Approach Delay (s/veh)				13.3			L	
<u> </u>			,	13.3 B				
Approach LOS	•••		L		······································		·····	

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	T	NO-WAY STOR	CONTR	OL SU	MMARY			
General Information			Site	nforma	ation			
Analyst	NJF		Interse			Rushina	Rd. at Chan	tulane
Agency/Co.	NSI		Jurisd			Livingsto		talano
Date Performed	2/22/2008	3		sis Year		2011 Bui		
Analysis Time Period	PM Peak							
Project Description						-		
East/West Street: Rushi	ng Road		North/S	South St	reet: Chantu	ılane		
Intersection Orientation:			and the second second second second second	Accessed to the second second second	nrs): 0.25			
Vehicle Volumes an	MANUFACTURE OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF	ts						
Major Street		Eastbound				Westbo	und	
Movement	1	2	3		4	5		6
	L	T	R		L	T		R
Volume (veh/h)		587	8		21	342		
Peak-Hour Factor, PHF	0.92	0.92	0.92	?	0.92	0.92		0.92
Hourly Flow Rate, HFR (veh/h)	0	638	8		22	371		0
Percent Heavy Vehicles	0				0			
Median Type			Two	Way Let	t Turn Lane		**************************************	
RT Channelized			0					0
Lanes	0	1	0		1	1		0
Configuration			TR		L	T		
Upstream Signal		0				0		
Minor Street		Northbound				Southbo	und	
Movement	7	8	9	9		11	1	12
	L	Т	R		10 L	T		R
Volume (veh/h)	1	0	14					
Peak-Hour Factor, PHF	0.92	0.92	0.92		0.92	0.92		0.92
Hourly Flow Rate, HFR (veh/h)	1	0	15		0	0	The state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the s	0
Percent Heavy Vehicles	0	0	0		0	0		0
Percent Grade (%)		0				0		
Flared Approach		N				N		<u> </u>
Storage		0				0		
RT Channelized			1 0					0
Lanes	0	1	1 0		0	0		0
Configuration		LTR						
Delay, Queue Length, ar	nd Level of Serv	***************************************						
Approach	Eastbound	Westbound	10-10-15-16-16-16-16-16-16-16-16-16-16-16-16-16-	Northbo	und		Southbound	Statement of the statement of the statement of the statement of the statement of the statement of the statement of the statement of the statement of the statement of the statement of the statement of the statement of the statement of the statement of the statement of the statement of the statement of the statement of the statement of the statement of the statement of the statement of the statement of the statement of the statement of the statement of the statement of the statement of the statement of the statement of the statement of the statement of the statement of the statement of the statement of the statement of the statement of the statement of the statement of the statement of the statement of the statement of the statement of the statement of the statement of the statement of the statement of the statement of the statement of the statement of the statement of the statement of the statement of the statement of the statement of the statement of the statement of the statement of the statement of the statement of the statement of the statement of the statement of the statement of the statement of the statement of the statement of the statement of the statement of the statement of the statement of the statement of the statement of the statement of the statement of the statement of the statement of the statement of the statement of the statement of the statement of the statement of the statement of the statement of the statement of the statement of the statement of the statement of the statement of the statement of the statement of the statement of the statement of the statement of the statement of the statement of the statement of the statement of the statement of the statement of the statement of the statement of the statement of the statement of the statement of the statement of the statement of the statement of the statement of the statement of the statement of the statement of the statement of the statement of the statement of the statement of the statement of the statement of the statement of the statem
Movement	1	4	7	8	9	10	11	12
Lane Configuration		L		LTR			<u> </u>	``-
v (veh/h)		22		16				
C (m) (veh/h)		949		470				
v/c	FAMILY COMMISSION OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPE	0.02		0.03				
95% queue length		0.07		0.11				
Control Delay (s/veh)	<u> </u>	8.9		12.9				
LOS		Α		В				
Approach Delay (s/veh)				12.9				

Approach LOS

		T	WO-WAY STOR	CONTR	OL SI	JWIN	1ARY		P 11 25 1/1 50 7 1/1 1/1		
General Information	)			Site I	nform	atio	n		-/		
Analyst		NJF		Interse	Intersection				Rushing Rd. at Drive #1		
Agency/Co.		NSI		Jurisdiction				Livingstor			
Date Performed		2/22/2008	3	DESCRIPTION OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF	is Year	r		2011 No I			
Analysis Time Period		AM Peak			7 Tranyolo 1 Car						
Project Description	***************************************										
East/West Street: Rushi	na Roa	ad		North/S	South S	treet	: Drive #1				
Intersection Orientation:				Study F	-	THE RESERVE OF THE PERSON NAMED IN				nonamatako kilopatan jari kangatan	
Vehicle Volumes an			ts .								
Major Street	T		Eastbound			Westbound					
Movement		1	2	3	3		4	5		6	
		L	T	R			L	Т			R
Volume (veh/h)			274	1		CONTRACTOR OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE	4	265	TO THE PERSON NAMED IN COLUMN		
Peak-Hour Factor, PHF		0.92	0.92	0.92	)		0.92	0.92	20022244 SOATE (ARTHUR	(	0.92
Hourly Flow Rate, HFR		0	297	1			4	288			0
(veh/h)			271		- N. 1		Construction of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract				•
Percent Heavy Vehicles		0					0				
Median Type					Undi	vided	1	T			
RT Channelized				0							0
Lanes		0	1	0			0	1			0
Configuration				TR			LT				
Upstream Signal			0					0			
Minor Street			Northbound	54 50, 54 5				Southbou	ınd		
Movement		7	8	9			10	11			12
		L	Т	R			L	Т			R
Volume (veh/h)		1	0	2							
Peak-Hour Factor, PHF		0.92	0.92	0.92			0.92	0.92		(	0.92
Hourly Flow Rate, HFR (veh/h)		1	0	2			0	0			0
Percent Heavy Vehicles		0	0	0			0	0			0
Percent Grade (%)			0					0			
Flared Approach			N					N			
Storage			0					0			
RT Channelized				0		1, 2000	and the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second o				0
Lanes		0	1	0		. erestroprosesses se.	0	0			0
Configuration			LTR				· · · · · · · · · · · · · · · · · · ·				······
Delay, Queue Length, ar	nd Lev	el of Serv	ice		trooppin i patrio de				************	ertike Afrikaski listoren	
Approach		tbound	Westbound		Northbo	ound		S	South	oound	
Movement		1	4	7	8		9	10	1	1	12
Lane Configuration		<del></del>	LT		LTF	?					
v (veh/h)	all all and language as a digraphy on the	and the contesting the first of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of	4		3	<del></del>				***************************************	
C (m) (veh/h)		**************************************	1275		624	!				orași de la compania de la compania de la compania de la compania de la compania de la compania de la compania	
v/c			0.00		0.00	)					
95% queue length			0.01		0.01						
Control Delay (s/veh)			7.8		10.8						
LOS			A		B	-					W10 W10
Approach Delay (s/veh)					10.8	3	<u> </u>				
11 21 21 21 21 21 21 21 21 21 21 21 21 2								ļ			

Approach LOS

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	îrV	VO-WAY STOP	CONTR	OL SU	MMARY					
General Information			Site I	nforma	tion					
Analyst NJF				ection		Rushing	Rushing Rd. at Drive #1			
Agency/Co.	NSI	Jurisdi	ction			Livingston Parish				
Date Performed	2/22/2008	Analys	is Year		2011 Buil	2011 Build				
Analysis Time Period	AM Peak									
Project Description										
East/West Street: Rushi					eet: Drive	#1				
Intersection Orientation:	East-West		Study I	Period (h	rs): <i>0.25</i>					
Vehicle Volumes an	d Adjustmen	ts								
Major Street		Eastbound				edicates contents a planticomo del contenta con accione di consi, o conscisso del	Westbound			
Movement	1	2		3 4		5		6		
	L	T	R		L	T		R		
Volume (veh/h)		274	1		4	265		~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~		
Peak-Hour Factor, PHF	0.92	0.92	0.92	2	0.92	0.92		0.92		
Hourly Flow Rate, HFR (veh/h)	0	297	1		4	288		0		
Percent Heavy Vehicles	0				0					
Median Type				Way Left	Turn Lane					
RT Channelized			0					0		
Lanes	0	1	0		1	1		0		
Configuration			TR		L	T				
Upstream Signal		0				0				
Minor Street		Northbound				Southboo	Southbound			
Movement	7	8	9		10	11		12		
	L	Т	R		L	T		R		
Volume (veh/h)	1	0	2		and the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of t					
Peak-Hour Factor, PHF	0.92	0.92	0.92	0.92 0.92		0.92		0.92		
Hourly Flow Rate, HFR (veh/h)	1	0	2	2		0		0		
Percent Heavy Vehicles	0	0	0		0	0		0		
Percent Grade (%)		0				0	- 5.000 <u>- 5.000 - 5.000 - 5.000 - 5.000 - 5.000</u>			
Flared Approach		N				N				
Storage		0				0				
RT Channelized			0					0		
Lanes	0	1	0		0	0		0		
Configuration		LTR								
Delay, Queue Length, ar	nd Level of Serv	ice						Taria, de Lebis de Carbridge Paris - Nach Nove		
Approach	Eastbound	Westbound		Northbound			Southbour	nd		
Movement	1	4	7	8	9	10	11	12		
Lane Configuration		L		LTR						
v (veh/h)		4		3						
C (m) (veh/h)		1275		672				-		
v/c		0.00		0.00						
95% queue length		0.01		0.01						
Control Delay (s/veh)		7.8		10.4						
LOS		A A		B						
				10.4	L		I			
Approach Delay (s/veh)										
Approach LOS				В						

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		TV	VO-WAY STO	)P (	CONTR	OL SU	JMR	IARY					
General Information					Site Information								
Analyst NJF										Rushing Rd. at Drive #1			
Agency/Co.		NSI			Jurisdiction				Livingston Parish			TF I	
Date Performed	2/22/2008		}			Analysis Year					Build		
Analysis Time Period PM Peak										***************************************			
Project Description												Zakanski zienostanom	
East/West Street: Rushing Road					North/South Street: Drive #1								
Intersection Orientation: East-West			Study Period			Period (	(hrs):	0.25					
Vehicle Volumes an	d Adi	ustmen	fs			Swi4040pth/04447455				Villes males (Policies		1666-1668-1568-1668-1668-1668-1668-1668-	
Major Street		Eastbound			MARKET OF AND AND AND AND AND AND AND AND AND AND				We	Westbound			
Movement		1	2		3		4			5	THOUSEN AND SHEETS	6	
		L	T		R			L		T		R	
Volume (veh/h)			598		3			13		358			
Peak-Hour Factor, PHF		0.92	0.92		0.92			0.92		0.92			0.92
Hourly Flow Rate, HFR (veh/h)		0	649	Witnessia	3			14		389		0	
Percent Heavy Vehicles		0		一十				0					
Median Type						Undi	vided						
RT Channelized				T	0	2.747							0
Lanes	_	0	1		0		,	0	1		0		
Configuration			· · · · · · · · · · · · · · · · · · ·		TR			LT					
Upstream Signal		·	0	-						0			
Minor Street	_	Northbou							Southbound				
Movement		7	8	<del>'</del> T	9		10		T 300	11		T	12
Movement	$\top$	L	T	$\dashv$	R			L		T			R
Volume (veh/h)	+	5	1 0	$\dashv$	10			<u> </u>	-				
Peak-Hour Factor, PHF	_	0.92	0.92		0.92			0.92	<b>-</b>	0.92		0.92	
Hourly Flow Rate, HFR (veh/h)		5	0		10		0			0		0	
Percent Heavy Vehicles		0	0		0		0			0			0
Percent Grade (%)			0				**			0			
Flared Approach			N					the second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second secon		Ν			
Storage			0						0				
RT Channelized	***************************************				0			A CHARLES AND A STREET OF THE STREET					0
Lanes		0	1		0		* 0.5 % 30.00 * 0.00	0	0			0	
Configuration		vers 4	LTR										
Delay, Queue Length, ar	nd Lev	el of Serv	ice		inindika sesaman sesista coman		-1-1-0 - 6-45			2.624.49.6211.00			
Approach		tbound	Westbound	T	Northb		oound		South		South	nbound	
Movement		1	4	T	7			9	1	0		11	12
Lane Configuration			LT			LTF	?			White			
v (veh/h)			14			15		i and have been such as the Manusch				Chromita garring us s	
C (m) (veh/h)			944			360					***************************************	- Company	
v/c			0.01	1		0.04		2,					
95% queue length			0.05			0.13							
Control Delay (s/veh)			8.9	┪		15.4			1				
LOS			Α	$\top$		С					<b></b>		<b></b>
Approach Delay (s/veh)				15.4			1		1		<b></b>		
A				-					+				

Approach LOS

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	77	NO-WAY STOF	CONTR	OL SU	MMARY						
General Information			Site I	Site Information							
Analyst <i>NJF</i>			Interse	ection		Rushing Rd. at Drive #1					
Agency/Co.	NSI	Jurisdi			COLUMN TO THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE	Livingston Parish					
Date Performed	2/22/2008		one con I become a comme	is Year		2011 Build					
Analysis Time Period	PM Peak										
Project Description											
East/West Street: Rushing	ı Road		North/S	North/South Street: Drive #1							
Intersection Orientation: E					Study Period (hrs): 0.25						
Vehicle Volumes and	Adiustmen	ts									
Major Street		Eastbound	and the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of t			Westbo	und				
Movement	1	2	3		4 5			6			
	L	T	R		L	Т		R			
Volume (veh/h)		598	3		13	358					
Peak-Hour Factor, PHF	0.92	0.92	0.92		0.92	0.92		0.92			
Hourly Flow Rate, HFR (veh/h)	0	649	3		14	389		0			
Percent Heavy Vehicles	0				0			<u></u>			
Median Type		MALIANUS CONTRACTOR OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STAT	Two	Nav I efi	Turn Lane						
RT Channelized			1 0	1	ram Earro			0			
Lanes	0	1	0		1	1	·····	0			
Configuration	<del>                                     </del>		TR		1	<del>                                     </del>		U			
Upstream Signal		0	111		<u> </u>	0					
Minor Street			Northbound			Southbound					
Movement	7	Northbound 8	9		10	Southbo 11	una <b>T</b>	12			
Movement	+	T	R			<del>                                     </del>		R			
Valuma (vah/h)	5	1 0	10		L	1		ĸ			
Volume (veh/h) Peak-Hour Factor, PHF	0.92	0.92	0.92		0.92	0.92		0.92			
Hourly Flow Rate, HFR					0.92	0.92		<del>1</del>			
(veh/h)	5	0	10		0	0		0			
Percent Heavy Vehicles	0	0	0		0	0		0			
Percent Grade (%)		0				0					
Flared Approach		N				N					
Storage		0				0					
RT Channelized			0					0			
Lanes	0	1	0		0	0		0			
Configuration		LTR			Will Market in the second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second seco						
Delay, Queue Length, and	Level of Serv	ice		***************************************			increase and a second second				
Approach	Eastbound	Westbound		Northbound			Southboun	d			
Movement	1	4	7	8	9	10	11	12			
Lane Configuration		L		LTR							
v (veh/h)		14		15							
C (m) (veh/h)		944		435							
v/c		0.01		0.03							
95% queue length		0.05		0.11							
Control Delay (s/veh)		8.9		13.6							
LOS		Α		В							
Approach Delay (s/veh)			13.6								

Approach LOS

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General Information	1		Site	nforma	ation				
Analyst	NJF		Interse			Rushing	Rd. at	Drive #	2
Agency/Co.	NSI		Jurisd			Livingsto			
Date Performed	2/22/2008	3	ranaratement E lamentementement	sis Year		2011 No			***************************************
Analysis Time Period	AM Peak							•	
Project Description									
East/West Street: Rushi	ng Road		North/S	South St	reet: Drive #.	2			
Intersection Orientation:			Study I	Period (ł	nrs): 0.25				
Vehicle Volumes an	d Adiustmen	Ís							
Major Street		Eastbound				Westbou	und	westernamen Countries in the	
Movement	1	2	3	***************************************	4	5		The Recognition of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of th	6
	L	T	R		L	Т			R
Volume (veh/h)		268	8		45	265			
Peak-Hour Factor, PHF	0.92	0.92	0.92	2	0.92	0.92		0.	.92
Hourly Flow Rate, HFR	0	291	8		48	288			0
(veh/h) Percent Heavy Vehicles	0				0				
Median Type			Undiv			<u>l</u>	***************************************		
RT Channelized			0	7	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,				0
Lanes	0	1	0		0	1			0
Configuration			TR		LT			***	
Upstream Signal		0	1			0			
Minor Street		Northbound				Southbo	und		
Movement	7	8	T a	9 1		11	unu T		12
WOVERICH	Ĺ	T		R		T			R
Volume (veh/h)	4	0	30		L				
Peak-Hour Factor, PHF	0.92	0.92	0.92	,	0.92	0.92		0	.92
Hourly Flow Rate, HFR		0.02	32		0.02				0
(veh/h)	4					0			- Marie Carlotte
Percent Heavy Vehicles	0	0	0		0	0			0
Percent Grade (%)		0			and the second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second s	0			a_4
Flared Approach		N		***************************************		N			
Storage		0				0			
RT Channelized			0						0
Lanes	0	1	0		0	0			0
Configuration		LTR							
Delay, Queue Length, ar	nd Level of Serv	rice	na je su nastina je kontrol principila na nasti				Senteteris (total)	and the transfer from the area. After	Anticonomic desirable
Approach	Eastbound	Westbound		Northbo	und		Southb	ound	
Movement	1	4	7	8	9	10	1	1	12
Lane Configuration		LT		LTR					
v (veh/h)		48		36					mental file (AASA All Anton all All and a AAAA Aaaaan
C (m) (veh/h)	delitionica.	1274		684	1 1, 0, 0, 13, 1, 0, 0				A CONTRACTOR OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF TH
v/c		0.04		0.05					
95% queue length		0.12		0.17					
Control Delay (s/veh)				10.6					
LOS		Α	B B						
Approach Delay (s/veh)				10.6	<b>l</b>		•		
11	pproach Delay (s/veh) 10.6								

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В

	TV	VO-WAY STOF	CONTR	OL SU	IWW	IARY			
General Information			Site II	nform	atio	n			
Analyst	NJF		Interse	ction			Rushing I	Rd. at Driv	/e #2
Agency/Co.	NSI		Jurisdi	CONCRETE PROPERTY AND ADDRESS OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY O			Livingstor		
Date Performed	2/22/2008		Analys	is Year			2011 Buil		
Analysis Time Period	AM Peak								
Project Description									
East/West Street: Rushii	ng Road		North/S	South S	treet:	: Drive #2			
Intersection Orientation:			Study F	Period (	hrs):	0.25			
Vehicle Volumes an	d Adjustmen	ts							
Major Street		Eastbound					Westbou	ınd	
Movement	1	2	3			4	5		6
	L	T	R			L	T		R
Volume (veh/h)		268	8			45	265		
Peak-Hour Factor, PHF	0.92	0.92	0.92		. Service of	0.92	0.92		0.92
Hourly Flow Rate, HFR (veh/h)	0	291	8			48	288		0
Percent Heavy Vehicles	0					0			
Median Type			Two	Nay Le	ft Tu	rn Lane			
RT Channelized			0						0
anes	0	1	0			1	1		0
Configuration			TR			L	Т		
Upstream Signal		0					0		
Minor Street		Northbound					Southboo	ınd	
Movement	7	8	9			10	11		12
	L	Т	R			L	Т		R
Volume (veh/h)	4	0	30						
Peak-Hour Factor, PHF	0.92	0.92	0.92			0.92	0.92		0.92
Hourly Flow Rate, HFR (veh/h)	4	0	32			0	0		0
Percent Heavy Vehicles	0	0	0			0	0		0
Percent Grade (%)		0					0		
-lared Approach		Ν					N		
Storage		0					0		
RT Channelized			0			***************************************			0
anes	0	1	0			0	0		0
Configuration		LTR				Cross of Charles and Charles and			
Delay, Queue Length, ar	d Level of Serv				schol obbeshoostes	No continue of the continue of the later of the continue of the continue of the continue of the continue of the continue of the continue of the continue of the continue of the continue of the continue of the continue of the continue of the continue of the continue of the continue of the continue of the continue of the continue of the continue of the continue of the continue of the continue of the continue of the continue of the continue of the continue of the continue of the continue of the continue of the continue of the continue of the continue of the continue of the continue of the continue of the continue of the continue of the continue of the continue of the continue of the continue of the continue of the continue of the continue of the continue of the continue of the continue of the continue of the continue of the continue of the continue of the continue of the continue of the continue of the continue of the continue of the continue of the continue of the continue of the continue of the continue of the continue of the continue of the continue of the continue of the continue of the continue of the continue of the continue of the continue of the continue of the continue of the continue of the continue of the continue of the continue of the continue of the continue of the continue of the continue of the continue of the continue of the continue of the continue of the continue of the continue of the continue of the continue of the continue of the continue of the continue of the continue of the continue of the continue of the continue of the continue of the continue of the continue of the continue of the continue of the continue of the continue of the continue of the continue of the continue of the continue of the continue of the continue of the continue of the continue of the continue of the continue of the continue of the continue of the continue of the continue of the continue of the continue of the continue of the continue of the continue of the continue of the continue of the continue of the continue of th		Exercise Character Complete Character Character Character Character Character Character Character Character Character Character Character Character Character Character Character Character Character Character Character Character Character Character Character Character Character Character Character Character Character Character Character Character Character Character Character Character Character Character Character Character Character Character Character Character Character Character Character Character Character Character Character Character Character Character Character Character Character Character Character Character Character Character Character Character Character Character Character Character Character Character Character Character Character Character Character Character Character Character Character Character Character Character Character Character Character Character Character Character Character Character Character Character Character Character Character Character Character Character Character Character Character Character Character Character Character Character Character Character Character Character Character Character Character Character Character Character Character Character Character Character Character Character Character Character Character Character Character Character Character Character Character Character Character Character Character Character Character Character Character Character Character Character Character Character Character Character Character Character Character Character Character Character Character Character Character Character Character Character Character Character Character Character Character Character Character Character Character Character Character Character Character Character Character Character Character Character Character Character Character Character Character Character Character Character Character Character Character Character Character Character Character Character Character Character Character Character Character Character Character Character Character Characte	
Approach	Eastbound	Westbound		Northbo	ound			Southbour	nd
Movement	1	4	7	8		9	10	11	12
ane Configuration	THE TAXABLE PROPERTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PAR	L		LTF	?				
/ (veh/h)		48		36					
C (m) (veh/h)		1274		711	'				
//c		0.04		0.05	5				
95% queue length		0.12		0.16	3				
Control Delay (s/veh)		7.9		10.3				<del></del>	
OS		A		В			1	<b></b>	
Approach Delay (s/veh)				10.3	₹			1	
					,				
Approach LOS	OS				B //CC.TM //arrian 5.2				3/2008 3·06

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	TV	VO-WAY STOF	CONTR	OL SUMI	WARY			
General Information			Site I	nformation	on			
Analyst	NJF		Interse	Rd. at D	rive #2			
Agency/Co.	NSI		Jurisd			Livingstor		
Date Performed	2/22/2008	}	Analys	sis Year		2011 No		
Analysis Time Period	PM Peak							
Project Description				ACT (ACT ACT CONTINUES AND ACT CONTINUES AND ACT CONTINUES AND ACT CONTINUES AND ACT CONTINUES AND ACT CONTINUES AND ACT CONTINUES AND ACT CONTINUES AND ACT CONTINUES AND ACT CONTINUES AND ACT CONTINUES AND ACT CONTINUES AND ACT CONTINUES AND ACT CONTINUES AND ACT CONTINUES AND ACT CONTINUES AND ACT CONTINUES AND ACT CONTINUES AND ACT CONTINUES AND ACT CONTINUES AND ACT CONTINUES AND ACT CONTINUES AND ACT CONTINUES AND ACT CONTINUES AND ACT CONTINUES AND ACT CONTINUES AND ACT CONTINUES AND ACT CONTINUES AND ACT CONTINUES AND ACT CONTINUES AND ACT CONTINUES AND ACT CONTINUES AND ACT CONTINUES AND ACT CONTINUES AND ACT CONTINUES AND ACT CONTINUES AND ACT CONTINUES AND ACT CONTINUES AND ACT CONTINUES AND ACT CONTINUES AND ACT CONTINUES AND ACT CONTINUES AND ACT CONTINUES AND ACT CONTINUES AND ACT CONTINUES AND ACT CONTINUES AND ACT CONTINUES AND ACT CONTINUES AND ACT CONTINUES AND ACT CONTINUES AND ACT CONTINUES AND ACT CONTINUES AND ACT CONTINUES AND ACT CONTINUES AND ACT CONTINUES AND ACT CONTINUES AND ACT CONTINUES AND ACT CONTINUES AND ACT CONTINUES AND ACT CONTINUES AND ACT CONTINUES AND ACT CONTINUES AND ACT CONTINUES AND ACT CONTINUES AND ACT CONTINUES AND ACT CONTINUES AND ACT CONTINUES AND ACT CONTINUES AND ACT CONTINUES AND ACT CONTINUES AND ACT CONTINUES AND ACT CONTINUES AND ACT CONTINUES AND ACT CONTINUES AND ACT CONTINUES AND ACT CONTINUES AND ACT CONTINUES AND ACT CONTINUES AND ACT CONTINUES AND ACT CONTINUES AND ACT CONTINUES AND ACT CONTINUES AND ACT CONTINUES AND ACT CONTINUES AND ACT CONTINUES AND ACT CONTINUES AND ACT CONTINUES AND ACT CONTINUES AND ACT CONTINUES AND ACT CONTINUES AND ACT CONTINUES AND ACT CONTINUES AND ACT CONTINUES AND ACT CONTINUES AND ACT CONTINUES AND ACT CONTINUES AND ACT CONTINUES AND ACT CONTINUES AND ACT CONTINUES AND ACT CONTINUES AND ACT CONTINUES AND ACT CONTINUES AND ACT CONTINUES AND ACT CONTINUES AND ACT CONTINUES AND ACT CONTINUES AND ACT CONTINUES AND ACT CONTINUES AND ACT CONTINUES AND ACT CONTINUES AND ACT CONTINUES AND ACT CONTINUES AND ACT CONTINUES AND ACT				-
East/West Street: Rushi			THE RESERVE OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE	CONTRACTOR OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF	t: Drive #2	?		
Intersection Orientation:	East-West		Study I	Period (hrs)	): 0.25			
Vehicle Volumes an	d Adjustmen							
Major Street		Eastbound	nangementer namen and a			Westbou	ınd	
Movement	1	2	3		4	5	_	6
	L	T	R		L	T		R
Volume (veh/h)	0.00	583	25		149	343		0.00
Peak-Hour Factor, PHF Hourly Flow Rate, HFR	0.92	0.92	0.92		0.92	0.92		0.92
(veh/h)	0	633	27		161	372		0
Percent Heavy Vehicles	0				0			
Median Type				Undivide	d			
RT Channelized			0					0
Lanes	0	1	0		0	1		0
Configuration			TR		LT			
Upstream Signal		0				0		
Minor Street		Northbound			Southbou	ınd		
Movement	7	8	9		10	11		12
	L	T	R		L	Т		R
Volume (veh/h)	28	0	159		. ,			
Peak-Hour Factor, PHF	0.92	0.92	0.92	2	0.92	0.92		0.92
Hourly Flow Rate, HFR (veh/h)	30	0	172		0	0		0
Percent Heavy Vehicles	0	0	0		0	0		0
Percent Grade (%)		0				0		
Flared Approach		N				N		
Storage		0				0		
RT Channelized			0					0
Lanes	0	1	0	0.00	0	0		0
Configuration		LTR						
Delay, Queue Length, ar	nd Level of Serv	ice						
Approach	Eastbound	Westbound	Translanda (Springer of the	Northbound	d		Southbo	und
Movement	1	4	7	8	9	10	11	12
Lane Configuration		LT		LTR				
v (veh/h)		161		202				
C (m) (veh/h)		938		351				
v/c		0.17		0.58				
95% queue length		0.62		3.43				
Control Delay (s/veh)		9.6		28.3		***		
LOS		А		D				
Approach Delay (s/veh)				28.3	1		<u> </u>	
Approach LOS				D		1		
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General Information			Site I	nforma	tion			,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,
Analyst	NJF		Interse			Rushing	Rd at Dr	ive #2
Agency/Co.	NSI		Jurisdi			Livingsto		110 112
Date Performed	2/22/2008	3	ransonmal I basemananana	is Year	3	2011 Buil		
Analysis Time Period	PM Peak							
Project Description	-					-		
East/West Street: Rushi	ng Road		North/S	South Stre	eet: Drive #.	2		
Intersection Orientation:			······································	The second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second secon	rs): 0.25			
Vehicle Volumes an	d Adjustmen	ts						
Major Street		Eastbound				Westbou	ınd	
Movement	1	2	3		4	5		6
	L	T	R		L	Т		R
Volume (veh/h)		583	25		149	343		
Peak-Hour Factor, PHF	0.92	0.92	0.92	?	0.92	0.92		0.92
Hourly Flow Rate, HFR	0	633	27		161	372		0
(veh/h) Percent Heavy Vehicles	0				0			
Median Type				Nav Left	Turn Lane			
RT Channelized			7,00	vay zen	Tani Lanc			0
Lanes	0	1	1 0		1	1		0
Configuration			TR		L L	$\frac{1}{T}$		U
Upstream Signal		0	118		L	0		
Minor Street								
Movement	7	Northbound	9		10	Southboo	una 📗	12
viovement		8 T	R		10	11 T		R
Volume (veh/h)	28	0	159		L			K
Peak-Hour Factor, PHF	0.92	0.92	0.92		0.92	0.92		0.92
Hourly Flow Rate, HFR								
(veh/h)	30	0	172		0	0		0
Percent Heavy Vehicles	0	0	0		0	0		0
Percent Grade (%)		0				0		
Flared Approach		N				N		
Storage		0				0		ALL CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACT
RT Channelized			0					0
Lanes	0	1	0		0	0		0
Configuration		LTR						
Delay, Queue Length, ar	nd Level of Serv	ice		to an artist of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of				
Approach	Eastbound	Westbound		Northbou	nd		Southbou	ınd
Movement	1	4	7	8	9	10	11	12
Lane Configuration		L		LTR				
v (veh/h)		161		202				
C (m) (veh/h)		938		428				
v/c		0.17		0.47				
95% queue length		0.62		2.47				
Control Delay (s/veh)		9.6		20.7				
LOS		A A					<del>                                     </del>	
			C 20.7					
Approach Delay (s/veh) 20.7								

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General Information			Site In	formatic	)n			
Analyst	NJF		Interse			Rushing I		e #4
Agency/Co.	NSI		Jurisdio			Livingstor		
Date Performed	2/22/2008	3	Analysi	is Year		2011 No	Build	
Analysis Time Period	AM Peak							MANAGEMENT AND STREET OF STREET
Project Description			3					
East/West Street: Rushii	ng Road		North/S	outh Stree	t: Drive #4			
ntersection Orientation:	East-West		Study P	eriod (hrs)	: 0.25			
Vehicle Volumes an	d Adiustmen	ts						
Major Street		Eastbound				Westbou	ınd	nowal canonicus in turbulence canonicus en en due
Vovement	1	2	3		4	5		6
	L	T	R		L	T		R
/olume (veh/h)		350	3		4	413		
Peak-Hour Factor, PHF	0.92	0.92	0.92		0.92	0.92		0.92
Hourly Flow Rate, HFR veh/h)	0	380	3		4	448		0
Percent Heavy Vehicles	0				0			
Median Type				Undivide	d			
RT Channelized			0					0
anes	0	1	0		0	1		0
Configuration			TR		LT			
Jpstream Signal		0				0		
Minor Street		Northbound				Southboo	ınd	
Movement	7	8	9		10	11		12
	L	Т	R		L	Т		R
/olume (veh/h)	1	0	5					
Peak-Hour Factor, PHF	0.92	0.92	0.92		0.92	0.92		0.92
lourly Flow Rate, HFR veh/h)	1	0	5		0	0		0
Percent Heavy Vehicles	0	0	0		0	0		0
Percent Grade (%)		0				0		,
Flared Approach		N			V	N		
Storage		0				0		
RT Channelized		-	1 0					0
anes	0	1	1 0		0	0		0
Configuration		LTR			_			
Delay, Queue Length, ar	nd Level of Serv						<u> </u>	
Approach	Eastbound	Westbound	ľ	Northbound	7		Southbour	ıd
Movement	1	4	7	8	9	10	11	12
ane Configuration	ı ı	LT	′	LTR	1 -		1	
		4		6				
(veh/h)					<del> </del>			
C (m) (veh/h)		1187		576	<del> </del>	_		
/c		0.00		0.01				
95% queue length		0.01		0.03				
Control Delay (s/veh)		8.0		11.3				
Johnson Delay (3/Veh)								
		Α		В			ı	
OS Approach Delay (s/veh)		A 		В 11.3				

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	TV	VO-WAY STOF	CONTR	OL SUN	<i>I</i> MARY					
<b>General Information</b>			Site I	nforma	tion					
Analyst	NJF		Inters	ection		Rushing F	Rd. at Drive	e #4		
Agency/Co.	NSI		Jurisd	iction		Livingstor				
Date Performed	2/22/2008		Analy	sis Year		2011 Build	d			
Analysis Time Period	AM Peak									
Project Description										
East/West Street: Rushir				CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR	eet: <i>Drive</i> #4	4				
Intersection Orientation:	East-West		Study	Period (hi	rs): 0.25					
Vehicle Volumes and	d Adjustmen	ts								
Major Street		Eastbound				Westbou	nd			
Movement	1	2	3	AND DESCRIPTION OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF	4	5		6		
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Volume (veh/h)		350	3		4	413		and the second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second s		
Peak-Hour Factor, PHF	0.92	0.92	0.9	2	0.92	0.92		0.92		
Hourly Flow Rate, HFR (veh/h)	0	380	3		4	448		0		
Percent Heavy Vehicles	0				0		1			
Median Type					Turn Lane		······································			
RT Channelized			0					0		
Lanes	0	1	0		1	1		0		
Configuration			TR	?	L	T				
Jpstream Signal		0 0								
Minor Street		Northbound				Southbou	ınd			
Movement	7	8	9		10	11		12		
	L	Т	R		L	T		R		
Volume (veh/h)	1	0	5							
Peak-Hour Factor, PHF	0.92	0.92	0.9	2	0.92	0.92		0.92		
Hourly Flow Rate, HFR (veh/h)	1	0	5		0	0		0		
Percent Heavy Vehicles	0	0	0		0	0		0		
Percent Grade (%)		0				0				
Flared Approach		N				N				
Storage		0				0				
RT Channelized			0					0		
Lanes	0	1	0		0	0		0		
Configuration		LTR								
Delay, Queue Length, an	d Level of Serv					Control of the Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control				
Approach	Eastbound	Westbound		Northbou	ınd		Southboun	d		
Movement	1	4	7	8	9	10	11	12		
Lane Configuration		L		LTR				,		
		4		6						
v (veh/h)	war was and the company of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the contr		<b> </b>							
C (m) (veh/h)		1187		622				<del>                                     </del>		
//c		0.00		0.01				-		
95% queue length		0.01		0.03						
Control Delay (s/veh)		8.0		10.8						
_OS		Α		В						
Approach Delay (s/veh)				10.8						
Approach LOS				В						
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General Information					nform						
Analyst		NJF		Interse				Rushing	Rd at	Drivo	#1
Agency/Co.	***************************************	NSI		Jurisd	Delta STANS CONTRACTOR SANCTOR SANCTOR			Livingston			77"7
Date Performed		2/22/2008	}		sis Year	•		2011 No		)	
Analysis Time Period		PM Peak			710 1 001			2011110	Dana		
Project Description											NOTE OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY
East/West Street: Rushi	na Roa	ad		North/S	South S	treet	: Drive #4				
Intersection Orientation:	East-	West		to the second second second second second second second second second second second second second second second	Period (	MOVERNMENT CONTRACTOR			Marital Nation Comments	color Vacous and America	
Vehicle Volumes an	grieg Register (Second State)		ts .	1		***************************************					
Major Street			Eastbound		Marie Maria de Como de Como de Como de Como de Como de Como de Como de Como de Como de Como de Como de Como de			Westbou	ınd		
Movement		1	2	3			4	5	***************************************		6
		L	T	R			L	T		<b>3</b>	R
Volume (veh/h)		AND ASSESSMENT OF THE PROPERTY OF ASSESSMENT OF ASSESSMENT OF ASSESSMENT OF ASSESSMENT OF ASSESSMENT OF ASSESSMENT OF ASSESSMENT OF ASSESSMENT OF ASSESSMENT OF ASSESSMENT OF ASSESSMENT OF ASSESSMENT OF ASSESSMENT OF ASSESSMENT OF ASSESSMENT OF ASSESSMENT OF ASSESSMENT OF ASSESSMENT OF ASSESSMENT OF ASSESSMENT OF ASSESSMENT OF ASSESSMENT OF ASSESSMENT OF ASSESSMENT OF ASSESSMENT OF ASSESSMENT OF ASSESSMENT OF ASSESSMENT OF ASSESSMENT OF ASSESSMENT OF ASSESSMENT OF ASSESSMENT OF ASSESSMENT OF ASSESSMENT OF ASSESSMENT OF ASSESSMENT OF ASSESSMENT OF ASSESSMENT OF ASSESSMENT OF ASSESSMENT OF ASSESSMENT OF ASSESSMENT OF ASSESSMENT OF ASSESSMENT OF ASSESSMENT OF ASSESSMENT OF ASSESSMENT OF ASSESSMENT OF ASSESSMENT OF ASSESSMENT OF ASSESSMENT OF ASSESSMENT OF ASSESSMENT OF ASSESSMENT OF ASSESSMENT OF ASSESSMENT OF ASSESSMENT OF ASSESSMENT OF ASSESSMENT OF ASSESSMENT OF ASSESSMENT OF ASSESSMENT OF ASSESSMENT OF ASSESSMENT OF ASSESSMENT OF ASSESSMENT OF ASSESSMENT OF ASSESSMENT OF ASSESSMENT OF ASSESSMENT OF ASSESSMENT OF ASSESSMENT OF ASSESSMENT OF ASSESSMENT OF ASSESSMENT OF ASSESSMENT OF ASSESSMENT OF ASSESSMENT OF ASSESSMENT OF ASSESSMENT OF ASSESSMENT OF ASSESSMENT OF ASSESSMENT OF ASSESSMENT OF ASSESSMENT OF ASSESSMENT OF ASSESSMENT OF ASSESSMENT OF ASSESSMENT OF ASSESSMENT OF ASSESSMENT OF ASSESSMENT OF ASSESSMENT OF ASSESSMENT OF ASSESSMENT OF ASSESSMENT OF ASSESSMENT OF ASSESSMENT OF ASSESSMENT OF ASSESSMENT OF ASSESSMENT OF ASSESSMENT OF ASSESSMENT OF ASSESSMENT OF ASSESSMENT OF ASSESSMENT OF ASSESSMENT OF ASSESSMENT OF ASSESSMENT OF ASSESSMENT OF ASSESSMENT OF ASSESSMENT OF ASSESSMENT OF ASSESSMENT OF ASSESSMENT OF ASSESSMENT OF ASSESSMENT OF ASSESSMENT OF ASSESSMENT OF ASSESSMENT OF ASSESSMENT OF ASSESSMENT OF ASSESSMENT OF ASSESSMENT OF ASSESSMENT OF ASSESSMENT OF ASSESSMENT OF ASSESSMENT OF ASSESSMENT OF ASSESSMENT OF ASSESSMENT OF ASSESSMENT OF ASSESSMENT OF ASSESSMENT OF ASSESSMENT OF ASSESSMENT OF ASSESSMENT OF ASSESSMENT OF ASSESSMENT OF ASSESSMENT OF ASSESSMENT OF ASSESSMENT OF ASSESSMENT OF ASSESSMENT	978	9			13	657			
Peak-Hour Factor, PHF	and the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of th	0.92	0.92	0.92	)		0.92	0.92			0.92
Hourly Flow Rate, HFR (veh/h)		0	1063	9			14	714			0
Percent Heavy Vehicles		0					0				
Median Type					Undiv	vided	1				
RT Channelized				0							0
Lanes		0	1	0			0	1			0
Configuration				TR	i		LT				
Upstream Signal	_		0					0			
Minor Street			Northbound		Ī			Southbou	ınd		
Movement		7	8	9			10	11	T		12
		L	T	R			L	Т			R
Volume (veh/h)		4	0	23							
Peak-Hour Factor, PHF		0.92	0.92	0.92			0.92	0.92		-	0.92
Hourly Flow Rate, HFR (veh/h)		4	0	24			0	0			0
Percent Heavy Vehicles		0	0	0			0	0			0
Percent Grade (%)			0	*****	i		***************************************	0			W. C. C. C. C. C. C. C. C. C. C. C. C. C.
Flared Approach		**************************************	N					N		********	
Storage			0					0			
RT Channelized				1 0							0
Lanes		0	1	0			0	0			0
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Delay, Queue Length, ar	nd Lev	el of Serv								·	
Approach		tbound	Westbound		Northbo	ound		5	Southb	ound	***************************************
Movement		1	4	7	8		9	10	1		12
Lane Configuration		<i>P</i> (	LT		LTF	?					
v (veh/h)			14		28						
C (m) (veh/h)		· · · · · · · · · · · · · · · · · · ·	658		208					4/4-/	
v/c			0.02		0.13	}					
95% queue length	:		0.07		0.46				<b></b>		
Control Delay (s/veh)			10.6		25.0						
LOS			В		С						
Approach Delay (s/veh)					25.0						
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General Information			Site	nform	atic	n				
Analyst	NJF		Interse	ection			Rushing	Rd. at l	Drive	#4
Agency/Co.	NSI		Jurisd				Livingsto	CANADA CANADA CANADA CANADA CANADA CANADA CANADA CANADA CANADA CANADA CANADA CANADA CANADA CANADA CANADA CANADA CANADA CANADA CANADA CANADA CANADA CANADA CANADA CANADA CANADA CANADA CANADA CANADA CANADA CANADA CANADA CANADA CANADA CANADA CANADA CANADA CANADA CANADA CANADA CANADA CANADA CANADA CANADA CANADA CANADA CANADA CANADA CANADA CANADA CANADA CANADA CANADA CANADA CANADA CANADA CANADA CANADA CANADA CANADA CANADA CANADA CANADA CANADA CANADA CANADA CANADA CANADA CANADA CANADA CANADA CANADA CANADA CANADA CANADA CANADA CANADA CANADA CANADA CANADA CANADA CANADA CANADA CANADA CANADA CANADA CANADA CANADA CANADA CANADA CANADA CANADA CANADA CANADA CANADA CANADA CANADA CANADA CANADA CANADA CANADA CANADA CANADA CANADA CANADA CANADA CANADA CANADA CANADA CANADA CANADA CANADA CANADA CANADA CANADA CANADA CANADA CANADA CANADA CANADA CANADA CANADA CANADA CANADA CANADA CANADA CANADA CANADA CANADA CANADA CANADA CANADA CANADA CANADA CANADA CANADA CANADA CANADA CANADA CANADA CANADA CANADA CANADA CANADA CANADA CANADA CANADA CANADA CANADA CANADA CANADA CANADA CANADA CANADA CANADA CANADA CANADA CANADA CANADA CANADA CANADA CANADA CANADA CANADA CANADA CANADA CANADA CANADA CANADA CANADA CANADA CANADA CANADA CANADA CANADA CANADA CANADA CANADA CANADA CANADA CANADA CANADA CANADA CANADA CANADA CANADA CANADA CANADA CANADA CANADA CANADA CANADA CANADA CANADA CANADA CANADA CANADA CANADA CANADA CANADA CANADA CANADA CANADA CANADA CANADA CANADA CANADA CANADA CANADA CANADA CANADA CANADA CANADA CANADA CANADA CANADA CANADA CANADA CANADA CANADA CANADA CANADA CANADA CANADA CANADA CANADA CANADA CANADA CANADA CANADA CANADA CANADA CANADA CANADA CANADA CANADA CANADA CANADA CANADA CANADA CANADA CANADA CANADA CANADA CANADA CANADA CANADA CANADA CANADA CANADA CANADA CANADA CANADA CANADA CANADA CANADA CANADA CANADA CANADA CANADA CANADA CANADA CANADA CANADA CANADA CANADA CANADA CANADA CANADA CANADA CANADA CANADA CANADA CANADA CANADA CANADA CANADA CANADA CANADA CANADA CANADA CANADA CANADA CANADA CANADA CANADA CANADA CANADA CANADA CANADA CANADA CANADA CANADA CA	UNION CONTRACTOR OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY O	
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Analysis Time Period	PM Peak									
Project Description							-			No. of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of
East/West Street: Rushi	ng Road		North/S	South S	treet	: Drive #4				
Intersection Orientation:	East-West		CONTRACTOR OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE	Period (	THE CHILD WANTED	and the second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second s			Flank & Radioska Propi	
Vehicle Volumes an	d Adiustmen	ts			mountaine.			anas (tanisis tahun panas)		
Major Street		Eastbound		ANNA CONTRACTOR AND CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR			Westbou	und		
Movement	1	2	3			4	5			6
	L	T	R	Ross minds a broth has a pholinest	-	L	T			R
Volume (veh/h)		978	9		***************************************	13	657		- programme and construction	reson to all the West Control
Peak-Hour Factor, PHF	0.92	0.92	0.92	?		0.92	0.92		2	0.92
Hourly Flow Rate, HFR (veh/h)	0	1063	9		1 of the Ve	14	714			0
Percent Heavy Vehicles	0					0			and the second	
Median Type			Two	Way Le	ft Tu	rn Lane	<u> </u>			THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE P
RT Channelized			0							0
Lanes	0	1	0			1	1			0
Configuration			TR				T			
Upstream Signal		0					0			
Minor Street		Northbound					Southboo	ınd		
Movement	7	8	9			10	11	T I		12
	l	Т	R			L	T			R
Volume (veh/h)	4	0	23				<u> </u>			
Peak-Hour Factor, PHF	0.92	0.92	0.92	,		0.92	0.92			0.92
Hourly Flow Rate, HFR (veh/h)	4	0	24			0	0			0
Percent Heavy Vehicles	0	0	0			0	0			0
Percent Grade (%)		0					0			
Flared Approach		T N					T N	T		-0 ,2150y0 5 - 3, -2,15, 1 1 -
Storage		0				<u></u>	1 0			
RT Channelized			1 0			44444444444444444444444444444444444444				0
Lanes	0	1	0		***************************************	0	0			0
Configuration		LTR				<u> </u>				V
Delay, Queue Length, ar	nd Level of Serv			<u> </u>					o melonettisk	
Approach	Eastbound	Westbound		Northbo	ound		1	Southbo	ound	
Movement	1	4	7	8		9	10	1		12
Lane Configuration		L		LTF	?					
v (veh/h)		14		28					***************************************	Till with the system and a second
C (m) (veh/h)		658		262	-		1			
v/c		0.02		0.11				<del>                                     </del>		
95% queue length		0.07		0.35				<b>1</b>		<del></del>
Control Delay (s/veh)		10.6		20.4						
LOS	elay (5/Verr)									
Approach Delay (s/veh)						L		<u> </u>		
Approach Belay (3/Ven)				20.4			<del> </del>			

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	1	Sections to the second		1	4		4	Î	ř			4
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	×	Þ		ካ	þ			đ	ř	ሻ	Þ	secological balance
Volume (vph)	32	243	23	93	255	66	15	25	60	50	40	40
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	6.0		4.0	6.0			4.0	4.0	6.0	6.0	
Lane Util. Factor	1.00	1.00		1.00	1.00			1.00	1.00	1.00	1.00	
Frt	1.00	0.99		1.00	0.97			1.00	0.85	1.00	0.93	
FIt Protected	0.95	1.00		0.95	1.00			0.98	1.00	0.95	1.00	
Satd. Flow (prot)	1770	1839		1770	1805			1829	1583	1770	1723	
FIt Permitted	0.55	1.00		0.51	1.00			0.88	1.00	0.73	1.00	
Satd. Flow (perm)	1028	1839		942	1805			1637	1583	1358	1723	
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)	35	264	25	101	277	72	16	27	65	54	43	43
RTOR Reduction (vph)	0	3	0	0	9	0	0	0	54	0	31	0
Lane Group Flow (vph)	35	286	0	101	340	0	0	43	11	54	55	0
Turn Type	pm+pt			pm+pt			Perm		Perm	Perm		
Protected Phases	5	2		1	6			8			4	
Permitted Phases	2			6			8	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	8	4		
Actuated Green, G (s)	23.3	20.9		29.7	24.1			8.3	8.3	6.3	6.3	
Effective Green, g (s)	23.3	20.9		29.7	24.1			8.3	8.3	6.3	6.3	
Actuated g/C Ratio	0.48	0.43		0.61	0.49			0.17	0.17	0.13	0.13	
Clearance Time (s)	4.0	6.0		4.0	6.0			4.0	4.0	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)	527	788		668	891			278	269	175	222	
v/s Ratio Prot	0.00	0.16		c0.02	c0.19						0.03	
v/s Ratio Perm	0.03			0.07				0.03	0.01	c0.04		
v/c Ratio	0.07	0.36		0.15	0.38			0.15	0.04	0.31	0.25	
Uniform Delay, d1	6.8	9.4		4.1	7.7			17.3	16.9	19.3	19.1	
Progression Factor	1.00	1.00		1.00	1.00			1.00	1.00	1.00	1.00	
Incremental Delay, d2	0.1	0.3		0.1	0.3			0.3	0.1	1.0	0.6	
Delay (s)	6.9	9.7		4.2	8.0			17.5	17.0	20.3	19.7	
Level of Service	Α	Α		Α	Α			В	В	С	В	
Approach Delay (s)		9.4			7.1			17.2			19.9	
Approach LOS		Α			Α			В			В	
Intersection Summary												
HCM Average Control Dela	ay		10.7	Н	CM Level	of Service	)		В			
HCM Volume to Capacity r			0.34									
Actuated Cycle Length (s)			48.8	S	um of lost	t time (s)			14.0			
Intersection Capacity Utiliz	ation		43.5%			of Service			Α			
Analysis Period (min)			15									
c Critical Lane Group												

				<b>1</b>			4	Å	1	<b>\</b>	of the second	4
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ħ	1>		ħ	ß			4	ř	ħ	Þ	
Volume (vph)	32	243	23	93	255	66	15	25	60	50	40	40
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	6.0		4.0	6.0			4.0	4.0	6.0	6.0	
Lane Util. Factor	1.00	1.00		1.00	1.00			1.00	1.00	1.00	1.00	
Frt	1.00	0.99		1.00	0.97			1.00	0.85	1.00	0.93	
Flt Protected	0.95	1.00		0.95	1.00			0.98	1.00	0.95	1.00	
Satd. Flow (prot)	1770	1839		1770	1805			1829	1583	1770	1723	
Flt Permitted	0.55	1.00		0.51	1.00			0.88	1.00	0.73	1.00	
Satd. Flow (perm)	1028	1839		944	1805			1636	1583	1358	1723	
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)	35	264	25	101	277	72	16	27	65	54	43	43
RTOR Reduction (vph)	0	3	0	0	9	0	0	0	54	0	30	0
Lane Group Flow (vph)	35	286	0	101	340	0	0	43	11	54	56	0
Turn Type	pm+pt			pm+pt			Perm		Perm	Perm		
Protected Phases	5	2		1	6			8			4	
Permitted Phases	2			6			8		8	4		
Actuated Green, G (s)	23.1	20.7		29.3	23.8			8.2	8.2	6.2	6.2	
Effective Green, g (s)	23.1	20.7		29.3	23.8			8.2	8.2	6.2	6.2	
Actuated g/C Ratio	0.48	0.43		0.61	0.49			0.17	0.17	0.13	0.13	
Clearance Time (s)	4.0	6.0		4.0	6.0			4.0	4.0	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)	527	787		665	888			277	268	174	221	
v/s Ratio Prot	0.00	0.16		c0.02	c0.19						0.03	
v/s Ratio Perm	0.03			0.07				0.03	0.01	c0.04		
v/c Ratio	0.07	0.36		0.15	0.38			0.16	0.04	0.31	0.26	
Uniform Delay, d1	6.7	9.4		4.1	7.7			17.1	16.8	19.2	19.0	
Progression Factor	1.00	1.00		1.00	1.00			1.00	1.00	1.00	1.00	
Incremental Delay, d2	0.1	0.3		0.1	0.3			0.3	0.1	1.0	0.6	
Delay (s)	6.8	9.7		4.2	8.0			17.4	16.9	20.2	19.6	
Level of Service	Α	Α		Α	Α			В	В	С	В	
Approach Delay (s)		9.4			7.1			17.1			19.8	
Approach LOS		Α			Α			В			В	
Intersection Summary												
HCM Average Control Delay			10.6	H	CM Level	of Service	)		В		anna an an an an an an an an an	
HCM Volume to Capacity rat	tio		0.34									
Actuated Cycle Length (s)			48.4		um of lost				14.0			
Intersection Capacity Utilizat	ion		43.5%	IC	U Level o	of Service			Α			
Analysis Period (min)			15									
c Critical Lane Group												

GOTTE ( color de la color de color de color de color de color de la color de la color de la color de color de color de la color de la color de la color de la color de la color de la color de la color de la color de la color de la color de la color de la color de la color de la color de la color de la color de la color de la color de la color de la color de la color de la color de la color de la color de la color de la color de la color de la color de la color de la color de la color de la color de la color de la color de la color de la color de la color de la color de la color de la color de la color de la color de la color de la color de la color de la color de la color de la color de la color de la color de la color de la color de la color de la color de la color de la color de la color de la color de la color de la color de la color de la color de la color de la color de la color de la color de la color de la color de la color de la color de la color de la color de la color de la color de la color de la color de la color de la color de la color de la color de la color de la color de la color de la color de la color de la color de la color de la color de la color de la color de la color de la color de la color de la color de la color de la color de la color de la color de la color de la color de la color de la color de la color de la color de la color de la color de la color de la color de la color de la color de la color de la color de la color de la color de la color de la color de la color de la color de la color de la color de la color de la color de la color de la color de la color de la color de la color de la color de la color de la color de la color de la color de la color de la color de la color de la color de la color de la color de la color de la color de la color de la color de la color de la color de la color de la color de la color de la color de la color de la color de la color de la color de la color de la color de la color de la color de la color de la color de la color de la color de la colo	À	to company and a			· Comment	4.	1		1		Į.	4
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ኻ	Þ		ክ	<b>\$</b>			4	7	ħ	<b>\$</b>	
Volume (vph)	76	592	74	295	322	44	80	133	320	75	123	90
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	6.0		4.0	6.0			4.0	4.0	6.0	6.0	
Lane Util. Factor	1.00	1.00		1.00	1.00			1.00	1.00	1.00	1.00	
Frt	1.00	0.98		1.00	0.98			1.00	0.85	1.00	0.94	
FIt Protected	0.95	1.00		0.95	1.00			0.98	1.00	0.95	1.00	
Satd. Flow (prot)	1770	1832		1770	1829			1828	1583	1770	1745	
Flt Permitted	0.53	1.00		0.12	1.00			0.65	1.00	0.42	1.00	
Satd. Flow (perm)	983	1832		229	1829			1216	1583	774	1745	
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)	83	643	80	321	350	48	87	145	348	82	134	98
RTOR Reduction (vph)	0	3	0	0	4	0	0	0	261	0	20	0
Lane Group Flow (vph)	83	720	0	321	394	0	0	232	87	82	212	0
Turn Type	pm+pt			pm+pt			Perm		Perm	Perm		
Protected Phases	5	2		1	6			8			4	
Permitted Phases	2			6			8		8	4		
Actuated Green, G (s)	53.6	50.6		72.1	65.1			27.2	27.2	25.2	25.2	
Effective Green, g (s)	53.6	50.6		72.1	65.1			27.2	27.2	25.2	25.2	
Actuated g/C Ratio	0.49	0.46		0.66	0.60			0.25	0.25	0.23	0.23	
Clearance Time (s)	4.0	6.0		4.0	6.0			4.0	4.0	6.0	6.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0			3.0	3.0	3.0	3.0	0.000
Lane Grp Cap (vph)	504	848		398	1089			303	394	178	402	
v/s Ratio Prot	0.00	c0.39		c0.13	0.22						0.12	
v/s Ratio Perm	0.08			0.40				c0.19	0.05	0.11		
v/c Ratio	0.16	0.85		0.81	0.36			0.77	0.22	0.46	0.53	
Uniform Delay, d1	14.9	26.0		25.1	11.4			38.1	32.6	36.2	36.8	
Progression Factor	1.00	1.00		1.00	1.00			1.00	1.00	1.00	1.00	
Incremental Delay, d2	0.2	7.9		11.3	0.2			11.0	0.3	1.9	1.3	
Delay (s)	15.0	33.9		36.4	11.6			49.1	32.9	38.1	38.1	
Level of Service	В	С		D	В			D	С	D	D	·
Approach Delay (s)		32.0			22.7			39.4			38.1	
Approach LOS		С			С			D			D	
Intersection Summary												
HCM Average Control Delay	у		31.8	Н	CM Level	of Service	)		С			
HCM Volume to Capacity ra	itio		0.82									
Actuated Cycle Length (s)			109.3	St	um of lost	time (s)			14.0			
Intersection Capacity Utiliza	ition		92.1%	IC	U Level o	of Service			F			
Analysis Period (min)			15									
c Critical Lane Group												

	A				-		4	A A	7	<b>\</b>		4
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ħ	1		ኽ	ĵ <sub>e</sub>			વ	7	ካ	þ	
Volume (vph)	76	592	74	295	322	44	80	133	320	75	123	90
ldeal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	6.0		4.0	6.0			4.0	4.0	6.0	6.0	
Lane Util. Factor	1.00	1.00		1.00	1.00			1.00	1.00	1.00	1.00	
Frt	1,00	0.98		1.00	0.98			1.00	0.85	1.00	0.94	
Flt Protected	0.95	1.00		0.95	1.00			0.98	1.00	0.95	1.00	
Satd. Flow (prot)	1770	1832		1770	1829			1828	1583	1770	1745	
FIt Permitted	0.53	1.00		0.12	1.00			0.65	1.00	0.42	1.00	
Satd. Flow (perm)	983	1832		229	1829			1216	1583	774	1745	
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)	83	643	80	321	350	48	87	145	348	82	134	98
RTOR Reduction (vph)	0	3	0	0	4	0	0	0	261	0	20	0
Lane Group Flow (vph)	83	720	0	321	394	0	0	232	87	82	212	0
Turn Type	pm+pt			pm+pt			Perm		Perm	Perm		
Protected Phases	5	2		. 1	6			8			4	
Permitted Phases	2			6			8		8	4		
Actuated Green, G (s)	53.6	50.6		72.1	65.1			27.2	27.2	25.2	25.2	
Effective Green, g (s)	53.6	50.6		72.1	65.1			27.2	27.2	25.2	25.2	
Actuated g/C Ratio	0.49	0.46		0.66	0.60			0.25	0.25	0.23	0.23	
Clearance Time (s)	4.0	6.0		4.0	6.0			4.0	4.0	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)	504	848		398	1089			303	394	178	402	
v/s Ratio Prot	0.00	c0.39		c0.13	0.22						0.12	
v/s Ratio Perm	0.08			0.40				c0.19	0.05	0.11		
v/c Ratio	0.16	0.85		0.81	0.36			0.77	0.22	0.46	0.53	
Uniform Delay, d1	14.9	26.0		25.1	11.4			38.1	32.6	36.2	36.8	
Progression Factor	1.00	1.00		1.00	1.00			1.00	1.00	1.00	1.00	
Incremental Delay, d2	0.2	7.9		11.3	0.2			11.0	0.3	1.9	1.3	
Delay (s)	15.0	33.9		36.4	11.6			49.1	32.9	38.1	38.1	
Level of Service	В	С		D	В			D	С	D	D	
Approach Delay (s)		32.0			22.7			39.4			38.1	
Approach LOS		С			С			D			D	
Intersection Summary												
HCM Average Control Delay			31.8	H	CM Level	of Service			С			
HCM Volume to Capacity rati	0		0.82									
Actuated Cycle Length (s)			109.3	Sı	um of lost	time (s)			14.0			
Intersection Capacity Utilizati	on		92.1%	IC	U Level o	of Service			F.			
Analysis Period (min)			15									
c Critical Lane Group												

Attachment: E

**MOBILE 6.2 Input & Output Files** 

\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\* \* MOBILE6.2 (31-Oct-2002) \* Input file: M6INPUT.IN (file 1, run 1). \*\*\*\*\*\*\*\*\*\*\* M603 Comment: User has disabled the calculation of REFUELING emissions. \* Reading Registration Distributions from the following external \* data file: LA REGD.D \* Reading I/M program description records from the following external \* data file: BTR IM.D \* Average speed 2.5 mph \*[02 0001] 14 \* File 1, Run 1, Scenario 2. M615 Comment: User supplied VMT mix. \* Reading Hourly Roadway VMT distribution from the following external \* data file: V000102F.DEF Reading User Supplied ROADWAY VMT Factors \* Reading Hourly VMT distribution from the following external

\* Reading Hourly, Roadway, and Speed VMT dist. from the following external

\* data file: V000102S.DEF

\* data file: V000102H.DEF

M 48 Warning:

there are no sales for vehicle class HDGV8b

Calendar Year: 2009

Month: July

Altitude: Low

Minimum Temperature: 72.3 (F)
Maximum Temperature: 94.8 (F)

Absolute Humidity: 123. grains/lb

Nominal Fuel RVP: 7.8 psi
Weathered RVP: 7.4 psi
Fuel Sulfur Content: 30. ppm

Exhaust I/M Program: Yes
Evap I/M Program: Yes
ATP Program: Yes
Reformulated Gas: No

Vehicle Type: GVWR:	LDGV	LDGT12 <6000	LDGT34 >6000	LDGT (All)	HDGV	LDDV	LDDT	HDDV	MC	All Veh
VMT Distribution:	0.6007	0.2712	0.0562		0.0207	0.0006	0.0009	0.0482	0.0014	1.0000
Composite Emission Fa	ctors (g/m:	 i):								
Composite VOC :	6.831	6.117	3.423	5.655	8.521	0.677	0.718	1.304	10.43	6.210
Composite NOX:	1.168	1.119	1.079	1.112	1.923	0.990	0.843	12.334	0.88	1.703

- \*[03 0001] 6 16
- \* File 1, Run 1, Scenario 3.

User supplied VMT mix.

- \* Reading Hourly Roadway VMT distribution from the following external
- \* data file: V000103F.DEF

Reading User Supplied ROADWAY VMT Factors

- \* Reading Hourly VMT distribution from the following external
- \* data file: V000103H.DEF
- \* Reading Hourly, Roadway, and Speed VMT dist. from the following external
- \* data file: V000103S.DEF

M 48 Warning:

there are no sales for vehicle class HDGV8b

vvfsd

Calendar Year: 2009

Month: July

Altitude: Low

Minimum Temperature: 72.3 (F)
Maximum Temperature: 94.8 (F)

Absolute Humidity: 123. grains/lb

Nominal Fuel RVP: 7.8 psi
Weathered RVP: 7.4 psi
Fuel Sulfur Content: 30. ppm

Exhaust I/M Program: Yes
Evap I/M Program: Yes
ATP Program: Yes
Reformulated Gas: No

Vehicle Type: GVWR:	LDGV	LDGT12 <6000	LDGT34 >6000	LDGT (All)	HDGV	LDDV	LDDT	HDDV	MC	All Veh	
VMT Distribution:	0.6125	0.2924	0.0465		0.0136	0.0006	0.0007	0.0317	0.0019	1.0000	
Composite Emission Factors (q/mi):											
Composite VOC :	6.831	6.117	3.423	5.748	8.521	0.677	0.731	1.304	10.43	6.310	
Composite NOX :	1.168	1.119	1.079	1.113	1.923	0.990	0.854	12.334	0.88	1.513	