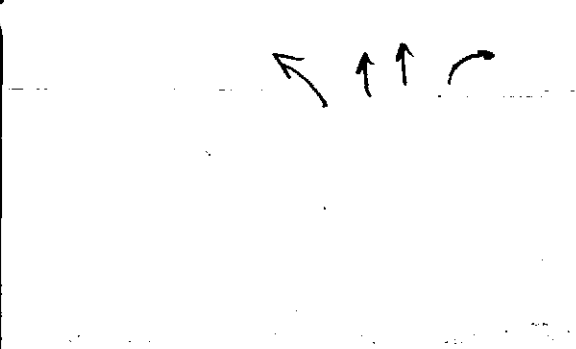
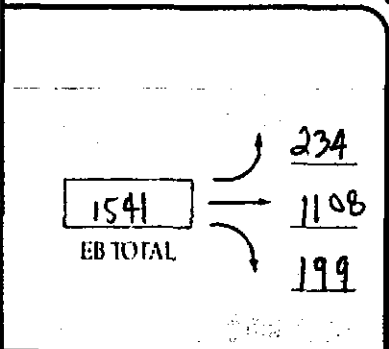
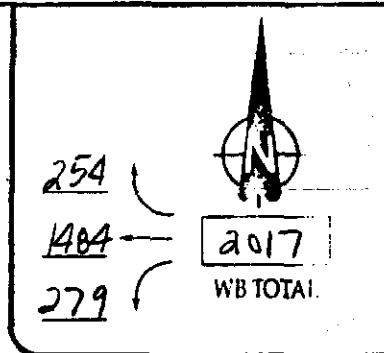
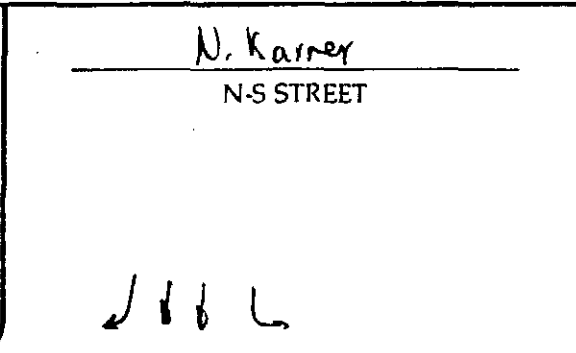
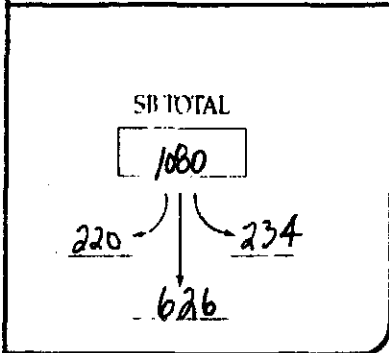


PLANNING APPLICATION WORKSHEET

Intersection: Central Ave / N. Karner Date: 3/29/90
 Analyst: _____ Time Period Analyzed: 2005 Target PM
 Project No. _____ City/State: _____ OPTION 1 (25%)



EB LT	=	<u>234</u>	} OR
WB TH	=	<u>544</u>	
WB LT	=	<u>778</u>	
EB TH	=	<u>406</u>	
		<u>685</u>	

NB LT	=	<u>330</u>	} OR
SB TH	=	<u>329</u>	
SB LT	=	<u>659</u>	
NB TH	=	<u>300</u>	
		<u>542</u>	

MAXIMUM SUM OF CRITICAL VOLUMES	CAPACITY LEVEL
0 TO 1,200	UNDER
1,201 to 1,400	NEAR
> 1,400	OVER

770 E-W CRITICAL 659 N-S CRITICAL = 1437 STATUS? OVER

1985 HCM: SIGNALIZED INTERSECTIONS
SUMMARY REPORT

INTERSECTION..CENTRAL AVE./N. KARNER RD.
AREA TYPE.....OTHER
ANALYST.....TJ
DATE.....3/30/90
TIME.....2005 TARGET PM
COMMENT.....OPTION 1 (25%)

	VOLUMES					GEOMETRY							
	EB	WB	NB	SB		EB	WB	NB	SB	EB	WB	NB	SB
LT	234	279	330	234	:	L	12.0	L	12.0	L	12.0	L	12.0
TH	1108	1484	587	626	:	T	12.0	T	12.0	T	12.0	T	12.0
RT	199	254	177	220	:	T	12.0	T	12.0	T	12.0	T	12.0
RR	0	0	0	0	:	T	12.0	T	12.0	R	12.0	R	12.0
					:	R	12.0	R	12.0		12.0		12.0
					:		12.0		12.0		12.0		12.0

	ADJUSTMENT FACTORS									
	GRADE (%)	HV (%)	ADJ Y/N	PKG Nm	BUSES Nb	PHF	PEDS	PED. Y/N	BUT. min T	ARR. TYPE
EB	0.00	2.00	N	0	0	0.90	0	N	31.8	3
WB	0.00	2.00	N	0	0	0.90	0	N	31.8	3
NB	0.00	2.00	N	0	0	0.90	0	N	37.8	3
SB	0.00	2.00	N	0	0	0.90	0	N	37.8	3

SIGNAL SETTINGS						CYCLE LENGTH = 87				
		PH-1	PH-2	PH-3	PH-4		PH-1	PH-2	PH-3	PH
EB	LT	X	X			NB	LT	X	X	X
	TH		X				TH		X	X
	RT		X				RT		X	X
	PD						PD			
WB	LT	X	X			SB	LT			X
	TH		X				TH			X
	RT		X				RT			X
	PD						PD			
GREEN		15.0	30.0	0.0	0.0	GREEN	8.0	2.0	20.0	0.0
YELLOW		0.0	4.0	0.0	0.0	YELLOW	4.0	0.0	4.0	0.0

LEVEL OF SERVICE								
	LANE	GRP.	V/C	G/C	DELAY	LOS	APP. DELAY	APP. LOS
EB	L		0.607	0.517	13.8	B	15.7	C
	T		0.735	0.345	17.1	C		
	R		0.317	0.460	9.7	B		
WB	L		0.779	0.517	21.4	C	26.2	D
	T		0.984	0.345	29.3	D		
	R		0.427	0.437	11.2	B		
NB	L		0.752	0.391	24.9	C	21.2	C
	T		0.760	0.253	21.7	C		
	R		0.342	0.379	12.6	B		
SB	L		0.566	0.322	22.1	C	24.2	C
	T		0.891	0.230	28.2	D		
	R		0.453	0.356	14.2	B		

INTERSECTION: Delay = 22.0 (sec/veh) V/C = 0.880 LOS = C

1985 HCM: SIGNALIZED INTERSECTIONS

SUMMARY REPORT

INTERSECTION..CENTRAL AVE./N. KARNER RD.

AREA TYPE.....OTHER

ANALYST.....TJ

DATE.....3/30/90

TIME.....2005 TARGET PM

COMMENT.....OPTION L (25%).

VOLUMES				GEOMETRY								
	EB	WB	NB	EB	EB	WB	NB	SB				
LT	234	279	330	234	L	12.0	L	12.0	L	12.0	L	12.0
TH	1108	1484	587	526	T	12.0	T	12.0	T	12.0	T	12.0
RT	199	254	177	220	T	12.0	T	12.0	T	12.0	T	12.0
RD	0	0	0	0	T	12.0	T	12.0	R	12.0	R	12.0
					R	12.0	R	12.0		12.0		12.0
						12.0		12.0		12.0		12.0

ADJUSTMENT FACTORS										
	GRADE (%)	HV (%)	ADJ Y/N	PKE Nm	BUSES Nb	PHF	PEDS	PED. Y/N	BUT. min T	ARR. TYPE
EB	0.00	2.00	N	0	0	0.90	0	N	31.6	3
WB	0.00	2.00	N	0	0	0.90	0	N	31.2	3
NB	0.00	2.00	N	0	0	0.90	0	N	37.8	3
SB	0.00	2.00	N	0	0	0.90	0	N	37.8	3

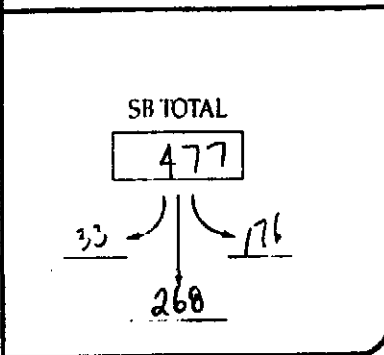
SIGNAL SETTINGS										CYCLE LENGTH = 87.0	
		PH-1	PH-2	PH-3	PH-4			PH-1	PH-2	PH-3	PH-4
EB	LT	X	X			NB	LT	X	X	X	
	TH		X				TH		X	X	
	RT		X				RT		X	X	
	PD						PD				
WB	LT	X	X			SB	LT	X		X	
	TH		X				TH			X	
	RT		X				RT			X	
	PD						PD				
GREEN		15.0	30.0	0.0	0.0	GREEN		8.0	2.0	20.0	0.0
YELLOW		0.0	4.0	0.0	0.0	YELLOW		4.0	0.0	4.0	0.0

LEVEL OF SERVICE								
	LANE	GRP.	V/C	G/C	DELAY	LOS	APP. DELAY	APP. LOS
EB	L		0.607	0.517	13.8	B	15.7	C
	T		0.735	0.345	17.1	C		
	R		0.317	0.460	9.7	B		
WB	L		0.779	0.517	21.4	C	26.2	D
	T		0.984	0.345	29.3	D		
	R		0.427	0.437	11.2	B		
NB	L		0.752	0.391	24.9	C	21.2	C
	T		0.760	0.253	21.7	C		
	R		0.342	0.379	12.6	B		
SB	L		0.566	0.322	22.1	C	24.2	C
	T		0.891	0.230	28.2	D		
	R		0.453	0.356	14.2	B		

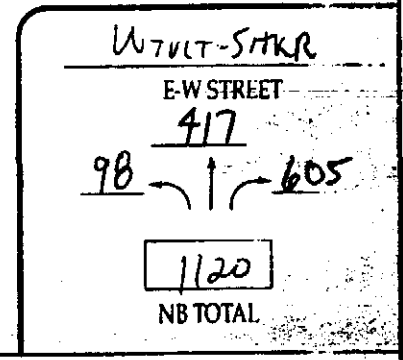
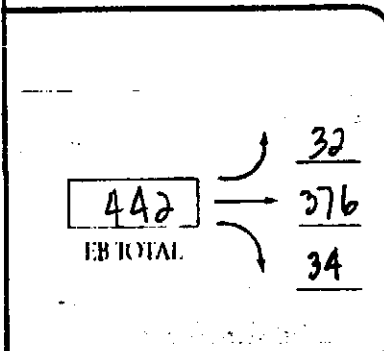
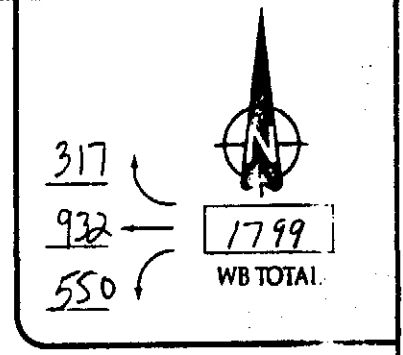
INTERSECTION: Delay = 22.0 (sec/veh) V/C = 0.880 LOS = C

PLANNING APPLICATION WORKSHEET

Intersection: WATERVLIET-SHARON / N. KARNEY - VLY Date: 3/29/90
 Analyst: _____ Time Period Analyzed: 2005 Target PM
 Project No. _____ City/State: OPTION 1/2 (-25%)



Vly - N. Karney
 N-S STREET



EB LT	=	<u>32</u>	} OR
WB TH	=	<u>932</u>	
WB LT	=	<u>964</u>	
	=	<u>275</u>	
EB TH	=	<u>215</u>	
		<u>490</u>	

NB LT	=	<u>98</u>	} OR
SB TH	=	<u>301</u>	
SB LT	=	<u>399</u>	
	=	<u>176</u>	
NB TH	=	<u>417</u>	
		<u>593</u>	

MAXIMUM SUM OF CRITICAL VOLUMES	CAPACITY LEVEL
0 TO 1,200	UNDER
1,201 to 1,400	NEAR
> 1,400	OVER

964 + 593 = 1557 STATUS? OVER
 E-W CRITICAL N-S CRITICAL

1985 HCM: SIGNALIZED INTERSECTIONS

MARY REPORT

INTERSECTION..WATERVLIET SHAKER ROAD/NEW KARNER ROAD / VLY ROAD

AREA TYPE.....OTHER

ANALYST.....SL

DATE.....3/30/90

TIME.....PM PEAK HOUR

COMMENT.....OPTION 1 (25%) & OPTION 2 (25%)

	VOLUMES				:	GEOMETRY							
	EB	WB	NB	SB		EB	WB	NB	SB	EB	WB	NB	SB
LT	32	550	98	176	:	L	12.0	L	12.0	L	12.0	L	12.0
TH	376	932	417	268	:	T	12.0	L	12.0	T	12.0	TR	12.0
RT	34	317	605	33	:	TR	12.0	T	12.0	R	12.0		12.0
RR	0	0	0	0	:		12.0	R	12.0		12.0		12.0
					:		12.0		12.0		12.0		12.0
					:		12.0		12.0		12.0		12.0

	ADJUSTMENT FACTORS									
	GRADE (%)	HV (%)	ADJ Y/N	PKG Nm	BUSES Nb	PHF	PEDS	PED. Y/N	BUT. min T	ARR. TYPE
EB	0.00	2.00	N	0	0	0.90	0	N	17.5	3
WB	0.00	2.00	N	0	0	0.90	0	N	17.5	3
NB	0.00	2.00	N	0	0	0.90	0	N	23.5	3
SB	0.00	2.00	N	0	0	0.90	0	N	23.5	3

	SIGNAL SETTINGS								CYCLE LENGTH = 95.0			
	PH-1	PH-2	PH-3	PH-4	PH-1	PH-2	PH-3	PH-4	PH-1	PH-2	PH-3	PH-4
EB	LT X				NB	LT X						
	TH X					TH X						
	RT X					RT X						
	PD					PD						
WB	LT	X			SB	LT X			X			
	TH X	X				TH X						
	RT X	X				RT X						
	PD					PD						
GREEN	26.0	26.0	0.0	0.0	GREEN	29.0	6.0	0.0	0.0	0.0	0.0	0.0
YELLOW	0.0	4.0	0.0	0.0	YELLOW	0.0	4.0	0.0	0.0	0.0	0.0	0.0

	LEVEL OF SERVICE							
	LANE GRP.	V/C	G/C	DELAY	LOS	APP. DELAY	APP. LOS	
EB	L	0.474	0.232	27.4	D	22.1	C	
	TR	0.587	0.232	21.7	C			
WB	L	0.715	0.274	25.6	D	34.4	D	
	T	1.062	0.547	49.4	E			
	R	0.381	0.611	6.2	B			
NB	L	0.056	0.368	14.7	B	27.5	D	
	T	0.988	0.263	47.2	E			
	R	0.827	0.537	16.0	C			
SB	L	0.056	0.368	14.7	B	20.5	C	
	TR	0.725	0.263	23.9	C			

INTERSECTION: Delay = 29.2 (sec/veh) V/C = 1.126 LOS = D

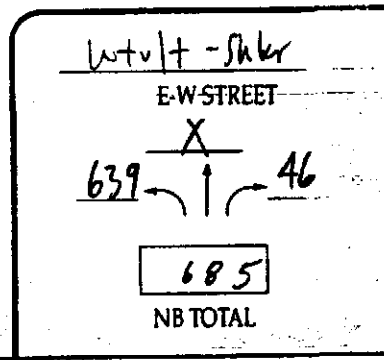
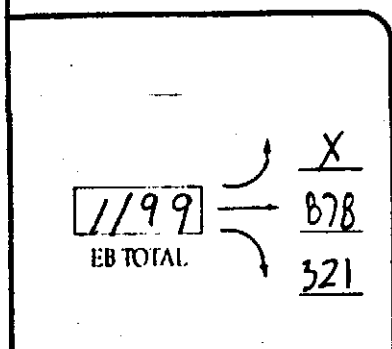
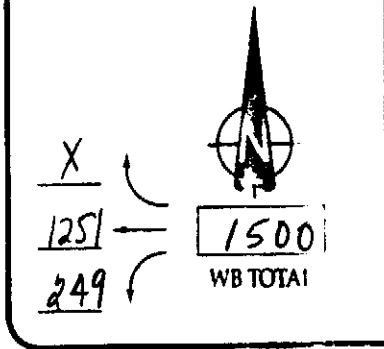
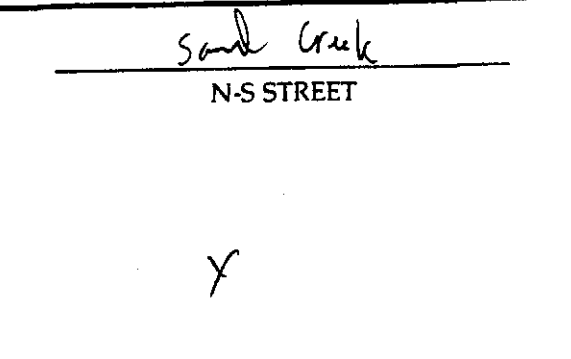
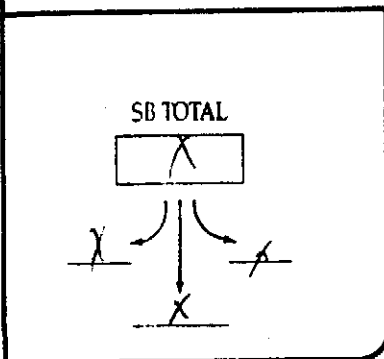
PLANNING APPLICATION WORKSHEET

3

Intersection: NATERVIET - SHAWEE / SAND CREEK RD. Date: 3/29/90

Analyst: _____ Time Period Analyzed: 2005 Target PM

Project No. _____ City/State: OPTION 1 & 2 (-25%)



EB LT =	<u>X</u>	} OR
WB TH =	<u>626</u>	
WB LT =	<u>249</u>	
EB TH =	<u>46</u>	
	<u>710</u>	

NB LT =	<u>320</u>	} OR
SB TH =	<u>X</u>	
SB LT =	<u>X</u>	
NB TH =	<u>X</u>	
	<u>X</u>	

MAXIMUM SUM OF CRITICAL VOLUMES	CAPACITY LEVEL
0 TO 1,200	UNDER
1,201 to 1,400	NEAR
> 1,400	OVER

710 + 320 = 1030 STATUS? UNDER

E-W CRITICAL N-S CRITICAL

1985 HCM: SIGNALIZED INTERSECTIONS

PRIMARY REPORT

INTERSECTION..WATERVLIET SHAKER ROAD/SAND CREEK ROAD

AREA TYPE.....OTHER

ANALYST.....SL

DATE.....3/30/90

TIME.....PM PEAK HOUR

COMMENT.....OPTION 1 (25%) *OPTION 2*

	VOLUMES				:	GEOMETRY					
	EB	WB	NB	SB		EB	WB	NB	SB		
LT	0	249	639	0	:	T	12.0	L	12.0	12.0	12.0
TH	878	1251	0	0	:	T	12.0	T	12.0	12.0	12.0
RT	321	0	46	0	:	R	12.0	T	12.0	R	12.0
RR	0	0	0	0	:	:	12.0	:	12.0	:	12.0
					:	:	12.0	:	12.0	:	12.0
					:	:	12.0	:	12.0	:	12.0

	ADJUSTMENT FACTORS									
	GRADE (%)	HV (%)	ADJ Y/N	PKG Nm	BUSES Nb	PHF	PEDS	FED. Y/N	BUT. min T	ARR. TYPE
EB	0.00	2.00	N	0	0	0.90	0	N	11.5	3
WB	0.00	2.00	N	0	0	0.90	0	N	11.5	3
NB	0.00	2.00	N	0	0	0.90	0	N	20.5	3
SB	0.00	2.00	N	0	0	0.90	0	N	20.5	3

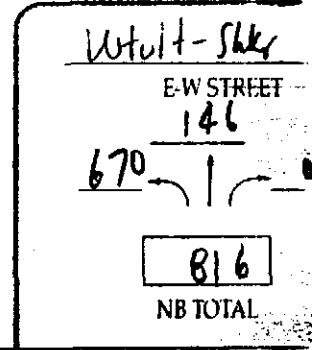
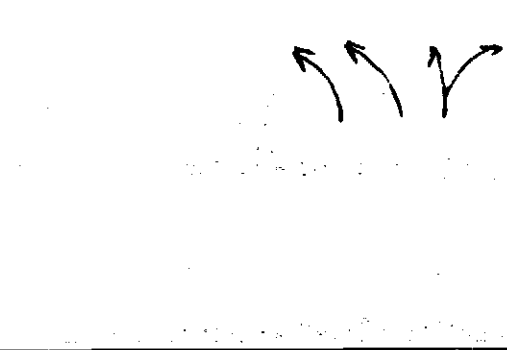
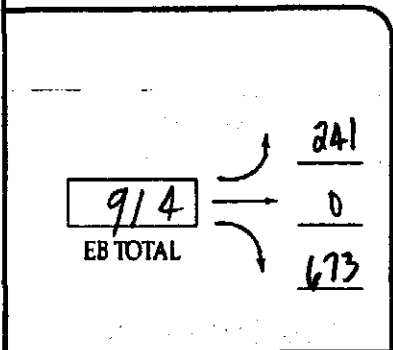
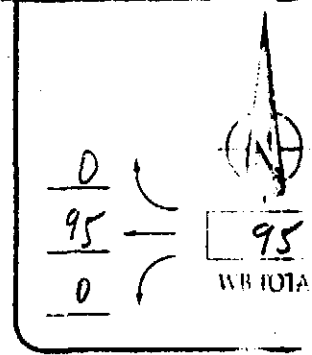
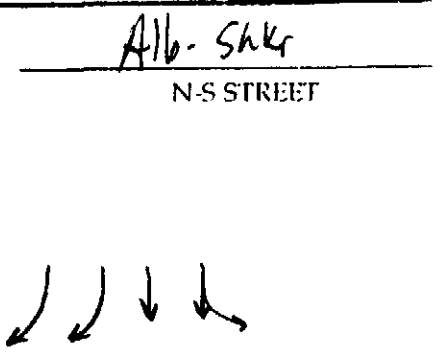
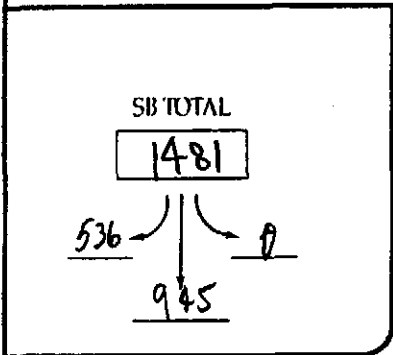
SIGNAL SETTINGS						CYCLE LENGTH = 66.0			
	PH-1	PH-2	PH-3	PH-4		PH-1	PH-2	PH-3	PH-4
EB LT					NB LT	X			
TH	X				TH				
RT	X				RT	X			
PD					PD				
WB LT	X	X			SB LT				
TH	X	X			TH				
RT					RT				
PD					PD				
GREEN	29.0	6.0	0.0	0.0	GREEN	23.0	0.0	0.0	0.0
YELLOW	0.0	4.0	0.0	0.0	YELLOW	4.0	0.0	0.0	0.0

LEVEL OF SERVICE								
	LANE	GRF.	V/C	G/C	DELAY	LOS	APP. DELAY	APP. LOS
EB	T		0.759	0.379	13.1	B	10.2	B
	R		0.324	0.727	2.1	A		
WB	L		0.452	0.530	8.2	B	9.0	B
	T		0.772	0.530	9.2	B		
NB	L		0.800	0.348	18.3	C	17.6	C
	R		0.077	0.439	6.9	B		

INTERSECTION: Delay = 11.2 (sec/veh) V/C = 0.783 LOS = B

PLANNING APPLICATION WORKSHEET

Intersection: WATERKIPT-SHAWNEE/ALBANY-SHAWNEE Date: 3/30/90
 Analyst: _____ Time Period Analyzed: 2005 Target PM
 Project No. _____ City/State: _____ OPTION 1 (-25%)



EB LT =	<u>241</u>
WB TH =	<u>95</u>
WB LT =	<u>336</u>
EB TH =	<u>X</u>

OR

<u>X</u>

NB LT =	<u>335</u>
SB TH =	<u>496</u>
SB LT =	<u>831</u>
NB TH =	<u>146</u>

OR

<u>146</u>

MAXIMUM SUM OF CRITICAL VOLUMES	
0 TO 1,200	UNI
1,201 to 1,400	NI
> 1,400	O

336 + 831 = 1167 STATUS? UNDER

E-W CRITICAL + N-S CRITICAL

1985 HCM: SIGNALIZED INTERSECTIONS

PRIMARY REPORT

INTERSECTION..WATERVLIET SHAKER ROAD/ALBANY SHAKER ROAD

AREA TYPE.....OTHER

ANALYST.....SL

DATE.....3/30/90

TIME.....PM PEAK HOUR

COMMENT.....OPTION 1 (25%)

	VOLUMES				:	GEOMETRY							
	EB	WB	NB	SB		EB	LTR	WB	L	NB	LT	SB	
LT	241	0	670	0	:	LT	12.0	LTR	12.0	L	12.0	LT	12.0
TH	0	95	146	945	:	R	12.0		12.0	L	12.0	T	12.0
RT	673	0	0	536	:	R	12.0		12.0	TR	12.0	R	12.0
RR	0	0	0	0	:		12.0		12.0		12.0	R	12.0
					:		12.0		12.0		12.0		12.0
					:		12.0		12.0		12.0		12.0

ADJUSTMENT FACTORS										
	GRADE (%)	HV (%)	ADJ Y/N	PKG Nm	BUSES Nb	PHF	FEDS	PED. Y/N	BUT. min T	ARR. TYPE
EB	0.00	2.00	N	0	0	0.90	0	N	23.5	3
WB	0.00	2.00	N	0	0	0.90	0	N	23.5	3
NB	0.00	2.00	N	0	0	0.90	0	N	14.5	3
SB	0.00	2.00	N	0	0	0.90	0	N	14.5	3

SIGNAL SETTINGS											CYCLE LENGTH = 112.0				
		PH-1	PH-2	PH-3	PH-4			PH-1	PH-2	PH-3	PH-4				
EB	LT	X	X			NB	LT	X							
	TH	X	X				TH	X	X						
	RT	X	X				RT	X	X						
	PD						PD								
WB	LT		X			SB	LT		X						
	TH		X				TH		X						
	RT		X				RT		X						
	PD						PD								
GREEN		11.0	15.0	0.0	0.0	GREEN		34.0	40.0	0.0	0.0				
YELLOW		0.0	4.0	0.0	0.0	YELLOW		4.0	4.0	0.0	0.0				

LEVEL OF SERVICE							
	LANE GRP.	V/C	G/C	DELAY	LOS	APP. DELAY	APP. LOS
EB	LT	0.788	0.232	32.9	D	16.8	C
	R	0.548	0.536	11.3	B		
WB	LTR	0.442	0.134	29.6	D	29.6	D
NB	L	0.785	0.304	30.1	D	25.5	D
	TR	0.131	0.696	3.7	A		
SB	LT	0.866	0.357	25.6	D	22.2	C
	R	0.557	0.420	16.3	C		

INTERSECTION: Delay = 21.8 (sec/veh) V/C = 0.818 LOS = C

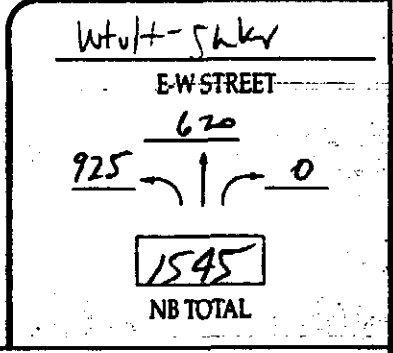
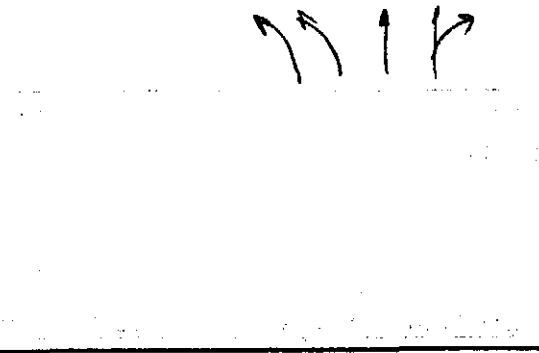
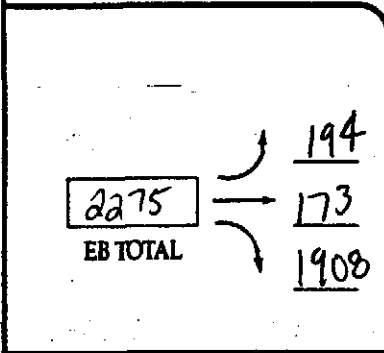
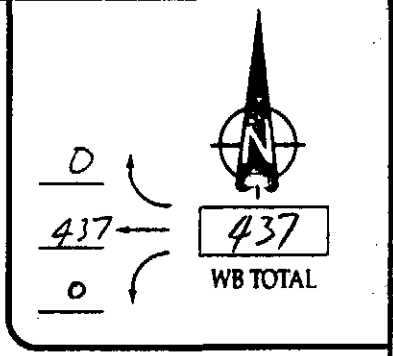
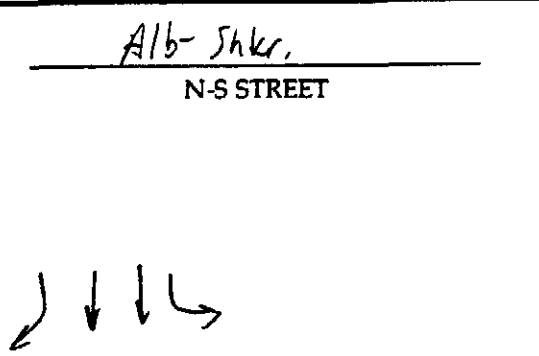
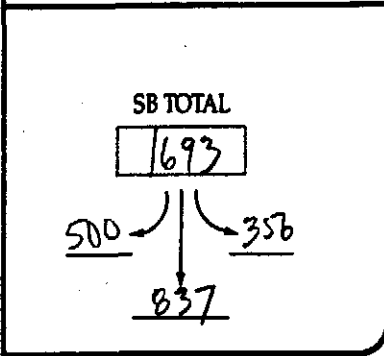
PLANNING APPLICATION WORKSHEET

4

Intersection: WATERMILL - SHAKER RD / ALBANY - SHAKER RD Date: 3/30/90

Analyst: _____ Time Period Analyzed: 2005 Target PM

Project No. _____ City/State: _____ OPTION 2 (-25%)



EB LT	=	194
WB TH	=	218
WB LT	=	412
EB TH	=	173
		173

OR

NB LT	=	462
SB TH	=	418
SB LT	=	880
NB TH	=	310
		661

OR

MAXIMUM SUM OF CRITICAL VOLUMES	CAPACITY LEVEL
0 TO 1,200	UNDER
1,201 to 1,400	NEAR
> 1,400	OVER

412 + 880 = 1292 STATUS? NEAR

E-W CRITICAL + N-S CRITICAL

1985 HCM: SIGNALIZED INTERSECTIONS

SUMMARY REPORT

INTERSECTION..WTVLT-SHKR RD./ALB-SHKR

AREA TYPE.....OTHER

ANALYST.....TJ

DATE.....3/30/90

TIME.....2005 TARGET PM

COMMENT.....OPTION 2 (23%)

VOLUMES				GEOMETRY										
	EB	WB	NB	SB		EB	WB	NB	SB		EB	WB	NB	SB
LT	194	0	925	355	L	12.0	L	12.0	L	12.0	L	12.0	L	12.0
TH	173	437	620	337	T	12.0	T	12.0	L	12.0	T	12.0	T	12.0
RT	1908	0	0	500	R	12.0	TR	12.0	T	12.0	T	12.0	T	12.0
RR	700	0	0	730	R	12.0	TR	12.0	TR	12.0	R	12.0	R	12.0

ADJUSTMENT FACTORS										
	GRADE (%)	HV (%)	ADJ Y/N	PKG %	BUSES Nb	FHF	PEDS	FED. Y/N	BUT. min	ARR. TYPE
EB	0.00	2.00	N	0	0	0.90	0	N	31.8	3
WB	0.00	2.00	N	0	0	0.90	0	N	31.8	3
NB	0.00	2.00	N	0	0	0.90	0	N	28.8	3
SB	0.00	2.00	N	0	0	0.90	0	N	28.8	3

SIGNAL SETTINGS					CYCLE LENGTH = 102.0					
		PH-1	PH-2	PH-3	PH-4		PH-1	PH-2	PH-3	PH-4
EB	LT	X	X			NB	LT	X	X	
	TH	X	X				TH		X	X
	RT	X	X				RT		X	X
	PD						PD			
WB	LT		X			SB	LT	X		X
	TH		X				TH			X
	RT		X				RT			X
	PD						PD			
GREEN		8.0	19.0	0.0	0.0	GREEN	17.0	18.0	28.0	0.0
YELLOW		0.0	4.0	0.0	0.0	YELLOW	4.0	0.0	4.0	0.0

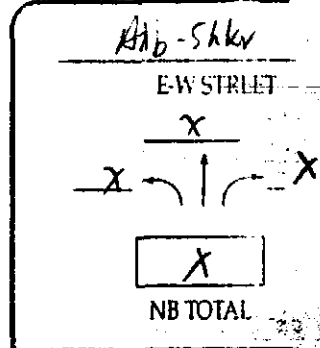
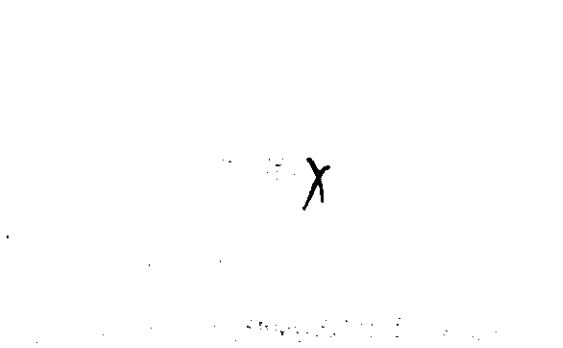
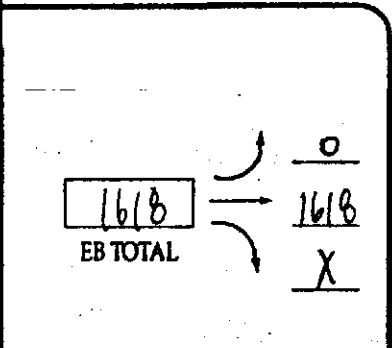
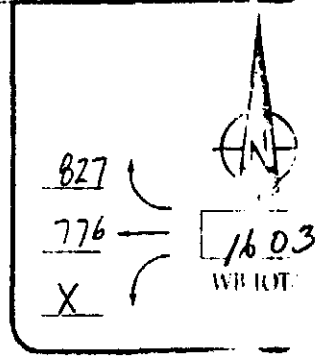
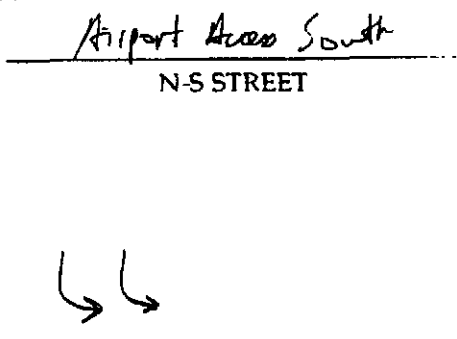
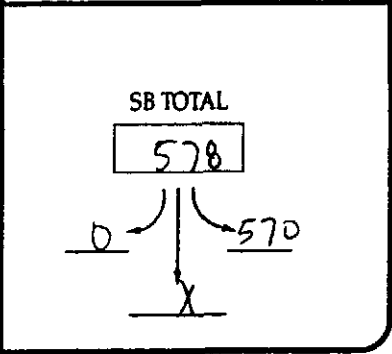
LEVEL OF SERVICE								
	LANE	GRP.	V/C	G/C	DELAY	LOS	APP. DELAY	APP. LOS
EB	L		0.341	0.265	23.6	C	14.6	B
	T		0.408	0.265	20.2	C		
	R		0.826	0.608	12.4	B		
WB	L		0.000	0.186	25.3	D	28.7	D
	TR		0.768	0.186	28.7	D		
NB	L		0.913	0.343	32.5	D	24.5	C
	TR		0.429	0.451	12.4	B		
SB	L		0.710	0.441	23.1	C	29.4	D
	T		0.951	0.275	34.7	D		
	R		0.630	0.314	21.0	C		

INTERSECTION: Delay = 23.2 (sec/veh) V/C = 0.843 LOS = C

PLANNING APPLICATION WORKSHEET

5

Intersection: ALBANY-SHAKER / AIRPORT ACCESS SOUTH Date: 3/30/90
 Analyst: _____ Time Period Analyzed: 2005 Target Pm
 Project No. _____ City/State: _____ OPTION 1 (-25%)



EB LT	=	<u>X</u>	
WB TH	=	<u>776</u>	
WB LT	=	<u>776</u>	} OR
EB TH	=	<u>809</u>	
		<u>809</u>	

NB LT	=	<u>X</u>	
SB TH	=	<u>X</u>	
SB LT	=	<u>299</u>	} OR
NB TH	=	<u>X</u>	
		<u>299</u>	

MAXIMUM SUM OF CRITICAL VOLUMES	CAP/LI
0 TO 1,200	UNI
1,201 to 1,400	NI
> 1,400	O

809 + 299 = 1108 STATUS? UNDER

E-W CRITICAL N-S CRITICAL

5 HCM: SIGNALIZED INTERSECTIONS
MARY REPORT

 INTERSECTION..ALBANY SHAKER ROAD/AIRPORT ACCESS ROAD SOUTH
 AREA TYPE.....OTHER
 ANALYST.....SL
 DATE.....3/30/90
 TIME.....PM PEAK HOUR
 COMMENT.....OPTION 1 (25%)

	VOLUMES				:	GEOMETRY					
	EB	WB	NB	SB		EB	T	WB	NB	SB	
LT	0	0	0	570	:	T	12.0	T	12.0	L	12.0
TH	1618	776	0	0	:	T	12.0	R	12.0	L	12.0
RT	0	827	0	0	:		12.0	R	12.0		12.0
RR	0	0	0	0	:		12.0		12.0		12.0
					:		12.0		12.0		12.0
					:		12.0		12.0		12.0

	ADJUSTMENT FACTORS									
	GRADE (%)	HV (%)	ADJ Y/N	PKG Nm	BUSES Nb	PHF	PEDS	PED. Y/N	BUT. min T	ARR. TYPE
EB	0.00	2.00	N	0	0	0.90	0	N	8.5	3
WB	0.00	2.00	N	0	0	0.90	0	N	8.5	3
NB	0.00	2.00	N	0	0	0.90	0	N	17.5	3
	0.00	2.00	N	0	0	0.90	0	N	17.5	3

SIGNAL SETTINGS										CYCLE LENGTH = 86.0			
	PH-1	PH-2	PH-3	PH-4		PH-1	PH-2	PH-3	PH-4				
EB	LT				NB	LT							
	TH	X				TH							
	RT					RT							
	PD					PD							
WB	LT				SB	LT	X						
	TH	X				TH							
	RT	X				RT							
	PD					PD							
GREEN	51.0	0.0	0.0	0.0	GREEN	27.0	0.0	0.0	0.0				
YELLOW	4.0	0.0	0.0	0.0	YELLOW	4.0	0.0	0.0	0.0				

LEVEL OF SERVICE							
	LANE GRP.	V/C	G/C	DELAY	LOS	APP. DELAY	APP. LOS
EB	T	0.893	0.593	13.1	B	13.1	B
WB	T	0.816	0.593	11.9	B	5.9	B
	R	0.398	0.907	0.4	A		
SB	L	0.792	0.314	24.1	C	24.1	C

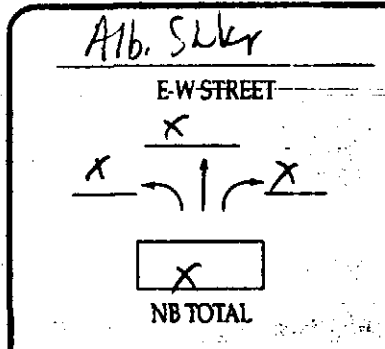
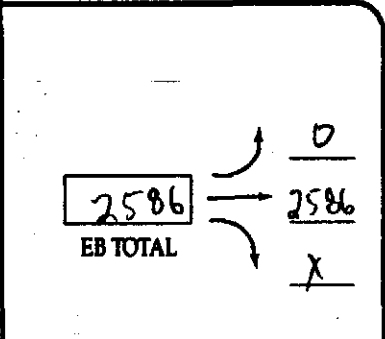
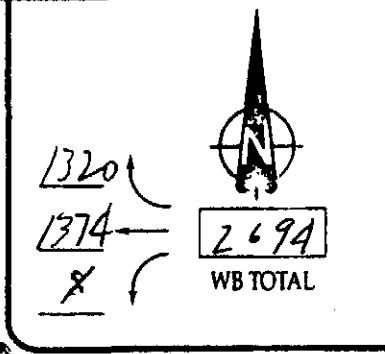
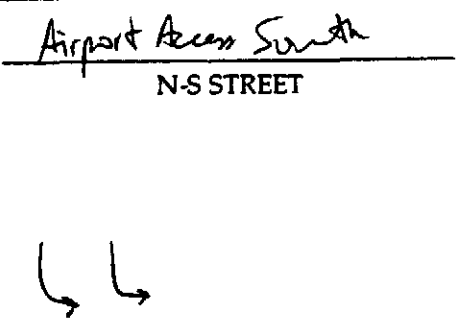
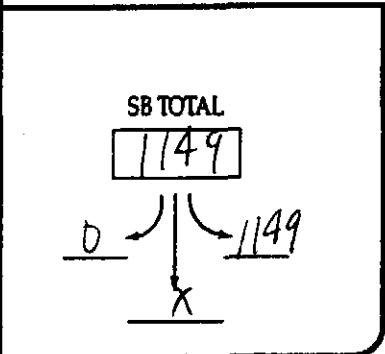
INTERSECTION: Delay = 11.7 (sec/veh) V/C = 0.858 LOS = B

14

PLANNING APPLICATION WORKSHEET

5

Intersection: ALBANY-SWAKER / AIRPORT ACCESS SOUTH Date: 3/30/90
 Analyst: _____ Time Period Analyzed: 2005 Target PM
 Project No. _____ City/State: OPTW 2 (-25%)



EB LT	=	0	
WB TH	=	687	
WB LT	=	687	} OR
EB TH	=	862	
		862	

NB LT	=	X	
SB TH	=	X	
SB LT	=	574	} OR
NB TH	=	X	
		574	

MAXIMUM SUM OF CRITICAL VOLUMES	CAPACITY LEVEL
0 TO 1,200	UNDER
1,201 to 1,400	NEAR
> 1,400	OVER

862 + 574 = 1436 STATUS? OVER

E-W CRITICAL + N-S CRITICAL

1985 HCM: SIGNALIZED INTERSECTIONS

SUMMARY REPORT

 INTERSECTION..ALB-SHR RD./AIRPORT ACCESS SOUTH
 AREA TYPE.....OTHER
 ANALYST.....TJ
 DATE.....3/30/90
 TIME.....2005 TARGET PM
 COMMENT.....OPTION 2 (25%)

	VOLUMES				:	GEOMETRY					
	EB	WB	NB	SB		EB	WB	NB	SB		
LT	0	0	0	1149	:	T	12.0	T	12.0	L	12.0
TH	2386	1374	0	0	:	T	12.0	T	12.0	L	12.0
RT	0	1320	0	0	:	T	12.0	R	12.0		12.0
RB	0	1320	0	0	:		12.0	R	12.0		12.0
					:		12.0		12.0		12.0
					:		12.0		12.0		12.0

	ADJUSTMENT FACTORS									
	GRADE (%)	HV (%)	ADJ V/ID	PKG Nm	BUSES NB	PHF	PEDS	PED. Y/N	BUT. min T	ARR. TYPE
EB	0.00	2.00	N	0	0	0.90	0	N	11.3	3
WB	0.00	2.00	N	0	0	0.90	0	N	11.3	3
NB	0.00	2.00	N	0	0	0.90	0	N	28.8	3
SB	0.00	2.00	N	0	0	0.90	0	N	28.8	3

SIGNAL SETTINGS										CYCLE LENGTH = 73.0			
		PH-1	PH-2	PH-3	PH-4			PH-1	PH-2	PH-3	PH-4		
EB	LT					NB	LT						
	TH	X					TH						
	RT						RT						
	PD						PD						
WB	LT					SB	LT	X					
	TH	X					TH						
	RT	X					RT						
	PD						PD						
GREEN	35.0	0.0	0.0	0.0	GREEN	30.0	0.0	0.0	0.0	0.0			
YELLOW	4.0	0.0	0.0	0.0	YELLOW	4.0	0.0	0.0	0.0	0.0			

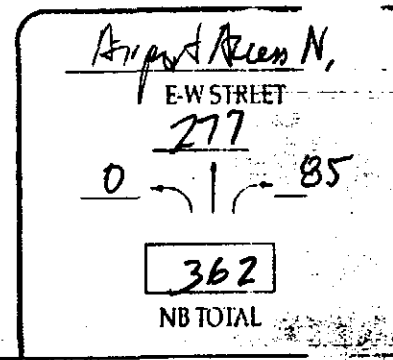
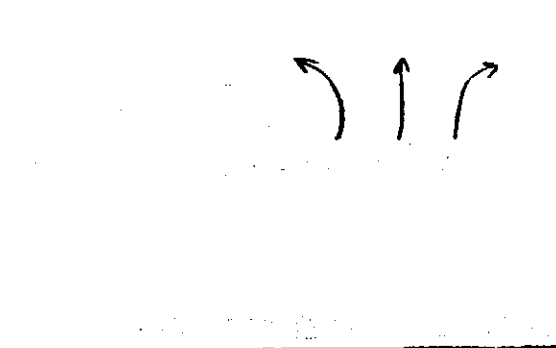
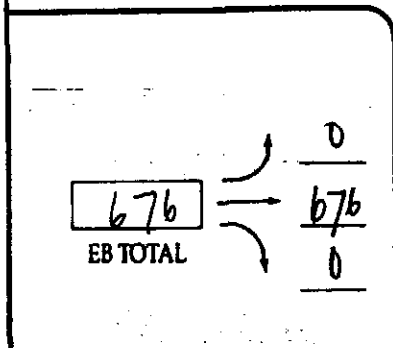
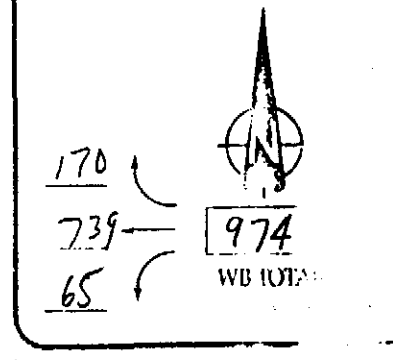
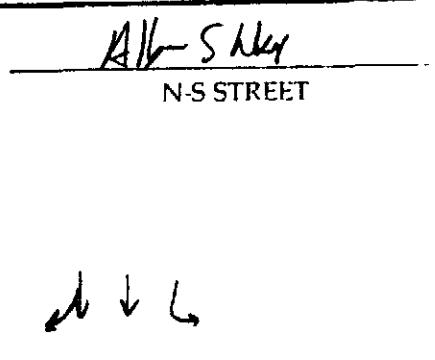
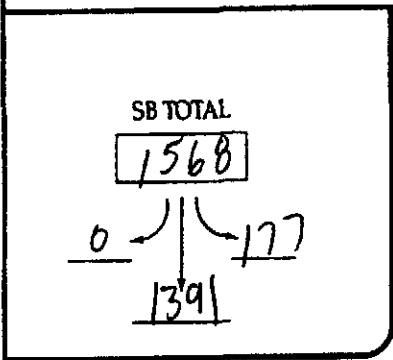
LEVEL OF SERVICE								
	LANE	GRP.	V/C	S/C	DELAY	LOS	APP. DELAY	APP. LOS
EB	T		1.121	0.479	63.4	F	63.4	F
WB	T		0.893	0.479	15.2	C	15.2	C
	R		0.000	0.890	23.9	C		
SB	L		1.162	0.411	104.9	F	104.9	F

INTERSECTION: Delay = 59.7 (sec/veh) V/C = 1.140 LOS = E

PLANNING APPLICATION WORKSHEET

6

Intersection: ALBANY - STANLEY / AIRPORT ACCESS NORTH Date: 3/30/90
 Analyst: _____ Time Period Analyzed: 2005 Target PM
 Project No. _____ City/State: _____ OPTION 1 (-25%)



EB LT =	X
WB TH =	388
WB LT =	65
EB TH =	355
	420

OR

NB LT =	0
SB TH =	696
SB LT =	177
NB TH =	277
	454

OR

MAXIMUM SUM OF CRITICAL VOLUMES	CAPACITY LEVEL
0 TO 1,200	UNSATURATED
1,201 to 1,400	NEARLY SATURATED
> 1,400	OVERSATURATED

420 + 696 = 1116 STATUS? UNSAT

E-W CRITICAL N-S CRITICAL

85 HCM: SIGNALIZED INTERSECTIONS

PRIMARY REPORT

 INTERSECTION..ALBANY SHAKER ROAD/AIRPORT ACCESS ROAD NORTH
 AREA TYPE.....OTHER
 ANALYST.....SL
 DATE.....3/30/90
 TIME.....PM PEAK HOUR
 COMMENT.....OPTION 1 (25%)

	VOLUMES				:	GEOMETRY							
	EB	WB	NB	SB		EB	WB	NB	SB	EB	WB	NB	SB
LT	0	65	0	177	:	L	12.0	L	12.0	L	12.0	L	12.0
TH	676	739	277	1391	:	T	12.0	T	12.0	T	12.0	T	12.0
RT	0	170	85	0	:	TR	12.0	T	12.0	R	12.0	TR	12.0
RR	0	0	0	0	:		12.0	R	12.0		12.0		12.0
					:		12.0		12.0		12.0		12.0
					:		12.0		12.0		12.0		12.0

	ADJUSTMENT FACTORS									
	GRADE (%)	HV (%)	ADJ Y/N	PKG Nm	BUSES Nb	PHF	PEDS	PED. Y/N	BUT. min T	ARR. TYPE
EB	0.00	2.00	N	0	0	0.90	0	N	20.5	3
WB	0.00	2.00	N	0	0	0.90	0	N	20.5	3
NB	0.00	2.00	N	0	0	0.90	0	N	23.5	3
SB	0.00	2.00	N	0	0	0.90	0	N	23.5	3

	SIGNAL SETTINGS					CYCLE LENGTH = 61.0			
	PH-1	PH-2	PH-3	PH-4		PH-1	PH-2	PH-3	PH-4
EB	LT X				NB	LT	X		
	TH X					TH	X		
	RT X					RT	X		
	PD					PD			
WB	LT X				SB	LT	X	X	
	TH X					TH	X	X	
	RT X					RT	X	X	
	PD					PD			
GREEN	20.0	0.0	0.0	0.0	GREEN	10.0	23.0	0.0	0.0
YELLOW	4.0	0.0	0.0	0.0	YELLOW	0.0	4.0	0.0	0.0

	LEVEL OF SERVICE							
	LANE GRP.	V/C	G/C	DELAY	LOS	APP. DELAY	APP. LOS	
EB	L	0.000	0.328	12.4	B	12.4	B	
	TR	0.675	0.328	12.4	B			
WB	L	0.338	0.328	12.1	B	12.2	B	
	T	0.738	0.328	13.2	B			
	R	0.293	0.426	7.5	B			
NB	L	0.000	0.377	9.6	B	9.2	B	
	T	0.458	0.377	9.6	B			
	R	0.165	0.377	8.2	B			
SB	L	0.036	0.541	5.0	A	9.3	B	
	TR	0.842	0.541	9.8	B			

INTERSECTION: Delay = 10.6 (sec/veh) V/C = 0.802 LOS = B

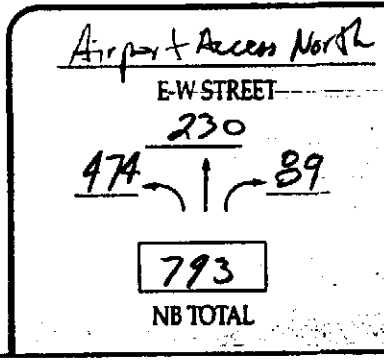
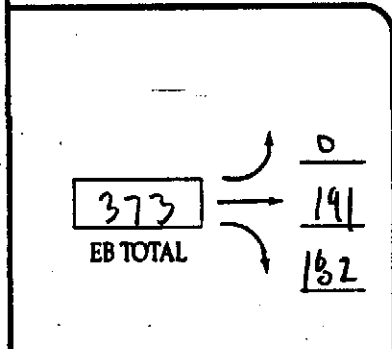
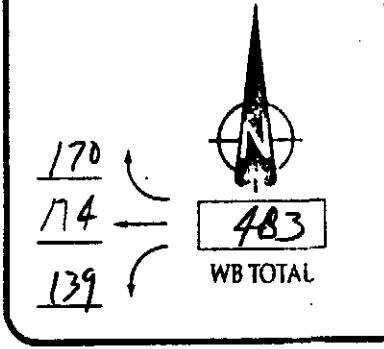
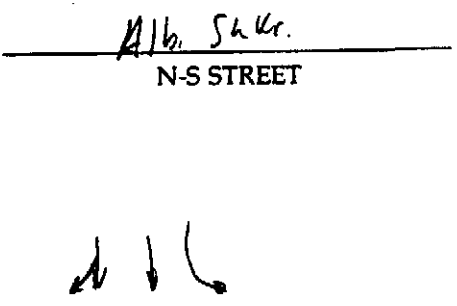
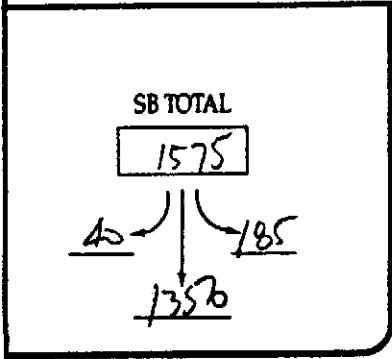
PLANNING APPLICATION WORKSHEET

6

Intersection: ALDANY STREET / AIRPORT ACCESS NORTH Date: 3/30/90

Analyst: _____ Time Period Analyzed: 2005 Target PM

Project No. _____ City/State: OPTION 2 (-2506)



EB LT	=	0	} OR
WB TH	=	174	
WB LT	=	179	
EB TH	=	186	
		325	

NB LT	=	249	} OR
SB TH	=	695	
SB LT	=	185	
NB TH	=	274	
		459	

MAXIMUM SUM OF CRITICAL VOLUMES	CAPACITY LEVEL
0 TO 1,200	UNDER
1,201 to 1,400	NEAR
> 1,400	OVER

325 + 944 = 1269 STATUS? NEAR

E-W CRITICAL + N-S CRITICAL

1985 HCM: SIGNALIZED INTERSECTIONS
SUMMARY REPORT

 INTERSECTION..AIRPORT ACCESS NORTH/ALB-SHR RD.
 AREA TYPE.....OTHER
 ANALYST.....TJ
 DATE.....3/30/90
 TIME.....2005 TARGET PM
 COMMENT.....OPTION 2 (10%)

	VOLUMES				:	GEOMETRY							
	EB	WB	NB	SB		EB	WB	NB	SB	EB	WB	NB	SB
LT	0	160	545	304	:	L	12.0	L	12.0	L	12.0	L	12.0
TH	210	200	265	1560	:	T	12.0	T	12.0	L	12.0	T	12.0
RT	200	196	98	40	:	TR	12.0	R	12.0	TR	12.0	TR	12.0
FB	0	0	0	0	:		12.0		12.0		12.0		12.0
					:		12.0		12.0		12.0		12.0
					:		12.0		12.0		12.0		12.0

ADJUSTMENT FACTORS										
	GRADE (%)	HV (%)	ADJ Y/N	PKG Nm	BUSES NB	PHF	PEDS	PED. Y/N	BUT. min T	ARR. TYPE
EB	0.00	2.00	N	0	0	0.90	0	N	25.8	3
WB	0.00	2.00	N	0	0	0.70	0	N	25.8	3
NB	0.00	2.00	N	0	0	0.90	0	N	25.8	3
SB	0.00	2.00	N	0	0	0.90	0	N	25.8	3

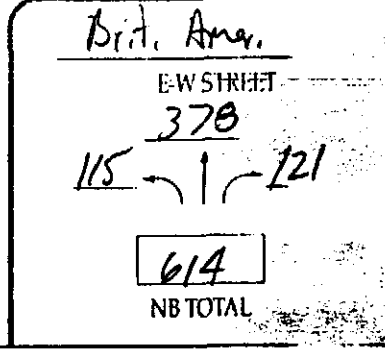
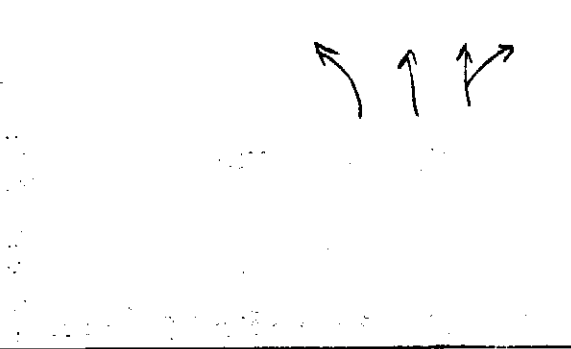
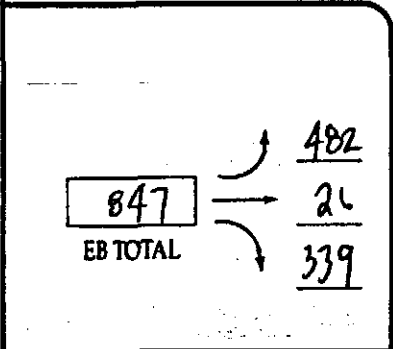
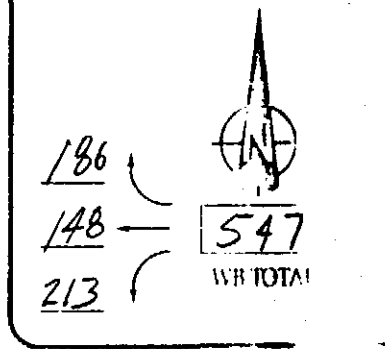
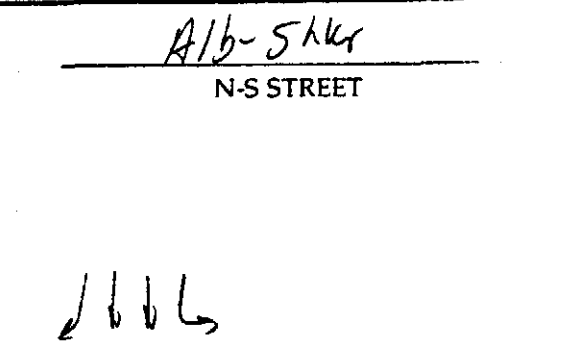
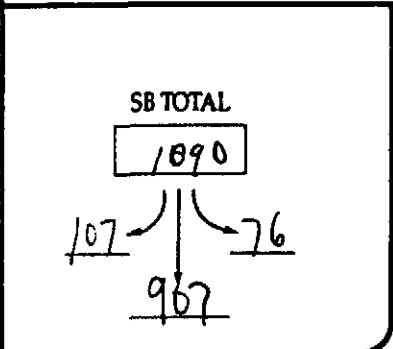
SIGNAL SETTINGS						CYCLE LENGTH = 102.0				
		PH-1	PH-2	PH-3	PH-4		PH-1	PH-2	PH-3	PH-4
EB	LT	X				NB	LT	X	X	
	TH	X					TH		X	X
	RT	X					RT		X	X
	PD						PD			
WB	LT	X	X			SB	LT	X		
	TH	X	X				TH			X
	RT	X	X				RT			X
	PD						PD			X
GREEN		19.0	2.0	0.0	0.0	GREEN	16.0	3.0	50.0	0.0
YELLOW		0.0	4.0	0.0	0.0	YELLOW	4.0	0.0	4.0	0.0

LEVEL OF SERVICE							
	LANE GRP.	V/C	G/C	DELAY	LOS	APP. DELAY	APP. LOS
EB	L	0.000	0.147	23.6	C	43.9	E
	TR	0.938	0.147	43.9	E		
WB	L	0.391	0.206	27.9	D	27.1	D
	T	0.606	0.206	25.5	D		
	R	0.698	0.206	28.2	D		
NB	L	0.991	0.186	57.5	E	38.6	D
	TR	0.454	0.520	10.2	B		
SB	L	0.854	0.157	47.4	E	37.0	D
	TR	1.021	0.490	35.7	D		

INTERSECTION: Delay = 36.7 (sec/veh) V/C = 0.959 LOS = D

PLANNING APPLICATION WORKSHEET

Intersection: Alb-Saker / Brit. Amer. Blvd. Date: 3/30/90
 Analyst: _____ Time Period Analyzed: 2005 Target PM
 Project No. _____ City/State: OPT/ON 142(-25%)



EB LT	=	241	} OR
WB TH	=	148	
WB LT	=	389	
EB TH	=	196	
		409	

NB LT	=	115	} OR
SB TH	=	476	
SB LT	=	591	
NB TH	=	262	
		330	

MAXIMUM SUM OF CRITICAL VOLUMES	CAPABILITY
0 TO 1,200	UNSATISFACTORY
1,201 to 1,400	NEARLY SATISFACTORY
> 1,400	UNSATISFACTORY

409 + 591 = 1000 STATUS? UNDER

E-W CRITICAL N-S CRITICAL

985 HCM: SIGNALIZED INTERSECTIONS

PRIMARY REPORT

 INTERSECTION..BRITISH AMERICAN/ALBANY SHAKER ROAD
 AREA TYPE.....OTHER
 ANALYST.....SL
 DATE.....3/30/90
 TIME.....PM PEAK HOUR
 COMMENT.....OPTION 1 (25%) *OPTION 2 (25%)*

	VOLUMES				:	GEOMETRY							
	EB	WB	NB	SB		EB	WB	NB	SB	EB	WB	NB	SB
LT	482	213	115	76	:	L	12.0	L	12.0	L	12.0	L	12.0
TH	26	148	378	907	:	L	12.0	T	12.0	T	12.0	T	12.0
RT	339	186	121	107	:	TR	12.0	R	12.0	TR	12.0	T	12.0
RR	0	0	0	0	:		12.0		12.0		12.0	R	12.0
					:		12.0		12.0		12.0		12.0
					:		12.0		12.0		12.0		12.0

	ADJUSTMENT FACTORS									
	GRADE (%)	HV (%)	ADJ Y/N	PKG Nm	BUSES Nb	PHF	PEDS	PED. Y/N	BUT. min T	ARR. TYPE
EB	0.00	2.00	N	0	0	0.90	0	N	23.5	3
WB	0.00	2.00	N	0	0	0.90	0	N	23.5	3
NB	0.00	2.00	N	0	0	0.90	0	N	20.5	3
SB	0.00	2.00	N	0	0	0.90	0	N	20.5	3

SIGNAL SETTINGS						CYCLE LENGTH = 115.0				
	PH-1	PH-2	PH-3	PH-4		PH-1	PH-2	PH-3	PH-4	
EB	LT X	TH X	RT X	PD X	NB	LT X	TH X	RT X	PD X	
WB	LT X	TH X	RT X	PD X	SB	LT X	TH X	RT X	PD X	
GREEN	11.0	24.0	20.0	0.0	GREEN	8.0	40.0	0.0	0.0	
YELLOW	4.0	0.0	4.0	0.0	YELLOW	0.0	4.0	0.0	0.0	

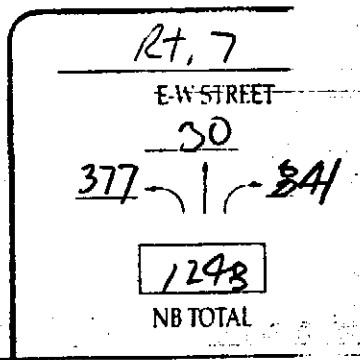
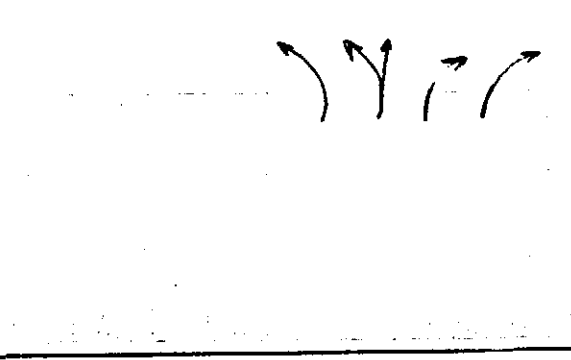
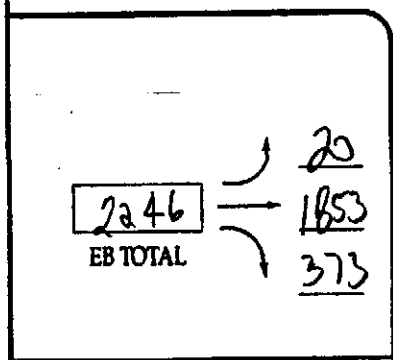
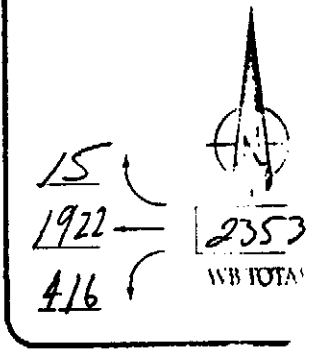
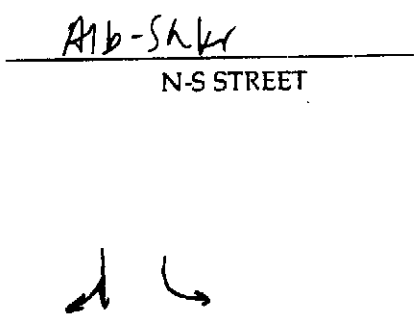
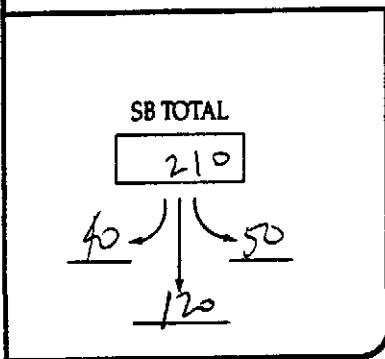
LEVEL OF SERVICE							
	LANE GRP.	V/C	G/C	DELAY	LOS	APP. DELAY	APP. LOS
EB	L	0.564	0.304	26.1	D	24.1	C
	TR	0.691	0.383	21.3	C		
WB	L	0.394	0.270	26.9	D	28.5	D
	T	0.531	0.174	29.1	D		
	R	0.654	0.209	29.8	D		
NB	L	0.085	0.417	15.4	C	18.6	C
	TR	0.487	0.348	19.2	C		
SB	L	0.085	0.417	15.4	C	23.4	C
	T	0.854	0.348	26.1	D		
	R	0.120	0.652	4.9	A		

INTERSECTION: Delay = 23.5 (sec/veh) V/C = 0.675 LOS = C

PLANNING APPLICATION WORKSHEET

8

Intersection: Rt. 7 / Albany Shaker Date: 3/30/90
 Analyst: _____ Time Period Analyzed: 2005 Target Pk
 Project No. _____ City/State: OPTION 1 & 2 (-25%)



EB LT	=	20	} OR
WB TH	=	641	
WB LT	=	661	
EB TH	=	618	
		826	

NB LT	=	214	} OR
SB TH	=	120	
SB LT	=	334	
NB TH	=	30	
		80	

MAXIMUM SUM OF CRITICAL VOLUMES	CAPACITY LEVEL
0 TO 1,200	UNSATURATED
1,201 TO 1,400	NEARLY SATURATED
> 1,400	OVERSATURATED

826 + 334 = 1160 STATUS? Under

EW CRITICAL N-S CRITICAL

1985 HCM: SIGNALIZED INTERSECTIONS
SUMMARY REPORT

INTERSECTION..ROUTE 7/ALB-SHKR RD.
AREA TYPE.....OTHER
ANALYST.....TJ
DATE.....3/30/90
TIME.....2005 TARGET PM
COMMENT.....OPTION 1 (25%)

	VOLUMES				GEOMETRY							
	EB	WB	NB		SB	EB	WB	NB	SB			
LT	20	416	377	50	L	12.0	L	12.0	L	12.0	L	12.0
TH	1853	1922	30	60	T	12.0	L	12.0	LT	12.0	T	12.0
RT	373	15	841	80	T	12.0	T	12.0	R	12.0	R	12.0
FB	0	0	150	0	T	12.0	T	12.0	R	12.0		12.0
					P	12.0	TR	12.0		12.0		12.0
						12.0		12.0		12.0		12.0

ADJUSTMENT FACTORS										
	GRADE (%)	HV (%)	ADJ Y/N	PKG Nm	BUSES Nb	PHF	PEDS	PED. Y/N	BUT. min T	ARR. TYPE
EB	0.00	2.00	N	0	0	0.90	0	N	25.8	3
WB	0.00	2.00	N	0	0	0.90	0	N	25.8	3
NB	0.00	2.00	N	0	0	0.90	0	N	37.8	3
SB	0.00	2.00	N	0	0	0.90	0	N	37.8	3

SIGNAL SETTINGS						CYCLE LENGTH = 122.0				
		PH-1	PH-2	PH-3	PH-4		PH-1	PH-2	PH-3	PH-4
EB	LT		X			NB	LT	X		
	TH		X				TH	X		
	RT		X				RT	X		
	FD						FD			
WB	LT	X				SB	LT	X		
	TH	X	X				TH	X		
	RT	X	X				RT	X		
	FD						FD			
GREEN		28.0	52.0	0.0	0.0	GREEN	10.0	20.0	0.0	0.0
YELLOW		0.0	4.0	0.0	0.0	YELLOW	4.0	4.0	0.0	0.0

LEVEL OF SERVICE								
	LANE	GRP.	V/C	G/C	DELAY	LOS	APP. DELAY	APP. LOS
EB	L		0.379	0.426	20.1	C	29.9	D
	T		0.994	0.426	33.8	D		
	R		0.464	0.590	9.4	B		
WB	L		0.752	0.197	38.6	D	13.8	B
	TR		0.675	0.656	8.7	B		
NB	L		0.830	0.164	50.3	E	33.5	D
	LT		0.792	0.164	39.9	D		
	R		0.836	0.361	27.0	D		
SB	L		0.400	0.082	41.4	E	42.0	E
	T		0.609	0.082	39.2	D		
	R		0.716	0.082	45.2	E		

INTERSECTION: Delay = 24.4 (sec/veh) V/C = 1.072 LOS = C

1985 HCM: SIGNALIZED INTERSECTIONS
SUMMARY REPORT

INTERSECTION..ROUTE 7/ALB-SHR RD.
AREA TYPE.....OTHER
ANALYST.....TJ
DATE.....3/30/90
TIME.....2005 TARGET PM
COMMENT.....OPTION 2 (25%)

VOLUMES				GEOMETRY								
	EB	WB	NB	SB	EB	WB	NB	SB	EB	WB	NB	SB
LT	20	416	377	50	L 12.0	L 12.0	L 12.0	L 12.0	L 12.0	L 12.0	L 12.0	L 12.0
TH	1853	1922	30	80	T 12.0	L 12.0	L 12.0	LT 12.0	12.0	T 12.0	T 12.0	T 12.0
RT	373	15	841	80	T 12.0	T 12.0	T 12.0	R 12.0	12.0	R 12.0	R 12.0	R 12.0
RR	0	0	180	0	- 12.0	T 12.0	T 12.0	R 12.0	12.0	12.0	12.0	12.0
					R 12.0	TR 12.0	TR 12.0	12.0	12.0	12.0	12.0	12.0
						12.0	12.0		12.0	12.0	12.0	12.0

ADJUSTMENT FACTORS										
	GRADE (%)	HV (%)	ADJ Y/N	PKG Nm	BUSES Nb	PHF	PEDS	PED. Y/N	BUT. min T	ARR. TYPE
EB	0.00	2.00	N	0	0	0.90	0	N	25.8	3
WB	0.00	2.00	N	0	0	0.90	0	N	25.8	3
NB	0.00	2.00	N	0	0	0.90	0	N	37.8	3
SB	0.00	2.00	N	0	0	0.90	0	N	37.8	3

SIGNAL SETTINGS										CYCLE LENGTH = 122.0					
		PH-1	PH-2	PH-3	PH-4			PH-1	PH-2	PH-3	PH-4				
EB	LT		X			NB	LT		X						
	TH		X				TR		X						
	RT		X				RT		X						
	PD						PD								
WB	LT	X				SB	LT	X							
	TH	X	X				TH	X							
	RT	X	X				RT	X							
	PD						PD								
GREEN		28.0	52.0	0.0	0.0	GREEN		10.0	20.0	0.0	0.0				
YELLOW		0.0	4.0	0.0	0.0	YELLOW		4.0	4.0	0.0	0.0				

LEVEL OF SERVICE									
	LANE	GRP.	V/C	G/C	DELAY	LOS	APP. DELAY	APP. LOS	
EB	L		0.379	0.426	20.1	C	29.9	D	
	T		0.994	0.426	33.8	D			
	R		0.464	0.590	9.4	B			
WB	L		0.752	0.197	38.6	D	13.8	B	
	TR		0.675	0.656	8.7	B			
NB	L		0.830	0.164	50.3	E	33.5	D	
	LT		0.792	0.164	39.9	D			
	R		0.836	0.361	27.0	D			
SB	L		0.400	0.082	41.4	E	42.0	E	
	T		0.609	0.082	39.2	D			
	R		0.716	0.082	45.2	E			

INTERSECTION: Delay = 24.4 (sec/veh) V/C = 1.072 LOS = C

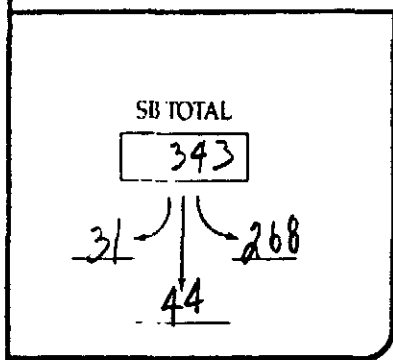
PLANNING APPLICATION WORKSHEET

9

Intersection: RT. 7 / Vly - ROSENDALE RD. Date: 3/29/90

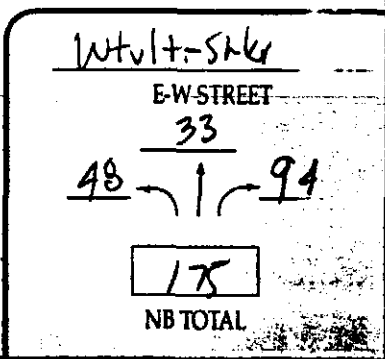
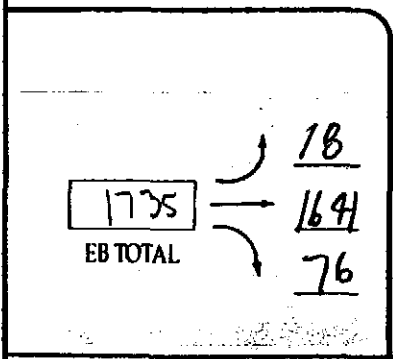
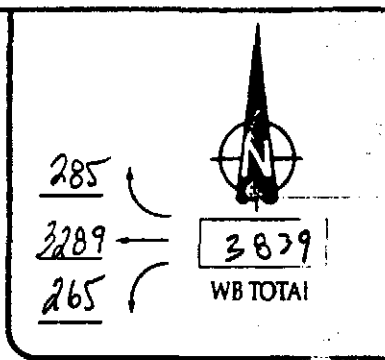
Analyst: _____ Time Period Analyzed: 2005 Target PM

Project No. _____ City/State: _____ OPTION 1 (2(-25%)



Vly - Rosendale
N-S STREET

dlb



EB LT =	<u>18</u>
WB TH =	<u>1096</u>
WB LT =	<u>1114</u>
EB TH =	<u>265</u>
	<u>547</u>
	<u>812</u>

OR

NB LT =	<u>48</u>
SB TH =	<u>44</u>
SB LT =	<u>92</u>
NB TH =	<u>268</u>
	<u>33</u>
	<u>301</u>

OR

MAXIMUM SUM OF CRITICAL VOLUMES	CAPACITY LEVEL
0 TO 1,200	UNDER
1,201 to 1,400	NEAR
> 1,400	OVER

1114 + 301 = 1415 STATUS? OVER

E-W CRITICAL N-S CRITICAL

1985 HCM: SIGNALIZED INTERSECTIONS

SUMMARY REPORT

 INTERSECTION..ROUTE 7/VLY-ROSENDALE
 AREA TYPE.....OTHER
 ANALYST.....TJ
 DATE.....3/30/90
 TIME.....2005 TARGET PM
 COMMENT.....OPTION 1 (25%)

	VOLUMES					GEOMETRY							
	EB	WB	NB	SB		L	EB	L	WB	L	NB	L	SB
LT	18	265	48	268	:	L	12.0	L	12.0	L	12.0	L	12.0
TH	1641	3289	33	44	:	T	12.0	T	12.0	TR	12.0	TR	12.0
RT	76	285	94	31	:	T	12.0	T	12.0	T	12.0	T	12.0
RR	0	0	0	0	:	TR	12.0	T	12.0	T	12.0	T	12.0
					:		12.0	R	12.0		12.0		12.0
					:		12.0		12.0		12.0		12.0

	ADJUSTMENT FACTORS									
	GRADE (%)	HV (%)	ADJ Y/N	PKG Nm	BUSES Nb	PHF	PEDS	PED. Y/N	BUT. min T	ARR. TYPE
EB	0.00	2.00	N	0	0	0.90	0	N	19.8	3
WB	0.00	2.00	N	0	0	0.90	0	N	19.8	3
NB	0.00	2.00	N	0	0	0.90	0	N	34.8	3
SB	0.00	2.00	N	0	0	0.90	0	N	34.8	3

	SIGNAL SETTINGS					CYCLE LENGTH = 120.			
	PH-1	PH-2	PH-3	PH-4		PH-1	PH-2	PH-3	PH-4
EB	LT	X			NB	LT	X		
	TH	X				TH	X		
	RT	X				RT	X		
	PD					PD			
WB	LT	X	X		SB	LT	X	X	
	TH	X	X			TH	X	X	
	RT	X	X			RT	X	X	
	PD					PD			
GREEN	27.0	55.0	0.0	0.0	GREEN	20.0	10.0	0.0	0.0
YELLOW	0.0	4.0	0.0	0.0	YELLOW	0.0	4.0	0.0	0.0

	LEVEL OF SERVICE							
	LANE	GRP.	V/C	G/C	DELAY	LOS	APP. DELAY	APP. LOS
EB	L		0.335	0.458	17.1	C	18.8	C
	TR		0.784	0.458	18.8	C		
WB	L		0.615	0.683	10.0	B	20.0	C
	T		1.000	0.683	22.1	C		
	R		0.306	0.683	5.0	A		
NB	L		0.299	0.133	36.0	D	36.3	D
	TR		0.668	0.133	36.5	D		
SB	L		0.658	0.250	36.0	D	33.1	D
	TR		0.199	0.250	23.0	C		

INTERSECTION: Delay = 20.8 (sec/veh) V/C = 0.910 LOS = C