# AP<u>PENDIX L</u>

Transportation and Traffic Supporting Information

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Technical Memorandum

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# Technical Memorandum

**To:** Panorama Environmental, Inc. **Date:** March 7, 2018

Attn: Mr. Caitlin Gilleran Project: Riverside (RTRP) Subsequent EIR

From: Peter Galloway

Re: Supplemental Traffic Analysis for

RTRP; Revised Project Construction

Activities

**Job No.:** 35-51380-06

11145077 (GHD)

File No.: C2121MEM004.docx

**CC:** Mr. Jeff Thomas, Senior Planner, Panorama Environmental Inc.

# **Project Overview**

Southern California Edison (SCE) and the City of Riverside's Municipal Utility Department (known as Riverside Public Utilities [RPU]) jointly planned the Riverside Transmission Reliability Project (RTRP). The RTRP, which consists of the RPU project components and the "previously proposed SCE project", was analyzed in the 2013 RTRP EIR. The previously proposed SCE project consisted of a double-circuit 230 kV overhead transmission line extending from a new 230kV substation to a tie-in at the existing Mira Loma Substation.

SCE has since filed an application, revising several components compared to the previously proposed SCE project. The currently proposed SCE project is referred to as the "Proposed Project" and would consist of the construction, operation, and maintenance of a new approximately 10-mile double-circuit 230 kV transmission line and a new 230 kV substation (Wildlife Substation). The Revised Project elements consisting of a 2-mile underground segment, relocated overhead alignment, relocated distribution line locations, and a new marshalling yard, are referred to as the "Revised Project".

Construction of the proposed project would involve twenty three elements: Survey, Marshalling Yard, Roads & Landing Work, Guard Structure Installation, Install LST Foundations, LST Steel Haul, LST Steel Assembly, LST Erection, TSP Foundation Installation, TSP Haul, TSP Assembly, TSP Erection, Modify Existing LST, Conductor & OPGW Installation, Guard Structure Removal, Vault Installation, Duct Bank Installation, Underground Cable Installation, Cable Splicing, Riser Pole Preparation, Cable Terminating, Trench Restoration/Paving, and Restoration.

The following Technical Memorandum presents the findings of a supplemental traffic analyses for the Revised Project in the City of Jurupa Valley. Specifically, as part of the Subsequent EIR, additional traffic analyses have been performed to evaluate the transportation effects related to all construction activities. While the "Traffic Impact Study for Riverside Transmission Reliability Project – Underground" (*Power Engineers, Inc. May 17, 2017*), henceforth referred to as the "Updated TIS", evaluates all roadways and intersections that would be affected by proposed project activities; the traffic analysis focused on potential impacts to Cantu Galleano Ranch Road and Limonite Avenue. The following sections describe the project components, analysis methodology, and findings related to construction activities associated with the Revised Project.



# **Project Components/Trip Generation:**

The Updated TIS only evaluated the most intense underground construction activity, Underground Vault Installation, and resulting transportation impacts. Based on the proposed project's schedule, many construction activities could occur concurrently which would result in varying increases in numbers of truck and vehicle trips on roadways throughout the proposed project area, dependent upon which activities are occurring. The following Revised Project construction activities could occur concurrently:

- Underground Vault Installation
- Duct Bank Installation
- Underground Cable Installation
- Cable Splicing
- Cable Terminating

Daily, AM and PM peak hour trip generation associated with these construction activities are shown in Table 1 as are the anticipated vehicles and equipment for each activity. Delivery vehicle trips during the AM and PM peak hour trips were made, assuming that a minimum of one vehicle trip would occur during each peak hour. Using the passenger car equivalent (PCE) to convert truck trips into vehicle trips the totals typically result in 2.5 times the number of overall trips (consistent with updated study). As calculated, Revised Project construction activities are expected to generate 450 daily trips. From the 450 daily trips, 240 trips would be to/from the project's north staging yard at Etiwanda Avenue and 210 daily trips would be to/from I-15 via Limonite Avenue and/or Cantu Galleano Ranch Road. During the AM and PM peak hour commute periods, the Revised Project would be expected to generate 195 trips (each period). During the AM peak hour, this would result in 172 trips inbound and 23 trips outbound. During the PM peak hour, the directional flow of construction traffic would be reversed with 23 inbound trips and 172 outbound trips.

Table 1 Revised Project Trip Generation Estimate (PCE)

	Daily T	rips	A	M Peak H	eak Hour		РМ Ре	ak Hour
Activity	Travel To/ From Etiwanda Yard	Travel To/From I-15	In	Out	Total	In	Out	Total
Underground Align	ment							
Underground Vault	Installation							
Backhoe/Front Loader	10	0	5	0	5	0	5	5
Excavator	10	0	5	0	5	0	5	5
Pile Driver	5	0	5	0	5	0	5	5
Dump Truck	0	30	15	5	20	5	15	20
Water Truck	10	0	5	0	5	0	5	5
Large Crane	10	0	5	0	5	0	5	5
Concrete Truck	0	60	5	5	10	5	5	10





	Daily T	rips	A	M Peak H	our		РМ Ре	ak Hour
Flat Bed Truck	0	30	2.5	2.5	5	2.5	2.5	5
Lowboy Truck/Trailer	10	0	5	0	5	0	5	5
Truck Trips Subtotal	55	120	52.5	12.5	65	12.5	52.5	65
1-Ton Truck, 4x4	20	0	10	0	10	0	10	10
Worker Trips Subtotal	20	0	10	0	10	0	10	10
Total	75	120	62.5	12.5	75	12.5	62.5	75
Duct Bank Installatio	on							
Backhoe/Front Loader	10	0	5	0	5	0	5	5
Dump Truck	0	30	15	5	20	5	15	20
Water Truck	10	0	5	0	5	0	5	5
Lowboy Truck/Trailer	10	0	5	0	5	0	5	5
Compressor Trailer	10	0	5	0	5	0	5	5
Excavator	10	0	5	0	5	0	5	5
Pipe Truck/Trailer	10	0	5	0	5	0	5	5
Concrete Truck	0	40	5	5	10	5	5	10
Pile Driver	5	0	2.5	0	2.5	0	2.5	2.5
Truck Trips Subtotal	65	70	52.5	10	62.5	10	52.5	62.5
1-Ton Truck, 4x4	20	0	10	0	10	0	10	10
Worker Trips Subtotal	20	0	10	0	10	0	10	10
Total	85	70	62.5	10	72.5	10	62.5	72.5
Underground Cable I	nstallation							
Cable Dolly/Truck	5	0	2.5	0	2.5	0	2.5	2.5
Large Crane	5	0	2.5	0	2.5	0	2.5	2.5
Puller	5	0	2.5	0	2.5	0	2.5	2.5
Flat Bed Material Truck	0	5	2.5	0	2.5	0	2.5	2.5
Forklift	5	0	2.5	0	2.5	0	2.5	2.5
Truck Trips Subtotal	20	5	12.5	0	12.5	0	12.5	12.5
1-Ton Truck, 4x4	10	0	5	0	5	0	5	5





	Daily '	Гrips	Al	M Peak H	our		РМ Ре	ak Hour
Worker Trips Subtotal	10	0	5	0	5	0	5	5
Total	30	5	17.5	0	17.5	0	17.5	17.5
Cable Splicing								
Flat Bed Material Truck	0	10	2.5	0	2.5	0	2.5	2.5
Splicing Truck/Trailer	10	0	5	0	5	0	5	5
Truck Trips Subtotal	10	10	7.5	0	7.5	0	7.5	7.5
1-Ton Truck, 4x4	20	0	10	0	10	0	10	10
Worker Trips Subtotal	20	0	10	0	10	0	10	10
Total	30	10	17.5	0	17.5	0	17.5	17.5
Cable Terminating								
Large Crane	5	0	2.5	0	2.5	0	2.5	2.5
Flat Bed Material Truck	0	5	2.5	0	2.5	0	2.5	2.5
Forklift	5	0	2.5	0	2.5	0	2.5	2.5
Truck Trips Subtotal	10	5	5	2.5	7.5	2.5	5	7.5
1-Ton Truck, 4x4	10	0	5	0	5	0	5	5
Worker Trips Subtotal	10	0	5	0	5	0	5	5
Total	20	5	12.5	0	12.5	0	12.5	12.5
TOTAL	240	210	172.5	22.5	195	22.5	172.5	195

Based on the existing daily and peak hour project trips calculated in the updated traffic analysis for the underground construction activities (only); the net increase in proposed project trip has been shown in Table 2. As calculated, the Revised Project with all activities occurring concurrently would generate a net increase of 272 daily trips with 130 AM peak hour and 130 PM peak hour trips, compared to the Updated TIS.

# **Study Intersections/Roadways/Trip Assignment**

Consistent with the Updated TIS analysis prepared for the Revised Project, the same study intersections and roadway segments have been evaluated for this supplemental Revised Project analysis. As shown in Table 3, this included 14 intersections that are either signalized or unsignalized along Cantu Galleano Ranch Road, Wineville Avenue, Bellegrave Avenue, Limonite Avenue, Pats Ranch Road, 64<sup>th</sup>, 65<sup>th</sup>, and 68<sup>th</sup> Streets, Holmes Avenue, and I-15 ramp north-south ramp junction intersections at Limonite Avenue and Cantu Galleano Ranch Road. Select roadway segments were also evaluated for average daily traffic (ADT) volumes and capacities.





Table 2 Net Increase in Project Trip Generation (PCE)

	Daily Tr	rips	1	AM Peak H	lour		PM Peak I	lour
Activity	Travel To/ From Etiwanda Yard	Travel To/ From I-15	In	Out	Total	In	Out	Total
Revised Project (I	Multiple Activities) –	Revised Proj	ect (Und	erground	Vault Inst	allation	Only) a	
Revised Project (M	ultiple underground c	onstruction ac	tivities o	ccurring co	oncurrently	7):		
	240	210	450		40=		4=0	
	240	210	172	23	195	23	172	195
Revised Project (Ui	nderground Vault Inst			23	195	23	172	195
Revised Project (Ui				13	65	13	52	<b>195</b> 65
, ,	nderground Vault Inst	allation Only):	1					

<sup>&</sup>lt;sup>1</sup> Power Engineers, Traffic Impact Study for RTRP---Underground, May 17, 2017

Revised project trip assignment has been based on the previous distributions found in the updated traffic analysis. Specifically, all materials delivery would be to/from I-15 via Limonite Avenue with 50% using Pats Ranch Road and the remaining 50% on Wineville Avenue. For employee trips originating from the yard; all trips would extend south on Etiwanda Avenue, west on Cantu Galleano Ranch Road, and south on Wineville Avenue to Limonite Avenue. From this area, 50% would continue south on Wineville Avenue and the remaining 50% on Pats Ranch Road. The Updated TIS did not indicate that any construction vehicle trips would traverse along 68th Street between Pats Ranch Road and Wineville Avenue. Underground construction would occur along and on either side of this segment. As such, 50% of delivery vehicles and 50% of construction crew trips are assumed to traverse this segment. Figure 8 has been updated and shown in Attachment A.

# **Intersection Operations with Net New Revised Project Trips**

The net increase in daily and peak hour Revised Project trips were added to the street network based on established trip assignments. Net new project trips were added to the existing plus ambient growth plus project scenario to evaluate the change in intersection and roadway volumes consistent with the previous updated traffic analysis. Revised AM and PM peak hour intersection LOS has been shown in Table 3. As calculated, there would moderate be increases in vehicle delays due to construction activities occurring during the same period. All study intersections would maintain an LOS of D or better during the AM and PM peak hours (refer to Attachment B for intersection LOS sheets). The impact on intersection operations would be **less than significant**.

## Roadway Operations with New Revised Project Trips

With the net increase in daily project trips added to the street network; roadway segment capacity was re-evaluated. As shown in Table 4, roadway capacities would remain within established significance thresholds with all roadway segments operating at LOS A-B with the exception of Limonite Avenue west of Veteran's Memorial. No change to the LOS of roadway





operations would occur during construction of the Revised Project. The impact on roadway operations would be **less than significant.** 

It is noted that the Updated TIS for the project under-estimated the daily traffic volume projected for Pats Ranch Road north of 65<sup>th</sup> Street. With proposed project construction volumes, the distribution indicates approximately 50% of the project deliveries and 50% of the associated construction workforce would use Pats Ranch Road. This would equate to 90 daily vehicle trips rather than 60 daily trips (as indicated in the Updated TIS). When adjusted for all concurrent construction activities overall ADT would increase to 225 daily trips from project-related uses.

## **Intersection Operations with Road Closures**

To evaluate proposed construction activities involving the installation of vaults along specific roadways; a hypothetical "worst case" scenario has been evaluated where Pats Ranch Road would be closed to all vehicle traffic between Limonite Avenue and 68<sup>th</sup> Street to allow for these construction activities. Pats Ranch Road was evaluated based on its greater roadway segment length, higher number of major street access/connections (Mall Entrance, 65<sup>th</sup> Street, 64<sup>th</sup> Street, and Ivory Street), increased residential and commercial-retail access, and higher number of signalized and non-signalized intersections when compared to 68<sup>th</sup> Street. As such, an analysis of a road closure along Pats Ranch Road would result in greater intersection impacts than closures along 68<sup>th</sup> Street. Road closures during vault installation would affect shorter segments of roadways along the underground alignment, such as Pats Ranch Road between 65<sup>th</sup> Street and 68<sup>th</sup> Street, rather than the entire Pats Ranch Road from Limonite Avenue to 68<sup>th</sup> Street. This detour analysis provides a perspective regarding what types of impacts at intersections could be expected, dependent upon what segment of Pats Ranch Road is closed.

This analysis diverts all vehicle traffic on Pats Ranch Road to Limonite Avenue, Wineville Avenue, and 68<sup>th</sup> Street during these construction activities. During the AM peak hour, this would amount to approximately 450 northbound vehicles and 265 southbound vehicles having to divert onto or continue on Limonite Avenue, Wineville Avenue, and 68<sup>th</sup> Street. During the PM peak hour there would be approximately 545 northbound vehicles and 470 southbound vehicles that would have to divert to the same roadways to avoid project construction activities.

With through-traffic diverted from Pats Ranch Road onto Limonite Avenue, Wineville Avenue, and 68<sup>th</sup> Street, intersection LOS was re-calculated for the AM and PM peak hour and shown in Table 5. As calculated, significant impacts (LOS E or F) could be expected at the Pats Ranch Road/Limonite Avenue as well as five additional intersections; Wineville Avenue/Limonite Avenue, Carnelian Street/68<sup>th</sup> Street, Wineville Avenue/68<sup>th</sup> Street/Holmes Avenue, Wineville Avenue/64<sup>th</sup> Street, and Wineville Avenue/65<sup>th</sup> Street intersections during the AM and/or PM peak hours. Diverted vehicle traffic from Pats Ranch Road onto Wineville Avenue and 68<sup>th</sup> Street would contribute to critical through-traffic and turning movements at these locations causing increased vehicle delays and congestion.

Impacts to all six intersections would likely not occur simultaneously as only a segment of Pats Ranch Road would be closed at any one time. For example, a closure on Pats Ranch Road between 65<sup>th</sup> Street and 68<sup>th</sup> Street could result in significant decreases in intersection operations at Carnelian Street/68<sup>th</sup> Street, Wineville Avenue/68<sup>th</sup> Street/Holmes Avenue, and Wineville Avenue/65<sup>th</sup> Street. This closure would not necessarily result in significant decreases in intersection operations at Wineville Avenue/64<sup>th</sup> Street and Wineville Avenue/65<sup>th</sup> Street because vehicle traffic would take different routes dependent upon the destination of the drivers. Significant impacts at Pats Ranch Road/Limonite Avenue would be expected no matter which





segment of roadway is closed. Roadway segment closures along 68<sup>th</sup> Street would result in decreased intersection operations as well, including Pats Ranch Road/68<sup>th</sup> Street, Carnelian Street/68<sup>th</sup> Street, and Wineville Avenue/68<sup>th</sup> Street/Holmes Avenue. In addition, north-south traffic volumes on Pats Ranch Road and Wineville Avenue wishing to travel east or west on 68<sup>th</sup> Street would have to divert at 65<sup>th</sup> Street. Because of these potential traffic diversions, overall intersection LOS at 65<sup>th</sup> Street/Pats Ranch Road and 65<sup>th</sup> Street/Wineville Avenue would likely degrade. However, closures of 68<sup>th</sup> Street to the east of Holmes Avenue would likely not result in a significant decrease in intersection LOS due to the lower volume of vehicles that traverse that segment of 68<sup>th</sup> Street and fewer regional connections. This segment of 68<sup>th</sup> Street (east of Wineville Avenue) provides access primarily to residential and recreational areas (golf course). Most diverted traffic wishing to travel east of Wineville Avenue would likely use Holmes Avenue to access the north-south residential streets (Frank Avenue, Smith Avenue, Dana Avenue) and/or Etiwanda Avenue to the far east. The impact as a result of road closure detours would be significant due to the drop in LOS to E or F at several intersections, dependent upon which roadway segment is closed.

## **Intersection Operations with Lane Closures**

A partial roadway closure of Pats Ranch Road was analyzed where a northbound and a southbound travel lane would be closed due to construction activities. With this partial roadway closure in place, intersection LOS at the four affected intersections (Pats Ranch Road/Limonite Avenue, Pats Ranch Road/Mall Entrance, Pats Ranch Road/65<sup>th</sup> Street, and Pats Ranch Road/68<sup>th</sup> Street) were re-calculated for the AM and PM peak hours with construction activities. As a result of the partial roadway closure on Pats Ranch Road, all study intersections south of Limonite Avenue would continue to operate at acceptable levels (LOS D or better), as shown in Table 6. However, the intersection of Pats Ranch Ranch/Limonite Avenue would be operating at LOS F (85.7 seconds of delay) during the PM peak hour with a northbound through-lane closed (refer to Attachment B for intersection LOS sheets). The impact as a result of partial roadway closure on Pats Ranch Road would be **significant** due to the degrading in intersection LOS to F at Pats Ranch Road/Limonite Avenue dependent on this northern roadway segment being partially closed.

### **Vehicle Queuing Analysis on Limonite Avenue**

With proposed construction activities expected to cross Limonite Avenue in a north-south direction just east of Pats Ranch Road a vehicle queuing analysis was performed for the roadway assuming a reduction in vehicle travel lanes. Specifically, a one-lane reduction in eastbound and westbound through-traffic was assumed during construction. For eastbound traffic flow on Limonite Avenue, one-through lane was eliminated for construction purposes. In addition, a westbound through-lane was removed. However, the lane closures were not assumed concurrently. As proposed construction progresses across Limonite Avenue only one direction of traffic would be affected at a time. Vehicular queuing projections have been estimated utilizing SimTraffic micro-simulation which is an extension of Synchro. Developed by Trafficware, Simtraffic software utilizes all field obtained inputs from Synchro intersection LOS including signal timing, phasing, and volumes to simulate traffic flows through the study intersections and corridor. Essentially, the software simulates traffic flows on the street network by randomly "seeding" vehicles using all measured/recorded field data. Vehicle queuing projections are provided in terms of the 95th percentile queue lengths. Essentially, calculated vehicle queues would not be exceeded 95 percent of the time. Intersections are designed using the 95th percentile queue lengths for maximum storage capacity. The available storage lengths





for vehicle turn lanes has been based on measurements recorded in the field and corroborated by from aerial photographs of the corridor(s) (Google earth). The results of the vehicle queuing analysis on Limonite Avenue would be as follows:

# Limonite Avenue, 95<sup>th</sup> Percentile Vehicle Queues; AM and PM Peak Hour:

Eastbound Baseline Conditions: 250' AM, 273' PM Eastbound Lane Closed: 421' AM, 378' PM

Westbound Baseline Conditions: 710' AM, 266' PM Westbound Lane Closed: 822' AM, 889' PM

As shown above in the vehicle queuing summary, vehicle queues resulting from construction activities across Limonite Avenue would result in additional vehicle queues of 100 feet or more. In the eastbound direction on Limonite Avenue, vehicle queues would increase by 171 feet during the AM peak hour and 105 feet during the PM peak hour. The westbound direction would be somewhat more affected by the reduction in travel lanes due to less right-of-way. During the AM peak hour vehicle queues would extend another 112 feet while during the PM peak hour queues would extend an additional 623 feet. There is currently 800 feet of vehicle storage between the Pats Ranch Road and Wineville Avenue intersections on Limonite Avenue. Therefore, project vehicle queues in the westbound direction would likely cause a **significant** impact during construction activities across Limonite Avenue. Vehicle queues in the eastbound direction could be accommodated with existing storage capacity on Limonite Avenue without affecting I-15 freeway ramp junctions to the west.

#### **Jack and Bore Construction**

Jack and bore activities across Limonite Avenue at the intersection with Pats Ranch Road would add construction trips to the adjacent street network. A conservative estimate of 12 construction vehicles associated with these jack and bore activities would generate 24 vehicle trips. Based on the overall project trip distribution; four (4) construction trips would be to/from the I-15 northbound/southbound ramp intersections with the remaining 20 construction trips to/from the staging yard via Wineville Avenue. Based on traffic analysis for the addition of project trips to the Cantu-Galleano Ranch Road and Bellegrave Avenue intersections along Wineville Avenue there would be excess capacity and intersections would operate acceptably (LOS C or better).

Lane closures in Pats Ranch Road would be necessary to conduct jack and bore construction. Impacts would be similar to the partial roadway closure analyzed above. Pats Ranch Ranch/Limonite Avenue would be operating at LOS F with lane closures south of Limonite Avenue. Due to the low volume of mostly local traffic that travels along Pats Ranch Road to the north of Limonite Avenue, lane closures in that area during jack and bore would not be expected to deteriorate intersection operations.

#### **Alternatives Analysis**

#### Vehicle Queuing

An analysis has been undertaken (qualitatively) to evaluate the effects of alternative construction routes for underground trenching. Alternatives 1, 2, and 4 involve underground construction crossing Cantu-Galleano Ranch Road at Wineville Road. Similar to analyses





performed for Limonite Avenue; vehicle queuing analyses were conducted for Cantu Galleano Ranch Road assuming a lane closure in either the eastbound or westbound direction as construction activities progress north-south across the roadway. The 95<sup>th</sup> percentile vehicle queues for Cantu Galleano Ranch Road have been calculated as follows:

# Cantu Galleano Ranch, 95th Percentile Vehicle Queues; AM and PM Peak Hour:

Eastbound Baseline Conditions: 68' AM, 105 PM Eastbound Lane Closed: 122' AM, 180' PM

Westbound Baseline Conditions: 119' AM, 122' PM Westbound Lane Closed: 262' AM, 215 PM

As shown above, vehicle queuing on Cantu Galleano Ranch Road would not be excessive with proposed construction activities. This is primarily due to the relative moderate east-west traffic Volumes on Cantu Galleano Ranch Road during the peak commute periods. Vehicle queuing from construction of Alternatives 1, 2, and 4 across Cantu Galleano Ranch Road would result in a **less than significant** impact.

#### **Intersection Operation with Construction Traffic**

Excess intersection capacity was also evaluated for the three study intersections located along Limonite Avenue that are projected to operate at LOS D during the PM peak hours with updated construction traffic. These include the I-15 northbound and southbound ramp intersections at Limonite Avenue and the Pats Ranch Road/Limonite Avenue intersection. The premise being that if construction traffic were working on more than one construction activity along Limonite Avenue traffic could increase (or double) beyond what is projected in the updated trip generation table (Table 1—Revised Project Trip Generation Estimate). Based on a two-fold increase in updated project trips on Limonite Avenue at the three subject intersections; PM peak hour intersection LOS would remain at LOS D (55 seconds or less). However, overall vehicle delays would increase from 44-54 seconds of delay during the PM peak hour (refer to Attachment B for intersection LOS sheets). The impact on these intersections from additional construction traffic would be **less than significant**.

#### **Intersection Operation with Road Closures**

Traffic volumes at the Cantu Galleano Ranch Road/Etiwanda Avenue intersection were evaluated for excess capacity. As calculated with proposed construction traffic volumes, the Cantu Galleano Ranch Road/Etiwanda Avenue intersection would be functioning at LOS B during both the AM and PM peak hours.

To determine potential capacity at the Cantu Galleano Ranch Road/Etiwanda Avenue intersection, 400 peak hour vehicles were added to through-traffic approach volumes in the north, south, east, and west directions (each direction). With this increase in traffic, signalized intersection would change to LOS C (28.6 seconds delay) during the AM peak hour and LOS C (27.9 seconds delay) during the PM peak hour. (Note that additional volumes were added to through-vehicle movements and not turning movements). However, the indication that the intersection could absorb another 400 peak hour vehicles in each direction without having a significant impact indicates that traffic generated from alternative-driven construction activities would likely not impact this intersection during the AM and/or PM peak hour commute periods.





Again, this is primarily due to the very moderate traffic volumes at the Cantu Galleano Ranch/Etiwanda intersection during the peak AM and PM commute periods. The impact on this intersection from a detour due to a road closure along Wineville Avenue would be **less than significant.** 

#### Alternative 2—Limonite Avenue Lane Closures

With Alternative 2 activities, the construction route would extend from Pats Ranch Road east along Limonite Avenue before extending north up Wineville Avenue (rather than continuing north along Pats Ranch Road from Limonite Avenue under proposed project conditions). During construction activities there would likely be one-lane of through-traffic flow closed to allow for construction activities on Limonite Avenue within the roadway segment. In this roadway segment on Limonite Avenue there are currently two eastbound travel lanes and two eastbound travel lanes with axillary right-turn lanes in each direction.

During the AM peak hour the closure of one westbound through-lane on Limonite Avenue between Pats Ranch Road and Limonite Avenue would cause a **significant impact** at the Pats Ranch Road/Limonite Avenue intersection, as shown in Table 7. Overall intersection LOS during this time period would be F (157 seconds of delay) due to the westbound lane closure. This is not unexpected since westbound vehicle movements along Limonite Avenue make up the peak commute direction during the AM peak hour. Closure of an eastbound through-lane on Limonite Avenue during this same AM time period would not cause a significant impact.

During the PM peak hour there would be significant impacts in both the eastbound and westbound directions on Limonite Avenue with a lane closure, as shown in Table 7. Specifically, with an eastbound travel lane closed on the roadway segment the Wineville Avenue/Limonite Avenue intersection would be operating at LOS F (115.6 seconds of delay) during the PM peak hour. With a westbound travel lane (through-lane) closed for construction activities, the Pats Ranch Road/Limonite Avenue would be operating at LOS F (93.7 seconds) during the PM peak hour. Both of these operational levels at the Wineville Avenue and Pats Ranch Road intersections on Limonite Avenue would be considered a **significant impact** (see intersection LOS sheets—attached).

# **Summary/Recommendations**

Concurrent Revised Project construction activities would result in a net increase of 272 daily trips with 130 AM peak hour and 130 PM peak hour trips added to the adjacent street network. These daily and peak hour trips would be in addition to the 178 daily trips and 65 AM peak hour and 65 PM peak hour trips analyzed in the Updated TIS (Powers Engineers, Inc.). As a result of these additional construction activities, study intersection LOS would change at eight of the 14 study locations with commensurate increases in vehicle delays. All project study intersections would continue to operate within acceptable conditions (LOS A-D).

Roadway segment operation would remain acceptable (LOS D or better) with Revised Project traffic volumes.

It is noted that Revised Project construction activities would require partial or full lane closures for underground trenching and/or vault installations. Along both parallel and perpendicular routes, this would likely require active traffic control with the goal of keeping one lane open in each direction at all times. Where construction activities must cross east-west facilities that





include Limonite Avenue and/or Cantu Galleano Ranch Road, both roadways and adjacent intersections could be significantly impacted. In addition, under Alternative 2 the roadway segment of Limonite Avenue between Pats Ranch Road and Wineville Avenue would experience a lane closure due to construction activities. As a result of this temporary lane closure the Pats Ranch Road/Limonite Avenue intersection would be operating at LOS F during the AM peak hour (westbound lane closure). During the PM peak hour, both the Wineville Avenue/Limonite Avenue and Pats Ranch Road/Limonite Avenue intersections would be operating at LOS F dependent on an eastbound or westbound lane closure.

To reduce vehicle delays and congestion during Revised Project construction activities, the following measures are recommended:

**Prepare Traffic Control Plans:** Prior to the start of construction, owner operators shall submit Motorized and non-motorized Traffic Control Plans (TCPs) to all agencies with jurisdiction over public roads that would be directly affected by construction activities (where road closures or encroachments would be necessary).

At a minimum, the TCPs shall include the following details and traffic control measures:

- Locations of all roads that would need to be temporarily closed due to construction activities.
- Define the use of flag persons, warning signs, lights, barricades, cones, and other necessary measures for each construction closure.
- Include measures to avoid disruptions or delays in access for emergency service vehicles and to keep emergency service agencies fully informed of road closures, detours, and delays.
- Police departments, fire departments, ambulance services, and paramedic services shall be notified at least one month in advance of each closure by SCE.
- Time worker commutes and material deliveries to avoid peak (AM and PM) commuting hours.

**Avoid Peak-Period Construction**: To minimize traffic congestion and delays during construction to the extent feasible, SCE shall restrict all necessary lane and road closures or obstructions on major roadways associated with project construction activities to off-peak periods. Lane and road closures should be avoided during the 6:00 a.m. to 9:00 a.m. timeframe and the 3:30 to 6:30 p.m. timeframe, or as otherwise defined within the TCPs.





Table 3 Changes in Level of Service

			Base	line		Baselin	e Plus Co	nstruction	Traffic	Change i	n Delay
		AM F	Peak	РМ Р	eak	AM P	eak	PM	Peak	AM Peak	PM Peak
	Study Intersections	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS		
1	I-15 SB Ramps/ Limonite Avenue	31.6	С	43.7	С	33.3	С	44.0	D	1.7	0.3
2	I-15 NB Ramps/ Limonite Avenue	35.2	D	45.4	D	35.2	D	46.8	D		1.4
3	Pats Ranch Road/ Limonite Avenue	27.5	С	40.0	D	33.5	С	44.4.0	D	6.0	4.4
4	Wineville Avenue/ Limonite Avenue	21.6	С	25.1	С	24.7	С	29.6	С	3.1	4.5
5	Pats Ranch Road/ Mall Entrance	8.2	A	17.8	В	8.8	A	16.2	В	0.6	
6	Pats Ranch Road/ 65 <sup>th</sup> Street	19.6	В	19.3	В	18.3	В	18.8	В		
7	Pats Ranch Road/ 68th Street	18.5	В	17.9	В	22.1	С	18.6	В	3.6	0.7
8	Carnelian Street/ 68th Street a	10.3	В	8.4	A	11.9	В	8.9	A	1.6	0.5
9	Wineville Avenue/ Holmes Ave and 68th Street <sup>a</sup>	12.5	В	11.6	В	15.0	В	12.2	В	2.5	0.6
10	Etiwanda Avenue/ Cantu-Galleano Ranch Road	14.8	В	17.1	В	15.3	В	17.5	В	0.5	0.4
11	Wineville Avenue/ Cantu-Galleano Ranch Road	32.3	С	28.4	С	32.3	С	29.7	С		1.3
12	Wineville Avenue/ Bellegrave Avenue	18.8	В	18.1	В	19.5	В	19.2	В	0.7	1.1
13	Wineville Avenue/ 64th Street a	3.0	A	3.4	A	11.8	В	3.4	A	8.8	
14	Wineville Avenue/ 65th Street a	8.7	A	8.4	A	9.3	A	9.1	A	0.6	0.7
a	Stop controlled intersection.										

Source: (KOA Corporation 2017)





Table 4 Changes in Daily Traffic Volumes

	Roadway Segment	Capacity	Baseline Volume	Baseline LOS	Baseline Plus Construction Volume	Change in Volume	Baseline Plus Construction Vol/Cap	Baseline Plus Construction LOS
A	Limonite Avenue West of Veterans Memorial	53,900	46,416	D	46,521	105	0.863	D
В	Limonite Avenue West of Wineville Avenue	53,900	34,070	В	34,295	225	0.636	В
С	Pats Ranch Road North of 65th Street	25,900	7,798	A	8,023	225	0.310	A
D	68th Street West of Pats Ranch Road	34,100	12,443	A	12,443	0	0.365	A
Е	68th Street East of Pats Ranch Road	34,100	6,799	A	7,024	225	0.206	A
F	68th Street East of Wineville Avenue	13,000	1,265	A	1,490	225	0.114	A
G	Wineville Avenue South of Cantu-Galleano Ranch Road	34,100	9,123	A	9,363	240	0.275	A
Н	Cantu-Galleano Ranch Road East of Wineville Avenue	34,100	7,830	A	8,070	240	0.237	A
I	Wineville Avenue South of 64th Street	34,100	3,293	A	3,518	225	0.103	A

Source: (KOA Corporation 2017)





Table 5 Changes in Level of Service: Pats Ranch Road Traffic Diversion

		Baseli		Construc offic	ction	Baseline Plus Construction Traffic Pats Ranch Road Diverted				
		AM P	eak	РМ Р	eak	AM Pe	ak	РМ Ре	ak	
	Study Intersections	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	
1	I-15 SB Ramps/ Limonite Avenue	33.3	С	44.0	D	33.3	С	44.0	D	
2	I-15 NB Ramps/ Limonite Avenue	35.2	D	46.8	D	35.2	D	46.8	D	
3	Pats Ranch Road/ Limonite Avenue	39.9	D	75.0	E	17.2	В	17.5	В	
4	Wineville Avenue/ Limonite Avenue	24.7	С	29.6	С	99.4	F	106.1	F	
5	Pats Ranch Road/ Mall Entrance a	9.9	A	21.1	С	-	-	-	-	
6	Pats Ranch Road/ 65th Street a	19.6	В	20.4	С	-	-	-	-	
7	Pats Ranch Road/ 68th Street	31.6	С	21.2	С	31.6	С	21.2	С	
8	Carnelian Street/ 68th Street a	15.6	С	12.8	В	83.7	F	163	F	
9	Wineville Avenue/ Holmes Ave and 68 <sup>th</sup> Street <sup>a</sup>	15.6	С	14.5	В	142.0	F	78.9	F	
10	Etiwanda Avenue/ Cantu-Galleano Ranch Road	15.3	В	17.5	В	15.3	В	17.5	В	
11	Wineville Avenue/ Cantu-Galleano Ranch Road	32.3	С	29.7	С	32.3	С	29.7	С	
12	Wineville Avenue/ Bellegrave Avenue	19.5	В	19.2	В	19.5	В	19.2	В	
13	Wineville Avenue/ 64th Street <sup>a</sup>	11.8	В	3.4	A	24.7	С	60.7	F	
14	Wineville Avenue/ 65th Street a	9.3	A	9.1	A	46.6	E	113.1	F	

<sup>&</sup>lt;sup>a</sup> With roadway closure on Pats Ranch Road, traffic volumes at the Mall Entrance and 65th Street would be greatly reduced. However, due to construction activities (including one-way traffic, flagman, and traffic control) it is estimated that overall vehicle delays would be LOS D or better with access to local and business traffic (only).

Source: (KOA Corporation 2017)



b Stop-controlled intersection.



Table 6 Changes in Level of Service with Construction Traffic and Pats Ranch Road Lane Closures

			Tra	Constructi ffic Pats Ranch		Change i	n Delay <sup>a</sup>	
		AM Pe	ak	РМ Ре	ak	AM Peak	PM Peak	
Number	Study Intersections	Delay a	LOS	Delay a	LOS			
Northbou	nd Closure							
3	Pats Ranch Road/ Limonite Avenue	40.0	D	85.7	F	12.5	45.7	
5	Pats Ranch Road/ Mall Entrance	9.5	A	18.7	В	1.3	0.9	
6	Pats Ranch Road/ 65th Street	18.9	В	19.4	В		01	
7	Pats Ranch Road/ 68th Street	22.1	С	15.2	В	3.6		
Southbou	nd Closure							
3	Pats Ranch Road/ Limonite Avenue	29.7	С	44.4	D	2.2	4.4	
5	Pats Ranch Road/ Mall Entrance	9,2	A	17.8	В	1.0		
6	Pats Ranch Road/ 65th Street	18.4	В	19.6	В		0.3	
7	Pats Ranch Road/ 68th Street	23.3	С	18.6	В	4.8	0.7	
a Delay i	s measured in seconds.							

Table 7 Changes in Level of Service with Alternative 2 Construction Traffic with Limonite Avenue Lane Closures

		Baseline Plus Construction Tr Lane Closure on Limonite Ave						
		AM Pe	ak	PM Peak				
	Study Intersections	Delay <sup>a</sup>	LOS	Delay a	LOS			
Westbo	und Closure							
3	Pats Ranch Road/ Limonite Avenue	157.0	F	93.7	F			
4	Wineville Avenue/ Limonite Avenue	24.7	С	29.6	С			
Eastbou	ınd Closure							
3	Pats Ranch Road/ Limonite Avenue	33.5	С	50.7	D			
4	Wineville Avenue/ Limonite Avenue	26.4	С	115.6	F			
a Dela	y is measured in seconds.							



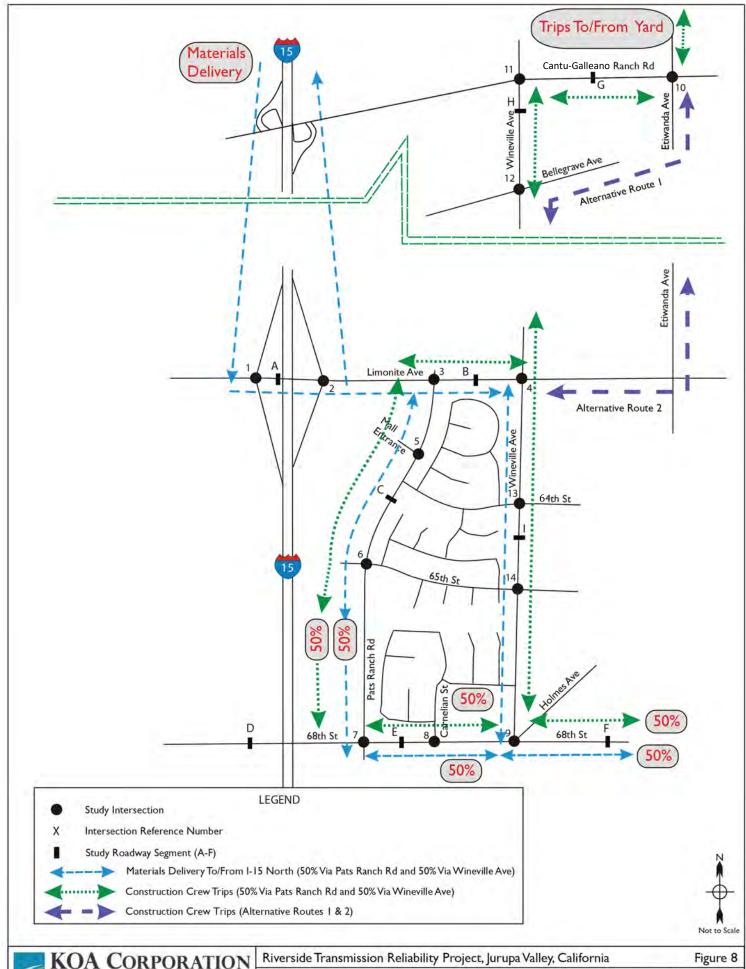
# APPENDIX L

Transportation and Traffic Supporting Information

Technical Memorandum

Memorandum Attachment A Distribution

Memorandum Attachment B LOS



# APPENDIX L

Transportation and Traffic Supporting Information

Technical Memorandum

Memorandum Attachment A Distribution

Memorandum Attachment B LOS

Level-of-Service (LOS) Calculations: Updated Project –All Construction Activities (Supplemental Analysis)

	<u> </u>	· _			<u> </u>	4		<b>*</b>		<u> </u>		
Provide Harden and the provide			7	4		•	7	. 1		*	+	4
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	· NBR .	SBL	SBT	SBR
Lane Configurations		<b>^</b>	7	44	ተተ	_		_	_	ħ	4	7
Traffic Volume (veh/h)	0	1174	505	651	697	0	0	0	0	211	2	469
Future Volume (veh/h)	0	1174	505	651	697	0	0	0	0	211	2	469
Number	5	2	12	1	6	16				3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00	4.00	1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1863	1863	1863	1863	0				1863	1863	1863
Adj Flow Rate, veh/h	0	1276	549	708	758	0				153	0	592
Adj No. of Lanes	0	2	1	2	2	0				1 .	0	2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92				0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	1540	689	801	2532	0				337	0	601
Arrive On Green	0.00	0.43	0.43	0.23	0.72	0.00				0.19	0.00	0.19
Sat Flow, veh/h	0	3632	1583	3442	3632	00				1774	0	3167
Grp Volume(v), veh/h	0	1276	549	708	758	0				153	0	592
Grp Sat Flow(s), veh/h/ln	0	1770	1583	1721	1770	0				1774	0	1583
Q Serve(g_s), s	0.0	30.2	28.4	18.8	7.4	0.0				7.3	0.0	17.7
Cycle Q Clear(g_c), s	0.0	30.2	28.4	18.8	7.4	0.0				7.3	0.0	17.7
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1540	689	801	2532	0				337	0	601
V/C Ratio(X)	0.00	0.83	0.80	0.88	0.30	0.00				0.45	0.00	0.99
Avail Cap(c_a), veh/h	0	1605	718	925	2724	0				337	0	601
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	23.7	23.2	35.1	4.9	0.0				34.1	0.0	38.3
Incr Delay (d2), s/veh	0.0	3.7	6.1	9.2	0.1	0.0				4.4	0.0	33.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	15.5	13.5	10.0	3.6	0.0				4.0	0.0	10.5
LnGrp Delay(d),s/veh	0.0	27.3	29.2	44.3	5.0	0.0				38.4	0.0	71.5
LnGrp LOS		С	C	D	A					D		<u>E</u>
Approach Vol, veh/h		1825			1466						745	•
Approach Delay, s/veh		27.9			23.9						64.7	
Approach LOS		Ç			. C .						E	
Timer	. 1	2	::::3	4	. 5	6	7:	81				
Assigned Phs	1	2				6		8				
Phs Duration (G+Y+Rc), s	26.6	45.8				72.3		22.5				
Change Period (Y+Rc), s	4.5	4.5				4.5		4.5				
Max Green Setting (Gmax), s	25.5	43.0				73.0		18.0				
Max Q Clear Time (g_c+l1), s	20.8	32.2				9.4		19.7	. * '			
Green Ext Time (p_c), s	1.2	9.0				31.1		0.0				
Intersection Summary				7.7	4							67
HCM 2010 Ctrl Delay			33.3									
HCM 2010 LOS			, C									
Notes												

				<del>-</del>	•	•	•		_	]	٦				
	<b>&gt;</b>	*	<b>f</b>	((( <del>)</del>	THE STREET	7	]	<i>"</i>	<b>P</b>	<b>†</b>	7			*******	~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~
Movement EBL	EBT	EBR.	WBL		WBR	<u>NBL</u>	NBT	NBR	SBL	SBT	SBR		1, 3		
Lane Configurations 77	<b>^</b>	۸	^	<b>↑</b> ↑	7	<b>"</b>	♣	7	^	0	^				
Traffic Volume (veh/h) 839	555 555	0.	0	1133	346	229	2	320	0	0	0				
Future Volume (veh/h) 839	555	0 12	0	1133	346	229	2	320	0	0	0				
Number 5 Initial Q (Qb), veh 0	2	12 <sup>-</sup> 0	. 1	6 0	16 °	3	8	18							
\ /*	U	1.00	1.00	U			U	0							
, ,	1.00	1.00	1.00	1.00	1.00 1.00	1.00 1.00	1.00	1.00							
Parking Bus, Adj 1.00 Adj Sat Flow, veh/h/ln 1863	1863	0.00	0.00	1.00 1863	1863	1863	1863	1.00 1863					Ų.		
Adj Flow Rate, veh/h 912	603	0	0	1232	376	373		216							
Adj No. of Lanes 2	2	0	0	2	1	2	0	1							
Peak Hour Factor 0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92							
Percent Heavy Veh, % 2	2	0.92	0.92	2	0.92	2	0.92	0.92							
Cap, veh/h 981	2584	.0	. 0	1416	633	639	0	285							
Arrive On Green 0.29	0.73	0.00	0.00	0.40	0.40	0.18	0.00	0.18							
Sat Flow, veh/h 3442	3632	0.00	0.00	3632	1583	3548	0.00	1583							
Grp Volume(v), veh/h 912	603	0	0	1232	376	373	0	216							
Grp Sat Flow(s), veh/h/ln1721	1770		0	1770	1583	373 1774	0	1583							
Q Serve(g_s), s 25.8	5.5	0.0	0.0	32.0	18.7	9.6	0.0	13.0							
Cycle Q Clear(g_c), s 25.8	5.5	0.0	0.0	32.0	18.7	9.6	0.0	13.0			•				
Prop In Lane 1.00	3.5	0.00	0.00	52.0	1.00	1.00	0.0	1.00							
Lane Grp Cap(c), veh/h 981	2584	0.00	0.00	1416	633	639	. 0	285							
V/C Ratio(X) 0.93	0.23	0.00	0.00	0.87	0.59	0.58	0.00	0.76							
Avail Cap(c_a), veh/h 1015	2584	0.00	0.00	1416	633	639	0.00	285							
HCM Platoon Ratio 1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00							
Upstream Filter(I) 1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00							
Uniform Delay (d), s/veh 34.8	4.4	0.0	0.0	27.6	23.6	37.6	0.0	38.9							
Incr Delay (d2), s/veh 14.1	0.2	0.0	0.0	7.6	4.1	3.9	0.0	17.1							
Initial Q Delay(d3),s/veh 0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0							
%ile BackOfQ(50%),veh/fh4.1	2.8	0.0	0.0	17.1	8.9	5.1	0.0	7.0							
LnGrp Delay(d),s/veh 48.9	4.6	0.0	0.0	35.2	27.7	41.4	0.0	56.0							
LnGrp LOS D	A	0.0	0.0	D	C	 D	0.0	E							
Approach Vol, veh/h	1515			1608			589	<del></del>			. •				
Approach Delay, s/veh	31.3	•		33.4			46.8					2			
Approach LOS	C			C			D								
Timer 1	2	ં ૧	. 4	- 5	6	7:	. 8.								\ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \
Assigned Phs	2	<u> </u>	385435.VE	5	6	Charles I.	8				era Louisea		IN STORE		
Phs Duration (G+Y+Rc), s	77.5			33.0	44.5		22.5				•				
Change Period (Y+Rc), s	4.5			4.5	4.5		4.5								
Max Green Setting (Gmax), s	73.0			29.5	39.0		18.0								
Max Q Clear Time (g_c+l1), s	7.5			27.8	34.0		15.0								
Green Ext Time (p_c), s	24.5			0.7	4.2		0.7								
	27.0			0.1	<u>-</u>		<b>0.</b> 1						onezek		5007.5574
Intersection Summary		04.7		10 V		fs. 142. 18			19 M. Per				12/6/5		
HCM 2010 Ctrl Delay		34.7													
HCM 2010 LOS		C													
Notes			, n				1.1					W. 153			

	•		7	<b>V</b>	<b>←</b>	•	1	1	<i>*</i>	<b>/</b>	ļ	4
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR:	SBL	SBT	SBR
Lane Configurations	*1	<b>^</b>	<b>*</b>	*	<b>†</b> †	7	77	<b></b>	*	*	ħ	
Traffic Volume (veh/h)	20	653	139	117	1079	2	356	3	98	1	. 8	31
Future Volume (veh/h)	20	653	139	117	1079	2	356	3	98	1	8	31
Number	- 5	2	12	-1	6	16	3	8	18	. 7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	Ö	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	22	710	151	127	1173	0	387	3	107	1	9	34
Adj No. of Lanes	1	2	1	1	2	1	2	1	1	1	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	41	1129	505	158	1362	609	489	737	626	2	87	330
Arrive On Green	0.02	0.32	0.32	0.09	0.38	0.00	0.14	0.40	0.40	0.00	0.25	0.25
Sat Flow, veh/h	1774	3539	1583	1774	3539	1583	3442	1863	1583	1774	342	1293
Grp Volume(v), veh/h	22	710	151	127	1173	0	387	3	107	1	0	43
Grp Sat Flow(s), veh/h/ln	1774	1770	1583	1774	1770	1583	1721	1863	1583	1774	0	1635
Q Serve(g_s), s	1.1	15.8	6.6	6.5	28.1	0.0	10.0	0.1	4.0	0.1	0.0	1.9
Cycle Q Clear(g_c), s	1.1	15.8	6.6	6.5	28.1	0.0	10.0	0.1	4.0	0.1	0.0	1.9
Prop In Lane	1.00	10.0	1.00	1.00	20.1	1.00	1.00	0.1	1.00	1.00	0.0	0.79
Lane Grp Cap(c), veh/h	41	1129	505	158	1362	609	489	737	626	2	0	417
V/C Ratio(X)	0.53	0.63	0.30	0.80	0.86	0.00	0.79	0.00	0.17	0.41	0.00	0.10
Avail Cap(c_a), veh/h	96	1129	505	225	1362	609	876	737	626	96	0.00	417
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1,00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	44.6	26.8	23.7	41.2	26.1	0.0	38.3	16.9	18.1	46.0	0.0	26.3
Incr Delay (d2), s/veh	10.1	2.7	1.5	12.8	7.4	0.0	2.9	0.0	0.6	84.6	0.0	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	8.1	3.1	3.7	15.1	0.0	5.0	0.0	1.8	0.0	0.0	0.9
LnGrp Delay(d),s/veh	54.7	29.4	25.2	54.1	33.5	0.0	41.2	16.9	18.7	130.6	0.0	26.8
LnGrp LOS	D	20.4 C	20,2 C	D	C	0.0	D	В	. 10.7 B	F	0.0	20.0 C
Approach Vol, veh/h		883	<del></del>		1300	•		497		<del>'</del>	44	
Approach Delay, s/veh		29.3			35.5			36.2			29.2	1
Approach LOS		23.5 C			55.5 D			50.2 D			29.2 C	
												·.
Timer	1:	2	3	. 4	. 5	6	. 7,	. 8'				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	12.7	33.9	17.6	28.0	6.7	40.0	4.6	41.0				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	11.7	28.8	23.5	18.0	5.0	35.5	5.0	36.5				
Max Q Clear Time (g_c+I1), s		17.8	12.0	3.9	3.1	30.1	2.1	6.0				
Green Ext Time (p_c), s	0.1	8.2	1.1	0.4	0.0	4.4	0.0	0.6				
Intersection Summary												
HCM 2010 Ctrl Delay			33.5									
HCM 2010 LOS			C			1.4						٠.,

•	<b>→</b>	<b>~</b>	•	4	•	1	†	<b>/</b>	<b>/</b>	ļ	4				
Movement ⊑BL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR				
Lane Configurations	ተተ	7	ሻ	<b>†</b> †	7	ሻ	۲ĥ		ħ	<b>†</b> †	7				
Traffic Volume (veh/h) 139	537	82	34	880	52	104	106	- 54	41	106	220				
Future Volume (veh/h) 139	537	82	34	880	52	104	106	54	41	106	220				
Number 5	2	12	1	6	16	-3	8	18	- 7	4	14				
Initial Q (Qb), veh 0	0	0	0	0	. 0	0	0	0	0	0	0				
Ped-Bike Adj(A_pbT) 1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00				4
Parking Bus, Adj 1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Adj Sat Flow, veh/h/ln 1863	1863	1863	1863	1863	1863	1863	1863	1900	1863	1863	1863				
Adj Flow Rate, veh/h 151	584	89	37	957	57	113	115	59	45	115	239				
Adj No. of Lanes 1	2	1	1	2	. 1	1	2	0	1	2	1				
Peak Hour Factor 0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92		•		
Percent Heavy Veh, % 2	. 2	2	2	2	2	2	2	2	2	2	2				
Cap, veh/h 187	1566	701	64	1320	591	145	485	235	120	692	310				
Arrive On Green 0.11	0.44	0.44	0.04	0.37	0.37	0.08	0.21	0.21	0.07	0.20	0.20				
Sat Flow, veh/h 1774	3539	1583	1774	3539	1583	1774	2313	1122	1774	3539	1583				
Grp Volume(v), veh/h 151	584	89	37	957	57	113	86	88	45	115	239				
Grp Sat Flow(s), veh/h/ln1774	1770	1583	1774	1770	1583	1774	1770	1665	1774	1770	1583				
Q Serve(g_s), s 6.1	8.1	2.4	1.5	17.1	1.7	4.6	3.0	3.2	1.8	2.0	10.5				
Cycle Q Clear(g_c), s 6.1	8.1	2.4	1.5	17.1	1.7	4.6	3.0	3.2	1.8	2.0	10.5				
Prop In Lane 1.00	0.1	1.00	1.00	17.1	1.00	1.00	3.0	0.67	1.00	2.0	1.00				
Lane Grp Cap(c), veh/h 187	1566	701	64	1320	591	145	371	349	120	692	310				
V/C Ratio(X) 0.81	0.37	0.13	0.58	0.73	0.10	0.78	0.23	0.25	0.37	0.17	0.77				
Avail Cap(c_a), veh/h 205	1566	701	147	1320	591	279	432	406	433	1171	524				
HCM Platoon Ratio 1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00				
	1.00	1.00	1.00			1.00	1.00	1.00		1.00					
				1.00	1.00				1.00	1.00	1.00				
Uniform Delay (d), s/veh 32.2	13.7	12.1	35.0	19.9	15.0	33.2	24.2	24.3	32.9	24.7	28.1				
Incr Delay (d2), s/veh 19.4	0.7	0.4	8.0	3.5	0.3	8.6	0.3	0.4	1.9	0.1	4.1				
Initial Q Delay(d3),s/veh 0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0				
%ile BackOfQ(50%),veh/lr4.0	4.1	1.1	0.9	9.0	0.8	2.6	1.5	1.5	0.9	1.0	5.0				
LnGrp Delay(d),s/veh 51.6	14.4	12.5	43.0	23.4	15.4	41.8	24.5	24.7	34.8	24.8	32.2				
LnGrp LOS D	<u>B</u>	В	D	<u>C</u>	В	D	C	С	С	C	С				
Approach Vol, veh/h	824			1051			287			399					
Approach Delay, s/veh	21.0			23.6			31.4			30.3					
Approach LOS	C			С			C			С					
Timer 1.	2	, 3.	4	5.	6	7	. 8			100					
Assigned Phs 1	2	3	4	5	6	. 7	8								
Phs Duration (G+Y+Rc), s7.2	37.1	10.5	18.9	12.3	32.0	9.5	20.0								
Change Period (Y+Rc), s 4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5								
Max Green Setting (Gmax), \$	29.9	11.6	24.4	8.5	27.5	18.0	18.0								
Max Q Clear Time (g_c+l13,5s	10.1	6.6	12.5	8.1	19.1	3.8	5.2								
Green Ext Time (p_c), s 0.0	10.5	0.1	1.9	0.0	5.7	0.1	1.9								
,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,				3. <b>3</b>			1.0							70 (NY - 12)	
Intersection Summary		04.7										<b>XX</b> (X)			Gielse.
HCM 2010 Ctrl Delay		24.7											4 .		
HCM 2010 LOS		С													

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Movement	EBL	EBR	NBL	NBT	SBT	SBR	
Lane Configurations	ሻሻ	77	ሻ	ተተ	<b>†</b> †	7	
Traffic Volume (veh/h)	69	. 4	13	389	231	15 :	
Future Volume (veh/h)	69	4	13	389	231	15	
Number	5	12	3	8	4	14	
Initial Q (Qb), veh	0	0	0	0	0	0	
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	
Adj Flow Rate, veh/h	75	4	14	423	251	16	
Adj No. of Lanes	2	1	1.	2	2	1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	
Percent Heavy Veh, %	2	2	2	2	2	2	
Cap, veh/h	236	109	780	2613	717	321	
Arrive On Green	0.07	0.07	0.44	0.74	0.20	0.20	
Sat Flow, veh/h	3442	1583	1774	3632	3632	1583	
Grp Volume(v), veh/h	75	4	14	423	251	16	
Grp Sat Flow(s), veh/h/ln	1721	1583	1774	1770	1770	1583	
Q Serve(g_s), s	1.0	0.1	0.2	1,7	2.8	0.4	
Cycle Q Clear(g_c), s	1.0	0.1	0.2	1.7	2.8	0.4	
Prop In Lane	1.00	1.00	1.00	1.7	2.0	1.00	
Lane Grp Cap(c), veh/h	236	109	780	2613	717	321	
V/C Ratio(X)	0.32	0.04	0.02	0.16	0.35	0.05	
Avail Cap(c_a), veh/h	1881	865	780	4211	2314	1035	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	
Uniform Delay (d), s/veh	20.7	20.3	7.4	1.8	16.0	15.0	
Incr Delay (d2), s/veh	0.8	0.1	0.0	0.0	0.3	0.1	
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	
%ile BackOfQ(50%),veh/ln	0.5	0.0	0.0	0.8	1.4	0.0	
LnGrp Delay(d),s/veh	21.4	20.4	7.4	1.8	16.3	15.1	
LnGrp LOS	21. <del>4</del> C	20.4 C	Α.4	Α	10.3 B	13.1 B	
Approach Vol, veh/h	79			437	267	<u>D</u>	
Approach Delay, s/veh	21.4				26 <i>1</i> 16.2		
				2.0			
Approach LOS	C			. А	В		
Timer	- 1	2		4	. 5	6.	7 8
Assigned Phs		2	3	4		N -	8
Phs Duration (G+Y+Rc), s		7.7	25.0	13.9			38.9
Change Period (Y+Rc), s		4.5	4.5	4.5			4.5
Max Green Setting (Gmax), s		25.5	20.5	30.5			55.5
Max Q Clear Time (g_c+l1), s		3.0	2.2	4.8			3.7
Green Ext Time (p_c), s		0.2	0.0	4.6			5.0
Intersection Summary							
HCM 2010 Ctrl Delay	· POSTON NEW TANK		8.8	and the second s	annesses et est est	o an grang negativestic (1)	
HCM 2010 LOS			Α.				
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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	*1	₽.			4		*	<b>†</b>		N.	44	7
Traffic Volume (veh/h)	17	1	17	46	6	36	46	317	24	8	228	- 6
Future Volume (veh/h)	17	1	17	46	6	36	46	317	24	8	228	6
Number	- 5	2	12.	1	- 6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1900	1863	1900	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	18	1	18	50	7	39	50	345	26	9	248	7
Adj No. of Lanes	1	1	. 0	0	. 1	0	1	2	0	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	858	44	792	483	89	320	87	694	52	21	602	269
Arrive On Green	0.52	0.52	0.52	0.52	0.52	0.52	0.05	0.21	0.21	0.01	0.17	0.17
Sat Flow, veh/h	1354	84	1512	724	170	612	1774	3338	250	1774	3539	1583
Grp Volume(v), veh/h	18	0	19	96	0	0	50	182	189	9	248	7
Grp Sat Flow(s), veh/h/ln	1354	ő	1596	1507	0	0	1774	1770	1819	1774	1770	1583
Q Serve(g_s), s	0.0	0.0	0.3	0.0	0.0	0.0	1.4	4.8	4.8	0.3	3.3	0.2
Cycle Q Clear(g_c), s	0.3	0.0	0.3	1.5	0.0	0.0	1.4	4.8	4.8	0.3	3.3	0.2
Prop In Lane	1.00	0.0	0.95	0.52	0.0	0.41	1.00	7.0	0.14	1.00	0.0	1.00
Lane Grp Cap(c), veh/h	858	0	835	893	0	0.41	87	368	378	21	602	269
V/C Ratio(X)	0.02	0.00	0.02	0.11	0.00	0.00	0.57	0.50	0.50	0.43	0.41	0.03
Avail Cap(c_a), veh/h	858	0.00	835	893	0.00	0.00	388	1398	1437	253	2527	1130
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	6.0	0.0	6.0	6.3	0.00	0.0	24.4	18.4	18.4	25.8	19.4	18.2
Incr Delay (d2), s/veh	0.0	0.0	0.1	0.3	0.0	0.0	5.8	1.0	1.0	13.6	0.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%), veh/ln	0.0	0.0	0.1	0.8	0.0	0.0	0.8	2.4	2.5	0.0	1.6	0.0
LnGrp Delay(d),s/veh	6.1	0.0	6.1	6.6	0.0	0.0	30.2	19.4	19.4	39.4	19.9	18.2
LnGrp LOS	Α	0.0	Α	Α	0.0	0.0	. 30.2	19.4 B	19.4 B			
	· ^	37			96				. D	D	B	В
Approach Vol, veh/h		6.1						421			264	
Approach Delay, s/veh					6.6			20.7			20.5	
Approach LOS		Α .	**	. *.	• A			, C			C	
Timer	.1	2	3	4		6	7	· 8		220	mif.s	
Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		32.0	7.1	13.4		32.0	5.1	15.4				
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5				1
Max Green Setting (Gmax), s		27.5	11.5	37.5		27.5	7.5	41.5				
Max Q Clear Time (g_c+l1),	S	2.3	3.4	5.3		3.5	2.3	6.8				
Green Ext Time (p_c), s		0.7	0.0	3.7		0.6	0.0	3.7				
Intersection Summary						- 18 S - 1						3.6
HCM 2010 Ctrl Delay			18.3									
HCM 2010 LOS			В									
											-	

Assigned Phs 1 2 3 4 5 6 7 8 Phs Duration (G+Y+Rc), s 4.6 32.4 8.5 14.6 17.9 19.1 9.5 13.5 Change Period (Y+Rc), s 4.5 4.5 4.5 4.5 4.5 4.5 4.5 Max Green Setting (Gmax), s 5.0 31.0 18.0 18.0 14.5 21.5 18.0 18.0 Max Q Clear Time (g_c+l1), s 2.0 8.7 2.1 9.6 13.3 8.8 4.9 2.1 Green Ext Time (p_c), s 0.0 7.7 0.0 0.5 0.2 5.8 0.1 0.7  Intersection Summary HCM 2010 Ctrl Delay 22.1		•	<b>-</b>	~	<u> </u>	+	1	•	<u>†</u>	<i>&gt;</i>	<u> </u>	1	4
Lane Configurations Traffic Volume (veh/h) Tr	Movement	EBL	EBT	EBR	<b>▼</b> WBL	WBT	. WBR	NBL.	NBT :	NBR.	SBL	▼ SBT:	SBR
Traffic Volume (veh/h) 318 570 8 1 428 53 2 4 0 81 29 191 Future Volume (veh/h) 318 570 8 1 426 53 2 4 0 81 29 191 Future Volume (veh/h) 318 570 8 1 426 53 2 4 0 81 29 191 Number 5 2 112 1 6 6 16 3 8 8 18 7 4 14 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	Lane Configurations		<b>ቀ</b> ሴ			The second second		or, care to an artist		1.66.1.0.00.00.00.00.00	20.10.10.10.10.10.00.00.00.00		
Future Volume (veh/h) Number  5			570	. 8						0			
Number													
Initial Q (Ob), weh Ped-Bike Adj (A pbT) Ped-Bike Adj (A pbT) Perkling Bus, Adj 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0					-								
Ped-Bike Adj (A_pbT)													
Parking Bus, Adj Adj Sat Flow, veh/h/h 1863 1863 1900 1863 1863 1863 1863 1863 1863 1863 1863						- 1						4.	-
Adj Sat Flow, veh/h/ln			1.00			1.00			1.00			1.00	
Adj Flow Rate, veh/h Adj No of Lanes 1 2 0 1 1 2 1 1 1 0 1 1 1 1 1 1 1 1 1 1													
Adj No. of Lanes													
Peak Hour Factor 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92													1
Percent Heavy Veh, % 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2													0.92
Cap, veh/h													
Arrive On Green													
Sat Flow, veh/h         1774         3571         52         1774         3539         1583         1774         1863         0         1774         1863         1583           Grp Volume(v), veh/h         346         307         322         1         463         58         2         4         0         88         32         208           Grp Sat Flow(s), veh/h/ln         1774         1770         1854         1774         1770         1583         1774         1863         0         1774         1863         1583           Qserve(g, s), s         11.3         6.7         6.7         0.0         6.8         1.7         0.1         0.1         0.0         2.9         0.9         7.6           Cycle Q Clear(g, c), s         11.3         6.7         6.7         0.0         6.8         1.7         0.1         0.1         0.0         2.9         0.9         7.6           Prop In Lane         1.00         0.03         1.00         1.00         1.00         1.00         1.00         1.00         1.00         1.00         1.00         1.00         1.00         1.00         1.00         1.00         1.00         1.00         1.00         1.00         1.00													
Grp Volume(v), veh/h 346 307 322 1 463 58 2 4 0 88 32 208 Grp Sat Flow(s), veh/h/ln 1774 1770 1854 1774 1770 1583 1774 1863 0 1774 1863 1583 Q Serve(g_s), s 11.3 6.7 6.7 0.0 6.8 1.7 0.1 0.1 0.0 2.9 0.9 7.6 Cycle Q Clear(g_c), s 11.3 6.7 6.7 0.0 6.8 1.7 0.1 0.1 0.0 2.9 0.9 7.6 Prop In Lane 1.00 0.03 1.00 1.00 1.00 0.00 1.00 1.00													
Grp Sat Flow(s), veh/h/ln													
Q Serve(g_s), s													
Cycle Q Clear(g_c), s													
Prop In Lane													
Lane Grp Cap(c), veh/h 396 823 863 3 861 385 117 280 0 147 312 265 V/C Ratio(X) 0.87 0.37 0.37 0.34 0.54 0.15 0.02 0.01 0.00 0.60 0.10 0.78 Avail Cap(c_a), veh/h 428 914 957 148 1267 567 532 558 0 532 558 475 HCM Platoon Ratio 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0			0.7			0.0			0.1			0.9	
V/C Ratio(X)       0.87       0.37       0.37       0.34       0.54       0.15       0.02       0.01       0.00       0.60       0.10       0.78         Avail Cap(c_a), veh/h       428       914       957       148       1267       567       532       558       0       532       558       475         HCM Platoon Ratio       1.00			823			861			280			312	
Avail Cap(c_a), veh/h													
HCM Platoon Ratio													
Upstream Filter(I)         1.00         2.00         2.2         23.9         19.8         17.8         26.2         21.7         0.0         26.6         21.2         23.9           Incr Delay (d2), s/veh         16.9         0.3         0.3         56.6         0.5         0.2         0.1         0.0         0.0         38.8         0.1         5.0           Initial Q Delay(d3), s/veh         0.0													
Uniform Delay (d), s/veh													
Incr Delay (d2), s/veh   16.9   0.3   0.3   56.6   0.5   0.2   0.1   0.0   0.0   3.8   0.1   5.0     Initial Q Delay(d3),s/veh   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0     Wile BackOfQ(50%),veh/In   7.3   3.3   3.5   0.1   3.4   0.8   0.0   0.1   0.0   1.6   0.5   3.7     LnGrp Delay(d),s/veh   39.4   10.7   10.7   86.5   20.3   18.0   26.3   21.7   0.0   30.4   21.3   29.0     LnGrp LOS   D   B   B   F   C   B   C   C   C   C   C     Approach Vol, veh/h   975   522   6   328     Approach Delay, s/veh   20.9   20.2   23.3   28.6     Approach LOS   C   C   C   C     Timer   1   2   3   4   5   6   7   8     Assigned Phs   1   2   3   4   5   6   7   8     Phs Duration (G+Y+Rc), s   4.6   32.4   8.5   14.6   17.9   19.1   9.5   13.5     Change Period (Y+Rc), s   4.5   4.5   4.5   4.5   4.5   4.5     Max Green Setting (Gmax), s   5.0   31.0   18.0   18.0   14.5   21.5   18.0   18.0     Max Q Clear Time (g_c+I1), s   2.0   8.7   2.1   9.6   13.3   8.8   4.9   2.1     Green Ext Time (p_c), s   0.0   7.7   0.0   0.5   0.2   5.8   0.1   0.7     Intersection; Summary													
Initial Q Delay(d3),s/veh													
%ile BackOfQ(50%), veh/ln       7.3       3.3       3.5       0.1       3.4       0.8       0.0       0.1       0.0       1.6       0.5       3.7         LnGrp Delay(d), s/veh       39.4       10.7       10.7       86.5       20.3       18.0       26.3       21.7       0.0       30.4       21.3       29.0         LnGrp LOS       D       B       B       F       C       B       C       A       3.2       4.5       4.5													
LnGrp Delay(d),s/veh         39.4         10.7         10.7         86.5         20.3         18.0         26.3         21.7         0.0         30.4         21.3         29.0           LnGrp LOS         D         B         B         F         C         B         C         A         S         4.6         A         S<													
LnGrp LOS         D         B         B         F         C         B         C         A         D         A         A         A													
Approach Vol, veh/h 975 522 6 328 Approach Delay, s/veh 20.9 20.2 23.3 28.6 Approach LOS C C C C    imer										0.0			
Approach Delay, s/veh Approach LOS C C C C C C C C C C C C C C C C C C C		U		<u>D</u>	<u></u>		<u>P</u>				<u> </u>		
Approach LOS C C C C   Timer													
Timer 1 2 3 4 5 6 7 8  Assigned Phs 1 2 3 4 5 6 7 8  Phs Duration (G+Y+Rc), s 4.6 32.4 8.5 14.6 17.9 19.1 9.5 13.5  Change Period (Y+Rc), s 4.5 4.5 4.5 4.5 4.5 4.5 4.5  Max Green Setting (Gmax), s 5.0 31.0 18.0 18.0 14.5 21.5 18.0 18.0  Max Q Clear Time (g_c+l1), s 2.0 8.7 2.1 9.6 13.3 8.8 4.9 2.1  Green Ext Time (p_c), s 0.0 7.7 0.0 0.5 0.2 5.8 0.1 0.7  Intersection Summary  HCM 2010 Ctrl Delay 22.1													
Assigned Phs 1 2 3 4 5 6 7 8 Phs Duration (G+Y+Rc), s 4.6 32.4 8.5 14.6 17.9 19.1 9.5 13.5 Change Period (Y+Rc), s 4.5 4.5 4.5 4.5 4.5 4.5 4.5 Max Green Setting (Gmax), s 5.0 31.0 18.0 18.0 14.5 21.5 18.0 18.0 Max Q Clear Time (g_c+I1), s 2.0 8.7 2.1 9.6 13.3 8.8 4.9 2.1 Green Ext Time (p_c), s 0.0 7.7 0.0 0.5 0.2 5.8 0.1 0.7  Intersection Summary HCM 2010 Ctrl Delay 22.1						•						C	
Phs Duration (G+Y+Rc), s 4.6 32.4 8.5 14.6 17.9 19.1 9.5 13.5  Change Period (Y+Rc), s 4.5 4.5 4.5 4.5 4.5 4.5 4.5  Max Green Setting (Gmax), s 5.0 31.0 18.0 18.0 14.5 21.5 18.0 18.0  Max Q Clear Time (g_c+I1), s 2.0 8.7 2.1 9.6 13.3 8.8 4.9 2.1  Green Ext Time (p_c), s 0.0 7.7 0.0 0.5 0.2 5.8 0.1 0.7  Intersection; Summary  HCM 2010 Ctrl Delay 22.1	Timer	. 1	THE PARTY OF THE P	- Acharate Art Arterior States				A Man and American plant	20.00.000.000.000.000				
Change Period (Y+Rc), s 4.5 4.5 4.5 4.5 4.5 4.5 4.5 4.5 Max Green Setting (Gmax), s 5.0 31.0 18.0 18.0 14.5 21.5 18.0 18.0 Max Q Clear Time (g_c+I1), s 2.0 8.7 2.1 9.6 13.3 8.8 4.9 2.1 Green Ext Time (p_c), s 0.0 7.7 0.0 0.5 0.2 5.8 0.1 0.7 Intersection; Summary  HCM 2010 Ctrl Delay 22.1													
Max Green Setting (Gmax), s 5.0 31.0 18.0 18.0 14.5 21.5 18.0 18.0  Max Q Clear Time (g_c+l1), s 2.0 8.7 2.1 9.6 13.3 8.8 4.9 2.1  Green Ext Time (p_c), s 0.0 7.7 0.0 0.5 0.2 5.8 0.1 0.7  Intersection; Summary  HCM 2010 Ctrl Delay 22.1								9.5	13.5				
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Green Ext Time (p_c), s 0.0 7.7 0.0 0.5 0.2 5.8 0.1 0.7  Intersection Summary  HCM 2010 Ctrl Delay 22.1													
Intersection Summary HCM 2010 Ctrl Delay 22.1									2.1			1 1 2	
HCM 2010 Ctrl Delay 22.1	Green Ext Time (p_c), s	0.0	7.7	0.0	0.5	0.2	5.8	0.1	0.7				
	Intersection Summary					36							
HCM 2010 LOS	HCM 2010 Ctrl Delay												
	HCM 2010 LOS			С									

Intersection								At Sec.		
Intersection Delay, s/veh 11.9			77.48.48.58.00					CARDENES:		88 X
Intersection LOS B										
intersection 200										
		TO VERNIEN BOOK	and the second second second	V32*800 VII.ANDONOVALII 183	DEFECT OF STREET STREET	TO STATE OF THE ST	DECIME CONTROL SIGNER STUDIOS	ATUS OF VERTAL NAME		:9:::: <del>***</del> :3
Movement EBL	the section of the se	WBT	WBR	SBL	SBR					
Lane Configurations	<b>^</b>	<u> 16</u>		14.						
Traffic Vol, veh/h 246	403	355	89	2	120					
Future Vol, veh/h 246	403	355	89	2	120					
Peak Hour Factor 0.92	0.92	0.92	0.92	0.92	0.92		***			
Heavy Vehicles, % 2	2	2	2	2	2			•		
Mvmt Flow 267 Number of Lanes 1	438	386	97	2	130					
	2	2	0	1	0					
Approach EB		WB	6.8	SB	iri ya reg					
Opposing Approach WB		EB								
Opposing Lanes 2		3		. 0						
Conflicting Approach Left SB				WB						
Conflicting Lanes Left 1		0		2		*.				
Conflicting Approach Right		SB		EB						
Conflicting Lanes Right 0		1		3		1. 1				
HCM Control Delay 11.1		13.4		11.1						
HCM Control Delay 11.1 HCM LOS B		13.4 B		В						
HCM LOS B		В		В						:
HCM LOS B		B EBLn2		B WBLn1		SBLn1				
HCM LOS B  Lane: Vol Left, %	100%	B <u>EBĽń2</u> 0%	0%	B WBLn1 0%	0%	2%				
HCM LOS B  Lane:  Vol Left, %  Vol Thru, %	100% 0%	B EBLn2 0% 100%	0% 100%	B WBLn1 0% 100%	0% 57%	2% 0%				
HCM LOS B  Lane Vol Left, % Vol Thru, % Vol Right, %	100% 0% 0%	B EBLn2 0% 100% 0%	0% 100% 0%	B WBLn1 0% 100% 0%	0% 57% 43%	2% 0% 98%				
HCM LOS B  Lane Vol Left, % Vol Thru, % Vol Right, % Sign Control	100% 0% 0% Stop	B EBLn2 0% 100% 0% Stop	0% 100% 0% Stop	B WBLn1 0% 100% 0% Stop	0% 57% 43% Stop	2% 0% 98% Stop				
HCM LOS B  Lane Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane	100% 0% 0% Stop 246	B 0% 100% 0% Stop 202	0% 100% 0% Stop 202	WBLn1 0% 100% 0% Stop 237	0% 57% 43% Stop 207	2% 0% 98% Stop 122				
HCM LOS B  Lane.  Vol Left, %  Vol Thru, %  Vol Right, %  Sign Control  Traffic Vol by Lane  LT Vol	100% 0% 0% Stop 246 246	B EBLn2 0% 100% 0% Stop 202 0	0% 100% 0% Stop 202 0	WBLn1 0% 100% 0% Stop 237 0	0% 57% 43% Stop 207 0	2% 0% 98% Stop 122 2				
HCM LOS B  Lane.  Vol Left, %  Vol Thru, %  Vol Right, %  Sign Control  Traffic Vol by Lane  LT Vol  Through Vol	100% 0% 0% Stop 246 246	B EBLn2 0% 100% 0% Stop 202 0	0% 100% 0% Stop 202 0 202	B WBLn1 0% 100% 0% Stop 237 0 237	0% 57% 43% Stop 207 0 118	2% 0% 98% Stop 122 2				
HCM LOS B  Lane Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol	100% 0% 0% Stop 246 246 0	BEBLIN2 0% 100% 0% Stop 202 0 202 0	0% 100% 0% Stop 202 0 202	B WBLn1 0% 100% 0% Stop 237 0 237 0	0% 57% 43% Stop 207 0 118 89	2% 0% 98% Stop 122 2 0 120				
HCM LOS B  Lane.  Vol Left, %  Vol Thru, %  Vol Right, %  Sign Control  Traffic Vol by Lane  LT Vol  Through Vol  RT Vol  Lane Flow Rate	100% 0% 0% Stop 246 246 0 0	BEBLIN2  0% 100% 0% Stop 202 0 202 0 219	0% 100% 0% Stop 202 0 202 0 219	B WBLn1 0% 100% 0% Stop 237 0 237 0 257	0% 57% 43% Stop 207 0 118 89 225	2% 0% 98% Stop 122 2 0 120 133				
HCM LOS B  Lane Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate Geometry Grp	100% 0% 0% Stop 246 246 0 0 267	BEBLIN2  0% 100% 0% Stop 202 0 202 0 219 7	0% 100% 0% Stop 202 0 202 0 219	B WBLn1 0% 100% 0% Stop 237 0 237 0 257	0% 57% 43% Stop 207 0 118 89 225	2% 0% 98% Stop 122 2 0 120 133				
HCM LOS B  Lane Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate Geometry Grp Degree of Util (X)	100% 0% 0% Stop 246 246 0 0 267 7 0.453	BEBLIN2: 0% 100% 0% Stop 202 0 202 0 219 7 0.341	0% 100% 0% Stop 202 0 202 0 219 7	WBLn1 0% 100% 0% Stop 237 0 237 0 257 8 0.453	0% 57% 43% Stop 207 0 118 89 225 8 0.378	2% 0% 98% Stop 122 2 0 120 133 7 0.234				
HCM LOS B  Lane Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate Geometry Grp Degree of Util (X) Departure Headway (Hd)	100% 0% 0% Stop 246 246 0 0 267 7 0.453 6.105	B EBLn2 0% 100% 0% Stop 202 0 202 0 219 7 0.341 5.6	0% 100% 0% Stop 202 0 202 0 219 7 0.234 3.848	WBLn:1 0% 100% 0% Stop 237 0 237 0 257 8 0.453 6.341	0% 57% 43% Stop 207 0 118 89 225 8 0.378 6.038	2% 0% 98% Stop 122 2 0 120 133 7 0.234 6.365				
HCM LOS B  Lane Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate Geometry Grp Degree of Util (X) Departure Headway (Hd) Convergence, Y/N	100% 0% 0% Stop 246 246 0 0 267 7 0.453 6.105 Yes	BEBLIN2: 0% 100% 0% Stop 202 0 202 0 219 7 0.341	0% 100% 0% Stop 202 0 202 0 219 7 0.234 3.848 Yes	B WBLn1 0% 100% 0% Stop 237 0 237 0 257 8 0.453 6.341 Yes	0% 57% 43% Stop 207 0 118 89 225 8 0.378 6.038 Yes	2% 0% 98% Stop 122 2 0 120 133 7 0.234 6.365 Yes				
HCM LOS B  Lane Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate Geometry Grp Degree of Util (X) Departure Headway (Hd)	100% 0% 0% Stop 246 246 0 0 267 7 0.453 6.105	BEBLIN2 0% 100% 0% Stop 202 0 219 7 0.341 5.6 Yes	0% 100% 0% Stop 202 0 202 0 219 7 0.234 3.848	WBLn:1 0% 100% 0% Stop 237 0 237 0 257 8 0.453 6.341	0% 57% 43% Stop 207 0 118 89 225 8 0.378 6.038	2% 0% 98% Stop 122 2 0 120 133 7 0.234 6.365				
HCM LOS  Eane  Vol Left, %  Vol Thru, %  Vol Right, %  Sign Control  Traffic Vol by Lane  LT Vol  Through Vol  RT Vol  Lane Flow Rate  Geometry Grp  Degree of Util (X)  Departure Headway (Hd)  Convergence, Y/N  Cap  Service Time  HCM Lane V/C Ratio	100% 0% 0% Stop 246 246 0 0 267 7 0.453 6.105 Yes 591 3.834 0.452	BEBLIN2  0% 100% 0% Stop 202 0 202 0 219 7 0.341 5.6 Yes 644 3.329 0.34	0% 100% 0% Stop 202 0 219 7 0.234 3.848 Yes 933 1.576 0.235	B  WBLn1  0% 100% 0% Stop 237 0 237 0 257 8 0.453 6.341 Yes 569 4.077 0.452	0% 57% 43% Stop 207 0 118 89 225 8 0.378 6.038 Yes 595	2% 0% 98% Stop 122 2 0 120 133 7 0.234 6.365 Yes 564				
HCM LOS  B  Lane  Vol Left, %  Vol Thru, %  Vol Right, %  Sign Control  Traffic Vol by Lane  LT Vol  Through Vol  RT Vol  Lane Flow Rate  Geometry Grp  Degree of Util (X)  Departure Headway (Hd)  Convergence, Y/N  Cap  Service Time  HCM Lane V/C Ratio  HCM Control Delay	100% 0% 0% Stop 246 246 0 0 267 7 0.453 6.105 Yes 591 3.834 0.452 13.8	BEBLIN2  0% 100% 0% Stop 202 0 219 7 0.341 5.6 Yes 644 3.329 0.34 11.2	0% 100% 0% Stop 202 0 219 7 0.234 3.848 Yes 933 1.576 0.235 7.8	B  WBLn1  0%  100%  0%  Stop  237  0  257  8  0.453  6.341  Yes  569  4.077  0.452  14.2	0% 57% 43% Stop 207 0 118 89 225 8 0.378 6.038 Yes 595 3.774 0.378 12.4	2% 0% 98% Stop 122 2 0 120 133 7 0.234 6.365 Yes 564 4.109 0.236 11.1				
HCM LOS  Eane  Vol Left, %  Vol Thru, %  Vol Right, %  Sign Control  Traffic Vol by Lane  LT Vol  Through Vol  RT Vol  Lane Flow Rate  Geometry Grp  Degree of Util (X)  Departure Headway (Hd)  Convergence, Y/N  Cap  Service Time  HCM Lane V/C Ratio	100% 0% 0% Stop 246 246 0 0 267 7 0.453 6.105 Yes 591 3.834 0.452	BEBLIN2  0% 100% 0% Stop 202 0 202 0 219 7 0.341 5.6 Yes 644 3.329 0.34	0% 100% 0% Stop 202 0 219 7 0.234 3.848 Yes 933 1.576 0.235	B  WBLn1  0% 100% 0% Stop 237 0 237 0 257 8 0.453 6.341 Yes 569 4.077 0.452	0% 57% 43% Stop 207 0 118 89 225 8 0.378 6.038 Yes 595 3.774 0.378	2% 0% 98% Stop 122 2 0 120 133 7 0.234 6.365 Yes 564 4.109 0.236				

Intersection			\$40 A. S.	4565 367					****		Terror
Intersection Delay, s/veh 1:			V.A. 1848	<u> 1860-27-245-2</u>				According No. 60	22.73	(V#98234732)	
Intersection LOS											
	,										
Movement EBI	. EBT	EBR	WBL.	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
		S SERIN	VVDE		. VV DIX∵	11.7	A	NDL	Contractor Charles		30.15. 27.2637.5.74
Lane Configurations Traffic Vol, veh/h 80		31	Δ.	4	4.4	*1	7		<b>\</b>	. <u>↑</u>	<b></b>
Future Vol, veh/h 80		31	0	263	14	45	32	.1	12	97	140
Peak Hour Factor 0.92		0.92	0.00	263	14	45	32	0.00	12	97	140
the state of the s	2 2		0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Mvmt Flow 87		2 34	2	2	2	2	2	2	2	2	2
Number of Lanes		0	0	286	15	49	35	1	13	105	152
		U	0	1	0	1	1	0	1	1	1
Approach Et	100 St. 100 St	100	in the state of	WB		NB			SB		
Opposing Approach WE				EB		SB			NB		
Opposing Lanes				2		3			2		
Conflicting Approach Left SE				NB		EB			WB		
Conflicting Lanes Left				2		- 2			. • • 1		
Conflicting Approach Right NE				SB		WB			EB		
Conflicting Lanes Right 2				3		1			2		
HCM Control Delay 15.5				18.3		11.7			11.8		
HCM LOS (				Ç		В			В		
Lane											
	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	SBLn1k	SBLn2	SBLn3			
Vol Left, %	NBLn1 100%	NBLn2 0%	EBLn1 100%	EBLn2 <sup>-</sup> 0%	WBLn1 0%	SBLn1i 100%	SBLn2 0%	SBLn3 0%			
Vol Left, % Vol Thru, %			A. 150.00 (190.00   190.00   190.00   190.00   190.00   190.00   190.00   190.00   190.00   190.00   190.00								
Vol Left, %	100%	0%	100%	0%	0%	100%	0%	0%			
Vol Left, % Vol Thru, % Vol Right, % Sign Control	100% 0%	0% 97%	100% 0%	0% 88%	0% 95%	100% 0% 0%	0% 100%	0% 0%			
Vol Left, % Vol Thru, % Vol Right, %	100% 0% 0%	0% 97% 3%	100% 0% 0%	0% 88% 12%	0% 95% 5%	100% 0%	0% 100% 0%	0% 0% 100%			
Vol Left, % Vol Thru, % Vol Right, % Sign Control	100% 0% 0% Stop	0% 97% 3% Stop	100% 0% 0% Stop	0% 88% 12% Stop	0% 95% 5% Stop	100% 0% 0% Stop	0% 100% 0% Stop	0% 0% 100% Stop			
Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane	100% 0% 0% Stop 45	0% 97% 3% Stop 33	100% 0% 0% Stop 80	0% 88% 12% Stop 264	0% 95% 5% Stop 277	100% 0% 0% Stop 12	0% 100% 0% Stop 97	0% 0% 100% Stop 140			
Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol	100% 0% 0% Stop 45 45	0% 97% 3% Stop 33 0	100% 0% 0% Stop 80 80	0% 88% 12% Stop 264 0	0% 95% 5% Stop 277 0	100% 0% 0% Stop 12 12	0% 100% 0% Stop 97 0	0% 0% 100% Stop 140			
Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol	100% 0% 0% Stop 45 45	0% 97% 3% Stop 33 0 32	100% 0% 0% Stop 80 80	0% 88% 12% Stop 264 0 233	0% 95% 5% Stop 277 0 263	100% 0% 0% Stop 12 12	0% 100% 0% Stop 97 0	0% 0% 100% Stop 140 0			
Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol	100% 0% 0% Stop 45 45 0 0	0% 97% 3% Stop 33 0 32	100% 0% 0% Stop 80 80 0	0% 88% 12% Stop 264 0 233 31	0% 95% 5% Stop 277 0 263 14	100% 0% 0% Stop 12 12 0	0% 100% 0% Stop 97 0 97	0% 0% 100% Stop 140 0 0			
Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate Geometry Grp Degree of Util (X)	100% 0% 0% Stop 45 45 0 0 49 8	0% 97% 3% Stop 33 0 32 1 36 8	100% 0% 0% Stop 80 80 0 0 87 8	0% 88% 12% Stop 264 0 233 31 287	0% 95% 5% Stop 277 0 263 14 301	100% 0% 0% Stop 12 12 0 0	0% 100% 0% Stop 97 0 97 0	0% 0% 100% Stop 140 0 0 140 152			
Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate Geometry Grp	100% 0% 0% Stop 45 45 0 0	0% 97% 3% Stop 33 0 32 1 36 8	100% 0% 0% Stop 80 80 0 0	0% 88% 12% Stop 264 0 233 31 287	0% 95% 5% Stop 277 0 263 14 301	100% 0% 0% Stop 12 12 0 0 13	0% 100% 0% Stop 97 0 97 0	0% 0% 100% Stop 140 0 0 140 152			
Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate Geometry Grp Degree of Util (X)	100% 0% 0% Stop 45 45 0 0 49 8	0% 97% 3% Stop 33 0 32 1 36 8	100% 0% 0% Stop 80 80 0 0 87 8	0% 88% 12% Stop 264 0 233 31 287 8 0.532	0% 95% 5% Stop 277 0 263 14 301 8 0.572	100% 0% 0% Stop 12 12 0 0 13 8 0.028	0% 100% 0% Stop 97 0 97 0 105 8	0% 0% 100% Stop 140 0 0 140 152 8 0.276			
Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate Geometry Grp Degree of Util (X) Departure Headway (Hd)	100% 0% 0% Stop 45 45 0 0 49 8 0.113 8.289	0% 97% 3% Stop 33 0 32 1 36 8 0.077 7.751	100% 0% 0% Stop 80 0 0 87 8 8 0.175 7.262	0% 88% 12% Stop 264 0 233 31 287 8 0.532 6.672	0% 95% 5% Stop 277 0 263 14 301 8 0.572 6.841	100% 0% 0% Stop 12 12 0 0 13 8 0.028 7.753	0% 100% 0% Stop 97 0 97 0 105 8 0.212 7.242	0% 0% 100% Stop 140 0 140 152 8 0.276 6.526			
Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate Geometry Grp Degree of Util (X) Departure Headway (Hd) Convergence, Y/N	100% 0% 0% Stop 45 45 0 0 49 8 0.113 8.289 Yes	0% 97% 3% Stop 33 0 32 1 36 8 0.077 7.751 Yes	100% 0% 0% Stop 80 0 0 87 8 0.175 7.262 Yes	0% 88% 12% Stop 264 0 233 31 287 8 0.532 6.672 Yes	0% 95% 5% Stop 277 0 263 14 301 8 0.572 6.841 Yes	100% 0% 0% Stop 12 12 0 0 13 8 0.028 7.753 Yes	0% 100% 0% Stop 97 0 105 8 0.212 7.242 Yes	0% 0% 100% Stop 140 0 0 140 152 8 0.276 6.526 Yes 551			
Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate Geometry Grp Degree of Util (X) Departure Headway (Hd) Convergence, Y/N Cap	100% 0% 0% Stop 45 45 0 0 49 8 0.113 8.289 Yes 432	0% 97% 3% Stop 33 0 32 1 36 8 0.077 7.751 Yes 462	100% 0% 0% Stop 80 80 0 0 87 8 0.175 7.262 Yes 496	0% 88% 12% Stop 264 0 233 31 287 8 0.532 6.672 Yes 542	0% 95% 5% Stop 277 0 263 14 301 8 0.572 6.841 Yes 530	100% 0% 0% Stop 12 12 0 0 13 8 0.028 7.753 Yes 462	0% 100% 0% Stop 97 0 105 8 0.212 7.242 Yes 496	0% 0% 100% Stop 140 0 0 140 152 8 0.276 6.526 Yes 551 4.267			
Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate Geometry Grp Degree of Util (X) Departure Headway (Hd) Convergence, Y/N Cap Service Time	100% 0% 0% Stop 45 45 0 0 49 8 0.113 8.289 Yes 432 6.041	0% 97% 3% Stop 33 0 32 1 36 8 0.077 7.751 Yes 462 5.502	100% 0% 0% Stop 80 0 0 87 8 0.175 7.262 Yes 496 4.978	0% 88% 12% Stop 264 0 233 31 287 8 0.532 6.672 Yes 542 4.389	0% 95% 5% Stop 277 0 263 14 301 8 0.572 6.841 Yes 530 4.556	100% 0% 0% Stop 12 12 0 0 13 8 0.028 7.753 Yes 462 5.495	0% 100% 0% Stop 97 0 105 8 0.212 7.242 Yes 496 4.983	0% 0% 100% Stop 140 0 0 140 152 8 0.276 6.526 Yes 551			
Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate Geometry Grp Degree of Util (X) Departure Headway (Hd) Convergence, Y/N Cap Service Time HCM Lane V/C Ratio	100% 0% 0% Stop 45 45 0 0 49 8 0.113 8.289 Yes 432 6.041 0.113	0% 97% 3% Stop 33 0 32 1 36 8 0.077 7.751 Yes 462 5.502 0.078	100% 0% 0% Stop 80 80 0 0 87 8 0.175 7.262 Yes 496 4.978 0.175	0% 88% 12% Stop 264 0 233 31 287 8 0.532 6.672 Yes 542 4.389 0.53	0% 95% 5% Stop 277 0 263 14 301 8 0.572 6.841 Yes 530 4.556 0.568	100% 0% 0% Stop 12 12 0 0 13 8 0.028 7.753 Yes 462 5.495 0.028	0% 100% 0% Stop 97 0 105 8 0.212 7.242 Yes 496 4.983 0.212	0% 0% 100% Stop 140 0 0 140 152 8 0.276 6.526 Yes 551 4.267 0.276			

	٨		7	•	<b>—</b>	4	1	†	<i>&gt;</i>	<b>/</b>	ţ	4
Movement :	EBL	EBT	EBR	WBL	WBT	WBR.	NBL	∴ NBT	NBR	SBL	SBT	SBR
Lane Configurations	<b>\f</b>	<b>↑</b> ↑	7	<b>`</b>	<b>€</b>		7	<b>†</b> }		7	<b>^</b>	7
Traffic Volume (veh/h)	96	17	68	15	6	23	190	439	35	47	156	105
Future Volume (veh/h)	96	17	68	15	6	23	190	439	35	. 47	156	105
Number	5	2	12	1	6	16	. 3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	. 0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	104	18	74	16	7	25	207	477	38	51	170	114
Adj No. of Lanes	1	2	1	. 1	1	0	1	2	0	1	2	· 1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	· · · 2	2	2	2	2	2	2	2	2	2.	2
Cap, veh/h	153	583	261	36	35	127	276	1019	81	96	726	325
Arrive On Green	0.09	0.16	0.16	0.02	0.10	0.10	0.16	0.31	0.31	0.05	0.21	0.21
Sat Flow, veh/h	1774	3539	1583	1774	358	1279	1774	3322	264	1774	3539	1583
Grp Volume(v), veh/h	104	18	74	16	0	32	207	253	262	51	170	114
Grp Sat Flow(s), veh/h/ln	1774	1770	1583	1774	0	1637	1774	1770	1816	1774	1770	1583
Q Serve(g_s), s	2.3	0.2	1.6	0.4	0.0	0.7	4.4	4.6	4.6	1.1	1.6	2.4
Cycle Q Clear(g_c), s	2.3	0.2	1.6	0.4	0.0	0.7	4.4	4.6	4.6	1.1	1.6	2.4
Prop In Lane	1.00		1.00	1.00	0.0	0.78	1.00		0.15	1.00	1.0	1.00
Lane Grp Cap(c), veh/h	153	583	261	36	0	162	276	543	557	96	726	325
V/C Ratio(X)	0.68	0.03	0.28	0.44	0.00	0.20	0.75	0.47	0.47	0.53	0.23	0.35
Avail Cap(c_a), veh/h	559	2455	1098	246	0.00	846	917	1406	1443	336	1651	739
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	17.6	13.9	14.5	19.2	0.0	16.4	16.0	11.1	11.1	18.3	13.2	13.5
Incr Delay (d2), s/veh	5.3	0.0	0.6	8.3	0.0	0.6	4.1	0.6	0.6	4.5	0.2	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.0
%ile BackOfQ(50%),veh/ln	1.3	0.0	0.7	0.3	0.0	0.0	2.4	2.3		0.0		1.1
		13.9	15.1		0.0				2.3		0.8	
LnGrp Delay(d),s/veh	22.9 C	13.9 B		27.5	0.0	17.0	20.1	11.7	. 11.7	22.7	13.3	14.1
LnGrp LOS	<u> </u>		<u>B</u>	<u>C</u>	40	В	С	B	B	<u> </u>	B	<u>B</u>
Approach Vol, veh/h		196			48			722			335	
Approach Delay, s/veh		19.1			20.5			14.1			15.0	
Approach LOS		В			C			В			В	
Timer	1	2	3	4	. 5	6	. 7	- 8-				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	5.3	11.0	10.7	12.6	7.9	8.4	6.6	16.7				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	5.5	27.5	20.5	18.5	12.5	20.5	7.5	31.5				
Max Q Clear Time (g_c+I1), s	2.4	3.6	6.4	4.4	4.3	2.7	3.1	6.6				
Green Ext Time (p_c), s	0.0	0.4	0.5	3.7	0.1	0.4	0.0	4.5				
Intersection Summary				T T								[3]
HCM 2010 Ctrl Delay	Colors and a Transfer of	acompos portificações de Significações d	15.3		NATIONAL PROPERTY OF THE PARTY	over exemplates to the	s.coming.com/siderable	no care escriberability b			STORES CARGOSTONIA	200 C C C C C C C C C C C C C C C C C C
HCM 2010 LOS			В									
TIGHT ZOTO ZOO	* 1									v		

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Movement	EBL	EBT	EBR	WBL	√W,BT	WBR	NBL	NBT	NBR -	ŠBL.	SBT	SBR
Lane Configurations	ሻ	ተተ	7	J.	<b>ተ</b> ጉ		Ţ,	1>		*1	<b>ተ</b> ጉ	
Traffic Volume (veh/h)	157	134	176	80	259	26	315	224	- 57	8	35	48
Future Volume (veh/h)	157	134	176	80	259	26	315	224	57	8	35	48
Number	7	4	14	3	8	18	5	2	12	. 1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	171	146	191	87	282	28	342	243	62	9	38	52
Adj No. of Lanes	. 1	2	1	. 1	2	0 ·	1	1.	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	. 2	2	2	2	2	: 2	2	2
Cap, veh/h	210	709	317	112	472	47	385	675	172	20	470	420
Arrive On Green	0.12	0.20	0.20	0.06	0.15	0.15	0.22	0.47	0.47	0.01	0.27	0.27
Sat Flow, veh/h	1774	3539	1583	1774	3255	321	1774	1433	366	1774	1770	1583
Grp Volume(v), veh/h	171	146	191	87	152	158	342	0	305	9	38	52
Grp Sat Flow(s), veh/h/ln	1774	1770	1583	1774	1770	1806	1774	Ö	1798	1774	1770	1583
Q Serve(g_s), s	6.7	2.4	7.8	3.4	5.7	5.8	13.2	0.0	7.6	0.4	1.1	1.8
Cycle Q Clear(g_c), s	6.7	2.4	7.8	3.4	5.7	5.8	13.2	0.0	7.6	0.4	1.1	1.8
Prop In Lane	1.00		1.00	1.00	0	0.18	1.00	0.0	0.20	1.00		1.00
Lane Grp Cap(c), veh/h	210	709	317	112	257	262	385	0	847	20	470	420
V/C Ratio(X)	0.82	0.21	0.60	0.78	0.59	0.60	0.89	0.00	0.36	0.44	0.08	0.12
Avail Cap(c_a), veh/h	218	1005	449	165	450	459	413	0	847	125	470	420
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	30.5	23.6	25.8	32.7	28.3	28.4	26.9	0.0	11.9	34.8	19.5	19.8
Incr Delay (d2), s/veh	20.3	0.1	1.8	12.9	2.2	2.2	19.5	0.0	1.2	14.4	0.3	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.5	1.2	3.5	2.1	2.9	3.1	8.5	0.0	4.0	0.3	0.6	0.8
LnGrp Delay(d),s/veh	50.8	23.8	27.6	45.6	30.5	30.6	46.3	0.0	13.1	49.2	19.9	20.4
LnGrp LOS	D	C	C	D	C	C	D	0.0	В	D	В	C
Approach Vol, veh/h	<u>-</u>	508			397			647	<del></del> .		99	
Approach Delay, s/veh		34.3		**	33.8			30.7			22.8	
Approach LOS		C .			C C			C			22.0 C	
		. 2			BELLETIKERON PORTEREN	Ď.	<del></del>			70.10.00		75074757573
Timers	1	County Judge V. Gyelder	(3)	4',	<u> </u>	66		87.				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	5.3	37.9	9.0	18.7	19.9	23.3	12.9	14.8				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	5.0	30.3	6.6	20.1	16.5	18.8	8.7	18.0				
Max Q Clear Time (g_c+l1), s	2.4	9.6	5.4	9.8	15.2	3.8	8.7	7.8				
Green Ext Time (p_c), s	0.0	2.3	0.0	2.5	0.2	2.1	0.0	2.5				
Intersection Summary/	1000					100	n)				ver ult	1,0
HCM 2010 Ctrl Delay			32.1									4.4
HCM 2010 LOS			С									1

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	الوالو	ተተ	7	ايراير	ተተ	7*	44	ተተ	7	14.14	<b>^</b>	7
Traffic Volume (veh/h)	124	252	30	. 88	187	125	28	221	78	56	146	20
Future Volume (veh/h)	124	252	30	88	187	125	28	221	78	56	146	20
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	. 0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	135	274	33	96	203	136	30	240	85	61	159	22
Adj No. of Lanes	2	2	1	2	2	1	2	2	1	2	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2.	2	2	2	2	2
Cap, veh/h	264	617	276	234	587	262	114	1383	619	186	1457	652
Arrive On Green	0.08	0.17	0.17	0.07	0.17	0.17	0.03	0.39	0.39	0.05	0.41	0.41
Sat Flow, veh/h	3442	3539	1583	3442	3539	1583	3442	3539	1583	3442	3539	1583
Grp Volume(v), veh/h	135	274	33	96	203	136	. 30	240	85	61	159	22
Grp Sat Flow(s), veh/h/ln	1721	1770	1583	1721	1770	1583	1721	1770	1583	1721	1770	1583
Q Serve(g_s), s	2.2	4.0	1.0	1.5	2.9	4.5	0.5	2.6	2.0	1.0	1.6	0.5
Cycle Q Clear(g_c), s	2.2	4.0	1.0	1.5	2.9	4.5	0.5	2.6	2.0	1.0	1.6	0.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	264	617	276	234	587	262	114	1383	619	186	1457	652
V/C Ratio(X)	0.51	0.44	0.12	0.41	0.35	0.52	0.26	0.17	0.14	0.33	0.11	0.03
Avail Cap(c_a), veh/h	508	1260	564	448	1198	536	329	1383	619	388	1457	652
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	25.5	21.3	20.0	25.7	21.3	21.9	27.2	11.5	11.3	26.2	10.4	10.1
Incr Delay (d2), s/veh	1.5	0.5	0.2	1.1	0.4	1.6	1.2	0.3	0.5	1.0	0.2	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	2.0	0.5	0.8	1.4	2.1	0.3	1.3	0.9	0.5	0.8	0.2
LnGrp Delay(d),s/veh	27.1	21.8	20.2	26.9	21.6	23.5	28.4	11.7	11.8	27.2	10.6	10.2
LnGrp LOS	C	C	C C	C	C C	C	20.4 C	В	В	C C	В	10.2 B
Approach Vol, veh/h	<del></del>	442		<del></del> -	435		- 1	355		7-1-	242	
Approach Delay, s/veh		23.3	* '	-	23.4			13.1			14.7	
Approach LOS		20.0 C		1.0	20.4 C			10.1 B			14.7 B	
	Cole Cole		Ô			A	-				D	
Timer	<u> </u>	2	3	4 4	. 5.	6	<u> </u>	.8		10 km		4 / 1/4
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	7.6	27.0	8.4	14.5	6.4	28.2	8.9	14.0				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s		22.5	7.5	20.5	5.5	23.5	8.5	19.5				
Max Q Clear Time (g_c+I1), s		4.6	3.5	6.0	2.5	3.6	4.2	6.5				
Green Ext Time (p_c), s	0.0	2.7	0.1	3.2	0.0	2.8	0.1	3.0				
Intersection Summary					1111							110
HCM 2010 Ctrl Delay			19.5		_							
HCM 2010 LOS			В									

Intersection			7						1.70	era la la	A POTA I BOX				
Int Delay, s/veh	2.6		1800		rest to order	and the second		- Asset 40 (Sec.)	ar Trope Type To	0.49420.045.25435)	endrog and			er e e e e e e e e e e e e e e e e e e	#150#150#444
Movement :	· · · EBI	EBT	EBR		WBL	WBT	WBR		NBL	NBT.	NBR		SBL	SBT	SBR
Lane Configurations		4				4			ř	7			ሻ	ħβ	
Traffic Vol, veh/h	1.	6	14	4	9	15	58		6	205	15		11	189	4
Future Vol, veh/h	11	6	14		9	15	58		6	205	15		11	189	4
Conflicting Peds, #/hr	. (		0		0	0	0		0	0	0		0	0	0
Sign Control	Stop	Stop	Stop		Stop	Stop	Stop		Free	Free	Free		Free	Free	Free
RT Channelized			None		· · ·		None			-	None		-	., ·-	None
Storage Length		-	-		-	-	-		0	-	-		0	-	-
Veh in Median Storage, #		- 0	·			0	-	٠.	· -	0	٠ ـ			0	-
Grade, %		- 0	-		-	0	-		-	0	-		-	0	-
Peak Hour Factor	92	92	92		92	92	92		92	92	92		92	92	92
Heavy Vehicles, %		2 2	2		2	2	2		2	2	2		2	2	2
Mvmt Flow	12	? 7	15		10	16	63		7	223	16		12	205	4
Major/Minor	Minor/			ľ	/linor1				Major1			ı.	ajor2		
Conflicting Flow All	516	484	105		374	478	231		210	0	0		239	0	0
Stage 1	232	232	-		244	244	<u></u> .		·		-				
Stage 2	284	252	-		130	234	-		-	-	-		-	-	-
Critical Hdwy	7.33	6.53	6.93		7.33	6.53	6.23		4.13				4,13	-	
Critical Hdwy Stg 1	6.53	5.53	-		6.13	5.53	-		-	-	-			-	_
Critical Hdwy Stg 2	6.13	5.53	_		6.53	5.53			· · -	· : -	-			-	
Follow-up Hdwy	3.519	4.019	3.319		3.519	4.019	3.319		2.219	-	-		2.219	-	
Pot Cap-1 Maneuver	456	482	930		570	486	807		1359		-		1326	-	
Stage 1	75 <sup>-</sup>	712	-		759	703	-		-	-	-		-	-	-
Stage 2	722	698	-		861	711	· -		· · -	· · ·	-		-		-
Platoon blocked, %										-	-			-	_
Mov Cap-1 Maneuver	40	475	930		549	479	807		1359	-	·		1326	-	
Mov Cap-2 Maneuver	40	475	-		549	479	-	•	-	-	-		-	-	•
Stage 1	747	706	_		755	699	· -			-	-		-	_	-
Stage 2	647	694	-		831	705	-		-	-	-		-	-	-
Approach	Ë	}			: WB				NB				SB		
HCM Control Delay, s	11.8	}			11		· · · · · · · · · · · · · · · · · · ·		0.2			<del> </del>	0.4		
HCM LOS	E				В										
Minor Lane/Major Mymt	NBI	NBT	'NBR I	⊒BLn1V	VBLn1	-SBL	SBT	SBR							52771
Capacity (veh/h)	1359		-	565	686	1326	-	- construction (C	** 525" - 65; 684 \$ 405 \$ 5		TO A STATE OF THE		COMPACTOR		energy reflector
HCM Lane V/C Ratio	0.00		_	0.06	0.13	0.009		_							
HCM Control Delay (s)	7.			11.8	11-	7.7	_	٠.							
HCM Lane LOS			_	В	В	Α	_								
HCM 95th %tile Q(veh)		) -	٠.	0.2	0.4	0									
The second series of the series	·					•									

Intersection Delay, s/veh 9.3 Intersection LOS A	77.67.67.74.74.74
Intersection LOS A	所為他·特別 為於於《為於於》
Intersection LOS A	
Movement EBU EBL EBT EBR WBU WBL WBT WBR NBU NBL I	IBT NBR
Lane Configurations 4	<b>}</b>
Traffic Vol, veh/h 0 10 3 15 0 12 7 31 0 9	187 15
	187 15
Peak Hour Factor 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92	.92 0.92
Heavy Vehicles, % 2 2 2 2 2 2 2 2 2 2	2 2
	203 16
Number of Lanes 0 0 1 0 0 1 0 0 1	1 0
Approach EB WB NB	
Opposing Approach WB EB SB	
Opposing Lanes 1 1 3	
Conflicting Approach Left SB NB EB	
Conflicting Lanes Left 3 2 1	
Conflicting Approach Right NB SB WB	
Conflicting Lanes Right 2 3	
HCM Control Delay 8.5 8.6 10.2	
HCM LOS A B	
Lane NBLn1 NBLn2 EBLn1 WBLn1 SBLn2 SBLn3	
Vol Left, % 100% 0% 36% 24% 100% 0% 0%	
Vol Thru, % 0% 93% 11% 14% 0% 100% 88%	*
Vol Right, % 0% 7% 54% 62% 0% 0% 12%	
Sign Control Stop Stop Stop Stop Stop Stop	
Traffic Vol by Lane 9 202 28 50 9 133 75	
LT Vol 9 0 10 12 9 0 0	
Through Vol 0 187 3 7 0 133 66	
RT Vol 0 15 15 31 0 0 9	
Lane Flow Rate 10 220 30 54 10 144 82	
Lane Flow Rate       10       220       30       54       10       144       82         Geometry Grp       8       8       7       7       7       7       7	
Lane Flow Rate       10       220       30       54       10       144       82         Geometry Grp       8       8       7       7       7       7       7,         Degree of Util (X)       0.016       0.317       0.046       0.081       0.015       0.199       0.111	
Lane Flow Rate       10       220       30       54       10       144       82         Geometry Grp       8       8       7       7       7       7       7	
Lane Flow Rate       10       220       30       54       10       144       82         Geometry Grp       8       8       7       7       7       7       7,         Degree of Util (X)       0.016       0.317       0.046       0.081       0.015       0.199       0.111         Departure Headway (Hd)       5.747       5.193       5.498       5.348       5.465       4.962       4.878         Convergence, Y/N       Yes       Yes       Yes       Yes       Yes       Yes	
Lane Flow Rate       10       220       30       54       10       144       82         Geometry Grp       8       8       7       7       7       7       7,         Degree of Util (X)       0.016       0.317       0.046       0.081       0.015       0.199       0.111         Departure Headway (Hd)       5.747       5.193       5.498       5.348       5.465       4.962       4.878	
Lane Flow Rate       10       220       30       54       10       144       82         Geometry Grp       8       8       7       7       7       7       7         Degree of Util (X)       0.016       0.317       0.046       0.081       0.015       0.199       0.111         Departure Headway (Hd)       5.747       5.193       5.498       5.348       5.465       4.962       4.878         Convergence, Y/N       Yes       Yes       Yes       Yes       Yes       Yes	
Lane Flow Rate       10       220       30       54       10       144       82         Geometry Grp       8       8       7       7       7       7       7,         Degree of Util (X)       0.016       0.317       0.046       0.081       0.015       0.199       0.111         Departure Headway (Hd)       5.747       5.193       5.498       5.348       5.465       4.962       4.878         Convergence, Y/N       Yes       Yes       Yes       Yes       Yes       Yes         Cap       623       692       649       668       655       724       734	
Lane Flow Rate       10       220       30       54       10       144       82         Geometry Grp       8       8       7       7       7       7       7,         Degree of Util (X)       0.016       0.317       0.046       0.081       0.015       0.199       0.111         Departure Headway (Hd)       5.747       5.193       5.498       5.348       5.465       4.962       4.878         Convergence, Y/N       Yes       Yes       Yes       Yes       Yes       Yes       Yes         Cap       623       692       649       668       655       724       734         Service Time       3.484       2.93       3.251       3.096       3.195       2.692       2.608	
Lane Flow Rate       10       220       30       54       10       144       82         Geometry Grp       8       8       7       7       7       7       7,         Degree of Util (X)       0.016       0.317       0.046       0.081       0.015       0.199       0.111         Departure Headway (Hd)       5.747       5.193       5.498       5.348       5.465       4.962       4.878         Convergence, Y/N       Yes       Yes       Yes       Yes       Yes       Yes       Yes         Cap       623       692       649       668       655       724       734         Service Time       3.484       2.93       3.251       3.096       3.195       2.692       2.608         HCM Lane V/C Ratio       0.016       0.318       0.046       0.081       0.015       0.199       0.112	

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Intersection Delay, s/veh Intersection LOS

Movement  Lane Configurations	SBU	SBL <b>ጘ</b>	<u>SBT</u> ∱Դ	SBR	<u>argraphical control of cases</u>	AND SECTION AND SECTION	ALTAR COMMENTANT CONTRACTOR	**************************************
Traffic Vol, veh/h	0	9	199	9				
Future Vol, veh/h	0	9	199	9				
Peak Hour Factor	0.92	0.92	0.92	0.92				
Heavy Vehicles, %	2	2	2	2				
Mvmt Flow	0	10	216	10				
Number of Lanes	0	1	2	0				
Approach		SB		100				
Opposing Approach		NB		_				
Opposing Lanes		2						
Opposing Lanes	•	2						
Conflicting Approach Left	•	WB						
Conflicting Approach Left Conflicting Lanes Left		_						
Conflicting Approach Left Conflicting Lanes Left Conflicting Approach Right		_						
Conflicting Approach Left Conflicting Lanes Left Conflicting Approach Right Conflicting Lanes Right		WB 1						
Conflicting Approach Left Conflicting Lanes Left Conflicting Approach Right		WB 1						

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	-		<b>Y</b>	<b>V</b>			<b>\</b>	<b>I</b>	en e		<b>T</b>	
Movement	EBL	THE PERSON NAMED IN COLUMN	EBR	<u>WBL.</u>	WBT	WBR	NBL	NBT	NBR	SBL	SBT/.	SBR
Lane Configurations	0	<b>↑</b> ↑	<b>7</b>	<b>1717</b>	<b>↑</b> ↑	^		•	•	<b>\</b>	4	207
Traffic Volume (veh/h)	. 0	1150	517	470	1059	0	. 0	0	0	299	1	837
Future Volume (veh/h)	0	1150	517	470	1059	0	0	, ,0	0	299	1	837
Number	5	2	12	1	6	16				3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00	4.00	1.00	1.00	4.00	1.00				1.00	4.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	. 0	1863	1863	1863	1863	0				1863	1863	1863
Adj Flow Rate, veh/h	0	1250	562	511	1151	0				217	0	1026
Adj No. of Lanes	0	2	1	2	2	0				1	0	. 2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92				0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	2	. 2	0				2	2	2
Cap, veh/h	0	1384	619	563	2141	0				523	0	934
Arrive On Green	0,00	0.39	0.39	0.16	0.60	0.00				0.29	0.00	0.29
Sat Flow, veh/h	0	3632	1583	3442	3632	0				1774	0	3167
Grp Volume(v), veh/h	0	1250	562	511	1151	0				217	0	1026
Grp Sat Flow(s),veh/h/ln	0	1770	1583	1721	1770	0				1774	0	1583
Q Serve(g_s), s	0.0	29.9	30.1	13.1	17.1	0.0				8.8	0.0	26.5
Cycle Q Clear(g_c), s	0.0	29.9	30.1	13.1	17.1	0.0				8.8	0.0	26.5
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1384	619	563	2141	0				523	0	934
V/C Ratio(X)	0.00	0.90	0.91	0.91	0.54	0.00				0.41	0.00	1.10
Avail Cap(c_a), veh/h	0	1391	622	563	2147	0				523	0	934
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	25.7	25.8	36.9	10.4	0.0	**			25.4	0.0	31.7
Incr Delay (d2), s/veh	0.0	8.5	17.1	18.5	0.3	0.0				2.4	0.0	60.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	16.2	16.1	7.7	8.4	0.0				4.7	0.0	19.4
LnGrp Delay(d),s/veh	0.0	34.3	43.0	55.4	10.7	0.0				27.9	0.0	91.8
LnGrp LOS		С	D	E	В					С		F
Approach Vol, veh/h		1812			1662						1243	
Approach Delay, s/veh		37.0			24.4						80.6	
Approach LOS		D	١		С						F	341
Timer	1.	- 2	3	4.	5	6	7	. 8				
Assigned Phs	1	2		7.		6		8			Anna in the seasons when	
Phs Duration (G+Y+Rc), s	19.2	39.6				58.8		31.0				
Change Period (Y+Rc), s	4.5	4.5				4.5		4.5		4.		
Max Green Setting (Gmax), s	14.7	35.3				54.5		26.5				
Max Q Clear Time (g_c+I1), s	15.1	32.1	A			19.1		28.5				
Green Ext Time (p_c), s	0.0	3.0				26.5		0.0				
Intersection Summary.	i.	4.00										
HCM 2010 Ctrl Delay	- Juganian		44.0			The state of the state of			A CONTRACTOR OF THE PARTY OF TH	ay tan amin'ny 1900 1909	and the second second	and the second second second
HCM 2010 LOS			D						4.1.			
Notes			100									

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Maria de Principal	/ For	V Zebr	▼ NA/SN	A A PROFESSION	-	≅kirii≅	l New	/ 	ZABIS	▼ Vonati	ODB	
Movement EBL		KEDIN.	* VVDL	WBT	WBR	NBL	NBT:	NBR	SBL	SBT	SBR	
Lane Configurations 77 Traffic Volume (veh/h) 480	<b>↑↑</b> 965	0	Ó	<b>↑↑</b> 1092	<b>3</b> 07	<b>ት</b>	- ♣	706	٥	٥	0	
Future Volume (veh/h) 480	965	0	0	1092	307	429 429	0	796 796	. · 0 0	0	0 0	
Number 5	2	12	1	6	16	3	8	18	U	U	U	
Initial Q (Qb), veh 0	0	. 12	0	0	0	0	0	0				
Ped-Bike Adj(A_pbT) 1.00		1.00	1.00		1.00	1.00	U	1.00				
Parking Bus, Adj 1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Adj Sat Flow, veh/h/ln 1863	1863	0	0.00	1863	1863	1863	1863	1863				
Adj Flow Rate, veh/h 522	1049	0	0	1187	334	311	0	1031				
Adj No. of Lanes 2	2	0	. 0	2	1	. 1	. 0	2				
Peak Hour Factor 0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92				
Percent Heavy Veh, % 2	2	0.02	0.52	2	2	2	2	2				
Cap, veh/h 605	2183	0	0	1383	619	503	0	897				
Arrive On Green 0.18	0.62	0.00	0.00	0.39	0.39	0,28	0.00	0.28				
Sat Flow, veh/h 3442	3632	0.00	0.00	3632	1583	1774	0.00	3167				*
Grp Volume(v), veh/h 522	1049	0	0	1187	334	311	0					
Grp Sat Flow(s), veh/h/ln1721	1770	0	0	1770	1583	1774	0	1583				
Q Serve(g_s), s 13.3	14.5	0.0	0.0	27.7	14.7	13.7	0.0	25.5				
Cycle Q Clear(g_c), s 13.3	14.5	0.0	0.0	27.7	14.7	13.7	0.0	25.5				
Prop In Lane 1.00	17.0	0.00	0.00	- 21.1	1.00	1.00	0.0	1.00				
Lane Grp Cap(c), veh/h 605	2183	0.00	0.00	1383	619	503	0	897		• -		
V/C Ratio(X) 0.86	0.48	0.00	0.00	0.86	0.54	0.62	0.00	1.15				
Avail Cap(c_a), veh/h 688	2183	0.00	0.00	1383	619	503	0.00	897				
HCM Platoon Ratio 1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Upstream Filter(I) 1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00				
Uniform Delay (d), s/veh 36.0	9.4	0.0	0.0	25.1	21.2	28.0	0.0	32.3				
Incr Delay (d2), s/veh 10.0	0.8	0.0	0.0	7.1	3.4	5.6	0.0	80.1		1, 4		
Initial Q Delay(d3),s/veh 0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0				
%ile BackOfQ(50%),veh/ln7.1	7.2	0.0	0.0	14.9	7.0	7.4	0.0	21.1				
LnGrp Delay(d),s/veh 46.0	10.2	0.0	0.0	32.2	24.5	33.7	0.0	112.3				
LnGrp LOS D	В		Ģ.o	C	C	C	0.0	F				
Approach Vol, veh/h	1571			1521	<u> </u>		1342	<del> i</del>				
Approach Delay, s/veh	22.1			30.5			94.1					
Approach LOS	- C			C			F					
NAME AND ADDRESS OF THE PARTY O									N. P. S.	e de en este este este este este este este		
Timer: 12	<u>, , , , , , , , , , , , , , , , , , , </u>	3	4	://	6)/ 6)/ C	$f_{ij} = f_{ij}$	. 4. 8.	Charles and the	240			
Assigned Phs	2			5	6		8					
Phs Duration (G+Y+Rc), s	60.0			20.3	39.7		30.0					
Change Period (Y+Rc), s	4.5			4.5	4.5		4.5				the second second	
Max Green Setting (Gmax), s	55.5			18.0	33.0		25.5					
Max Q Clear Time (g_c+l1), s	16.5			15.3	29.7		27.5	*.			et i se en	
Green Ext Time (p_c), s	24.8			0.6	3.1		0.0					
Intersection Summary												
HCM 2010 Ctrl Delay		46.8										
HCM 2010 LOS		D										
Notes				7.1				4				

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Movement:	EBL	EBT	EBR	·WBL	WBŢ.	WBR	· NBL :	NBT.	NBR	SBL	SBT	SBR
Lane Configurations	ħ	ተተ	77	14	<b>†</b> †	7	14.14	<u></u>	#	ሻ	ĵ <sub>a</sub>	
Traffic Volume (veh/h)	36	1257	255	204	990	.0	367	18	177	· o	8	29
Future Volume (veh/h)	36	1257	255	204	990	0	367	18	177	0	8	29
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	39	1366	277	222	1076	0	399	20	192	0	9	32
Adj No. of Lanes	1	2	·s." 1s	1	2	1	2	1	1	1	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	59	1384	619	229	1723	771	413	643	546	2	65	230
Arrive On Green	0.03	0.39	0.39	0.13	0.49	0.00	0.12	0.34	0.34	0.00	0.18	0.18
Sat Flow, veh/h	1774	3539	1583	1774	3539	1583	3442	1863	1583	1774	359	1278
Grp Volume(v), veh/h	39	1366	277	222	1076	0	399	20	192	0	0	41
Grp Sat Flow(s), veh/h/ln	1774	1770	1583	1774	1770	1583	1721	1863	1583	1774	0	1637
Q Serve(g_s), s	2.2	38.3	12.9	12.5	22.4	0.0	11.5	0.7	9.0	0.0	0.0	2.1
Cycle Q Clear(g_c), s	2.2	38.3	12.9	12.5	22.4	0.0	11.5	0.7	9.0	0.0	0.0	2.1
Prop In Lane	1.00	00.0	1.00	1.00	. 22.7	1.00	1.00	0.7	1.00	1.00	0.0	0.78
Lane Grp Cap(c), veh/h	59	1384	619	229	1723	771	413	643	546	2	0	295
V/C Ratio(X)	0.66	0.99	0.45	0.97	0.62	0.00	0.97	0.03	0.35	0.00	0.00	0.14
Avail Cap(c_a), veh/h	115	1384	619	229	1723	771	413	643	546	89		295
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0 1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00		
Uniform Delay (d), s/veh	47.8	30.2	22.5	43.4	18.9	0.00	43.8				0.00	1.00
Incr Delay (d2), s/veh	12.2	21.3	2.3	50.9	1.7		35.4	21.7	24.4	0.0	0.0	34.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0		0.0	0.0		0.1	1.8	0.0	0.0	1.0
	1.3			0.0			0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%), veh/ln	60.0	22.7	6.0	9.3	11.3	0.0	7.5	0.4	4.2	0.0	0.0	1.0
LnGrp Delay(d),s/veh		51.5 D	24.8	94.2 F	20.6	0.0	79.2	21.8	26.2	0.0	0.0	35.5
LnGrp LOS	E		С	<u> </u>	C		E	C	С			<u>D</u>
Approach Vol, veh/h	. :.	1682			1298			611			41	
Approach Delay, s/veh		47.3			33.2			60.7			35.5	
Approach LOS		D		* .	C			. • E			D	
Timer ,	1	2	3.	· 4	5	6	7.	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	17.4	43.6	16.5	22.5	7.8	53.2	0.0	39.0				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	12.9	39.1	12.0	18.0	6.5	45.5	5.0	25.0				
Max Q Clear Time (g_c+l1), s		40.3	13.5	4.1	4.2	24.4	0.0	11.0				
Green Ext Time (p_c), s	0.0	0.0	0.0	8.0	0.0	16.9	0.0	0.8				
Intersection Summary												
HCM 2010 Ctrl Delay		10.00	44.4		-2.1.5E(2.1.9 S.P.750)	and the second second second	13.613.945.09150	4 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7	a marine scarce and a		e de compositor de la c	water registrate
HCM 2010 LOS			D									
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Movement	A PROPERTY OF THE PARTY OF THE	EBR	WBL	.WBT	WBR	NBL	NBT	NBR.	SBL	SBT	SBR				
Lane Configurations		7	ħ	<b>^</b>	7	ሻ	<b>∱</b> }		ሻ	↑↑	7				
Traffic Volume (veh/h) 233	1132	90	32	849	59	93	44	67	67	117	254				
Future Volume (veh/h) 233	1132	90	32	849	59	93	44	67	67	117	254				
Number	2	12	1	- 6	16	3	8	18	. 7	4	14				
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0				
Ped-Bike Adj(A_pbT) 1.00	)	1.00	1.00		1.00	1.00		1.00	1.00		1.00				
Parking Bus, Adj 1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Adj Sat Flow, veh/h/in 1863	1863	1863	1863	1863	1863	1863	1863	1900	1863	1863	1863				
Adj Flow Rate, veh/h 253	1230	98	35	923	64	101	48	73	73	127	276				
Adj No. of Lanes	2	1	1.	2	. 1	1	2	0	1	2	1				
Peak Hour Factor 0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92				
Percent Heavy Veh, %	2	2	2	2	2	. 2	2	2	2	2	2				
Cap, veh/h 292	1556	696	61	1095	490	130	389	348	120	758	339				
Arrive On Green 0.16	0.44	0.44	0.03	0.31	0.31	0.07	0.22	0.22	0.07	0.21	0.21				
Sat Flow, veh/h 1774	3539	1583	1774	3539	1583	1774	1770	1583	1774	3539	1583				
Grp Volume(v), veh/h 253		98	35	923	64	101	48	73	73	127	276		*****		<del></del>
Grp Sat Flow(s), veh/h/ln1774		1583	1774	1770	1583	1774		1583	1774	1770	1583				
Q Serve(g_s), s 10.5		2.8	1.5	18.4	2.2	4.2	1.6	2.9	3.0	2.2	12.5				
Cycle Q Clear(g_c), s 10.5		2.8	1.5	18.4	2.2	4.2	1.6	2.9	3.0	2.2	12.5				
Prop In Lane 1.00		1.00	1.00	101	1.00	1.00	1.0	1.00	1.00	2.2	1.00				
Lane Grp Cap(c), veh/h 292		696	61	1095	490	130	389	348	120	758	339				
V/C Ratio(X) 0.87		0.14	0.57	0.84	0.13	0.77	0.12	0.21	0.61	0.17	0.81				
Avail Cap(c_a), veh/h 296		696	117	1095	490	275	421	377	422	1137	509				
HCM Platoon Ratio 1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Upstream Filter(I) 1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Uniform Delay (d), s/veh 30.8		12.6	36.0	24.4	18.8	34.4	23.6	24.1	34.3	24.2	28.3				
Incr Delay (d2), s/veh 22.5		0.4	8.2	7.9	0.6	9.4	0.1	0.3	4.9	0.1	6.1				
Initial Q Delay(d3),s/veh 0.0		0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0				
%ile BackOfQ(50%),veh/ln7.0		1.3	0.0	10.2	1.0	2.4	0.8	1.3	1.6	1.1	6.0				
LnGrp Delay(d),s/veh 53.2		13.1	44.2	32.3	19.3	43.8	23.8	24.4	39.1	24.3	34.4				
LnGrp LOS		13.1 B	44.2 D	32.3 C	19.3 B	43.0 D	23.6 C	24.4 C	. 39.1 D	24.3 C	34.4 C				
			<u> </u>		<u> </u>										<del></del>
Approach Vol, veh/h	1581			1022			222			476			• •		
Approach Delay, s/veh	26.7			31.9			33.1			32.4					
Approach LOS	C			С			C			С					
Timer	2	3	4	5.	. 6	.7	. 8				Y				100
Assigned Phs	2	3	4	5	6	7	8				**********				
Phs Duration (G+Y+Rc), s7.		10.1	20.7	17.0	27.9	9.6	21.1	,							
Change Period (Y+Rc), s 4.5		4.5	4.5	4.5	4.5	4.5	4.5								- 1.1
Max Green Setting (Gmax5.6		11.7	24.3	12.6	23.4	18.0	18.0								
Max Q Clear Time (g_c+l13,		6.2	14.5	12.5	20.4	5.0	4.9								
Green Ext Time (p_c), s 0.0		0.1	1.7	0.0	2.7	0.1	1.9								
Intersection Summary		<b>.</b>	Y. 7											g vene	7771
		20 G	owyy.	es en establis		ATA ACAM		(509)3073	es martin		0.50 // A/I	5-10-00 PM	Marie)	A956(4)	**************************************
HCM 2010 Ctrl Delay		29.6													
HCM 2010 LOS		C		•								,			

Mioversient    EBL   EBR   NBL   NBT   SBT   SBR							····································						
Lane Configurations Traffic Volume (velvh) 329 100 87 239 315 54  Velture Volume (velvh) 329 100 87 239 315 54  Number 5 12 3 8 4 14 Initial O(16), veh 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0		<b>≯</b>	•	4	<b>†</b>	Ţ	4						
Lane Configurations Traffic Volume (vehrh) 329 100 87 239 315 54  Treffic Volume (vehrh) 329 100 87 239 315 54  Number 5 12 3 8 4 14 Initial O (20), veh 100 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Movement	ÉBL	EBR	NBL	NBT.	SRT	SBR						4
Traffic Volume (velvhr) 329 100 87 239 315 54  Future Volume (velvhr) 329 100 87 239 315 54  Number 5 12 3 8 4 14  Initial Q (2b), veh 0 0 0 0 0 0 0 0  Parking Bus, Adj 1.00 1.00 1.00 1.00 1.00  Parking Bus, Adj 1.00 1.00 1.00 1.00 1.00 1.00  Adj Sat Flow, velvhr/lin 1863 1863 1863 1863 1863 1863 1863 1863		tariotistics since in			11 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1	THE PART OF THE PA	THE PERSON NAMED IN	e to Face in Debe 246.	1.00	2002-00-00-00-00-00-00-00-00-00-00-00-00	ga ayare yana		5 Ball 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
Future Volume (veh/h)  Number    S						315							
Number 5 12 3 8 4 14 14   Initial Q (Qb), veh 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0													
Initial Q (Ob), weh													
Ped-Bike Adj(A, pbT) 1.00 1.00 1.00 1.00 1.00 1.00 1.00 Adj Star Flow, verhirbin 1863 1863 1863 1863 1863 1863 1863 1863													
Parking Bus, Adj Adj Sat Flow, veh/h/n Adj Sat Flow, veh/h/n Adj How Rate, veh/h Adj H										4,			
Adj Saf Flow, veh/hl/n					1.00								
Adj Flow Rate, veh/h Adj No of Lanes 2 1 1 2 2 1 Peak Hour Factor 0.92 0.92 0.92 0.92 0.92 Percent Heavy Veh, % 2 2 2 2 2 2 2 Cap, veh/h 563 259 681 2364 709 317 Arrive On Green 0.16 0.16 0.38 0.67 0.20 0.20 Sat Flow, veh/h 3442 1583 1774 3632 3632 1583 Grp Volume(v), veh/h 1721 1583 1774 3632 3632 1583 Grp Volume(v), veh/h 1721 1583 1774 1770 1770 1583 Q Serve(g.s.), s 5.2 3.3 1.9 1.4 4.6 1.7 Prop In Lane 1.00 1.00 1.00 Lane Grp Cap(c), veh/h 1642 756 681 3676 2020 904 HOM Paton Ratio 1.00 1.00 1.00 1.00 Upstream Filter(l) 1.00 1.00 1.00 1.00 1.00 Upstream Filter(l) 1.00 1.00 1.00 1.00 Upstream Filter(l) 1.00 1.00 1.00 1.00 Uniform Delay (d), s/veh 1.2 1.1 0.4 0.0 0.5 0.3 Initial Q Delay(d3), s/veh 0.0 0.0 0.0 0.0 0.0 Wile BackOrQ(50%), veh/h 467 355 401 Approach Vol, veh/h 467 355 402 Approach Vol, veh/h 467 355 403 Assigned Phs 2 3 4 5 6 8 Assigned Phs 2 4 5 45 4.5 Assigned Phs 4 5 4.5 Assigned Phs 4 6 3.4  Initial C C th Delay  HCM 2010 C th Delay													
Adj No. of Lanes 2 1 1 1 2 2 1 1 Peak Hour Factor 0.92 0.92 0.92 0.92 0.92 Percrent Heavy Veh, % 2 2 2 2 2 2 2 2 Cap, veh/h 563 259 681 2364 709 317 Arrive On Green 0.16 0.16 0.38 0.67 0.20 0.20 Sast Flow, veh/h 3442 1583 1774 3632 1583 Grp Volume(v), veh/h 358 109 95 260 342 59 Grp Sat Flow(s), veh/h/ln 1721 1583 1774 1770 1770 1583 Q Serve(g_s), s 52 3.3 1.9 1.4 4.6 1.7 Prop In Lane 1.00 1.00 1.00 1.00 Lane Grp Cap(c), veh/h 563 259 681 2364 709 317 V/C Ratio(X) V/C													
Peak Hour Factor         0.92         0.93         1.7         4         1.02         0.02         0.92         0.93         3.7         4         1.02         0.02													
Percent Heavy Veh, % 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2										•			
Cap, veh/h													
Arrive On Green       0.16 Sat Flow, weh/h       3442 1583 1774 3632 3632 1583       0.67 0.20 0.20 0.20 0.20 0.20 0.20 0.20 0.2													
Sat Flow, veh/h         3442         1583         1774         3632         3632         1583           Grp Vat Flow(s), veh/h/n         358         109         95         260         342         59           Grp Sat Flow(s), veh/h/n         1721         1583         1774         1770         1770         1583           Qsene(g, s), s         5.2         3.3         1.9         1.4         4.6         1.7           Cycle Q Clear(g, c), s         5.2         3.3         1.9         1.4         4.6         1.7           Prop In Lane         1.00         1.00         1.00         1.00         1.00           Lane Grp Cap(c), veh/h         563         259         681         2364         709         317           V/C Ratio(X)         0.64         0.42         0.14         0.11         0.48         0.19           Avail Cap(e, a), veh/h         1642         756         681         3676         2020         904           HCM Platon Ratio         1.00         1.00         1.00         1.00         1.00         1.00           Uniform Delay (d), siveh         1.00         1.00         1.00         1.00         1.00           Initial Q Delay(d3), siveh <td></td>													
Grp Volume(v), veh/h 358 109 95 260 342 59 Grp Sat Flow(s),veh/h/ln 1721 1583 1774 1770 1770 1583 Q Serve(g_s), s 5.2 3.3 1.9 1.4 4.6 1.7 Cycle Q Clear(g_c), s 5.2 3.3 1.9 1.4 4.6 1.7 Prop In Lane 1.00 1.00 1.00 1.00 1.00 1.00 Lane Grp Cap(c), veh/h 563 259 681 2364 709 317 V/C Ratio(X) 0.64 0.42 0.14 0.11 0.48 0.19 Avail Cap(c_a), veh/h 1642 756 681 3676 2020 904 HCM Platon Ratio 1.00 1.00 1.00 1.00 1.00 1.00 1.00 Upstream Filter(I) 1.00 1.00 1.00 1.00 1.00 1.00 1.00 Uniform Delay (d), s/veh 20.9 20.1 10.7 3.2 18.9 17.8 Incr Delay (d2), s/veh 1.2 1.1 0.4 0.0 0.5 0.3 Initial Q Delay(d3), s/veh 0.0 0.0 0.0 0.0 0.0 0.0 Wile BackOfC(50%), veh/ln 2.5 1.5 1.0 0.7 2.3 0.7 LnGrp Delay(d), s/veh 22.1 21.2 11.2 3.2 19.4 18.0 LnGrp LOS C C B A B B Approach Vol, veh/h 467 Approach Delay, s/veh 21.9 5.3 19.2 Approach LOS C C A B Phs Duration (G+Y+Rc), s 13.2 25.0 15.2 40.2 Change Period (Y+Rc), s 4.5 4.5 4.5 4.5 Max Green Setting (Gmax), s 25.5 20.5 30.5 Max Q Clear Time (g_c+1), s 7.2 3.9 6.6 3.4 Green Ext Time (g_c+11), s 7.2 3.9 6.6 3.4 Intersection Summany HCM 2010 Ctrl Delay 16.2													
Grp Sat Flow(s), veh/h/ln													
Q Serve(g_s), s 5.2 3.3 1.9 1.4 4.6 1.7  Cycle Q Clear(g_c), s 5.2 3.3 1.9 1.4 4.6 1.7  Prop In Lane										•			
Cycle Q Clear(g_c), s       5.2       3.3       1.9       1.4       4.6       1.7         Prop In Lane       1.00       1.00       1.00       1.00         Lane Grp Cap(c), veh/h       563       259       681       2364       709       317         V/C Ratio(X)       0.64       0.42       0.14       0.11       0.48       0.19         Avail Cap(c_a), veh/h       1642       756       681       3676       2020       904         HCM Platoon Ratio       1.00       1.00       1.00       1.00       1.00       1.00       1.00         Upstream Filter(f)       1.00       1.00       1.00       1.00       1.00       1.00       1.00         Uniform Delay (d), s/veh       20.9       20.1       10.7       3.2       18.9       17.8       Incredelay (d2), s/veh       1.2       1.1       0.4       0.0       0.5       0.3       Initial Q Delay(d3), s/veh       0.0													
Prop In Lane         1.00         1.00         1.00         1.00           Lane Grp Cap(c), veh/h         563         259         681         2364         709         317           V/C Ratio(X)         0.64         0.42         0.14         0.11         0.48         0.19           Avail Cap(c_a), veh/h         1642         756         681         3676         2020         904           HCM Platoon Ratio         1.00         1.00         1.00         1.00         1.00         1.00           Upstream Filter(I)         1.00         1.00         1.00         1.00         1.00         1.00           Uniform Delay (d), s/veh         20.9         20.1         10.7         3.2         18.9         17.8           Incr Delay (d2), s/veh         1.2         1.1         0.4         0.0         0.5         0.3           Initial Q Delay(d3), s/veh         1.2         1.5         1.0         0.7         2.3         0.7           LnGrp Delay(d), s/veh         22.1         21.2         21.2         3.2         19.4         18.0           LnGrp Delay (s/veh         22.1         21.2         11.2         3.2         19.4         18.0           LnGrp LOS													
Lane Grp Cap(c), veh/h 563 259 681 2364 709 317  V/C Ratio(X) 0.64 0.42 0.14 0.11 0.48 0.19  Avail Cap(c_a), veh/h 1642 756 681 3676 2020 904  HCM Platoon Ratio 1.00 1.00 1.00 1.00 1.00 1.00  Upstream Filter(I) 1.00 1.00 1.00 1.00 1.00 1.00  Uniform Delay (d), s/veh 20.9 20.1 10.7 3.2 18.9 17.8  Incr Delay (d2), s/veh 1.2 1.1 0.4 0.0 0.5 0.3  Initial Q Delay(d3),s/veh 0.0 0.0 0.0 0.0 0.0  %ile BackOfQ(50%), veh/ln 2.5 1.5 1.0 0.7 2.3 0.7  LnGrp Delay(d), s/veh 22.1 21.2 11.2 3.2 19.4 18.0  LnGrp LOS C C B A B B  Approach Vol., veh/h 467 355 401  Approach Delay, s/veh 21.9 5.3 19.2  Approach LOS C C B A B  Phs Duration (G+Y+Rc), s 13.2 25.0 15.2 40.2  Change Period (Y+Rc), s 4.5 4.5 4.5  Max Green Setting (Gmax), s 25.5 20.5 30.5  Max Q Clear Time (g_c+11), s 7.2 3.9 6.6  Green Ext Time (p_c), s 1.6 0.2 4.1  Intersection Summary  HCM 2010 Ctrl Delay  HCM 2010 Ctrl Delay  HCM 2010 Ctrl Delay  HCM 2010 Ctrl Delay					1.4	4.6							
V/C Ratio(X)       0.64       0.42       0.14       0.11       0.48       0.19         Avail Cap(c_a), veh/h       1642       756       681       3676       2020       904         HCM Platoon Ratio       1.00       1.00       1.00       1.00       1.00       1.00         Upstream Filter(I)       1.00       1.00       1.00       1.00       1.00       1.00         Uniform Delay (d), s/veh       20.9       20.1       10.7       3.2       18.9       17.8         Incr Delay (d2), s/veh       1.2       1.1       0.4       0.0       0.5       0.3         Initial Q Delay(d3), s/veh       0.0       0.0       0.0       0.0       0.0       0.0         %ile BackOfQ(50%), veh/in       2.5       1.5       1.0       0.7       2.3       0.7         LnGrp Delay(d), s/veh       22.1       21.2       11.2       3.2       19.4       18.0         LnGrp LOS       C       C       B       A       B       B         Approach Vol, veh/h       467       355       401         Approach LOS       C       A       B         Firmer       1       2       3       4       8     <					0004	700					•		
Avail Cap(c_a), veh/h HCM Platoon Ratio 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0													
HCM Platoon Ratio													
Upstream Filter(I)													
Uniform Delay (d), s/veh 20.9 20.1 10.7 3.2 18.9 17.8 Incr Delay (d2), s/veh 1.2 1.1 0.4 0.0 0.5 0.3 Initial Q Delay(d3), s/veh 0.0 0.0 0.0 0.0 0.0 0.0 0.0 %ile BackOfQ(50%), veh/ln 2.5 1.5 1.0 0.7 2.3 0.7 LnGrp Delay(d), s/veh 22.1 21.2 11.2 3.2 19.4 18.0 LnGrp LOS C C B A B B A B A B B A B B A B B A B B A B B A B B A B B A B B A B B A B B A B B A B B A B B B A B B A B B B A B B B A B B B A B B B B B A B											1.1		
Incr Delay (d2), s/veh													
Initial Q Delay(d3),s/veh   0.0													
%ile BackOfQ(50%), veh/In       2.5       1.5       1.0       0.7       2.3       0.7         LnGrp Delay(d), s/veh       22.1       21.2       11.2       3.2       19.4       18.0         LnGrp LOS       C       C       B       A       B       B         Approach Vol, veh/h       467       355       401         Approach Delay, s/veh       21.9       5.3       19.2         Approach LOS       C       A       B         Timer       1       2       3       4       5       6       7/8         Assigned Phs       2       3       4       8       8         Phs Duration (G+Y+Rc), s       13.2       25.0       15.2       40.2         Change Period (Y+Rc), s       4.5       4.5       4.5         Max Green Setting (Gmax), s       25.5       20.5       30.5       55.5         Max Q Clear Time (g_c+I1), s       7.2       3.9       6.6       3.4         Green Ext Time (p_c), s       1.6       0.2       4.1       4.5         Intersection Summary.         HCM 2010 Ctrl Delay       16.2													
LnGrp Delay(d),s/veh       22.1       21.2       11.2       3.2       19.4       18.0         LnGrp LOS       C       C       B       A       B       B         Approach Vol, veh/h       467       355       401         Approach Delay, s/veh       21.9       5.3       19.2         Approach LOS       C       A       B         Image:										* .*.* .			
LnGrp LOS         C         C         B         A         B         B           Approach Vol, veh/h         467         355         401           Approach Delay, s/veh         21.9         5.3         19.2           Approach LOS         C         A         B           Timer         1         2         3         4         5         6         7         8           Assigned Phs         2         3         4         5         6         7         8           Assigned Phs         2         3         4         8         8           Phs Duration (G+Y+Rc), s         13.2         25.0         15.2         40.2           Change Period (Y+Rc), s         4.5         4.5         4.5           Max Green Setting (Gmax), s         25.5         20.5         30.5         55.5           Max Q Clear Time (g_c+I1), s         7.2         3.9         6.6         3.4           Green Ext Time (p_c), s         1.6         0.2         4.1         4.5           Intersection Summary.           HCM 2010 Ctrl Delay         16.2													
Approach Vol, veh/h       467       355       401         Approach Delay, s/veh       21.9       5.3       19.2         Approach LOS       C       A       B         Timer       1       2       3       4       5       6       7       8         Assigned Phs       2       3       4       8       8         Phs Duration (G+Y+Rc), s       13.2       25.0       15.2       40.2         Change Period (Y+Rc), s       4.5       4.5       4.5         Max Green Setting (Gmax), s       25.5       20.5       30.5       55.5         Max Q Clear Time (g_c+I1), s       7.2       3.9       6.6       3.4         Green Ext Time (p_c), s       1.6       0.2       4.1       4.5         Intersection Summary         HCM 2010 Ctrl Delay       16.2													
Approach Delay, s/veh 21.9 5.3 19.2 Approach LOS C A B  Timer: 1 2 3 4 5 6 7 8  Assigned Phs 2 3 4 8  Phs Duration (G+Y+Rc), s 13.2 25.0 15.2 40.2  Change Period (Y+Rc), s 4.5 4.5 4.5 4.5  Max Green Setting (Gmax), s 25.5 20.5 30.5 55.5  Max Q Clear Time (g_c+I1), s 7.2 3.9 6.6 3.4  Green Ext Time (p_c), s 1.6 0.2 4.1 4.5  Intersection Summary.  HCM 2010 Ctrl Delay 16.2			C	В			В			,			
Approach LOS       C       A       B         [imer]       1       2       3       4       5       6       7       8         Assigned Phs       2       3       4       8         Phs Duration (G+Y+Rc), s       13.2       25.0       15.2       40.2         Change Period (Y+Rc), s       4.5       4.5       4.5         Max Green Setting (Gmax), s       25.5       20.5       30.5       55.5         Max Q Clear Time (g_c+l1), s       7.2       3.9       6.6       3.4         Green Ext Time (p_c), s       1.6       0.2       4.1       4.5         Intersection Summary         HCM 2010 Ctrl Delay       16.2	Approach Vol, veh/h					401							
Timer	Approach Delay, s/veh	21.9			5.3	19.2							
Assigned Phs 2 3 4 8 Phs Duration (G+Y+Rc), s 13.2 25.0 15.2 40.2 Change Period (Y+Rc), s 4.5 4.5 4.5 Max Green Setting (Gmax), s 25.5 20.5 30.5 55.5 Max Q Clear Time (g_c+I1), s 7.2 3.9 6.6 3.4 Green Ext Time (p_c), s 1.6 0.2 4.1 4.5  Intersection Summary. HCM 2010 Ctrl Delay 16.2	Approach LOS	C			Α	В				•			
Assigned Phs 2 3 4 8 Phs Duration (G+Y+Rc), s 13.2 25.0 15.2 40.2 Change Period (Y+Rc), s 4.5 4.5 4.5 Max Green Setting (Gmax), s 25.5 20.5 30.5 55.5 Max Q Clear Time (g_c+I1), s 7.2 3.9 6.6 3.4 Green Ext Time (p_c), s 1.6 0.2 4.1 4.5  Intersection Summary. HCM 2010 Ctrl Delay 16.2	Timer	1.	2	ુ ર	4		6	7	Ω			GT 52.5	
Phs Duration (G+Y+Rc), s       13.2       25.0       15.2       40.2         Change Period (Y+Rc), s       4.5       4.5       4.5         Max Green Setting (Gmax), s       25.5       20.5       30.5       55.5         Max Q Clear Time (g_c+l1), s       7.2       3.9       6.6       3.4         Green Ext Time (p_c), s       1.6       0.2       4.1       4.5         Intersection Summary         HCM 2010 Ctrl Delay       16.2		2000 oo da	CONTRACTOR OF STREET	and the second reserve		Υ.		A 10 A 10 A 17 A	AND PRESENTATIONS SAN		2.5.70094.3		1
Change Period (Y+Rc), s       4.5       4.5       4.5         Max Green Setting (Gmax), s       25.5       20.5       30.5       55.5         Max Q Clear Time (g_c+l1), s       7.2       3.9       6.6       3.4         Green Ext Time (p_c), s       1.6       0.2       4.1       4.5         Intersection Summary         HCM 2010 Ctrl Delay       16.2											· · · ·		
Max Green Setting (Gmax), s       25.5       20.5       30.5       55.5         Max Q Clear Time (g_c+l1), s       7.2       3.9       6.6       3.4         Green Ext Time (p_c), s       1.6       0.2       4.1       4.5         Intersection Summary.         HCM 2010 Ctrl Delay       16.2													
Max Q Clear Time (g_c+l1), s       7.2       3.9       6.6       3.4         Green Ext Time (p_c), s       1.6       0.2       4.1       4.5         Intersection Summary       HCM 2010 Ctrl Delay       16.2							**						
Green Ext Time (p_c), s       1.6       0.2       4.1       4.5         Intersection Summary       4.5         HCM 2010 Ctrl Delay       16.2													
Intersection Summary HCM 2010 Ctrl Delay 16.2													
HCM 2010 Ctrl Delay 16.2	,	23.00	0.1	U.Z	4.1	Labori, 2001 V construit - 1000 mm.		2012-0012-0012-0012-0012-0012-0012-0012	4.5	W		V-11-0-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1	
				Contract to the N					1				
HCM 2010 LOS B													
	HCM 2010 LOS			В									

	•		_		+	1	•	†	<i>&gt;</i>	<u> </u>	1	1
Movement	EBL	EBT	• EBR	WBL	WBT	WBR	NBL:	NBT .	NBR	SBL	▼ ŠBT	SBR
Lane Configurations	*	ĵ,			4		*	<b>†</b> }		<b>``</b>	<u>ተ</u> ተ	<u>'''</u>
Traffic Volume (veh/h)	23	10	26	9	9	25	83	277	20	35	346	6
Future Volume (veh/h)	23	10	26	9	9	25	83	277	20	35	346	6
Number	- 5	2	12	1	6	16	. 3	- 8	18	7	4	14
Initial Q (Qb), veh	Ō	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1900	1863	1900	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	25	11	28	10	10	27	90	301	22	38	376	7
Adj No. of Lanes	1	1	0	0	1	0	1	2	- 0	. 1.	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	773	215	548	193	206	428	123	813	59	72	758	339
Arrive On Green	0.46	0.46	0.46	0.46	0.46	0.46	0.07	0.24	0.24	0.04	0.21	0.21
Sat Flow, veh/h	1365	466	1187	240	446	926	1774	3346	243	1774	3539	1583
Grp Volume(v), veh/h	25	0	39	47	0	020	90	158	165	38	376	7
Grp Sat Flow(s), veh/h/ln	1365	0	1653	1611	0	0	1774	1770	1820	1774	1770	1583
Q Serve(g_s), s	0.0	0.0	0.7	0.0	0.0	0.0	2.6	3.9	4.0	1.74		0.2
Cycle Q Clear(g_c), s	0.4	0.0	0.7	0.8	0.0	0.0	2.6	3.9	4.0	1.1	5.0 5.0	0.2
Prop In Lane	1.00	0.0	0.72	0.21	0.0	0.57	1.00	3.9	0.13	1.00	5.0	
Lane Grp Cap(c), veh/h	773	0	764	827	0	0.57	123	430	442	72	758	1.00
V/C Ratio(X)	0.03	0.00	0.05	0.06	0.00	0.00	0.73	0.37	0.37	0.53		
Avail Cap(c_a), veh/h	773	0.00	764	827	0.00	0.00	652	2019	2076	385	0.50 3504	0.02 1568
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	
Uniform Delay (d), s/veh	7.8	0.00	7.9	7.9	0.0	0.00	24.2	16.7	16.7		1.00	1.00
Incr Delay (d2), s/veh	0.1	0.0	0.1	0.1	0.0	0.0	8.1	0.5		24.9	18.3	16.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.5	5.9	0.5	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0	0.0
	7.9	0.0	8.0	8.0	0.0	0.0	1.6	2.0	2.1	0.7	2.5	0.1
LnGrp Delay(d),s/veh		0.0			0.0	0.0	32.3	17.2	17.2	30.9	18.8	16.5
LnGrp LOS	A	C4	A	A	47		С	B	В	C	B	B
Approach Vol, veh/h		64		1:.	47			413			421	
Approach Delay, s/veh		7.9			8.0			20.5			19.9	
Approach LOS		:, A			• А			C			. В	
Timer	/ i .1.	2	. 4, 3,4	A		6 .	- 7	- 8				
Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		29.0	8.2	15.9		29.0	6.6	17.4				
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5				
Max Green Setting (Gmax), s		24.5	19.5	52.5		24.5	11.5	60.5				
Max Q Clear Time (g_c+l1),	S	2.7	4.6	7.0		2.8	3.1	6.0		• • •		
Green Ext Time (p_c), s		0.5	0.2	4.4		0.5	0.0	4.4				
Intersection Summary				1813								
HCM 2010 Ctrl Delay			18.8									
HCM 2010 LOS		. :	В									

	*	<b>-</b>	7	1	<b>—</b>	•	1	<b>†</b>	1	1	ļ	4
Movement (	EBL	EBT	EBR	WBL	WBT	WBR :	NBL'	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ሻ	<b>ተ</b> ኈ		*1	ተተ	7	*1	1		7	<u> </u>	7
Traffic Volume (veh/h)	252	386	0	2	260	94	4	13	3	13	Ō	255
Future Volume (veh/h)	252	386	0	2	260	94	4	13	3	13	0	255
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00	· · · · · · · · · · · · · · · · · · ·	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1863	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	274	420	0	2	283	102	4	14	3	14	0	277
Adj No. of Lanes	- 1	- 2	0	1	2	1	. 1	1	0	. 1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	338	1369	0	5	704	315	68	236	50	172	404	344
Arrive On Green	0.19	0.39	0.00	0.00	0.20	0.20	0.04	0.16	0.16	0.10	0.00	0.22
Sat Flow, veh/h	1774	3632	0	1774	3539	1583	1774	1488	319	1774	1863	1583
Grp Volume(v), veh/h	274	420	0	2	283	102	4	0	.17	14	0	277
Grp Sat Flow(s), veh/h/ln	1774	1770	0	1774	1770	1583	1774	Ö	1806	1774	1863	1583
Q Serve(g_s), s	7.5	4.2	0.0	0.1	3.5	2.8	0.1	. 0.0	0.4	0.4	0.0	8.4
Cycle Q Clear(g_c), s	7.5	4.2	0.0	0.1	3.5	2.8	0.1	0.0	0.4	0.4	0.0	8.4
Prop In Lane	1.00		0.00	1.00	0.0	1.00	1.00	0.0	0.18	1.00	0.0	1.00
Lane Grp Cap(c), veh/h	338	1369	0.00	5	704	315	68	0	286	172	404	344
V/C Ratio(X)	0.81	0.31	0.00	0.41	0.40	0.32	0.06	0.00	0.06	0.08	0.00	0.81
Avail Cap(c_a), veh/h	507	2164	0	175	1501	671	630	0.00	641	630	661	562
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1,00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	19.6	10.8	0.0	25.2	17.7	17.4	23.5	0.0	18.1	20.8	0.00	18.8
Incr Delay (d2), s/veh	5.9	0.1	0.0	47.5	0.4	0.6	0.4	0.0	0.1	0.2	0.0	4.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.2	2.1	0.0	0.1	1.8	1.3	0.0	0.0	0.0	0.0	0.0	4.1
LnGrp Delay(d),s/veh	25.6	10.9	0.0	72.7	18.0	18.0	23.9	0.0	18.2	21.0	0.0	23.3
LnGrp LOS	20.0 C	В	0.0	E	10.0 B	10.0 B	23.9 C	0.0	10.2 B	21.0 C	0.0	
Approach Vol, veh/h		694	-	<del></del>	387		<u> </u>	04	<u>D</u>	<u> </u>	004	<u>C</u>
Approach Delay, s/veh		16.7		1.				21			291	
Approach LOS		10.7 B			18.3			19.3			23.2	
		D			В		*.	В			С	
Timer,	1.	.2	- 3	4	- 5	6	7	8	100			
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	4.6	24.1	6.4	15.5	14.2	14.6	9.4	12.5				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				1.
Max Green Setting (Gmax), s	5.0	31.0	18.0	18.0	14.5	21.5	18.0	18.0				
Max Q Clear Time (g_c+l1), s	2.1	6.2	2.1	10.4	9.5	5.5	2.4	2.4			4.00	
Green Ext Time (p_c), s	0.0	5.3	0.0	0.6	0.4	4.6	0.0	0.8				
Intersection Summary												
HCM 2010 Ctrl Delay			18.6								45	
HCM 2010 LOS			. : В									
e ferreign												

							· · · - · · ·						
Intersection		97.59	Section 1										
Intersection Delay, s/veh	8.9	NEW STREET, ST	NACH SMEA	40.4		<u>Sapata ann a</u>						64015000	
Intersection LOS	A												
	•												
Movement ·	EBL	EBT	WBT	WBR	SBL	SBR		100	V.				
Lane Configurations	ħ	<b>ሳ</b> ተ	<b>ሳ</b> ኈ		¥	Company Company	SUSTINE - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 -	37.847.862.823	Activity of	STATE OF THE STATE	4:22335358	K-1849 / COM-57	
Traffic Vol, veh/h	47	407	236	12	9	64							
Future Vol, veh/h	47	407	236	12	9	64							
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92							
Heavy Vehicles, %	2	2	2	2	2	2							
Mvmt Flow	51	442	257	13	10	70				1-1-12			
Number of Lanes	1	. 2	2	0	1	0							
Approach	ΕB		WB		SB								
Opposing Approach	WB		EB					XXXXX		, O. C. A. A. B. A.		C230501027574	1000 3 200 120000
Opposing Lanes	2		3		0								
Conflicting Approach Left	SB				WB								
Conflicting Lanes Left	11		0		2								1
Conflicting Approach Right			SB		EB								
Conflicting Lanes Right	0		1		3								
HCM Control Delay	8.4		9.9		9								
HCM LOS	Α.		Α	•	Α								
				TEREST					NAME TO SOME THE PARTY OF THE P	1001100707777777777	2011203000	naraznan canan	
Lane		300-110-120	EBLn2			WBLn2							
Vol Left, %		100%	0%	0%	0%	0%	12%						
Vol Thru, %		0%	100%	100%	100%	87%	0%						
Vol Right, %		0%	0%	0%	0%	13%	88%						
Sign Control		Stop	Stop	Stop	Stop	Stop	Stop						
Traffic Vol by Lane LT Vol		47 47	204 0	204 0	157 0	91 0	73 9						
Through Vol		0	204	204	157	79	0						
RT Vol		· · · · · · · · · · · · · · · · · · ·	0	204	0	12	64						
Lane Flow Rate		51	221	221	171	99	79						
Geometry Grp		7	7	7	8	8	7						
Degree of Util (X)		0.078	0.308	0.201	0.264	0.15	0.121						
Departure Headway (Hd)		5.52	5.017	3.275	5.561	5.468	5.505						
Convergence, Y/N		Yes	Yes	Yes	Yes	Yes	Yes						
Сар		649	717	1093	645	653	648						
Service Time		3.251	2.748	1.005	3.313	3.219	3.266			1			
HCM Lane V/C Ratio		0.079	0.308	0.202	0.265	0.152	0.122			1.3.1.			
HCM Control Delay		8.7	10	6.8	10.3	9.2	9						
HCM Lane LOS		Α	Α	Α	В	Α	Α						
HCM 95th-tile Q		0.3	1.3	0.7	1.1	0.5	0.4						

1	1	/29	12	01	١7

									-			
Intersection							in a large					
Intersection Delay, s/veh	12.2				Control of the Control of the Control	The art of the St. St. St.	************	2000.0012	an interpretation was one	the southern operating go		parametric const
Intersection LOS	В											
Movement	EBL	EBT	EBR	WBL	WBT	- WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ħ	ß	is a married to a positive so in a single of the	78 34 35 4 4 4 4	4	s access a constant	*	þ	a contempor	ĸ	<b>^</b>	<u> </u>
Traffic Vol, veh/h	88	211	52	58	49	3	. 0	158	3	30	85	. <b>"</b> 1
Future Vol. veh/h	88	211	52	58	49	3	Ö	158	3	30	85	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	96	229	57	63	53	3	0	172	3	33	92	1
Number of Lanes	1	1	0	0	1	0	1	1	0	1	1	1
Approach	EB			WB			. NB			ŠB		
Opposing Approach	WB			EB		CANADA SANDONIA	SB	**************************************	BOTTO STRAIN OUT BY THE THE	NB	elicconstitute et al especialistic	***************************************
Opposing Lanes	1			2			3			2		
Conflicting Approach Left	SB			NB			EB			WB		
Conflicting Lanes Left	3			2			2			1		
Conflicting Approach Right	NB			SB			WB			EB		
Conflicting Lanes Right	2			3			1			2		
HCM Control Delay	12.8			11.5			12.3			10.7		
HCM LOS	В			. В	* *.		В			В		
Lane/		NBLn1;	NBLn2	EBLn1	EBLh2	WBLn1	SBLn1	SBLn2	SBLn3.,			
Vol Left, %		0%	0%	100%	0%	53%	100%	0%	0%			
Vol Thru, %		100%	98%	0%	80%	45%	0%	100%	0%		400	
Vol Right, %		0%	2%	0%	20%	3%	0%	0%	100%			
Sign Control		Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop			
Traffic Vol by Lane		0	161	88	263	110	30	85	1			
LT Vol		. 0,	. : 0	88	. 0	58	30	0	0.0			

158

175

0.317

6.53

Yes

550

4.284

0.318

12.3

В

1.4

0

0

8

0

6.543

4.297

Yes

0

0

N

0

9.3

3

8

0

0

96

8

0.172

6.466

Yes

555

4.211

0.173

10.6

В

0.6

211

52

286

0.462

5.823

Yes

617

3.567

0.464

13.5

В

2.4

8

49

3

8

120

0.225

6.785

Yes

528

4.542

0.227

11.5

В

0.9

0

0

33

8

0.065

7.16

Yes

499

4.916

0.066

10.4

В

0.2

85

0

92

8

0.171

6.652

Yes

538

4.408

0.171

10.8

В

0.6

0

1

1

8

0.002

5.942

Yes

600

3.697

0.002

8.7

Α

0

Through Vol

Lane Flow Rate

Degree of Util (X)

Convergence, Y/N

HCM Lane V/C Ratio

**HCM Control Delay** 

HCM Lane LOS

HCM 95th-tile Q

Departure Headway (Hd)

Geometry Grp

Service Time

RT Vol

Cap

	•	<b>→</b>	•	•	<b>—</b>	•	•	†	<i>*</i>	1	<b>↓</b>	4
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT∖	NBR	SBL	SBT	SBR
Lane Configurations	ሻ	<b>^</b>	7	7	₽.		ħ	<b>↑</b> }		ሻ	<b>十</b> 十	7
Traffic Volume (veh/h)	149	10	146	64	34	30	144	257	35	25	448	96
Future Volume (veh/h)	149	10	146	64	34	30	144	257	35	25	448	96
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	162	11	159	70	37	33	157	279	38	27	487	104
Adj No. of Lanes	1	2	1	1	1	0	1 .	· · · · · 2	0	11.	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	. 2	2	2	2	2	2	2	2	2	2
Cap, veh/h	212	580	259	115	99	89	209	1058	143	57	890	398
Arrive On Green	0.12	0.16	0.16	0.06	0.11	0.11	0.12	0.34	0.34	0.03	0.25	0.25
Sat Flow, veh/h	1774	3539	1583	1774	909	811	1774	3135	423	1774	3539	1583
Grp Volume(v), veh/h	162	11	159	70	0	70	157	156	161	27	487	104
Grp Sat Flow(s), veh/h/ln	1774	1770	1583	1774	0	1720	1774	1770	1788	1774	1770	1583
Q Serve(g_s), s	4.0	0.1	4.2	1.7	0.0	1.7	3.8	2.9	2.9	0.7	5.4	2.4
Cycle Q Clear(g_c), s	4.0	0.1	4.2	1.7	0.0	1.7	3.8	2.9	2.9	0.7	5.4	2.4
Prop In Lane	1.00	• .	1.00	1.00		0.47	1.00	1,1	0.24	1.00		1.00
Lane Grp Cap(c), veh/h	212	580	259	115	0	188	209	597	604	57	890	398
V/C Ratio(X)	0.76	0.02	0.61	0.61	0.00	0.37	0.75	0.26	0.27	0.48	0.55	0.26
Avail Cap(c_a), veh/h	495	2173	972	218	0	787	812	1244	1257	297	1462	654
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	19.1	15.7	17.4	20.4	0.0	18.5	19.1	10.8	10.8	21.3	14.6	13.4
Incr Delay (d2), s/veh	5.7	0.0	2.3	5.1	0.0	1.2	5.3	0.2	0.2	6.1	0.5	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.3	0.1	2.0	1.0	0.0	0.9	2.2	1.4	1.5	0.4	2.6	1.1
LnGrp Delay(d),s/veh	24.8	15.7	19.8	25.5	0.0	19.7	24.4	11.0	11.0	27.5	15.1	13.8
LnGrp LOS	С	В	В	С		В	C	В	В	C	В	В
Approach Vol, veh/h	** * * . *	332	1.41		140		7.5	474		11	618	
Approach Delay, s/veh		22.1			22.6			15.5			15.4	
Approach LOS		С			С			В			В	
Timer	1.	2.	3:	4	5.	· 6.	7		i,		_	
Assigned Phs	1	2	3	4	5	6	7	8		223		ar and a first from Michael
Phs Duration (G+Y+Rc), s	7.4	11.8	9.8	15.8	9.9	9.4	5.9	19.6				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	5.5	27.5	20.5	18.5	12.5	20.5	7.5	31.5				
Max Q Clear Time (g_c+I1), s	3.7	6.2	5.8	7.4	6.0	3.7	2.7	4.9				
Green Ext Time (p_c), s	0.0	0.9	0.3	3.9	0.2	0.8	0.0	5.5				
intersection Summary							12.5					
HCM 2010 Ctrl Delay	No Notice of Carlot All	Proceedings of the Partie of t	17.5	and the second second second second	and the state of t	and the second second	A CONTRACTOR OF THE PARTY OF TH			**************************************	nassistensistensiste	OCCUPATION OF THE PROPERTY OF
HCM 2010 LOS			В									

Lane Configurations		•					4				<u> </u>	1	
Lane Configurations  Tarfilor Volume (veh/h)  123			<b>-</b>	*		en de seu en commencia anno ampariga en de s	z nornaziwani menine	***************************************	THE THE PARTY OF T		and the first of t	**************************************	***************************************
Traffic Volume (veh/h)		33,400,000	Control of the state of the sta	T. Linder to de pricos	Hart Street Control of the Control o	20-1-1-1-10-20-20-20-20-20-20-20-20-20-20-20-20-20	WBR	TOTAL CONTRACTOR OF THE PARTY O		NBR:	programme, expensive	to be seed and the first transfer and transf	SBR
Future Volume (veh/h) 123 206 146 123 267 17 196 76 94 7 92 188 Number 7 4 14 3 8 18 5 2 12 1 6 16 16 Initial O (Cb), veh 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 Ped-Bike Adji(A, pbT) 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00						<b>₹</b> ₹							400
Number   7													
Initial Q (Ob), weh													
Ped-Bike Adj(A_pbT)											-		
Parking Bus, Ad			0			0			0			0	
Adj Saf Flow, veh/h/h Adj Flow Rate, veh/h Adj Flow Rate, veh/h Adj Flow Rate, veh/h 134													
Adj Flow Rate, veh/h Adj No of Lanes 1 2 1 1 2 0 1 1 0 0 1 2 0 Peak Hour Factor 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92													
Adj No. of Lanes													
Peak Hour Factor 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92				159	134		18	213	83		8	100	
Percent Heavy Veh,				=					1		1		
Cap, veh/h Arrive On Green 171 547 245 171 522 34 260 386 475 18 656 587 Arrive On Green 101 0 .15 0.15 0.15 0.15 0.15 0.15 0.15	Peak Hour Factor			0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Arrive On Green	Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Sat Flow, veh/h         1774         3539         1583         1774         3377         217         1774         762         936         1774         1770         1583           Grp Volume(v), veh/h         134         224         159         134         145         152         213         0         185         8         100         183           Grp Sat Flow(s), veh/h/h         1774         1770         1583         1774         1770         1824         1774         0         1698         1774         1770         1583           QServe(g_s), s         5.7         4.4         7.3         5.7         5.9         6.0         9.1         0.0         4.7         0.3         2.9         6.4           Cycle Q Clear(g_c), s         5.7         4.4         7.3         5.7         5.9         6.0         9.1         0.0         4.7         0.3         2.9         6.4           Prop In Lane         1.00	Cap, veh/h	171	547	245	171	522	34	260	386	475	18	656	587
Grp Volume(v), veh/h         134         224         159         134         145         152         213         0         185         8         100         183           Grp Sat Flow(s), veh/h/ln         1774         1770         1583         1774         1770         1824         1774         0         1698         1774         1770         1583           Q Serve(g_s), s         5.7         4.4         7.3         5.7         5.9         6.0         9.1         0.0         4.7         0.3         2.9         6.4           Cycle Q Clear(g_c), s         5.7         4.4         7.3         5.7         5.9         6.0         9.1         0.0         4.7         0.3         2.9         6.4           Prop In Lane         1.00         1.00         1.00         1.00         0.12         1.00         0.47         0.3         2.9         6.4           Prop In Lane         1.00         1	Arrive On Green	0.10	0.15	0.15	0.10	0.15	0.15	0.15	0.51	0.51	0.01	0.37	0.37
Grp Sat Flow(s), veh/h/ln	Sat Flow, veh/h	1774	3539	1583	1774	3377	217	1774	762	936	1774	1770	1583
Grp Sat Flow(s), veh/h/ln	Grp Volume(v), veh/h	134	224	159	134	145	152	213	0	185	8	100	183
Q Serve(g_s), s 5.7 4.4 7.3 5.7 5.9 6.0 9.1 0.0 4.7 0.3 2.9 6.4 Cycle Q Clear(g_c), s 5.7 4.4 7.3 5.7 5.9 6.0 9.1 0.0 4.7 0.3 2.9 6.4 Cycle Q Clear(g_c), s 5.7 4.4 7.3 5.7 5.9 6.0 9.1 0.0 4.7 0.3 2.9 6.4 Prop In Lane 1.00 1.00 1.00 1.00 0.55 1.00 1.00 1.00													
Cycle Q Clear(g_c), s 5.7 4.4 7.3 5.7 5.9 6.0 9.1 0.0 4.7 0.3 2.9 6.4 Prop In Lane 1.00 1.00 1.00 1.00 0.12 1.00 0.55 1.00 1.00 1.00 Lane Grp Cap(c), veh/h 171 547 245 171 274 282 260 0 861 18 656 587 V/C Ratio(X) 0.78 0.41 0.65 0.78 0.53 0.54 0.82 0.00 0.21 0.44 0.15 0.31 Avail Cap(c_a), veh/h 399 886 397 399 443 457 536 0 861 125 656 587 HCM Platoon Ratio 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0													
Prop In Lane         1.00         1.00         1.00         1.00         0.12         1.00         0.55         1.00         1.00           Lane Grp Cap(c), veh/h         171         547         245         171         274         282         260         0         861         18         656         587           V/C Ratio(X)         0.78         0.41         0.65         0.78         0.53         0.54         0.82         0.00         0.21         0.44         0.15         0.31           Avail Cap(c_a), veh/h         399         886         397         399         443         457         536         0         861         125         656         587           HCM Platon Ratio         1.00 <td< td=""><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></td<>													
Lane Grp Cap(c), veh/h 171 547 245 171 274 282 280 0 0 861 18 656 587 V/C Ratio(X) 0.78 0.41 0.65 0.78 0.53 0.54 0.82 0.00 0.21 0.44 0.15 0.31 Avail Cap(c_a), veh/h 399 886 397 399 443 457 536 0 861 125 656 587 HCM Platoon Ratio 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.1.00 1.00 0.00 0.00												2.0	
V/C Ratio(X)         0.78         0.41         0.65         0.78         0.53         0.54         0.82         0.00         0.21         0.44         0.15         0.31           Avail Cap(c_a), veh/h         399         886         397         399         443         457         536         0         861         125         656         587           HCM Platoon Ratio         1.00         1.0	-		547			274			0			656	
Avail Cap(c_a), veh/h Avail Cap(c_a), veh/h Batcon Ratio Batch Cap(c_a), veh/h Batcon Ratio Batch Cap(c_a), veh/h Batcon Ratio Batch Cap(c_a), veh/h Batch													
HCM Platon Ratio	• •												
Upstream Filter(I)													
Uniform Delay (d), s/veh													
Incr Delay (d2), s/veh													
Initial Q Delay(d3),s/veh													
%ile BackOfQ(50%), veh/ln       3.2       2.2       3.4       3.2       3.0       3.1       4.9       0.0       2.3       0.2       1.5       3.0         LnGrp Delay(d), s/veh       41.9       30.2       33.8       41.9       31.9       38.5       0.0       11.2       54.3       16.8       18.8         LnGrp LOS       D       C       C       D       C       D       B       D       B       A       B       A <td< td=""><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></td<>													
LnGrp Delay(d),s/veh       41.9       30.2       33.8       41.9       31.9       31.9       38.5       0.0       11.2       54.3       16.8       18.8         LnGrp LOS       D       C       C       D       C       C       D       B       D       B													
LnGrp LOS         D         C         C         D         C         C         D         B         D         B         B         B         B         B         B         B         B         B         B         B         B         B         D         B         B         B         D         C         D         C         D         C         D         C         D         C         D         C         D         C         D         S         A         S         A         4         4         5         6         7													
Approach Vol, veh/h       517       431       398       291         Approach Delay, s/veh       34.4       35.0       25.8       19.1         Approach LOS       C       D       C       B         [Fimer 1 2 3 4 5 6 7 8]         Assigned Phs       1 2 3 4 5 6 7 8]         Phs Duration (G+Y+Rc), s       5.3 44.0 12.0 16.5 15.9 33.4 12.0 16.5         Change Period (Y+Rc), s       4.5 4.5 4.5 4.5 4.5 4.5 4.5 4.5         Max Green Setting (Gmax), s       5.5 39.5 17.5 19.5 23.5 21.5 17.5 19.5         Max Q Clear Time (g_c+I1), s       2.3 6.7 7.7 9.3 11.1 8.4 7.7 8.0         Green Ext Time (p_c), s       0.0 3.2 0.2 2.7 0.5 2.4 0.2 2.9         Intersection Summary         HCM 2010 Ctrl Delay       29.7									0.0				
Approach Delay, s/veh Approach LOS C D C B    Imer		<u> </u>			· . ·				. 200				<u>P</u>
Approach LOS C D C B    Timer													
Timer	Approach Delay, s/ven												
Assigned Phs 1 2 3 4 5 6 7 8 Phs Duration (G+Y+Rc), s 5.3 44.0 12.0 16.5 15.9 33.4 12.0 16.5 Change Period (Y+Rc), s 4.5 4.5 4.5 4.5 4.5 4.5 4.5 Max Green Setting (Gmax), s 5.5 39.5 17.5 19.5 23.5 21.5 17.5 19.5 Max Q Clear Time (g_c+I1), s 2.3 6.7 7.7 9.3 11.1 8.4 7.7 8.0 Green Ext Time (p_c), s 0.0 3.2 0.2 2.7 0.5 2.4 0.2 2.9  Intersection Summary HCM 2010 Ctrl Delay 29.7	Approach LOS		· C			U			C			В	
Phs Duration (G+Y+Rc), s 5.3 44.0 12.0 16.5 15.9 33.4 12.0 16.5 Change Period (Y+Rc), s 4.5 4.5 4.5 4.5 4.5 4.5 4.5 Max Green Setting (Gmax), s 5.5 39.5 17.5 19.5 23.5 21.5 17.5 19.5 Max Q Clear Time (g_c+I1), s 2.3 6.7 7.7 9.3 11.1 8.4 7.7 8.0 Green Ext Time (p_c), s 0.0 3.2 0.2 2.7 0.5 2.4 0.2 2.9  Intersection Summary HCM 2010 Ctrl Delay 29.7	Timer	1 11	2	3	4	5	6	7	8				
Change Period (Y+Rc), s 4.5 4.5 4.5 4.5 4.5 4.5 4.5 4.5 Max Green Setting (Gmax), s 5.5 39.5 17.5 19.5 23.5 21.5 17.5 19.5 Max Q Clear Time (g_c+I1), s 2.3 6.7 7.7 9.3 11.1 8.4 7.7 8.0 Green Ext Time (p_c), s 0.0 3.2 0.2 2.7 0.5 2.4 0.2 2.9 Intersection Summary  HCM 2010 Ctrl Delay 29.7	Assigned Phs	1	2	3	4	5	6	7	8				
Change Period (Y+Rc), s 4.5 4.5 4.5 4.5 4.5 4.5 4.5 4.5 Max Green Setting (Gmax), s 5.5 39.5 17.5 19.5 23.5 21.5 17.5 19.5 Max Q Clear Time (g_c+I1), s 2.3 6.7 7.7 9.3 11.1 8.4 7.7 8.0 Green Ext Time (p_c), s 0.0 3.2 0.2 2.7 0.5 2.4 0.2 2.9 Intersection Summary  HCM 2010 Ctrl Delay 29.7		5.3	44.0	12.0	16.5	15.9		12.0					
Max Green Setting (Gmax), s       5.5       39.5       17.5       19.5       23.5       21.5       17.5       19.5         Max Q Clear Time (g_c+l1), s       2.3       6.7       7.7       9.3       11.1       8.4       7.7       8.0         Green Ext Time (p_c), s       0.0       3.2       0.2       2.7       0.5       2.4       0.2       2.9         Intersection Summary         HCM 2010 Ctrl Delay       29.7													
Max Q Clear Time (g_c+I1), s       2.3       6.7       7.7       9.3       11.1       8.4       7.7       8.0         Green Ext Time (p_c), s       0.0       3.2       0.2       2.7       0.5       2.4       0.2       2.9         Intersection Summary       29.7													
Green Ext Time (p_c), s 0.0 3.2 0.2 2.7 0.5 2.4 0.2 2.9  Intersection Summary  HCM 2010 Ctrl Delay 29.7													
HCM 2010 Ctrl Delay 29.7													
HCM 2010 Ctrl Delay 29.7		T.							***				
		1965 BANG BANG BANG BANG BANG BANG BANG BANG	ere e e e e e e e e e e e e e e e e e e	29.7	o considerativa (Colored)	end marking	CONTRACTOR	1000		gersjoetenskit Delekto	e mentere de la constantina		PARTITION OF
						i							

	•	<b>→</b>	`	<b>1</b>	+	4	•	<b>†</b>	<u> </u>	<u> </u>	Ţ	4
Movement	EBL	EBT.	EBR	- WBL	WBT	WBR	NBL:	NBT :	NBR	SBL	. SBT.	SBR
Lane Configurations	ሻሻ	<b>十</b> 个	74	ሻሻ	<b>^</b>	7	14/4	<b>^</b>	71	14.54	<b>^</b>	7
Traffic Volume (veh/h)	31	272	42	68	196	88	28	139	101	130	161	41.
Future Volume (veh/h)	31	272	42	68	196	88	28	139	101	130	161	41
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	34	296	46	74	213	96	30	151	110	141	175	45
Adj No. of Lanes	2	2	1	2	2	1	2	2	1	2	2	- 1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	.2	2
Cap, veh/h	125	589	263	206	672	301	114	1369	613	266	1526	683
Arrive On Green	0.04	0.17	0.17	0.06	0.19	0.19	0.03	0.39	0.39	0.08	0.43	0.43
Sat Flow, veh/h	3442	3539	1583	3442	3539	1583	3442	3539	1583	3442	3539	1583
Grp Volume(v), veh/h	34	296	46	74	213	96	30	151	110	141	175	45
Grp Sat Flow(s), veh/h/ln	1721	1770	1583	1721	1770	1583	1721	1770	1583	1721	1770	1583
Q Serve(g_s), s	0.6	4.4	1.5	1.2	3.0	3.0	0.5	1.6	2.7	2.3	1.7	1.0
Cycle Q Clear(g_c), s	0.6	4.4	1.5	1.2	3.0	3.0	0.5	1.6	2.7	2.3	1.7	1.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	125	589	263	206	672	301	114	1369	613	266	1526	683
V/C Ratio(X)	0.27	0.50	0.17	0.36	0.32	0.32	0.26	0.11	0.18	0.53	0.11	0.07
Avail Cap(c_a), veh/h	503	1248	558	444	1187	531	326	1369	613	385	1526	683
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	27.3	22.0	20.8	26.3	20.3	20.3	27.4	11.4	11.7	25.8	9.9	9.7
Incr Delay (d2), s/veh	1.2	0.7	0.3	1.0	0.3	0.6	1.2	0.2	0.6	1.6	0.2	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	2.2	0.7	0.6	1.5	1.4	0.3	0.8	1.3	1.1	0.9	0.4
LnGrp Delay(d),s/veh	28.4	22.7	21.1	27.3	20.6	20.9	28.6	11.6	12.4	27.5	10.1	9.9
LnGrp LOS	C	C	С	Ċ	C	С	С	В	В	С	В	A
Approach Vol, veh/h	. 14 15	376	1 1 1 1		383	100		291	· .		361	
Approach Delay, s/veh		23.0			22.0			13.6			16.8	
Approach LOS		С			C			В			В	
Tjmer.	1.	. 2	3	4	5	. 6	7.	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.0	27.0	8.0	14.2	6.4	29.6	6.6	15.5				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	6.5	22.5	7.5	20.5	5.5	23.5	8.5	19.5				
Max Q Clear Time (g_c+l1), s	4.3	4.7	3.2	6.4	2,5	3.7	2.6	5.0				
Green Ext Time (p_c), s	0.1	2.4	0.1	3.3	0.0	2.5	0.0	3.3				
Intersection Summary												
HCM 2010 Ctrl Delay			19.2				•					
HCM 2010 LOS			В						1.1			

Intersection													
Int Delay, s/veh	2.9											11.12.22.22.22.22.22	
Movement	E	BL EBT	EBR		WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	A STATE OF THE PARTY OF THE PARTY OF	4	SAME SAME	2000	420,044,004,000	4		ኣ	<b>4</b>		ካ	<b>ተ</b> ጐ	energy (
Traffic Vol, veh/h		6 22			13	21	29	. 8	184	19	36	164	11
Future Vol, veh/h		6 22	6		13	21	29	8	184	19	36	164	11
Conflicting Peds, #/hr		0 0	0		0	0	0	0	0	0	. 0	0	0
Sign Control	St	op Stop	Stop		Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized			None		-		None		·	None	-	-	None
Storage Length			-		-	٠.	-	0	-	-	0	-	-
Veh in Median Storage,	#	- 0			-	0	<u>-</u>		0		•	0	-
Grade, %		- 0			-	0		-	0	-		0	-
Peak Hour Factor		92 92			92	92	92	92	92	92	92	92	92
Heavy Vehicles, %		2 2			2	2	2	2	2	2	2	2	2
Mvmt Flow		7 . 24	. 7		14	23	32	9	200	21	39	178	12
B can be seen to the state of the second of		TENEDO E EN TOTOLOGIO	ONE THE PROPERTY OF	CONTRACTOR OF THE PARTY OF THE		e fra t matematica va constant	22 TO 10 TO	1765 many 1870/1871 had to say the	Section 24 to 20 Miles and 20 Miles	E-1711/12/1051/12/1051		. NOTETIN AND POST OF THE PARTY OF	POST STREET
Major/Minor	Mino				Minor1			Major1	Ças Aç		Major2		
Conflicting Flow All		17 500			407	496	210	190	0	0	221	0	0
Stage 1		32 262	-		228	228	-	-	-	-	•	-	
Stage 2		55 238	-		179	268	-	-	-	-		-	-
Critical Hdwy	7.		6.93	e 14	7.33	6.53	6.23	4.13		·	4.13	•	
Critical Hdwy Stg 1	6.		-		6.13	5.53		-	-	<u>-</u>	-	-	-
Critical Hdwy Stg 2	6. 3.5				6.53	5.53	2 240	2.240	· •	-	0.040		-
Follow-up Hdwy		19 4.019 55 472			3.519 541	4.019 474	3.319 830	2.219 1382	-	-	2.219	-	-
Pot Cap-1 Maneuver Stage 1	7.		944		774	715	030	1302		-	1347	-	-
Stage 2		19 708	-		806	687			· .	-	-	·	-
Platoon blocked, %	,	100	· · -		000	,007	•	·		_	, <del>"</del>	-	-
Mov Cap-1 Maneuver	4	10 455	944		502	457	830	1382	_	_	1347	_	_
Mov Cap-2 Maneuver		10 455			502	457	-	1002	_	_	1047		_
Stage 1	. 7		_		769	710	_	·				·	_
Stage 2		93 703	-		750	667		_		-		_	_
											•		
Approach	ſ	В			√WB			NB			SB	7 ( ) ( )	WALL
HCM Control Delay, s	12	139236934386852	<u> </u>	100000000000000000000000000000000000000	11.9	Katoon ayaran		0.3	- PARTICIPATE	en e	1.3	45 19 F A	Silver (carried
HCM LOS		В			В			0.0			. 1.0		
Minor Lane/Major Mymt	er verzeni	NRT	NBR	FBI in 1 V	VB[:n/l	SBL	SRIT	9BR					
Capacity (veh/h)	13	Shake in Ever Care	metrical of Nich	490	590	1347	-	-	ucontrata.	ra propagation de la compagation de la		1264 VANTORS	145条次66条件
HCM Lane V/C Ratio	0.0		-	0.075	0.116	0.029	_	-					1.
HCM Control Delay (s)		.6 -	_	12.9	11.9	7.8		· <u>-</u>					
HCM Lane LOS		.o A -	_	В	В	Α		- · · · - · · · · · · · · · · · · · · ·					
HCM 95th %tile Q(veh)		<u> </u>	_	0.2	0.4	0.1		•					
		•											

										<del>.</del>		
Intersection												
Intersection Delay, s/veh	9.1			12-2-20-20-20-20-20-20-20-20-20-20-20-20-	2362122222			SOCIONAMI PAN	12000 2000 2000	March Street	on Consideration of the	<u> </u>
Intersection LOS	Α											
Movement	EBU	EBL.	EBT	EBR	WBU!	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Lane Configurations			<del>ф</del>	HDIV.	an Mega	WEL	- ♣	M GIN	, NEO	**************************************	ĵ.	(CO)
Traffic Vol, veh/h	0	10	14	9	. 0	13	9	15	0.	7	183	13
Future Vol, veh/h	0	10	14	9	0	13	9	15	0	7	183	13
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mymt Flow	0	11	15	. 10	0	14	10	16	0	8	199	14
Number of Lanes	. 0	0	1	0	0	0	10	0	. 0	1	133	0
										<u>'</u>		
Approach		EB\		77.4 W.		₩B				NB	1976 67 12	
Opposing Approach		WB				EB				SB		
Opposing Lanes		1				. 1				3		
Conflicting Approach Left		SB				NB				EB		
Conflicting Lanes Left		3				2				1		
Conflicting Approach Right		NB				SB				WB		
Conflicting Lanes Right		. 2				3				1		
HCM Control Delay		8.6				8.5				9.9		
HCM LOS		. А				Α				Α		
		A IDN 2 A K	NDI 6	es es	1176V	65)	-25. 2°	ABI A	STATE OF STATE			
Lane:		440.000	NBLn2	EBLn1	A. 12-13/1-17 11:1-4-17:15	SBLn1	SBLn2	24.2.413.211-2-340.3	***		5 6	
Vol Left, %		100%	0%	30%	35%	100%	0%	0%				
Vol Thru, %		0%	93%	42%	24%	0%	100%	81%				
Vol Right, %		0%	7%	27%	41%	0%	0%	19%				
Sign Control	1	Stop	Stop	Stop	Stop	Stop	Stop	Stop				
Traffic Vol by Lane		/	196	33	37	14	102	63				
LT Vol		. /	0	10	13	14	0	0				
Through Vol		0	183	14	9	0	102	51				
RT Vol		0	13	9	15	0	0	12				
Lane Flow Rate		8	213	36	40	15	111	68				
Geometry Grp		8	8	7	7	7	7	7				
Degree of Util (X) Departure Headway (Hd)		0.012	0.302	0.055 5.519	0.061 5.446	0.023 5.434	0.152 4.932	0.091			-	
					- n 44n	0.434	4.932	4.798				
		5.648	5.099					V				
Convergence, Y/N		Yes	Yes	Yes	Yes	Yes	Yes	Yes				
Convergence, Y/N Cap		Yes 634	Yes 705	Yes 648	Yes 657	Yes 660	Yes 728	748				
Convergence, Y/N Cap Service Time		Yes 634 3.376	Yes 705 2.828	Yes 648 3.262	Yes 657 3.187	Yes 660 3.158	Yes 728 2.656	748 2.522				
Convergence, Y/N Cap Service Time HCM Lane V/C Ratio		Yes 634 3.376 0.013	Yes 705 2.828 0.302	Yes 648 3.262 0.056	Yes 657 3.187 0.061	Yes 660 3.158 0.023	Yes 728 2.656 0.152	748 2.522 0.091				
Convergence, Y/N Cap Service Time HCM Lane V/C Ratio HCM Control Delay		Yes 634 3.376 0.013 8.4	Yes 705 2.828 0.302 10	Yes 648 3.262 0.056 8.6	Yes 657 3.187 0.061 8.5	Yes 660 3.158 0.023 8.3	Yes 728 2.656 0.152 8.5	748 2.522 0.091 8				
Convergence, Y/N Cap Service Time HCM Lane V/C Ratio		Yes 634 3.376 0.013	Yes 705 2.828 0.302	Yes 648 3.262 0.056	Yes 657 3.187 0.061	Yes 660 3.158 0.023	Yes 728 2.656 0.152	748 2.522 0.091				

2021	777	200	255		22.00	3
'n	12	22	7	١.	- 4	٠
ш	6		ю	1941	16-1	ı

Intersection Delay, s/veh Intersection LOS

Movement	SBU	SBL	SBT	SBR	
Lane Configurations	Contraction of the particular	ኻ	<b>ሳ</b> ኁ		Annaka:::::
Traffic Vol, veh/h	. 0	14	153	12	
Future Vol, veh/h	0	14	153	12	
Peak Hour Factor	0.92	0.92	0.92	0.92	
Heavy Vehicles, %	2	2	2	2	
Mvmt Flow	0	15	166	13	
Number of Lanes	0	1	2	0	
Approach		SB			
Opposing Approach		NB			
Opposing Approach Opposing Lanes		NB 2			
		NB 2 WB			
Opposing Lanes Conflicting Approach Left Conflicting Lanes Left		2			,
Opposing Lanes Conflicting Approach Left Conflicting Lanes Left Conflicting Approach Right		2			
Opposing Lanes Conflicting Approach Left Conflicting Lanes Left Conflicting Approach Right Conflicting Lanes Right		2 WB 1			
Opposing Lanes Conflicting Approach Left Conflicting Lanes Left Conflicting Approach Right		2 WB 1			1

Level-of-Service (LOS) Calculations: Updated Project with Traffic Diverted Pats Ranch Road

	۶		•	<b>*</b>	-	•	1	<b>†</b>	<i>&gt;</i>	1	<b>↓</b>	4
Movement	(EBL	EBT	EBR	WBL	WBT	WBR	NBL	-NBT	-NBR	SBL	SBŢ	SBR
Lane Configurations		<b>^</b>	7	14 14	<b>^</b>	•				J.	4	7
Traffic Volume (veh/h)	0	1174	505	651	697	0	0	0	0	211	2	469
Future Volume (veh/h)	0	1174	505	651	697	0	0	0	0	211	2	469
Number	5	2	12	1	6	16		4.1.1		3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1863	1863	1863	1863	0				1863	1863	1863
Adj Flow Rate, veh/h	0	1276	549	708	758	. 0				153	0	592
Adj No. of Lanes	0	2	· 1	2	2	0				1	0	2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92				0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	2	2					2	2	. 2
Cap, veh/h	.0	1540	689	801	2532	0				337	0	601
Arrive On Green	0.00	0.43	0.43	0.23	0.72	0.00				0.19	0.00	0.19
Sat Flow, veh/h	0	3632	1583	3442	3632	0				1774	0	3167
Grp Volume(v), veh/h	0	1276	549	708	758	0	** *** ** .		1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1	153	0	592
Grp Sat Flow(s), veh/h/ln	0	1770	1583	1721	1770	0				1774	0	1583
Q Serve(g_s), s	0.0	30.2	28.4	18.8	7.4	0.0				7.3	0.0	17.7
Cycle Q Clear(g_c), s	0.0	30.2	28.4	18.8	7.4	0.0				7.3	0.0	17.7
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1540	689	801	2532	0				337	0	601
V/C Ratio(X)	0.00	0.83	0.80	0.88	0.30	0.00				0.45	0.00	0.99
Avail Cap(c_a), veh/h	0	1605	718	925	2724	0				337	0	601
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	23.7	23.2	35.1	4.9	0.0				34.1	0.0	38.3
Incr Delay (d2), s/veh	0.0	3.7	6.1	9.2	0.1	0.0				4.4	0.0	33.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%), veh/ln	0.0	15.5	13.5	10.0	3.6	0.0				4.0	0.0	10.5
LnGrp Delay(d),s/veh	0.0	27.3	29.2	44.3	5.0	0.0			Programa	38.4	0.0	71.5
LnGrp LOS		C	C	D	Α					D		E
Approach Vol, veh/h		1825			1466						745	
Approach Delay, s/veh		27.9			23.9						64.7	*. *
Approach LOS		С	ere Programmer		С						E	
Timer:	1	. 2	3	4.,	- 5	6.	7	8.				
Assigned Phs	1	2				6		8				
Phs Duration (G+Y+Rc), s	26.6	45.8				72.3		22.5				
Change Period (Y+Rc), s	4.5	4.5				4.5	tyre sta	4.5				
Max Green Setting (Gmax), s	25.5	43.0				73.0		18.0				
Max Q Clear Time (g_c+l1), s	20.8	32.2				9.4		19.7				1.1
Green Ext Time (p_c), s	1.2	9.0				31.1		0.0	***			. 1 - 4
Intersection Summary				Na San S								
HCM 2010 Ctrl Delay			33.3				A STATE OF THE STA		THE PERSON NAMED IN			***************************************
HCM 2010 LOS			С									
Notes	No. of Lot						U. T. S. S. S.					

## HCM 2010 Signalized Intersection Summary 1: I-15 SB On Ramp/I-15 SB Off Ramp & Limonite Ave

AM Peak E+G+Project (Diverted)
08/21/2017

•	<b>-</b>	<u> </u>	<b>*</b>	4-	•	4	<b>†</b>	<b>/</b>	<u> </u>	<b>↓</b>	4			
Movement EBL	EBT	EBR	WBL	WBT:	WBR.	NBU:	NBT	NBR	SBL	• SBT	SBR			
Lane Configurations	<b>^</b>			<b>^</b>	7	ሻ	4	7						
Traffic Volume (veh/h) 839	555	- 10	0	1133	346	229	2	320	. 0	0	0			
Future Volume (veh/h) 839	555	0	0	1133	346	229	2	320	0	0	0			
Number 5	2	12	1	6	16	3	8	18						1.1
Initial Q (Qb), veh 0	0	0	0	0	0	0	0	0						
Ped-Bike Adj(A_pbT) 1.00		1.00	1.00		1.00	1.00		1.00						
Parking Bus, Adj 1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00						
Adj Sat Flow, veh/h/ln 1863	1863	. 0	0	1863	1863	1863	1863	1863						
Adj Flow Rate, veh/h 912	603	0	0	1232	376	373	0	216						
Adj No. of Lanes 2	2	0	0	2	1.	2	0	1	. :					
Peak Hour Factor 0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92						
Percent Heavy Veh, % 2	2	0	0	2	2	2	2	2					:	
Cap, veh/h 981	2584	0	0	1416	633	639	0	285						
Arrive On Green 0.29	0.73	0.00	0.00	0.40	0.40	0.18	0.00	0.18						
Sat Flow, veh/h 3442	3632	0	0	3632	1583	3548	0	1583						
Grp Volume(v), veh/h 912	603	0	0	1232	376	373	0	216						
Grp Sat Flow(s), veh/h/ln1721	1770	0	0	1770	1583	1774	0	1583						
Q Serve(g_s), s 25.8	5.5	0.0	0.0	32.0	18.7	9.6	0.0	13.0						
Cycle Q Clear(g_c), s 25.8	5.5	0.0	0.0	32.0	18.7	9.6	0.0	13.0						
Prop In Lane 1.00		0.00	0.00		1.00	1.00		1.00					e in the	
Lane Grp Cap(c), veh/h 981	2584	0	0	1416	633	639	0	285						
V/C Ratio(X) 0.93	0.23	0.00	0.00	0.87	0,59	0.58	0.00	0.76	· · · · ·					
Avail Cap(c_a), veh/h 1015	2584	0	0	1416	633	639	0	285						
HCM Platoon Ratio 1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00						
Upstream Filter(I) 1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00						
Uniform Delay (d), s/veh 34.8	4.4	0.0	0.0	27.6	23.6	37.6	0.0	38.9		. * . *				
Incr Delay (d2), s/veh 14.1 Initial Q Delay(d3),s/veh 0.0	0.2	0.0	0.0	7.6 0.0	4.1	3.9	0.0	17.1						
Initial Q Delay(d3),s/veh 0.0 %ile BackOfQ(50%),veh/lf4.1	2.8	0.0	0.0	17.1	0.0 8.9	5.1	0.0	0.0 7.0						
LnGrp Delay(d),s/veh 48.9	4.6	0.0	0.0	35.2	27.7	41.4	0.0	56.0					4.1	
LnGrp LOS D	4.0 A	0.0	0.0	30.2 D	21.1 C	41. <del>4</del> D	0.0	56.0 E						To the state of
Approach Vol, veh/h	1515		. / 1.	1608			589							
Approach Delay, s/veh	31.3			33.4			46.8				. 7			
Approach LOS	31.3 C			33.4 C			40.6 D			;				
W1907 P2377222WFFFF W MANAGEMENT PARTIES AND	O CONTRACTOR	Name of Paris	TATVAMENTUS		THE STREET	er s <i>andar ka</i> nasana		e i suche essenance	eneconsulation.	<b>Personal San</b>			TO RECORD OF PERSONS	18*01.85*08*65*000*00*000*00*0
Timer 1	2	3,	4	, 5.	68	7	83	40		gr <sub>ee</sub> r o				1. 44
Assigned Phs	2			5	6		8		.* *	* .				
Phs Duration (G+Y+Rc), s	77.5			33.0	44.5		22.5							
Change Period (Y+Rc), s	4.5			4.5	4.5		4.5							
Max Green Setting (Gmax), s	73.0			29.5	39.0	٠.	18.0							
Max Q Clear Time (g_c+l1), s Green Ext Time (p_c), s	7.5 24.5			27.8	34.0 4.2		15.0 0.7							
	۷4.0	programment	Designation of the Control of the Co	U.1	4.Z	Simble Marianawa.	U. /	T STATISTICS	(SNIWACE MCCONTON	aryangan arawa	Talkana kanana	of the Parket Const.	Militaria in consumera	TO THE REAL PROPERTY.
Intersection Summary		0.7					101	4141	17	AND A				
HCM 2010 Ctrl Delay		34.7								***			,	
HCM 2010 LOS	all the first and the second s	С	and the contract of the contra	NO. CONTRACTOR OF THE	al likelika kanana an	Supplementaries from	(response	24 5. 24 200 men m		THUM:				
Notes		1					28.7K S							Y.

## HCM 2010 Signalized Intersection Summary 2: I-15 NB Off Ramp/I-15 NB On Ramp & Limonite Ave

AM Peak E+G+Project (Diverted)
08/21/2017

	•		<b>\</b>	<b>1</b>	4	•	1	<u></u>	<i>/</i> *	<u> </u>	ţ	<b>√</b>
Movement	EBL,	ÉBT	ËBR	WBL	WBT	WBR.	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	*	<b>^</b>	77	7	<b>††</b>	7	44	<b>^</b>	#	*	þ	MANAGEMENT SERVICE
Traffic Volume (veh/h)	20	792	0	. 0	1435	2	0	Ö	0	9	0	31
Future Volume (veh/h)	20	792	0	0	1435	2	0	0	0	9	0	31
Number	5	. 2	12	-1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	22	861	0	0	1560	0	0	0	0	10	0	34
Adj No. of Lanes	1	2	1	1	2	1	2	- 1	1	1	1:	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	43	2152	963	2	1876	839	4	404	343	22	0	449
Arrive On Green	0.02	0.61	0.00	0.00	0.53	0.00	0.00	0.00	0.00	0.01	0.00	0.28
Sat Flow, veh/h	1774	3539	1583	1774	3539	1583	3442	1863	1583	1774	0	1583
Grp Volume(v), veh/h	22	861	0	0	1560	0	0	0	0	10	0	34
Grp Sat Flow(s), veh/h/ln	1774	1770	1583	1774	1770	1583	1721	1863	1583	1774	0	1583
Q Serve(g_s), s	1.0	10.5	0.0	0.0	30.8	0.0	0.0	0.0	0.0	0.5	0.0	1.3
Cycle Q Clear(g_c), s	1.0	10.5	0.0	0.0	30.8	0.0	0.0	0.0	0.0	0.5	0.0	1.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	43	2152	963	2	1876	839	4	404	343	22	0	449
V/C Ratio(X)	0.52	0.40	0.00	0.00	0.83	0.00	0.00	0.00	0.00	0.45	0.00	0.08
Avail Cap(c_a), veh/h	107	2152	963	107	1876	839	207	404	343	107	0	449
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	40.0	8.4	0.0	0.0	16.4	0.0	0.0	0.0	0.0	40.7	0.0	21.8
Incr Delay (d2), s/veh	9.4	0.6	0.0	0.0	4.5	0.0	0.0	0.0	0.0	13.9	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%), veh/ln	0.6	5.2	0.0	0.0	16.1	0.0	0.0	0.0	0.0	0.3	0.0	0.6
LnGrp Delay(d),s/veh	49.4	9.0	0.0	0.0	20.9	0.0	0.0	0.0	0.0	54.6	0.0	22.1
LnGrp LOS	D	A			C					D		C
Approach Vol, veh/h		883			1560			0	13 13		44	
Approach Delay, s/veh		10.0			20.9			0.0			29.5	
Approach LOS		Α			С						C	
Timer.	1,	. 2.	. 3	4.,	5	⊭, 4.6.÷	7	8				
Assigned Phs	1	2	3	4	5	6	7	8		7.7.		
Phs Duration (G+Y+Rc), s	0.0	55.0	0.0	28.0	6.5	48.5	5.5	22.5				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	5.0	44.0	5.0	18.0	5.0	44.0	5.0	18.0				
Max Q Clear Time (g_c+l1), s		12.5	0.0	3.3	3.0	32.8	2.5	0.0				
Green Ext Time (p_c), s	0.0	22.0	0.0	0.1	0.0	9.6	0.0	0.0				
Intersection Summary												
HCM 2010 Ctrl Delay			17.2									
HCM 2010 LOS			В						. 4			

•	<b>→</b>	<b>~</b>	1	4-	•	1	<b>†</b>	<u> </u>	<b>/</b>	<b>↓</b>	1				
Movement EBL	EBT	EBR	WBL	Arra Contra Special	WBR	CONTRACTOR CONTRACTOR	NBT	NBR	SBL	SBT	SBR				
Lane Configurations	<b>↑</b> ↑	7	7	<b>^</b>	7	Ţ	<b>ተ</b> ጮ		Ť	<b>^</b>	7				
Traffic Volume (veh/h) 139	537	229	119	795	52	460	111	69	41	127	199				S
Future Volume (veh/h) 139	537	229	119	795	52	460	111	69	41	127	199				
Number 5	2	12	1	6	16	3	8	18	7	4	14		· .		
Initial Q (Qb), veh 0	0	0	0	0	0	0	0	0	0	0	0			•	
Ped-Bike Adj(A_pbT) 1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00				
Parking Bus, Adj 1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Adj Sat Flow, veh/h/ln 1863	1863	1863	1863	1863	1863	1863	1863	1900	1863	1863	1863				
Adj Flow Rate, veh/h 151	584	249	129	864	57	500	121	75	45	138	216				
Adj No. of Lanes 1	2	1	: 1	2	1	1	2	0	1	2	1	1.5			
Peak Hour Factor 0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92				
Percent Heavy Veh, % 2	2	2	2	2	2	2	2	2	2	2	2				
Cap, veh/h 186	1335	597	137	1237	553	260	552	321	112	610	273				
Arrive On Green 0.10	0.38	0.38	0.08	0.35	0.35	0.15	0.26	0.26	0.06	0.17	0.17				
Sat Flow, veh/h 1774	3539	1583	1774	3539	1583	1774	2157	1254	1774	3539	1583				
Grp Volume(v), veh/h 151	584	249	129	864	57	500	98	98	45	138	216				
Grp Sat Flow(s), veh/h/ln1774	1770	1583	1774	1770	1583	1774	1770	1641	1774	1770	1583				
Q Serve(g_s), s 6.6	9.8	9.2	5.7	16.7	1.9	11.6	3.5	3.8	1.9	2.7	10.4				
Cycle Q Clear(g_c), s 6.6	9.8	9.2	5.7	16.7	1.9	11.6	3.5	3.8	1.9	2.7	10.4				. :
Prop In Lane 1.00	0.0	1.00	1.00		1.00	1.00	0.0	0.76	1.00		1.00				
Lane Grp Cap(c), veh/h 186	1335	597	137	1237	553	260	453	420	112	610	273				
V/C Ratio(X) 0.81	0.44	0.42	0.94	0.70	0.10	1.93	0.22	0.23	0.40	0.23	0.79				
Avail Cap(c_a), veh/h 190	1335	597	137	1237	553	260	453	420	403	1089	487				
HCM Platoon Ratio 1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Upstream Filter(I) 1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Uniform Delay (d), s/veh 34.7	18.4	18.2	36.4	22.2	17.4	33.8	23.2	23.4	35.7	28.2	31.4				
Incr Delay (d2), s/veh 22.6	1.0	2.1	60.3	3.3	0.4	430.7	0.2	0.3	2.3	0.2	5.1			·. \	
Initial Q Delay(d3),s/veh 0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0				
%ile BackOfQ(50%), veh/ln4.4	4.9	4.4	5.1	8.6	0.9	36.7	1.7	1.7	1.0	1.3	4.9			1 4	s.*
LnGrp Delay(d),s/veh 57.3	19.5	20.4	96.7	25.5	17.8	464.5	23.5	23.6	38.0	28.4	36.5				
LnGrp LOS E	В	20.4 C	30.7 F	23.5 C	B	+04.5	23.3 C	23.0 C	.30.0 D	20. <del>4</del>	30.5 D				
	984		· · · · · · ·	1050	ט	<u> </u>				·	ט				
Approach Vol, veh/h						1.	696			399	- 1				
Approach Delay, s/veh	25.5			33.8			340.3			33.9					
Approach LOS	С			C			F			С					
Timer 1	2.	3	4"	. 5	6),	7	× 8				100				
Assigned Phs 1	2	3	4	5	6	7	8			***********			: :		
Phs Duration (G+Y+Rc), \$0.6	34.4	16.1	18.2	12.8	32.2	9.5	24.8								
Change Period (Y+Rc), s 4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	<b>)</b>							
Max Green Setting (Gmax), \$	29.9	11.6	24.4	8.5	27.5	18.0	18.0								
Max Q Clear Time (g_c+l17),7s	11.8	13.6	12.4	8.6	18.7	3.9	5.8								a d
Green Ext Time (p_c), s 0.0	9.9	0.0	1.3	0.0	6.0	0.1	2.0								
Intersection Summary							-				r a tour	uni ti			
HCM 2010 Ctrl Delay		99.4		200 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		PACTAVAS	MARCHE STATE		0.08803033	00 LOG 188	ed to the second				<u> </u>
HCM 2010 LOS		99.4 F	1,1												
110 N 20 10 LOS		. 1		and the									100		3 To 1

•	*	1	Ť	<b>↓</b>	4	
Movement EBL	EBR	NBL	NBT	SBT.	SBR	
Lane Configurations	7	ካ	∱	<b>†</b>	7	
Traffic Volume (veh/h) 0	0	Ö	. 0	0.	. 0	
Future Volume (veh/h) 0	0	0	0	0	0	
Number 5	12	3	- 8	4	14	
Initial Q (Qb), veh 0	0	0	0	0	0	
Ped-Bike Adj(A_pbT) 1.00	1.00	1.00			1.00	Company of the Control of Control of the Control of
Parking Bus, Adj 1.00	1.00	1.00	1.00	1.00	1.00	
Adj Sat Flow, veh/h/ln 1863	1863	1863	1863	1863	1863	ang kalang panggalang kalang dan kalang beranggalang dan kelanggalang beranggalang beranggalang beranggalang b
Adj Flow Rate, veh/h 0	0	0	0	0	0	
Adj No. of Lanes 1	1	1	1	1	. 1	
Peak Hour Factor 0.92	0.92	0.92	0.92	0.92	0.92	
Percent Heavy Veh, % 2	2	2	2	2	2	
Cap, veh/h 9999	9999	9999	9999	9999	9999	
Arrive On Green 0.00	0.00	0.00	0.00	0.00	0.00	
Sat Flow, veh/h 1774	1583	1774		83824	1583	
Grp Volume(v), veh/h 0	0	0	0	0	0	
Grp Sat Flow(s), veh/h/ln1774	1583	1774	1863	1863	1583	
• • • • • • • • • • • • • • • • • • • •	0.0	0.0	0.0	0.0	0.0	
Q Serve(g_s), s 0.0 Cycle Q Clear(g_c), s 0.0	0.0	0.0	0.0	0.0	0.0	
	1.00	1.00	0.0	0.0	1.00	
			<b>DE</b>	<b>22779</b> 0		
Lane Grp Cap(3)386 <b>4253223</b> 83 V/C Ratio(X) 0.00	0.00	0.00	0.00	0.00	0.00	
V/C Ratio(X) 0.00 Avail Cap(c_8635687475974778974						
HCM Platoon Ratio 1.00		1.00	1.00			
	1.00			1.00	1.00	
Upstream Filter(I) 0.00	0.00	0.00	0.00	0.00	0.00	
Uniform Delay (d), s/veh 0.0	0.0	0.0	0.0	0.0	0.0	
Incr Delay (d2), s/veh 0.0	0.0	0.0	0.0	0.0	0.0	
Initial Q Delay(d3),s/veh 0.0	0.0	0.0	0.0	0.0	0.0	
%ile BackOfQ(50%),veh/ln0.0	0.0	0.0	0.0	.0.0	0.0	
LnGrp Delay(d),s/veh 0.0	0.0	0.0	0.0	0.0	0.0	
LnGrp LOS			u v Kgr			
Approach Vol, veh/h 0			0	0		
Approach Delay, s/veh 0.0			0.0	0.0		
Approach LOS		1.				
Timer 1		3	. 4	5	6	7. 8
Assigned Phs	2	3	4	MANUAL CHARLES	erant-protonogram	8
Phs Duration (G+Y+Rc), s	0.0	0.0	0.0			0.0
Change Period (Y+Rc), s	4.5	4.5	4.5			
Max Green Setting (Gmax), s	25.5	20.5	30.5			55.5
Max Q Clear Time (g_c+l1), s	0.0	0.0	0.0			
Green Ext Time (p_c), s	0.0	0.0	0.0			0.0
Green Extrine (p_c), s	0.0	U.U	0.0			U.U
Intersection Summary		1000			¥8.5	
HCM 2010 Ctrl Delay		0.0				
HCM 2010 LOS	4.4	Α				

Cante Configurations		<u></u>								-						
Lane Configurations 7	•	$\rightarrow$	*	1	-	•	1	Ť		-	<b>↓</b>	4				
Traffic Volume (veh/h) 0 35 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Movement EBL	EBT	EBR	WBL.	WBT	WBR	NBL	NBT	NBR-	SBL	SBT	SBR				
Traffic Volume (veh/h) 0 35 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Lane Configurations §	1>			4		ሻ	Դ		ሻ	7>					
Number 5 2 12 1 1 6 16 16 3 8 8 18 7 4 14 ninitial Q (Qb), veh 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Traffic Volume (veh/h) 0		0	0		. 0	0		. 0			. 0				
Initial CQ(b), veh	Future Volume (veh/h) 0	35	0	0	0	0	0	0	0	0	0	0		. ,		
Ped-Bike Adj(A_pbT) 1.00	Number 5	2	12	1	6	16	3	8	18	7	4	14				
Parking Bus, Adj	Initial Q (Qb), veh 0	0	0	0	0	0	0	0	0	0	0	0				
Parking Bis, Ādj	Ped-Bike Adj(A_pbT) 1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00	. *			
Adj Flow Rate, veh/h	Parking Bus, Adj 1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00				
Adj Flow Rate, veh/h	Adj Sat Flow, veh/h/ln 1863	1863	1900	1900	1863	1900	1863	1863	1900	1863	1863	1900				
Adj No. of Lanes		38	0													
Peak Hour Factor 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92	•															
Percent Heavy Veh, % 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2										0.92		_				
Cap, veh/h																
Arrive On Green 0.00 0.86 0.00 0.00 0.00 0.00 0.00 0.00															•	
Sat Flow, veh/h 1774 1863 0 0 1863 0 1774 1863 0 1774 1863 0 Grp Volume(v), veh/h 0 38 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0												_				
Grp Volume(v), veh/h 0 38 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0																•
Grp Sat Flow(s),veh/h/ln1774	· · · · · · · · · · · · · · · · · · ·															
Q Serve(g_s), s	1															
Cycle Q Clear(g_c), s 0.0 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0																
Prop In Lane 1.00 0.00 0.00 0.00 1.00 0.00 1.00 0.0	10- 77									4.4						
Lane Grp Cap(c), veh/h 225 1601 0 0 1601 0 6 6 0 0 6 6 0 0 0 0 0 0	, to— /·	0.1			0.0			0.0			0.0					
\text{V/C Ratio(X)} & 0.00 & 0.02 & 0.00 & 0	· · · · · · · · · · · · · · · · · · ·	4004			4004			•			•		41			
Avail Cap(c_a), veh/h 225 1601 0 0 1601 0 638 2416 0 416 2183 0 HCM Platoon Ratio 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0												1				
HCM Platoon Ratio 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0	The state of the s															1.
Upstream Filter(I)	1 \ /:															
Uniform Delay (d), s/veh 0.0 0.3 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0																
Incr Delay (d2), s/veh 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.																
Initial Q Delay(d3),s/veh 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.																
%ile BackOfQ(50%),veh/lr0.0 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0																
LnGrp Delay(d),s/veh 0.0 0.4 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0																
A Approach Vol, veh/h 38 0 0 0 0 0 0 Approach Delay, s/veh 0.4 0.0 0.0 0.0 0.0 0.0 Approach LOS A Timer 1 2 3 4 5 6 7 8 Assigned Phs 2 3 4 6 7 8 Assigned Phs Duration (G+Y+Rc), s 32.0 0.0 0.0 32.0 0.0 0.0 Change Period (Y+Rc), s 4.5 4.5 4.5 4.5 4.5 4.5 4.5 4.5 Max Green Setting (Gmax), s 27.5 11.5 37.5 27.5 7.5 41.5 Max Q Clear Time (g_c+l1), s 2.1 0.0 0.0 0.0 0.0 0.0 Green Ext Time (p_c), s 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0			4.4	4 44												
Approach Vol, veh/h 38 0 0 0 0 Approach Delay, s/veh 0.4 0.0 0.0 0.0  Approach LOS A  Timer 1 2 3 4 5 6 7 8  Assigned Phs 2 3 4 6 7 8  Phs Duration (G+Y+Rc), s 32.0 0.0 0.0 32.0 0.0 0.0  Change Period (Y+Rc), s 4.5 4.5 4.5 4.5 4.5  Max Green Setting (Gmax), s 27.5 11.5 37.5 27.5 7.5 41.5  Max Q Clear Time (g_c+I1), s 2.1 0.0 0.0 0.0 0.0 0.0  Green Ext Time (p_c), s 0.1 0.0 0.0 0.0 0.0  Intersection Summary  HCM 2010 Ctrl Delay 0.4			0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0,0	0.0				
Approach Delay, s/veh	LnGrp LOS															
Approach LOS A  Timer 1 2 3 4 5 6 7 8  Assigned Phs 2 3 4 6 7 8  Phs Duration (G+Y+Rc), s 32.0 0.0 0.0 32.0 0.0 0.0  Change Period (Y+Rc), s 4.5 4.5 4.5 4.5 4.5  Max Green Setting (Gmax), s 27.5 11.5 37.5 27.5 7.5 41.5  Max Q Clear Time (g_c+l1), s 2.1 0.0 0.0 0.0 0.0  Green Ext Time (p_c), s 0.1 0.0 0.0 0.0 0.0  Intersection Summary  HCM 2010 Ctrl Delay 0.4	Approach Vol, veh/h															
Timer 1 2 3 4 5 6 7 8  Assigned Phs 2 3 4 6 7 8  Phs Duration (G+Y+Rc), s 32.0 0.0 0.0 32.0 0.0 0.0  Change Period (Y+Rc), s 4.5 4.5 4.5 4.5 4.5  Max Green Setting (Gmax), s 27.5 11.5 37.5 27.5 7.5 41.5  Max Q Clear Time (g_c+l1), s 2.1 0.0 0.0 0.0 0.0 0.0  Green Ext Time (p_c), s 0.1 0.0 0.0 0.0 0.0  Intersection Summary  HCM 2010 Ctrl Delay 0.4	Approach Delay, s/veh	0.4			0.0			0.0			0.0					
Assigned Phs 2 3 4 6 7 8 Phs Duration (G+Y+Rc), s 32.0 0.0 0.0 32.0 0.0 0.0 Change Period (Y+Rc), s 4.5 4.5 4.5 4.5 4.5 Max Green Setting (Gmax), s 27.5 11.5 37.5 27.5 7.5 41.5 Max Q Clear Time (g_c+l1), s 2.1 0.0 0.0 0.0 0.0 0.0 Green Ext Time (p_c), s 0.1 0.0 0.0 0.0 0.0 Intersection Summary. HCM 2010 Ctrl Delay 0.4	Approach LOS	Α									: '					
Assigned Phs 2 3 4 6 7 8 Phs Duration (G+Y+Rc), s 32.0 0.0 0.0 32.0 0.0 0.0 Change Period (Y+Rc), s 4.5 4.5 4.5 4.5 4.5 Max Green Setting (Gmax), s 27.5 11.5 37.5 27.5 7.5 41.5 Max Q Clear Time (g_c+l1), s 2.1 0.0 0.0 0.0 0.0 0.0 Green Ext Time (p_c), s 0.1 0.0 0.0 0.0 0.0 Intersection Summary. HCM 2010 Ctrl Delay 0.4	Timer 1	2	3	. 4	5.	6	. 7	. 8	100			118 138			7	H.
Phs Duration (G+Y+Rc), s 32.0 0.0 0.0 32.0 0.0 0.0 Change Period (Y+Rc), s 4.5 4.5 4.5 4.5 4.5 4.5 Max Green Setting (Gmax), s 27.5 11.5 37.5 27.5 7.5 41.5 Max Q Clear Time (g_c+l1), s 2.1 0.0 0.0 0.0 0.0 0.0 Green Ext Time (p_c), s 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 Intersection Summary.  HCM 2010 Ctrl Delay 0.4			3	4	100000000000000000000000000000000000000			A TOTAL PROPERTY.	SECTIONS DELY C	SON ALERCA SERVICE	**********	0054250010		ARASTA (CARROLL)	400000000000000000000000000000000000000	segregation.com
Change Period (Y+Rc), s 4.5 4.5 4.5 4.5 4.5 4.5 Max Green Setting (Gmax), s 27.5 11.5 37.5 27.5 7.5 41.5 Max Q Clear Time (g_c+l1), s 2.1 0.0 0.0 0.0 0.0 0.0 Green Ext Time (p_c), s 0.1 0.0 0.0 0.0 0.0 0.0 0.0 Intersection Summary.  HCM 2010 Ctrl Delay 0.4																
Max Green Setting (Gmax), s 27.5 11.5 37.5 27.5 7.5 41.5  Max Q Clear Time (g_c+l1), s 2.1 0.0 0.0 0.0 0.0  Green Ext Time (p_c), s 0.1 0.0 0.0 0.0 0.0  Intersection Summary:  HCM 2010 Ctrl Delay 0.4									200							
Max Q Clear Time (g_c+l1), s 2.1 0.0 0.0 0.0 0.0 0.0  Green Ext Time (p_c), s 0.1 0.0 0.0 0.0 0.0  Intersection Summary:  HCM 2010 Ctrl Delay 0.4																
Green Ext Time (p_c), s 0.1 0.0 0.0 0.0 0.0 0.0  Intersection Summary:  HCM 2010 Ctrl Delay 0.4																
Intersection Summary HCM 2010 Ctrl Delay 0.4					• .											
HCM 2010 Ctrl Delay 0.4	V = 7:	*******************		TATALON NO MEMBERS		U.U	U.U	U.U				501000 C 780	500.30 <b>0.</b> 200.000	TROPPES		Terrinari
		7.73			er av			at a said							42486	
HCM 2010 LOS-10 April 1991 A 12				,												-, .
	HCM 2010 LOS		A				,								·	

•	<b>→</b>	•	•	+	4	1	<b>†</b>	<i>&gt;</i>	<b>/</b>	<del> </del>	1					
Movement ⊘ EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	77.47				\$40E
Lane Configurations	Þ		ሻ	<b>†</b>	7	ሻ	₽			4						
Traffic Volume (veh/h) 0	888	8.	30	590	0	- 2	0	5	0	0	. 0					
Future Volume (veh/h) 0	888	8	30	590	0	2	0	5	0	0	0					
Number 5	2	12	. 1	6	16	3	8	18	. 7	4	14					
Initial Q (Qb), veh 0	0	0	0	0	0	0	0	0	0	0	0					
Ped-Bike Adj(A_pbT) 1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00				1	
Parking Bus, Adj 1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
Adj Sat Flow, veh/h/ln 1863	1863	1900	1863	1863	1863	1863	1863	1900	1900	1863	1900				*	
Adj Flow Rate, veh/h 0	965	9	33	641	0	2	0	5	0	0	0					
Adj No. of Lanes 1	1	0	. 1	1	1	1	1	0	0	1	0					
Peak Hour Factor 0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92					
Percent Heavy Veh, % 2	2	2	2	2	2	2	2	2	2	2	2					
Cap, veh/h 4	1062	10	66	1318	1120	16	0	165	0	4	0					
Arrive On Green 0.00	0.58	.0.58	0.04	0.71	0.00	0.01	0.00	0.10	0.00	0.00	0.00					
Sat Flow, veh/h 1774	1843	17	1774	1863	1583	1774	0	1583	0	1863	0					
Grp Volume(v), veh/h 0	0	974	33	641	0	. 2	0	5	0	0	0		:			<del></del>
Grp Sat Flow(s), veh/h/ln1774	0	1860	1774	1863	1583	1774	0	1583	0	1863	0					
Q Serve(g_s), s 0.0	0.0	22.3	0.9	7.3	0.0	0.1	0.0	0.1	0.0	0.0	0.0					
Cycle Q Clear(g_c), s 0.0	0.0	22.3	0.9	7.3	0.0	0.1	0.0	0.1	0.0	0.0	0.0					
Prop In Lane 1.00	0.0	0.01	1.00	1.5	1.00	1.00	0.0	1.00	0.00	0.0	0.00		.,			
Lane Grp Cap(c), veh/h 4	0	1072	66	1318	1120	1.00	0	165	0.00	4	0.00		:			
V/C Ratio(X) 0.00	0.00	0.91	0.50	0.49	0.00	0.12	0.00	0.03	0.00	0.00	0.00					
Avail Cap(c_a), veh/h 537	0.00	1204	185	1318	1120	667	0.00	595	0.00	700	0.00					
HCM Platoon Ratio 1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
Upstream Filter(I) 0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00					
Uniform Delay (d), s/veh 0.0	0.00	9.0	22.6	3.1	0.00	23.5	0.0	19.3	0.00	0.00	0.00					
Incr Delay (d2), s/veh 0.0	0.0	9.5	5.8	0.3	0.0	3.2	0.0	0.1	0.0	0.0	0.0		\			
Initial Q Delay(d3),s/veh 0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0					
	0.0	13.9	0.5	3.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0					
%ile BackOfQ(50%), veh/ln0.0 LnGrp Delay(d), s/veh 0.0	0.0	18.5	28.4	3.4	0.0	26.8	0.0	19.3								
LnGrp Delay(d),s/veh 0.0 LnGrp LOS	.0.0	. 10.5 В	20.4 C		. 0.0	20.0 ·	0.0	19.3 B	0.0	0.0	0.0					
	074	<u>D</u>	·	674			7	<u>D</u>								
Approach Vol, veh/h	974					,	•	7		0						
Approach Delay, s/veh	18.5			4.6			21.5			0.0						
Approach LOS	В			Α,			С									
Timer 1	, 12	3	- 4	5.	6	7	8									
Assigned Phs 1	2	3	4	5	6	7	8				-,-					
Phs Duration (G+Y+Rc), s6.3	32.1	4.9	4.6	0.0	38.4	0.0	9.5									
Change Period (Y+Rc), s 4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5									
Max Green Setting (Gmax5,8	31.0	18.0	18.0	14.5	21.5	18.0	18.0									
Max Q Clear Time (g_c+I12,9s		2.1	0.0	0.0	9.3	0.0	2.1									
Green Ext Time (p_c), s 0.0	3.3	0.0	0.0	0.0	8.6	0.0	0.0									
Intersection Summary									*	57853				100		
HCM 2010 Ctrl Delay	ansetter.	12.9	or conse	THE SECTION S.		1892 (* Yelfir (* 1891) 1892 (* Yelfir (* 1891)	ers desident						tra-felik	y (1752) (Ca	74. F.	40X4444
HCM 2010 LOS																
HOW ZUIU LUS		В														

Intersection:	
Intersection Delay, s/veh83.7	
Internation LOC	

Intersection Delay, s	s/veh83.	7
Intersection LOS		F

Movement	EBU	EBL	EBŢ	WBU	WBŢ-	WBR	SBU	SBL	SBR			
Lane Configurations		ሻ	<b>↑</b>		<b>†</b>	7		¥				
Traffic Vol, veh/h	0	246	725	0	519	89	0	2	120			
Future Vol, veh/h	0	246	725	0	519	89	0	2	120			
	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0,92			
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2			
Mvmt Flow	0.	267	788	0	564	97	0	2	130			
Number of Lanes	0	1	1	0	1	1	0	1	0			
Approach	7 17	ΕB			WB:			SB	( 10 j	(4) (1) (4)	734	
	State of the state of the	STATE OF THE PARTY	an all the last of the last	action by the control of the control of the	SERVICE CONTROL OF THE SERVICE		ASSESSED A 18 A 18 TO	ALC: NO PORTOR	1000		Salar States and the	<b>的现在分词</b>
Opposing Approach	and the second second second	WB			EB		50546131394391	96		<u> </u>	a francisco	\$95866, 21469 CF
Opposing Approach Opposing Lanes		AND THE PROPERTY AND ADDRESS OF THE PARTY AND			STATE OF THE PROPERTY.		*********	0				**************************************
	t	AND THE PROPERTY AND ADDRESS OF THE PARTY AND			STATE OF THE PROPERTY.			0 WB				
Opposing Lanes	t	WB 2			STATE OF THE PROPERTY.			0				
Opposing Lanes Conflicting Approach Lef Conflicting Lanes Left Conflicting Approach Rig		WB 2			STATE OF THE PROPERTY.			0				
Opposing Lanes Conflicting Approach Lef Conflicting Lanes Left Conflicting Approach Rig Conflicting Lanes Right		WB 2			EB 2			0 WB 2				
Opposing Lanes Conflicting Approach Lef Conflicting Lanes Left Conflicting Approach Rig		WB 2			EB 2			0 WB 2				

Lane	EBLn1	EBLn2(	WBLn1\	VBLn2	SBLn1					
Vol Left, %	100%	0%	0%	0%	2%					
Vol Thru, %	0%	100%	100%	0%	0%					
Vol Right, %	0%	0%	0%	100%	98%					
Sign Control	Stop	Stop	Stop	Stop	Stop					
Traffic Vol by Lane	246	725	519	89	122					
LT Vol	246	. :0	0	0	2					
Through Vol	0	725	519	0	0					
RT Vol	0	0	. 0	89	120					
Lane Flow Rate	267	788	564	97	133					
Geometry Grp	7	7	7	. 7	2					
Degree of Util (X)	0.467	1.266		0.145						
Departure Headway (Hd)	6.29	5.784	6.364	5.654	6.682					
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes					
Cap	575	630		638	541	• • • •				
Service Time	4.005	3.499			4.682					
HCM Lane V/C Ratio	0.464	10.00		0.152	0.246					
HCM Control Delay	14.4	151.3		9.3	11.7					
HCM Lane LOS	В		* - F	Α	В					
HCM 95th-tile Q	2.5	30.4	12.7	0.5	0.9					

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l	ntei	rsectio	n De	lay,	s/veh	142
				_ ′		

Movement	EBU	EBL	EBT	WBU-	WBT:	WBR	SBU	SBL		SBR	SWU	ŚWĽ	Ş	SWR
Lane Configurations					-	7		<u> </u>		7		<b>Y</b> /		
Traffic Vol, veh/h	. 0	233	31	0	218	59	0	97		333	0	37		41
Future Vol, veh/h	0	233	31	0	218	59	0	97		333	0	37		41
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92		0.92	0.92	0.92		0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	•	2	2	2		2
Mvmt Flow	0	253	34	0	 237	64	0	105		362	0	40		45
Number of Lanes	0	0	0	0	0	1	0	1		1	0	1		0

Approach		WB.		SW
Opposing Approach		EB		
Opposing Lanes		1		0
Conflicting Approach Left				WB
Conflicting Lanes Left	and the second s	0.		1 14 TO 1 1 TO 1 TO 1 TO 1 TO 1 TO 1 TO
Conflicting Approach Right		SB		SB
Conflicting Lanes Right		3		3
HCM Control Delay		27.7		15.1
HCM LOS		D		<b>C</b> * * * * * * * * * * * * * * * * * * *

Lane:	EBLn1V	VBLn1:	SBLn1	SBLn2	SBLn39	SWLh1						(Proj.)	
Vol Left, %	95%	0%	100%	100%	0%	40%							
Vol Thru, %	5%	78%	0%	0%	0%	0%							4.
Vol Right, %	0%	22%	0%	0%	100%	60%							
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop							
Traffic Vol by Lane	666	278	83	97	333	92							
LT Vol	635	0	83	97	0	37							
Through Vol	31	218	0	_	0	0							
RT Vol	.0	60			7 7 7								
Lane Flow Rate	724	302	90		362	100							
Geometry Grp	7			7		77							
Degree of Util (X)	1.595			0.236	0.691								
Departure Headway (Hd)	7.933	9.377		9.659		9.563							
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes							
Сар	463	390	374	374	434	378					Э. Э.		
Service Time	5.718	7.077	7.359	7.359	6.107	7.263							
HCM Lane V/C Ratio	1.564	0.774	•	0.281	0.834								
HCM Control Delay	298.5	27.7	14.8	15.3	27.9	15.1							
HCM Lane LOS	F	D	·B										
HCM 95th-tile Q	40.1	4.4	0.7	0.9	5.1	0.9							

	ene en karago marago aper				AMERICA 100 ACT CONTROL	THE STATE OF THE S	***************************************		15.78671864157200127191			24 01223 P028 In Term 1974	ANALONIA DE LA CALCA
Intersection	4		, in the				200					, y , 4	
Int Delay, s/veh 2	.1												
Movement	EBL	EBT	EBR		WBL	WBT	WBR	NBI	. NBT	NBR	SBL	SBT	SBR
Lane Configurations		4				4		Ť			N.	<b>∱</b> ∱	
Traffic Vol, veh/h	11	6	14		9	15	58	, e e e e		15	11	453	4
Future Vol, veh/h	11	6	14		9	15	58	6		15	11	453	4
Conflicting Peds, #/hr	0	. 0	0		0	- 0	0	(	7.	. 0	0	0	. 0
Sign Control	Stop	Stop	Stop		Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	_	-	None		-	· <del>.</del>	None	*	-	None		•	None
Storage Length	-	-			-	-				-	0	-	
Veh in Median Storage, #		. 0	· · · · · •		' • '	0	•		. 0	·	-	0	<del>-</del>
Grade, %	-	0	- 00		-	0	-		. 0	-	-	0	-
Peak Hour Factor	92	92	92		92	92	92	92		92	92	92	92
Heavy Vehicles, %	2	2 7	2		2	2	2	2		2	2	2	2
Mvmt Flow	12	1	15		10	16	63	7	630	16	12	492	4
R. J. A. S. H. J. J. S. M. S. S. J. M. S.		en tarrena escenta	THE PERSON AS THE PERSON AS THE	ALLEGA A Salar Walling a sin-	-								
Major/Minor	Minor2	4.770.00000 AND	4		Minor1	oper, 1		Major1			Major2	ti saati s	
Conflicting Flow All	1209	1178	248		925	1173	639	497	0	0	647	0	0
Stage 1	518	518			652	652	* * * *		-	-	: <sup>1</sup> * -	•	•
Stage 2	691	660			273	521	-		-	-	-	-	-
Critical Hdwy	7.33	6.53	6.93		7.33	6.53	6.23	4.13	-		4.13	•	-
Critical Hdwy Stg 1	6.53	5.53			6.13	5.53	-		-	-	-	-	-
Critical Hdwy Stg 2	6.13	5.53			6.53	5.53	-		· . · -	·		. · .=.	-
Follow-up Hdwy	3.519	4.019	3.319		3.519	4.019		2.219		<b>-</b>	2.219	-	-
Pot Cap-1 Maneuver	149	190	753		236	191	475	1065	· · ·	-	937	•	
Stage 1	510 434	532			456	463	-	•	• • • • • • • • • • • • • • • • • • • •		- -	. <b>-</b>	•
Stage 2 Platoon blocked, %	434	459			710	531	-	•	-	•	· :		: -
Mov Cap-1 Maneuver	119	186	753		222	187	475	1065	- -		027	- -	-
Mov Cap-1 Maneuver	119	186	100		222	187	4/0	1000		, -	937	7	-
Stage 1	507	525			453	460	•		<del>-</del>		-		-
Stage 2	361	456	·		678	524		•	-	• • •	-	• • •	-
Olago Z	301	700				524			•	-	• • • • • • • • • • • • • • • • • • • •	. ·	-
	an market survey	NEW YOUTH CO.	ennikasi		MIRES OF THE	KALUWIT JAK	nangganggan Tangganggan	The state of the s	TEAT INTO STREET	aran aran maran sa		78079879805.13878076	PERMITTER
Approach:	EB		-64-54		⊹WB		etile ack	NB			- SB		4.77%
HCM Control Delay, s	24.7				19.4			0.1			0.2		4,
HCM LOS	С				С								
												* *.	
Minor Lane/Major Mymt	NBL	NBT	NBR I	BLn1\	WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	1065	-	-	216	338	937	•	-					
HCM Lane V/C Ratio	0.006	-	-		0.264	0.013	-	-					
HCM Control Delay (s)	8.4	·: . ·	.· -	24.7	19.4	8.9	-	<del>.</del>					
HCM Lane LOS	Α	-	-	С	С	Α	-	-					
HCM 95th %tile Q(veh)	, . · · 0	· · · · -		0.5	1	. 0		. •					

Lane Configurations       4       5       5         Traffic Vol, veh/h       0       27       3       32       0       12       7       31       0       9       562	15 15
Lane Configurations       4       5       5         Traffic Vol, veh/h       0       27       3       32       0       12       7       31       0       9       562	15 15
Traffic Vol, veh/h 0 27 3 32 0 12 7 31 0 9 562	15
	~~
	.92
Heavy Vehicles, % 2 2 2 2 2 2 2 2 2 2	2
	16
Number of Lanes 0 0 1 0 0 1 0 0 1 1	0
Approach EB WB NB	
Opposing Approach WB EB SB	
Opposing Lanes 1 1 3	
Conflicting Approach Left SB NB EB	
Conflicting Lanes Left 2	
Conflicting Approach Right NB SB WB	
Conflicting Lanes Right 2 3 1	
HCM Control Delay 11.3 10.9 80.8	
HCM LOS B B B B B B B B B B B B B B B B B B B	
Lane: NBLn1: NBLn2: EBLn1: WBLn1: SBLn2: SBLn3:	
Vol Left, % 100% 0% 44% 24% 100% 0% 0%	
Vol Thru, % 0% 97% 5% 14% 0% 100% 94%	
Vol Right, % 0% 3% 52% 62% 0% 0% 6%	
Sign Control Stop Stop Stop Stop Stop Stop	
Traffic Vol by Lane 9 577 62 50 9 309 163	
LT Vol	
Through Vol 0 562 3 7 0 309 154	
RT Vol 0 15 32 31 0 0 9 Lane Flow Rate 10 627 67 54 10 336 178	
	,
Geometry Grp 8 8 7 7 7 7 7 7 7 Degree of Util (X) 0.018 1.072 0.134 0.108 0.017 0.521 0.274	
Departure Headway (Hd) 6.677 6.154 7.483 7.36 6.289 5.782 5.743  Convergence, Y/N Yes Yes Yes Yes Yes Yes	
Cap 539 596 482 490 573 627 630	
Service Time 4.381 3.858 5.183 5.06 3.989 3.482 3.443	
HCM Lane V/C Ratio 0.019 1.052 0.139 0.11 0.017 0.536 0.283	
HCM Control Delay 9.5 81.9 11.3 10.9 9.1 14.6 10.6	
HCM Lane LOS A F B B A B B	
HCM 95th-tile Q 0.1 18.2 0.5 0.4 0.1 3 1.1	

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HCM LOS

Intersection Delay, s/veh

Intersection LOS		. *-							
Movement	SBU	SBL	SBT	SBR		. 4			
Lane Configurations		ሻ	<b>∱</b> ጉ						
Traffic Vol, veh/h	0	9	463	9					
Future Vol, veh/h	0	9	463	9					
Peak Hour Factor	0.92	0.92	0.92	0.92					
Heavy Vehicles, %	2	2	2	2					
Mvmt Flow	0	10	503	10					
Number of Lanes	0	1	2	0					
Approach		SB					•		
Opposing Approach		NB							
Opposing Lanes		2							
Conflicting Approach Left		WB							
Conflicting Lanes Left		1 -							
Conflicting Approach Right		EB						•	
Conflicting Lanes Right		1							
HCM Control Delay		13.1							

		-										
	•	-	•	1	<b>—</b>	*	4	<b>†</b>	-	1	<b>↓</b>	1
Movement	EBL»	EBT	· EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		<b>^</b> ^	7	44	<b>††</b>				in Pili	ች	4	<u>********</u>
Traffic Volume (veh/h)	0	1150	517	470	1059	0	. 0	0	0	299	روبت 1 : م	837
Future Volume (veh/h)	0	1150	517	470	1059	0	. 0	0	0	299	1	837
Number	5	2	12	1	6	16		Ŭ	U	3	. 8	18
Initial Q (Qb), veh	0	0	0	Ö	0	. 10				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	•			1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1863	1863	1863	1863	0				1863	1863	1863
Adj Flow Rate, veh/h	0	1250	562	511	1151	. 0				217	0	1026
Adj No. of Lanes	0	2	1	2	2	0				1	0	2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92				0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	1384	619	563	2141	Ö				523	0	934
Arrive On Green	0.00	0.39	0.39	0.16	0.60	0.00	$x_{i+1} = x_i - x_i$			0.29	0.00	0.29
Sat Flow, veh/h	0	3632	1583	3442	3632	0				1774	0	3167
Grp Volume(v), veh/h	0	1250	562	511	1151	0	1 1		· · · · · · · · · · · · · · · · · · ·	217	0	1026
Grp Sat Flow(s), veh/h/ln	0	1770	1583	1721	1770	. 0				1774	Ö	1583
Q Serve(g_s), s	0.0	29.9	30.1	13.1	17.1	0.0				8.8	0.0	26.5
Cycle Q Clear(g_c), s	0.0	29.9	30.1	13.1	17.1	0.0				8.8	0.0	26.5
Prop In Lane	0.00		1.00	1.00	••••	0.00				1.00	0.0	1.00
Lane Grp Cap(c), veh/h	0	1384	619	563	2141	0				523	0	934
V/C Ratio(X)	0.00	0.90	0.91	0.91	0.54	0.00	· * 1			0.41	0.00	1.10
Avail Cap(c_a), veh/h	0	1391	622	563	2147	0				523	0	934
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	25.7	25.8	36.9	10.4	0.0				25.4	0.0	31.7
Incr Delay (d2), s/veh	0.0	8.5	17.1	18.5	0.3	0.0				2.4	0.0	60.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	16.2	16.1	7.7	8.4	0.0				4.7	0.0	19.4
LnGrp Delay(d),s/veh	0.0	34.3	43.0	55.4	10.7	0.0				27.9	0.0	91.8
LnGrp LOS		C	D	Ε	В					C		F
Approach Vol, veh/h		1812		Te et	1662				*****		1243	• • • • • • • • • • • • • • • • • • • •
Approach Delay, s/veh		37.0			24.4						80.6	
Approach LOS		D			С						F	
Timer:	7	2	-3	4		6	7					
Assigned Phs	1	2			7 1 Q	6	en algebra	8			The second process	
Phs Duration (G+Y+Rc), s	19.2	39.6				58.8	•	31.0				
Change Period (Y+Rc), s	4.5	4.5				4.5		4.5				
Max Green Setting (Gmax), s	14.7	35.3				54.5		26.5				
Max Q Clear Time (g_c+l1), s	15.1	32.1				19.1		28.5				
Green Ext Time (p_c), s	0.0	3.0				26.5	"	0.0				
, - ,·												70.75.77.1
Intersection Summary			44.0	10 20 03 BE			4.004.00		arms/E3).			(2) (3)
HCM 2010 Ctrl Delay HCM 2010 LOS			44.0 D		4 to 200					100		
Notes				1889/01/97	er Kranie (V		100/07/20		10000			(1) Sec. (1)

## HCM 2010 Signalized Intersection Summary 1: I-15 SB On Ramp/I-15 SB Off Ramp & Limonite Ave

PM E+G+Prj. (Diverted) 08/21/2017

	<b>→</b>	_	_	+	•	•	<b>†</b>	<u></u>	<u>\</u>	Ţ	4			
Movement EBL.	EBT	EBR	WBL	WAT	WBR	NBL	NBT	NBR	SBL	▼ SBT	SBR			
Lane Configurations	<b>†</b> †	HPIN.		<u>ተ</u> ተ	7	**************************************	4 <del>)</del>	7 <sup>4</sup>	- ODE		, ODIN			
Traffic Volume (veh/h) 480	965	0	0	1092	307	429	0	796	- 0	0	0			
Future Volume (veh/h) 480	965	0	0	1092	307	429	0	796	0	0	. 0	•		
Number 5	2	12	1	6	16	3	8	18						
Initial Q (Qb), veh 0	0	0	0	0	0	0	0	0				•		
Ped-Bike Adj(A_pbT) 1.00		1.00	1.00		1.00	1.00		1.00						
Parking Bus, Adj 1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	*.					
Adj Sat Flow, veh/h/ln 1863	1863	0	0	1863	1863	1863	1863	1863						
Adj Flow Rate, veh/h 522	1049	0	0	1187	334	311	0	1031						
Adj No. of Lanes 2	2	. 0	Ŏ	2	: 1	1.	0	2						
Peak Hour Factor 0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92						
Percent Heavy Veh, % 2	2	0.02	0.02	2	2	2	2	2						
Cap, veh/h 605	2183	0	0	1383	619	503	0	897						
Arrive On Green 0.18	0.62	0.00	0.00	0.39	0.39	0.28	0.00	0.28						
Sat Flow, veh/h 3442	3632	0.00	0.00	3632	1583	1774	0.00	3167						•
	1049	0	0	1187	334	311	. 0	1031						
Grp Sat Flow(s), veh/h/ln1721	1770	0	0	1770	1583	1774	0	1583						
Q Serve(g_s), s 13.3	14.5	0.0	0.0	27.7	14.7	13.7	0.0	25.5						
Cycle Q Clear(g_c), s 13.3	14.5	0.0	0.0	27.7	14.7	13.7	0.0	25.5						
Prop In Lane 1.00	0400	0.00	0.00	4000	1.00	1.00		1.00						
Lane Grp Cap(c), veh/h 605	2183	0	0	1383	619	503	0	897						
V/C Ratio(X) 0.86	0.48	0.00	0.00	0.86	0.54	0.62	0.00	1.15						
Avail Cap(c_a), veh/h 688	2183	0	0	1383	619	503	0	897						
HCM Platoon Ratio 1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				•		
Upstream Filter(I) 1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00						
Uniform Delay (d), s/veh 36.0	9.4	0.0	0.0	25.1	21.2	28.0	0.0	32.3						
Incr Delay (d2), s/veh 10.0	0.8	0.0	0.0	7.1	3.4	5.6	0.0	80.1						
Initial Q Delay(d3),s/veh 0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0						
%ile BackOfQ(50%), veh/ln7.1	7.2	0.0	0.0	14.9	7.0	7.4	0.0	21.1						
LnGrp Delay(d),s/veh 46.0	10.2	0.0	0.0	32.2	24.5	33.7	0.0	112.3						
LnGrp LOS D	В			С	C	<u>C</u>		<u> </u>						
Approach Vol, veh/h	1571			1521			1342				-			
Approach Delay, s/veh	22.1			30.5			94.1							
Approach LOS	С			С			F.	: · · · .						
Timer 1	2	3.	4.	5	6	7.	. 8	T.				198		
Assigned Phs	2	en and an entering	9303000000	5	6	ar av sat saga	8	*5" 2"474	NISSERT/ORDE	******	**************************************		A	<u>erroranaere</u>
Phs Duration (G+Y+Rc), s	60.0			20.3	39.7		30.0							•
Change Period (Y+Rc), s	4.5			4.5	4.5		4.5							
Max Green Setting (Gmax), s	55.5			18.0	33.0		25.5							•
Max Q Clear Time (g_c+l1), s	16.5			15.3	29.7		27.5							
Green Ext Time (p_c), s	24.8			0.6	3.1		0.0							· · · · ·
NOW PROPERTY AND ADDRESS OF THE PROPERTY A							 		CS/CS/CS/CS	an a				
Intersection Summary.	S. S. (1984)	40.0	100				94 <b>9</b> 5, 43		500	reservit at			Saint & The	CONTRACTOR
HCM 2010 Ctrl Delay		46.8												
HCM 2010 LOS		D												
Notes		ijķ		0.0				1.		4.1				
Alexander and the second are second as a s		The second second				THE PERSON		and the second s	of an expension of the Confession	ament grantette (1924)		Commence of the Control of the Contr	Annual State of State	CONTRACTOR SECURITION

## HCM 2010 Signalized Intersection Summary 2: I-15 NB Off Ramp/I-15 NB On Ramp & Limonite Ave

PM E+G+Prj. (Diverted) 08/21/2017

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Movement	EBL	EBŤ	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ሻ	<b>^</b>	7	*	<b>^</b>	7	1/4	<b>↑</b>	*	*	ħ	
Traffic Volume (veh/h)	36	1512	0	0	1357	0	0	0	0	8	0	29
Future Volume (veh/h)	36	1512	0	0	1357	0	0	0	0	8	0	29
Number	- 5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1,00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	39	1643	0	0	1475	0	0	0	0	9	0	32
Adj No. of Lanes	1	2	1	1	. 2	1	2	. 1	1	. 1	1	. 0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	. 2	2	2	2	2	2	2	2	2
Cap, veh/h	63	2171	971	2	1855	830	4	399	340	20	0	442
Arrive On Green	0.04	0.61	0.00	0.00	0.52	0.00	0.00	0.00	0.00	0.01	0.00	0.28
Sat Flow, veh/h	1774	3539	1583	1774	3539	1583	3442	1863	1583	1774	0	1583
Grp Volume(v), veh/h	39	1643	0	. 0	1475	0	0	0	0	9	0	32
Grp Sat Flow(s), veh/h/ln	1774	1770	1583	1774	1770	1583	1721	1863	1583	1774	0	1583
Q Serve(g_s), s	1.8	28.1	0.0	0.0	28.5	0.0	0.0	0.0	0.0	0.4	0.0	1.2
Cycle Q Clear(g_c), s	1.8	28.1	0.0	0.0	28.5	0.0	0.0	0.0	0.0	0.4	0.0	1.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	63	2171	971	2	1855	830	4	399	340	20	0	442
V/C Ratio(X)	0.62	0.76	0.00	0.00	0.79	0.00	0.00	0.00	0.00	0.45	0.00	0.07
Avail Cap(c_a), veh/h	106	2171	971	106	1855	830	205	399	340	106	0	442
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	39.9	11.7	0.0	0.0	16.3	0.0	0.0	0.0	0.0	41.2	0.0	22.2
Incr Delay (d2), s/veh	9.4	2.5	0.0	0.0	3.6	0.0	0.0	0.0	0.0	15.0	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%), veh/ln	1.1	14.2	0.0	0.0	14.7	0.0	0.0	0.0	0.0	0.3	0.0	0.6
LnGrp Delay(d),s/veh	49.4	14.2	0.0	0.0	19.9	0.0	0.0	0.0	0.0	56.2	0.0	22.6
LnGrp LOS	D	В			B					Е		C
Approach Vol, veh/h		1682			1475			0			41	
Approach Delay, s/veh		15.0			19.9			0.0			30.0	
Approach LOS		В			В					•	C	
Timer	1.	2	3.	.4	5	6	7	. 8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	0.0	56.0	0.0	27.9	7.5	48.5	5.4	22.5				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	5.0	44.0	5.0	18.0	5.0	44.0	5.0	18.0				
Max Q Clear Time (g_c+l1), s	0.0	30.1	0.0	3.2	3.8	30.5	2.4	0.0				
Green Ext Time (p_c), s	0.0	12.9	0.0	0.1	0.0	12.5	0.0	0.0				
Intersection Summary								er (1				
HCM 2010 Ctrl Delay			17.5									
HCM 2010 LOS			В									

•	-	•	•	+	4	1	<b>†</b>	<i>/</i>	<b>/</b>	ļ	4			-	
Movement EBL	, EBT	€BR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR			1.0	
Lane Configurations	★	7	ሻ	<b>^</b>	7	ሻ	<b>†</b> }		ሻ	↑↑	7				
Traffic Volume (veh/h) 202	986	355	189	692	59	460	75	213	67	164	207				
Future Volume (veh/h) 202	986	355	189	692	59	460	75	213	67	164	207				
Number 5	2	12	1	6	16	3	8	18	7	. 4	14				
Initial Q (Qb), veh 0	0	0	0	0	0	0	0	0	0	0	0				
Ped-Bike Adj(A_pbT) 1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00				
Parking Bus, Adj 1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Adj Sat Flow, veh/h/ln 1863	1863	1863	1863	1863	1863	1863	1863	1900	1863	1863	1863				
Adj Flow Rate, veh/h 220	1072	386	205	752	64	500	82	232	73	178	225				
Adj No. of Lanes 1	2	: 1	1	. 2	1	1	2	0	1	2	1	3.4			
Peak Hour Factor 0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92				
Percent Heavy Veh, % 2	2	2	2	2	2	2	2	2	2	2	2				
Cap, veh/h 258	1369	612	111	1075	481	259	460	412	118	638	286				
Arrive On Green 0.15	0.39	0.39	0.06	0.30	0.30	0.15	0.26	0.26	0.07	0.18	0.18				
Sat Flow, veh/h 1774	3539	1583	1774	3539	1583	1774	1770	1583	1774	3539	1583				
Grp Volume(v), veh/h 220	1072	386	205	752	64	500	82	232	73	178	225				
Grp Sat Flow(s), veh/h/ln1774	1770	1583	1774	1770	1583	1774	1770	1583	1774	1770	1583				
Q Serve(g_s), s 9.7	21.4	15.8	5.0	15.1	2.4	11.7	2.9	10.2	3.2	3.5	10.9				
Cycle Q Clear(g_c), s 9.7	21.4	15.8	5.0	15.1	2.4	11.7	2.9	10.2	3.2	3.5	10.9		*		vita di Salaharan
Prop In Lane 1.00	21.4	1.00	1.00	13.1	1.00		2.9	1.00	1.00	3.5	1.00				
Lane Grp Cap(c), veh/h 258	1369	612	111	1075	481	1.00 259	460	412	118	638					
		0.63	1.85								286				
V/C Ratio(X) 0.85	0.78			0.70	0.13	1.93	0.18	0.56	0.62	0.28	0.79				
Avail Cap(c_a), veh/h 279	1369	612	111	1075	481	259	460	412	398	1073	480				
HCM Platoon Ratio 1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Upstream Filter(I) 1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1,00	1.00	1.00				
Uniform Delay (d), s/veh 33.4	21.6	19.9	37.6	24.7	20.3	34.2	23.0	25.7	36.4	28.4	31.4				
Incr Delay (d2), s/veh 20.5	4.5	4.9	416.2	3.8	0.6	432.8	0.2	1.8	5.2	0.2	4.8				
Initial Q Delay(d3),s/veh 0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0				
%ile BackOfQ(50%),veh/ln6.2	11.3	7.7	15.2	7.9	1.1	36.8	1.4	4.6	1.8	1.7	5.1				
LnGrp Delay(d),s/veh 53.9	26.2	24.8	453.7	28.5	20.8	467.0	23.2	27.5	41.7	28.6	36.2				
LnGrp LOS D	C	С	F	С	<u> </u>	<u> </u>	<u>C</u>	<u>C</u>	D	<u>C</u>	D				
Approach Vol, veh/h	1678			1021			814			476					
Approach Delay, s/veh	29.5			113.4			297.1			34.2					
Approach LOS	,C			F			F			C					
Timer 1	2	. 3	4.	5.	6,	7	.8,								
Assigned Phs 1	2	3	4	5	6	7	8								
Phs Duration (G+Y+Rc), s9.5	35.5	16.2	19.0	16.2	28.8	9.8	25.3						.0		
Change Period (Y+Rc), s 4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5								
Max Green Setting (Gmax5.8	31.0	11.7	24.3	12.6	23.4	18.0	18.0								
Max Q Clear Time (g_c+l17),0s		13.7	12.9	11.7	17.1	5.2	12.2						.:		
Green Ext Time (p_c), s 0.0	6.2	0.0	1.6	0.1	5.3	0.1	1.9								
Intersection Summary		NAS.								7.00		, F. C.			
HCM 2010 Ctrl Delay		106.1	en testific	:23 20 E F & S	100 (1000)	7677F ALPH		4.011(355-3)		20.00		era a successiva	9.55 <b>9.53</b> 45.6	State Service	
HCM 2010 Cur Delay		100.1 F									70				
TIGIVI ZO IO LOO															

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,	*	1	T	¥	*					
Movement EBL	ËBR	NBL	NBT	SBT	SBR					
Lane Configurations	7	ሻ	♠	<b>†</b>	7					
Traffic Volume (veh/h) 0		0	0	Ö	0					
Future Volume (veh/h) 0	0	0	0	0	0					
Number 5	12	3	8	4	14					
Initial Q (Qb), veh 0	0	0	0	0	0			•		
Ped-Bike Adj(A_pbT) 1.00	1.00	1.00			1.00					
Parking Bus, Adj 1.00	1.00	1.00	1.00	1.00	1.00				•	
Adj Sat Flow, veh/h/ln 1863	1863	1863	1863	1863	1863					
Adj Flow Rate, veh/h 0	0	0	0	0	0					
Adj No. of Lanes 1	1	1	1	1	• 1					
Peak Hour Factor 0.92	0.92	0.92	0.92	0.92	0.92					
Percent Heavy Veh, % 2		2	2	2	2					
Cap, veh/h 9999		9999	9999	9999	9999					
Arrive On Green 0.00		0.00	0.00	0.00	0.00					
Sat Flow, veh/h 1774		1774		83824	1583					
Grp Volume(v), veh/h 0		0	0	0	0					F 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
Grp Sat Flow(s), veh/h/ln1774		1774	1863	1863	1583					
Q Serve(g_s), s 0.0		0.0	0.0	0.0	0.0					
Cycle Q Clear(g_c), s 0.0		0.0	0.0	0.0	0.0					
Prop In Lane 1.00		1.00	0.0		1.00				Section 1985	
Lane Grp Cap(c)3864250228			<b>R6</b> 4474	<b>BB333</b> 8						
V/C Ratio(X) 0.00		0.00	0.00	0.00	0.00				and the property of	
Avail Cap(c_26)63.6e38747597467292										
HCM Platoon Ratio 1.00		1.00	1.00	1.00	1.00					
Upstream Filter(I) 0.00		0.00	0.00	0.00	0.00					
Uniform Delay (d), s/veh 0.0		0.0	0.0	0.0	0.0					
Incr Delay (d2), s/veh 0.0		0.0	0.0	0.0	0.0					
Initial Q Delay(d3),s/veh 0.0		0.0	0.0	0.0	0.0	•				
%ile BackOfQ(50%),veh/lr0.0		0.0	0.0	0.0	0.0					
LnGrp Delay(d),s/veh 0.0		0.0	0.0	0.0	0.0			*.		
LnGrp LOS		***		• • • •						
Approach Vol, veh/h 0			0	0						
Approach Delay, s/veh 0.0			0.0	0.0						
Approach LOS		44.0		0.0						1.0
	Occupational Newscondings	TO THE PERSON NAMED AND TH			SVATTORDRAM 1990V	S OS STATE OF THE S	Necesario	PETERSON ENGINE		
Timer 1			. 4	; 5	. 6.	7.	8		W. P. C.	
Assigned Phs	2	3	4				8			
Phs Duration (G+Y+Rc), s	0.0	0.0	0.0				0.0			
Change Period (Y+Rc), s	4.5	4.5	4.5	. ja - 4 - 4		·	4.5			
Max Green Setting (Gmax), s		20.5	30.5				55.5			•
Max Q Clear Time (g_c+l1), s		0.0	0.0				0.0			
Green Ext Time (p_c), s	0.0	0.0	0.0				0.0			
Intersection Summary							3			
HCM 2010 Ctrl Delay	version of the	0.0	erados de collegió	e v Tarre delite i i i i	41.74 (C.) TOP (A	en også ett på fill fill		- CA-13-7416		and the second second second
HCM 2010 LOS		Α								
TIOM ZOTO LOO		^								

•	<b>→</b>	•	*	4	•	1	<b>†</b>	<i>&gt;</i>	<b>/</b>	<b>+</b>	4				
Movement EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR.	SBL	SBT	SBR				
Lane Configurations	1			4		ሻ	Þ		Ť	Þ					
Traffic Volume (veh/h) 0	59	0	. 0	43	0	0	0	0	0	0	0				
Future Volume (veh/h) 0	59	0	0	43	0	0	0	. 0	0	0	0				
Number 5	2	12	1	6.	16	3	8	18	7	4	14	1			
Initial Q (Qb), veh 0	0	0	0	0	0	0	0	0	0	0	0				
Ped-Bike Adj(A_pbT) 1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00	* ***			
Parking Bus, Adj 1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Adj Sat Flow, veh/h/ln 1863	1863	1900	1900	1863	1900	1863	1863	1900	1863	1863	1900			• .	
Adj Flow Rate, veh/h 0	64	0	0	47	0	0	0	0	0	0	0		•		
Adj No. of Lanes 1	1	0	0	1	0	1	1	0	-1	1	0				
Peak Hour Factor 0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92				
Percent Heavy Veh, % 2	2	2	2	2	2	2	2	2	2	2	2				
Cap, veh/h 248	1574	0	0	1574	0	6	6	0	6	6	0				
Arrive On Green 0.00	0.84	0.00	0.00	0.84	0.00	0.00	0.00	0.00	0.00	0.00	0.00				
Sat Flow, veh/h 1353	1863	0	0	1863	0	1774	1863	0	1774	1863	0				
Grp Volume(v), veh/h 0	64	0	0	47	0	0	0	0	0	0	0	100			
Grp Sat Flow(s), veh/h/ln1353	1863	0	0	1863	0	1774	1863	Õ	1774	1863	0	•			
Q Serve(g_s), s 0.0	0.2	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0				
Cycle Q Clear(g_c), s 0.0	0.2	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0				
Prop In Lane 1.00	0.2	0.00	0.00	0,1	0.00	1.00	0.0	0.00	1.00	0.0	0.00				
Lane Grp Cap(c), veh/h 248	1574	0.00	0.00	1574	0.00	6	6	0.00	6	6	0.00				
V/C Ratio(X) 0.00	0.04	0.00	0.00	0.03	0.00	0.00	0.00	0.00	0:00	0.00	0.00				
Avail Cap(c_a), veh/h 248	1574	0.00	0.00	1574	0.00	1193	3886	0.00	703	3372	0.00				
HCM Platoon Ratio 1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Upstream Filter(I) 0.00	1.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00				
Uniform Delay (d), s/veh 0.0	0.4	0.0	0.00	0.4	0.00	0.0	0.00	0.00	0.0	0.00	0.00		* .		
Incr Delay (d2), s/veh 0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0				
Initial Q Delay(d3),s/veh 0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0				
%ile BackOfQ(50%),veh/lr0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0				
LnGrp Delay(d),s/veh 0.0	0.1	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0				
		0.0	0.0		0.0	0.0	0.0	0.0	. 0.0	0.0	0.0				
LnGrp LOS	A			A	· · · · ·				<del></del>	1					
Approach Vol, veh/h	64			47			0			0					
Approach Delay, s/veh	0.4			0.4			0.0			0.0					
Approach LOS	Α			Α					•						
Timer. 1	/ 2	- 3	4	5.,	6.	. 7	8			Y.	(1) et .				X
Assigned Phs	2	3	4		6	7	8								
Phs Duration (G+Y+Rc), s	29.0	0.0	0.0		29.0	0.0	0.0								
Change Period (Y+Rc), s	4.5	4.5	4.5	4, 5, 7	4.5	4.5	4.5				• .				
Max Green Setting (Gmax), s	24.5	19.5	52.5		24.5	11.5	60.5								
Max Q Clear Time (g_c+I1), s	2.2	0.0	0.0		2.1	0.0	0.0								
Green Ext Time (p_c), s	0.5	0.0	0.0		0.5	0.0	0.0								
Intersection Summary										1					
HCM 2010 Ctrl Delay	og opatel	0.4	n soverbyeis	ACRES MARKS	nange vighti	angere (distrib)						No Library	* 6 3 3 6 C		
HCM 2010 LOS		Α				1. 1							٠.		
110W 2010 LOG		^										•			

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Movement EBL	EBT.	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR				
Lane Configurations 7	ĵ.		ሻ	<b>†</b>	7	ካ	Þ	rie in inter		4	CONTRACTOR ACTIONS	and the safes of the same	V V DOMAN		11110000
Traffic Volume (veh/h) 0	930	0	2	729	0	4	0	. 16	0	0	0				
Future Volume (veh/h) 0	930	0	2	729	0	. 4	0	16	0	0	0				
Number 5	2	12	. 1	6	16	3	8	18	7	4	14				
Initial Q (Qb), veh 0	0	0	0	0	0	0	0	0	0	0	0				
Ped-Bike Adj(A_pbT) 1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00				
Parking Bus, Adj 1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Adj Sat Flow, veh/h/ln 1863	1863	1900	1863	1863	1863	1863	1863	1900	1900	1863	1900				
Adj Flow Rate, veh/h 0	1011	0	2	792	0	4	0	17	0	0	0				
Adj No. of Lanes 1	1011	0	1	1	1	1	1.	0	0	1	. 0				
Peak Hour Factor 0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92				
Percent Heavy Veh, % 2	2	.2	2	2	2	0.52	2	2	2	2	2				
Cap, veh/h 4	1110	0	5	1297	1102	45	0	172	0	4	0			* * .	
Arrive On Green 0.00	0.60	0.00	0.00	0.70	0.00	0.03	0.00	0.11	0.00	0.00	0.00				
Sat Flow, veh/h 1774	1863	0,00	1774	1863	1583	1774		1583		1863					•
							0		0		0	-1			
Grp Volume(v), veh/h 0	1011	0	2	792	0	4	0	17	0	0	0				
Grp Sat Flow(s), veh/h/ln1774	1863	0	1774	1863	1583	1774	0	1583	0	1863	0				
Q Serve( $g_s$ ), s 0.0	22.1	0.0	0.1	10.4	0.0	0.1	0.0	0.4	0.0	0.0	0.0				
Cycle Q Clear(g_c), s 0.0	22.1	0.0	0.1	10.4	0.0	0.1	0.0	0.4	0.0	0.0	0.0				,
Prop In Lane 1.00		0.00	1.00		1.00	1.00		1.00	0.00		0.00				
Lane Grp Cap(c), veh/h 4	1110	0	5	1297	1102	45	0	172	0	4	0:				
V/C Ratio(X) 0.00	0.91	0.00	0.41	0.61	0.00	0.09	0.00	0.10	0.00	0.00	0.00				
Avail Cap(c_a), veh/h 558	1253	0	193	1297	1102	693	0	619	0	728	0				
HCM Platoon Ratio 1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Upstream Filter(I) 0.00	1.00	0.00	1.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00				
Uniform Delay (d), s/veh 0.0	8.2	0.0	22.9	3.7	0.0	21.9	0.0	18.5	0.0	0.0	0.0				
Incr Delay (d2), s/veh 0.0	9.4	0.0	47.3	0.8	0.0	0.8	0.0	0.2	0.0	0.0	0.0				
Initial Q Delay(d3),s/veh 0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0				
%ile BackOfQ(50%),veh/ln0.0	13.8	0.0	0.1	5.4	0.0	0.1	0.0	0.2	0.0	0.0	0.0				
LnGrp Delay(d),s/veh 0.0	17.6	0.0	70.3	4.5	0.0	22.7	0.0	18.8	0.0	0.0	0.0				
LnGrp LOS	В		Е	Α		С		В							
Approach Vol, veh/h	1011			794	7 - "	1	21	1 }		0			100	100	·
Approach Delay, s/veh	17.6			4.7			19.5			0.0					
Approach LOS	В			Α			В				4 4				
Timer 1	2	3.	4.	5	6	7'	8								
Assigned Phs 1	2	3	4	5	6	7	8								
Phs Duration (G+Y+Rc), s4.6	31.9	5.7	3.8	0.0	36.6	0.0	9.5								
Change Period (Y+Rc), s 4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5								
Max Green Setting (Gmax), 8	31.0	18.0	18.0	14.5	21.5	18.0	18.0								
Max Q Clear Time (g_c+l12,1s	24.1	2.1	0.0	0.0	12.4	0.0	2.4								
Green Ext Time (p_c), s 0.0	3.3	0.0	0.0	0.0	7.3	0.0	0.0					•			
Intersection Summary				•	¥ 44.5								V. 100		
HCM 2010 Ctrl Delay	() <b>5</b> (2) (2) (2)	12.0	ant Told Mills	CW II Z P ZWSKI	100525500000000000000000000000000000000	April 10 (April 10 April 10 A	outer Carrie	ennikiji.K	465615 (ASS)	(A.C. (A.C.)	KENTERSE	10.000000000000000000000000000000000000	<u> </u>	an and a second	AND CONTRACTOR
HCM 2010 LOS		12.0 B											14		
1 10W1 20 10 LOS		0													

Intersection	
Intersection Delay, s/veh 163	

Intersection Delay, s/veh 163
Intersection LOS F

Lane Configurations		ሻ	♠		♠	7		**		
Traffic Vol, veh/h	0	47	891	0	 705	12	0	9	64	
Future Vol, veh/h	0	47	891	0	705	12	0	9	64	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	*
Mvmt Flow	0	51	968	0	766	13	0	10	70	
Number of Lanes	0	1	1	0	1	1	0	1	0	

Approach	ΕB	. WB	· · · · · · · · · · · · · · · · · · ·	ŝB.		
Opposing Approach	WB	EB				•
Opposing Lanes	2	2		. 0	1.	
Conflicting Approach Left	SB		N	√B		
Conflicting Lanes Left	1	0	bet in each teach.	2	1.1	
Conflicting Approach Right		SB	E	ΕB		
Conflicting Lanes Right	0	1		2		2 - 1 - 1
HCM Control Delay	216	109.1	11	.6		
HCM LOS	F	F		В		

≟ane⊨ ≝B	n1 EBLn2	WBLn1	WBLn2	SBLn1	
Vol Left, %	0%	0%	0%	12%	0
Vol Thru, %	0% 100%	100%	0%	0%	
<b>O</b> .	0%	0%	100%	88%	6
	op Stop	Stop	Stop	Stop	
Traffic Vol by Lane	47 891		12	73	
LT Vol		0		9	
Through Vol	0 891			0	)
	0. (			64	
Lane Flow Rate	51 968		13	79	
Geometry Grp	7 - 7		7	2	
• • • • • • • • • • • • • • • • • • • •	84 1.449				
	79 5.574				
9	'es Yes		Yes	Yes	
7 - 1	93 659			492	
		3.541			
	86 1.469				
HCM Control Delay	9.3 226.9			11.6	
HCM Lane LOS	A F				
HCM 95th-tile Q	0.3 44.2	23.7	0.1	0.5	5

Intersection	
Intersection Delay, s/vet278.9	_
Intersection LOS F	

Movement	EBÜ	EBL	EBT	WBU	V	NBT.	WBR	SBU	SBL	SBR	SWU	SWL	SWR
Lane Configurations							7		ሻ	7		¥	
Traffic Vol, veh/h	0	211	52	0		0	158	0	85	1	0	527	49
Future Vol, veh/h	0	211	52	0		0	158	0	85	1	.0	527	49
Peak Hour Factor	0.92	0.92	0.92	0.92	. (	0.92	0.92	0.92	0.92	 0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2		2	2	2	2	2	2	2	2
Mvmt Flow	0	229	57	0		0	172	0	92	 1	0 1	573	53
Number of Lanes	0	0	0	0		0	1	0	1	1	0	1	0

Approach		WB		\$W	
Opposing Approach		 EB			
Opposing Lanes		1		0	
Conflicting Approach Left				WB	
Conflicting Lanes Left		0		1	
Conflicting Approach Right		SB		SB	
Conflicting Lanes Right	in the second	3.		3.	15
HCM Control Delay		17.4		149.5	
HCM LOS		 		F	

Lane v.	EBLn1V	/BLn1-	SBLn1	SBLn2	SBLn39	SWLn1										
Vol Left, %	94%	0%	100%	100%	0%	91%										_
Vol Thru, %	6%	0%	0%	0%	0%	0%	•,•									
Vol Right, %	0%	100%	0%	0%	100%	9%										
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop								175		
Traffic Vol by Lane	895	161	30	85	1	579										
LT Vol	843	0	30	85	0	527										,
Through Vol	52	0	0	0	0	0										
RT Vol	0	161	0	0	1	52					4.4					
Lane Flow Rate	973	175	33	92	1	629										
Geometry Grp	7	. , 7	7	7	7	7		٠.							٠.	
Degree of Util (X)		0.363		0.226	0.002											
Departure Headway (Hd)	7.524	9.418	10.828	10.828	9.562	8.192										
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes										
Cap	496	385	333		377	447										
Service Time			8.528		7.262	5.892										
HCM Lane V/C Ratio				0.275	0.003	1.407				- 1 -			٠.			
HCM Control Delay	443.8	17.4	14.5	16.7	12.3											
HCM Lane LOS	F	С		- C	В	•. • <b>F</b>			1 4							
HCM 95th-tile Q	61.3	1.6	0.3	0.9	0	22.1°										
						•										

Movement   SBL   EBT   EBR   WBL   WBT   WBR   NBL   NBT   NBR   SBL   SBT   SBR
Traffic Vol, veh/h
Traffic Vol, veh/h
Traffic Vol, veh/h         6         22         6         13         21         29         8         728         19         36         633         11           Future Vol, veh/h         6         22         6         13         21         29         8         728         19         36         633         11           Conflicting Peds, #/hr         0
Conflicting Peds, #/hr         0         -         -         None         -         -         0         -         -         0         -         -         0         -         -         0         -         -         0         -         -         0
Sign Control         Stop         Stop         Stop         Stop         Stop         Stop         Stop         Stop         Free
RT Channelized       -       -       None       -       -       Non
Storage Length       -       -       -       -       -       0       -       -       0       -       -       0       -       -       0       92       92       92       92
Veh in Median Storage, #       -       0       -       -       0       92       92
Grade, %       -       0       -       -       0       -       -       0<
Peak Hour Factor       92<
Heavy Vehicles, % 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2
Wivmt Flow 7 24 7 14 23 32 9 791 21 39 688 12
Major/Minor Minor2 Minor1 Major1 Major2
Conflicting Flow All 1618 1601 350 1253 1597 802 700 0 0 812 0 0
Stage 1 772 772 - 819 819
Stage 2 846 829 - 434 778
Critical Hdwy 7.33 6.53 6.93 7.33 6.53 6.23 4.13 4.13
Critical Hdwy Stg 1 6.53 5.53 - 6.13 5.53
Critical Hdwy Stg 2 6.13 5.53 - 6.53 5.53
Follow-up Hdwy 3.519 4.019 3.319 3.519 4.019 3.319 2.219 2.219
Pot Cap-1 Maneuver 76 105 647 138 106 383 895 812
Stage 1 359 408 - 369 388
Stage 2 356 384 - 571 406
Mov Cap-1 Maneuver 55 99 647 106 100 383 895 812
Mov Cap-1 Maneuver 55 99 - 106 100
Stage 1 355 388 - 365 384
Stage 2 304 380 - 505 387
A Second State of the State of
Approach EB WB NB SB HCM Control Delay s 60.7 45.9 0.1 0.5
HCM Control Delay, s 60.7 45.9 0.1 0.5 HCM LOS F E
Minor Lane/Major Mymt NBL NBT NBR EBLn1WBLn1 SBL SBT SBR
Capacity (veh/h) 895 100 154 812
HCM Lane V/C Ratio 0.01 0.37 0.445 0.048
HCM Control Delay (s) 9.1 60.7 45.9 9.7
HCM Lane LOS A F E A
HCM 95th %tile Q(veh) 0 1.5 2 0.2

Intersection Intersection Delay, s/veh Intersection LOS	113.1 F			777								
Movement	EBÜ	EBL	EBT	EBR	₩₿Ű	WBL	WBT	WBR-	NBU	NBL	NBT.	NBR
Lane Configurations	<u>-</u>	2.5	4				4			ሻ	4	
Traffic Vol, veh/h	0	10	14	9	0	13	9	15	0	7	727	13
Future Vol, veh/h	0	10	14	9	0	13	9	15	0	7	727	13
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	11	15	10	0	14	10	16	0 -	8 (* *	790	14
Number of Lanes	0	0	1	0	0	0	1	0	0	1	1	0
Approach		ΕB				WB				NB		
Opposing Approach		WB				EB				SB		
Opposing Lanes		1				1				3		
Conflicting Approach Left		SB				NB				EB		
Conflicting Lanes Left		3				2				4.4		
Conflicting Approach Right		NB				SB				WB		
Conflicting Lanes Right		2				3				1		
HCM Control Delay		11.6				11.5				206.4		
HCM LOS		В				В				. F		
jane)		NBLn1	NBLn2	«EBLn1	WBlin1	SBLn1	SBLn2	SBLń3				
Lane: Vol Left, %		NBLn/le 100%	NBLn2 0%	√EBLn1 30%	WBLn1 35%	SBLn1 100%	SBLn2 0%	3-3-5-5-5-6-6-6-6-6-6-6-6-6-6-6-6-6-6-6-				
		ere e constitución	44 00 A WI PHARE & 23 BAZE	E ZORIANI SPECIALIZA	2 - 1,10		2016 14 804 102 102 102 102	SBLfi3 0% 95%				
Vol Left, %		100%	0%	30%	35%	100%	0%	0%				
Vol Left, % Vol Thru, %		100% 0%	0% 98%	30% 42%	35% 24%	100% 0%	0% 100%	0% 95%				
Vol Left, % Vol Thru, % Vol Right, %		100% 0% 0%	0% 98% 2%	30% 42% 27%	35% 24% 41%	100% 0% 0%	0% 100% 0%	0% 95% 5%				
Vol Left, % Vol Thru, % Vol Right, % Sign Control		100% 0% 0%	0% 98% 2% Stop 740	30% 42% 27% Stop	35% 24% 41% Stop	100% 0% 0% Stop	0% 100% 0% Stop	0% 95% 5% Stop				
Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol		100% 0% 0% Stop 7	0% 98% 2% Stop 740 0 727	30% 42% 27% Stop 33	35% 24% 41% Stop 37 13	100% 0% 0% Stop 14	0% 100% 0% Stop 415	0% 95% 5% Stop 219 0 207				
Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol		100% 0% 0% Stop 7 7 0	0% 98% 2% Stop 740 0 727 13	30% 42% 27% Stop 33 10 14	35% 24% 41% Stop 37 13 9	100% 0% 0% Stop 14 14 0	0% 100% 0% Stop 415 0 415	0% 95% 5% Stop 219 0 207				
Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate		100% 0% 0% Stop 7 7 0 0	0% 98% 2% Stop 740 0 727 13	30% 42% 27% Stop 33 10 14 9	35% 24% 41% Stop 37 13	100% 0% 0% Stop 14 14 0 0	0% 100% 0% Stop 415 0 415 0 451	0% 95% 5% Stop 219 0 207				
Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate Geometry Grp		100% 0% 0% Stop 7 7 0 0 8	0% 98% 2% Stop 740 0 727 13 804	30% 42% 27% Stop 33 10 14 9 36 7	35% 24% 41% Stop 37 13 9 15 40	100% 0% 0% Stop 14 14 0 0	0% 100% 0% Stop 415 0 415 0 451	0% 95% 5% Stop 219 0 207 12 238 7				
Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate Geometry Grp Degree of Util (X)		100% 0% 0% Stop 7 7 0 0 8 8	0% 98% 2% Stop 740 0 727 13 804 8	30% 42% 27% Stop 33 10 14 9 36 7 0.074	35% 24% 41% Stop 37 13 9 15 40 7	100% 0% 0% Stop 14 14 0 0 15 7	0% 100% 0% Stop 415 0 415 0 451 7 0.676	0% 95% 5% Stop 219 0 207 12 238 7 0.355				
Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate Geometry Grp Degree of Util (X) Departure Headway (Hd)		100% 0% 0% Stop 7 7 0 0 8 8 0.014 6.778	0% 98% 2% Stop 740 0 727 13 804 8 1.399 6.262	30% 42% 27% Stop 33 10 14 9 36 7 0.074 8.197	35% 24% 41% Stop 37 13 9 15 40 7 0.083 8.105	100% 0% 0% Stop 14 14 0 0 15 7 0.025 6.264	0% 100% 0% Stop 415 0 415 7 0.676 5.757	0% 95% 5% Stop 219 0 207 12 238 7 0.355 5.719				
Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate Geometry Grp Degree of Util (X) Departure Headway (Hd) Convergence, Y/N		100% 0% 0% Stop 7 7 0 0 8 8 0.014 6.778 Yes	0% 98% 2% Stop 740 0 727 13 804 8 1.399 6.262 Yes	30% 42% 27% Stop 33 10 14 9 36 7 0.074 8.197 Yes	35% 24% 41% Stop 37 13 9 15 40 7 0.083 8.105 Yes	100% 0% 0% Stop 14 14 0 0 15 7 0.025 6.264 Yes	0% 100% 0% Stop 415 0 415 7 0.676 5.757 Yes	0% 95% 5% Stop 219 0 207 12 238 7 0.355 5.719 Yes				
Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate Geometry Grp Degree of Util (X) Departure Headway (Hd) Convergence, Y/N Cap		100% 0% 0% Stop 7 7 0 0 8 8 0.014 6.778 Yes 531	0% 98% 2% Stop 740 0 727 13 804 8 1.399 6.262 Yes 587	30% 42% 27% Stop 33 10 14 9 36 7 0.074 8.197 Yes 440	35% 24% 41% Stop 37 13 9 15 40 7 0.083 8.105 Yes 445	100% 0% 0% Stop 14 14 0 0 15 7 0.025 6.264 Yes 575	0% 100% 0% Stop 415 0 415 7 0.676 5.757 Yes 631	0% 95% 5% Stop 219 0 207 12 238 7 0.355 5.719 Yes 634				
Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate Geometry Grp Degree of Util (X) Departure Headway (Hd) Convergence, Y/N Cap Service Time		100% 0% 0% Stop 7 7 0 0 8 8 0.014 6.778 Yes 531 4.478	0% 98% 2% Stop 740 0 727 13 804 8 1.399 6.262 Yes 587 3.962	30% 42% 27% Stop 33 10 14 9 36 7 0.074 8.197 Yes 440 5.897	35% 24% 41% Stop 37 13 9 15 40 7 0.083 8.105 Yes 445 5.805	100% 0% 0% Stop 14 14 0 0 15 7 0.025 6.264 Yes 575 3.964	0% 100% 0% Stop 415 0 415 7 0.676 5.757 Yes 631 3.457	0% 95% 5% Stop 219 0 207 12 238 7 0.355 5.719 Yes 634 3.419				
Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate Geometry Grp Degree of Util (X) Departure Headway (Hd) Convergence, Y/N Cap Service Time HCM Lane V/C Ratio		100% 0% 0% Stop 7 7 0 0 8 8 0.014 6.778 Yes 531 4.478 0.015	0% 98% 2% Stop 740 0 727 13 804 8 1.399 6.262 Yes 587 3.962 1.37	30% 42% 27% Stop 33 10 14 9 36 7 0.074 8.197 Yes 440 5.897 0.082	35% 24% 41% Stop 37 13 9 15 40 7 0.083 8.105 Yes 445 5.805 0.09	100% 0% 0% Stop 14 14 0 0 15 7 0.025 6.264 Yes 575 3.964 0.026	0% 100% 0% Stop 415 0 415 7 0.676 5.757 Yes 631 3.457 0.715	0% 95% 5% Stop 219 0 207 12 238 7 0.355 5.719 Yes 634 3.419 0.375				
Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate Geometry Grp Degree of Util (X) Departure Headway (Hd) Convergence, Y/N Cap Service Time HCM Lane V/C Ratio HCM Control Delay		100% 0% 0% Stop 7 7 0 0 8 8 0.014 6.778 Yes 531 4.478 0.015 9.6	0% 98% 2% Stop 740 0 727 13 804 8 1.399 6.262 Yes 587 3.962 1.37 208.3	30% 42% 27% Stop 33 10 14 9 36 7 0.074 8.197 Yes 440 5.897 0.082 11.6	35% 24% 41% Stop 37 13 9 15 40 7 0.083 8.105 Yes 445 5.805 0.09 11.5	100% 0% 0% Stop 14 14 0 0 15 7 0.025 6.264 Yes 575 3.964 0.026 9.1	0% 100% 0% Stop 415 0 415 7 0.676 5.757 Yes 631 3.457 0.715 19.6	0% 95% 5% Stop 219 0 207 12 238 7 0.355 5.719 Yes 634 3.419 0.375 11.5				
Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate Geometry Grp Degree of Util (X) Departure Headway (Hd) Convergence, Y/N Cap Service Time HCM Lane V/C Ratio		100% 0% 0% Stop 7 7 0 0 8 8 0.014 6.778 Yes 531 4.478 0.015	0% 98% 2% Stop 740 0 727 13 804 8 1.399 6.262 Yes 587 3.962 1.37	30% 42% 27% Stop 33 10 14 9 36 7 0.074 8.197 Yes 440 5.897 0.082	35% 24% 41% Stop 37 13 9 15 40 7 0.083 8.105 Yes 445 5.805 0.09	100% 0% 0% Stop 14 14 0 0 15 7 0.025 6.264 Yes 575 3.964 0.026	0% 100% 0% Stop 415 0 415 7 0.676 5.757 Yes 631 3.457 0.715	0% 95% 5% Stop 219 0 207 12 238 7 0.355 5.719 Yes 634 3.419 0.375				

Intersection	************************************
	provide a la companya de la companya

Intersection Delay, s/veh Intersection LOS

Intersection LOS			•									
Movement	SBU	SBL	SBT	SBR		ŭ,					in the second	
Lane Configurations		ሻ	<b>↑</b> ↑									
Traffic Vol, veh/h	0 -	14	622	12								
Future Vol, veh/h	0	14	622	12								
Peak Hour Factor	0.92	0.92	0.92	0.92			*	:		٠.		
Heavy Vehicles, %	2	2	2	2					•			
Mvmt Flow	0	15	676	13								
Number of Lanes	0	1	2	0								
Approach			OTELET WE ARE CONTROL	מוני מיני מיני מיני מיני מיני מיני	AND FOR SHIP OF THE		CARRENT AT PERSONS	MARKANIAN MARKANIAN IND	 		507500000000000000000000000000000000000	TOTAL TOTAL CONTRACTOR
ηγρινασιι	7.3 E	SB		5.000								
Opposing Approach		NB										<u> </u>
		2.024-5-5-5-4-10-5										and Visited
Opposing Approach Opposing Lanes Conflicting Approach Left	***************************************	NB										
Opposing Approach Opposing Lanes Conflicting Approach Left Conflicting Lanes Left		NB 2										
Opposing Approach Opposing Lanes Conflicting Approach Left Conflicting Lanes Left Conflicting Approach Right		NB 2										
Opposing Approach Opposing Lanes Conflicting Approach Left Conflicting Lanes Left Conflicting Approach Right Conflicting Lanes Right		NB 2 WB . 1 EB										
Opposing Approach Opposing Lanes Conflicting Approach Left Conflicting Lanes Left Conflicting Approach Right		NB 2 WB . 1										

intersection														
Int Delay, s/veh 0.1	ermination was a finitely and	LEC AUSSIE	Table entirement			2012 040 2 1 1 10		Santa S		Can hitting the	et vocator page			5995 2250 F
Movement/	EBL	EBT	EBR		WBL	WBT	WBR		NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	T.	ተተተ	7			<b>∱</b> }					7			7
Traffic Vol, veh/h	0	817	58	4.	0	1467	0		0	0	0	0	0	12
Future Vol, veh/h	0	817	58		0	1467	0		0	0	0	0	0	12
Conflicting Peds, #/hr	0	0	0		0	0	0		0	0	, . 0	0	0	0
Sign Control	Free	Free	Free		Free	Free	Free		Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized		-	None		• , •	·	None	• •	-	· . · -	None	-	-	None
Storage Length	210	-	110		-	-	-		•	-	0	-	-	0
Veh in Median Storage, #	· ·	0			<del>-</del>	0	· · · -		-	0	. · -	· ·	0	-
Grade, %	-	0	-		-	0	-			0	-		0	-
Peak Hour Factor	92	92	92		92	92	92		92	92	92	92	92	92
Heavy Vehicles, %	2	2	2		2	2	2		2	2	2	2	2	2
Mvmt Flow	0	888	63		<u> </u>	1595	0 -		0	0	0	. :0	0	13
								and and an	enegotawe:	DERSONAL TO			VII. NATURA DE VIZ	70345VFEE
	Major1				Major2		4.5	N.	linor1			Minor2		
Conflicting Flow All	1595	0	0		-	-	0		-	-	444	-	-	797
Stage 1			-		· · · -		··· -			a	•		′ <u>-</u> :-	_
Stage 2		-	-		<b>-</b>	-	-		-	-		-	-	-
Critical Hdwy	4.14	-	-					•		•	7.14	•	. •	6.94
Critical Hdwy Stg 1 Critical Hdwy Stg 2			-		-	-	•		-	-	-	-	•	
Follow-up Hdwy	2.22	-	•		-	-			-	· · · - :	3.92	<b>-</b>	-	2.20
Pot Cap-1 Maneuver	407	· -	_		. 0		<u>-</u>		- 0	0	480	0	0	3.32
Stage 1	. +07.		_		.0				0	0	400	0	0	329
Stage 2		_	_		0	<u>.</u>			. 0	- 0		. 0	. 0	
Platoon blocked, %		-	_		U	_			U	Ų	- ₹		. 0	. 7
Mov Cap-1 Maneuver	407				· · · -	_			· <u>:</u>		480	· . ·		329
Mov Cap-2 Maneuver	-	_			_		_				. 1.00		_	-
Stage 1	_	_	-							, . <u>-</u> .	. :			: _
Stage 2		-	-		_	-	_			_	_		· · · · · -	_
												•		
Approach	EΒ			TX 77	- WB				NB:			SB		7.7
HCM Control Delay, s	0	***********	en neresten zuma.	2012/02/2015	0	A STATE OF THE STATE OF THE	200000000000000000000000000000000000000	Name of the state of	0	30.5111111111111111111111111111111111111		16.4	***	2016/09/09/09
HCM LOS									Ă			C		·.
											· '.			200
Minor Lane/Major Mymt	NBLn1	\ EBL	EBT	EBR	WBT	WBR	SBLn4		, Ke		N. Starts			( ( ) ( )
Capacity (veh/h)	ng ng ting ng n	407	n a Tura Table (S)	- A ST -	enter ge Zweit (d.C	energy and a second	329	ang tipaten tipa keliST	um transport (1988)	ne des replacifications	10 Per 10 Pe		17:125 E 10:15 E 17:15	SA CHEMENSAS
HCM Lane V/C Ratio		-	-	_	-	· .	0.04							
HCM Control Delay (s)	0	. 10		· .	. <sub>.</sub> . <u>.</u>	-	16.4		٠.					
HCM Lane LOS	Ā	Ā	-	-	-	-	C	•						
HCM 95th %tile Q(veh)	<u>.</u>	0		· .	·		0.1	-						
													•	•

ntersection:									
Int Delay, s/veh	0				CALLED MARCHINE CONTRACTOR OF STATE			3 STORES TO 2 - 0 - 0 - 0 - 0 - 0 - 0 - 0 - 0 - 0 -	200000000000000000000000000000000000000
Movement	EBL	EBR	NBL	NBT		SBT	SBR		
Lane Configurations	W		ነ	Ť		• •			
Traffic Vol, veh/h	0	0	0	0		0	0		
Future Vol, veh/h	0	0	0	0		0	0		
Conflicting Peds, #/hr Sign Control	Stop	0 Stop	Free	0 Free		0 Eroo	0 Eroo		
RT Channelized	Stop	None	riee	None		Free	Free None		
Storage Length	0	TAOITO	200	INOING		· · · · · · · · · · · · · · · · · · ·	NONE		
Veh in Median Storage, #	•		200	. 0		0			en en general de
Grade, %	0	-	-	0		0	-		
Peak Hour Factor	92	92	92	92		92	92		
Heavy Vehicles, %	2	2	2	2		2	2		
Mvmt Flow	0	0	0	0		0	0		
Major/Minor	Minor2		Major1			Major2			
Conflicting Flow All	1	. 1	1	0			0		
Stage 1	1		<u>-</u>	, . <del>-</del>		-	-,		
Stage 2	0	-	-	-		-	-		
Critical Hdwy	6.63	6.93	4.13	. · · · <del>-</del>			· -		
Critical Hdwy Stg 1	5.83		-	-		-	-		
Critical Hdwy Stg 2 Follow-up Hdwy	5.43 3.519	3.319	2.219	-		·	- '		
Pot Cap-1 Maneuver	1022	1083	1621	-			0		
Stage 1	1022	- 1005	1021			_	0		
Stage 2		· · ·		٠		· <u>-</u>	0		
Platoon blocked, %	•			_	* * * * * * * * * * * * * * * * * * * *	_	·		
Mov Cap-1 Maneuver	1022	1083	1621	•		-	`;`		
Mov Cap-2 Maneuver	933	-	-	-		-	-		
Stage 1	1022	· · ·	•	-			-		
Stage 2		-	• •	-		-	-		
Approach	EB		, NB	. 4 p		SB	y v	3 3 1 6	
HCM Control Delay, s	. 0		0			0		y	
HCM LOS	, A								
	Marian et al.								
Minor Lane/Major M∨mt	NBL	NBT EBLn1	SBT			1.0			
Capacity (veh/h)	1621		•						
HCM Lane V/C Ratio	-		-						
HCM Control Delay (s)	0.0	- 0			100				$\mathcal{I}_{1}=\{1,\ldots,q:\mathcal{I}\}$
HCM Lane LOS	A	- A	<b>-</b>						
HCM 95th %tile Q(veh)	0	· · · · · · · ·	•						

Level-of-Service (LOS) Calculations: Updated Project (Two-Fold) at I-15 NB & SB Ramps and Pats Ranch Road at Limonite Avenue

11/10/2017

	<b>≯</b>	<b>-</b>	$\rightarrow$	1	<b>←</b>	4	1	<b>†</b>	<i>&gt;</i>	<b>\</b>	<b>↓</b>	1
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBF
Lane Configurations		ተተ	**	ሻሻ	<b>^</b>					¥	4	ř
Traffic Volume (veh/h)	0	1174	505	651	697	0	0	. 0	0	<b>28</b> 9	2	469
Future Volume (veh/h)	0	1174	505	651	697	0	0	0	0	289	2	469
Number	5	2	12	. 1	- 6	16				- 3	8	- 18
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	(
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	. 0	1863	1863	1863	1,863	0				1863	1863	1863
Adj Flow Rate, veh/h	0	1276	549	708	758	0				210	0	623
Adj No. of Lanes	0	2	1	2	2	0				1	0	2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92				0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	1540	689	801	2532	0				337	0	601
Arrive On Green	0.00	0.43	0.43	0.23	0.72	0.00				0.19	0.00	0.19
Sat Flow, veh/h	0	3632	1583	3442	3632	0				1774	0	3167
Grp Volume(v), veh/h	0	1276	549	708	758	. 0				210	0	623
Grp Sat Flow(s), veh/h/ln	0	1770	1583	1721	1770	0				1774	Ō	1583
Q Serve(g_s), s	0.0	30.2	28.4	18.8	7.4	0.0			٠	10.3	0.0	18.0
Cycle Q Clear(g_c), s	0.0	30.2	28.4	18.8	7.4	0.0				10.3	0.0	18.0
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1540	689	801	2532	0				337	0	601
V/C Ratio(X)	0.00	0.83	0.80	0.88	0.30	0.00				0.62	0.00	1.04
Avail Cap(c_a), veh/h	0	1605	718	925	2724	0				337	0	601
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	23.7	23.2	35.1	4.9	0.0				35.3	0.0	38.4
Incr Delay (d2), s/veh	0.0	3.7	6.1	9.2	0.1	0.0				8.4	0.0	46.5
Initial Q Delay(d3),s/veh	0.0	0,0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%), veh/ln	0.0	15.5	13.5	10.0	3.6	0.0				5.9	0.0	11.7
LnGrp Delay(d),s/veh	0.0	27.3	29.2	44.3	5.0	0.0				43.8	0.0	84.9
LnGrp LOS		C	С	D	Α					D	0.0	F
Approach Vol, veh/h		1825			1466				-		833	
Approach Delay, s/veh		27.9			23.9						74.6	
Approach LOS		C			C						74.0 E	
Timer	1	2	3	4	- 5	. 6	7	. 8				
Assigned Phs	1	2	tiit aleen <del>T</del> eel	<u> </u>		6	n e militar	8	See State See See See See See See See See See S			
Phs Duration (G+Y+Rc), s	26.6	45.8				72.3		22.5				
Change Period (Y+Rc), s	4.5	4.5				4.5		4.5				
Max Green Setting (Gmax), s	25.5	43.0				73.0		18.0				
Max Q Clear Time (g_c+I1), s		32.2				9.4		20.0				
Green Ext Time (p_c), s	1.2	9.0				31.1		0.0				
Intersection Summary		1			70FGA9		70-73-Ya	No diam				
HCM 2010 Ctrl Delay	ng at separat ting 2.200	. <u>24 (25) 25) (15) (15) (15) (15) (15) (15) (15) (1</u>	35.9	and the second second second	<u> </u>	<u>e set Proposition (filosofi</u>	<u> </u>	.431500 PM 10%		-11 K 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1800 84 850 108 1	
HCM 2010 LOS			55.5 D									
TIOM ZO TO LOO												

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ሻሻ	ተተ			ተተ	7	**	4	7			
Traffic Volume (veh/h)	839	633	0	,0	1133	358	229	2	320	0	0	. 0
Future Volume (veh/h)	839	633	0	0	1133	358	229	2	320	0	0	0
Number	- 5	2	12	1	6	16	3	8	18			-
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00	1	1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln	1863	1863	0	0	1863	1863	1863	1863	1863			
Adj Flow Rate, veh/h	912	688	0	0	1232	389	373	0	216			
Adj No. of Lanes	2	2	0	. 0	2	1	2	0	1			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	2	2	0	0	2	2	2	2	2			
Cap, veh/h	952	2477	0	0	1321	591	710	0	317			
Arrive On Green	0.28	0.70	0.00	0.00	0.37	0.37	0.20	0.00	0.20			
Sat Flow, veh/h	3442	3632	0	0	3632	1583	3548	0	1583			
Grp Volume(v), veh/h	912	688	0	0	1232	389	373	0	216			
Grp Sat Flow(s), veh/h/ln	1721	1770	0	0	1770	1583	1774	0	1583			
Q Serve(g_s), s	23.5	6.5	0.0	0.0	30.1	18.4	8.5	0.0	11.4			
Cycle Q Clear(g_c), s	23.5	6.5	0.0	0.0	30.1	18.4	8.5	0.0	11.4			
Prop In Lane	1.00	0.0	0.00	0.00		1.00	1.00	0.0	1.00			
Lane Grp Cap(c), veh/h	952	2477	0.00	0.00	1321	591	710	0	317			
V/C Ratio(X)	0.96	0.28	0.00	0.00	0.93	0.66	0.53	0.00	0.68			
Avail Cap(c_a), veh/h	952	2477	0.00	0.00	1321	591	710	0.00	317			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
Upstream Filter(I)	1.00	1.00	0.00	0.00	1.00	1.00		1.00	1.00			
			0.00				1.00	0.00	1.00			
Uniform Delay (d), s/veh	32.0	5.0		0.0	27.1	23.4	32.2	0.0	33.3			
Incr Delay (d2), s/veh	19.7	0.3	0.0	0.0	13.1	5.7	2.8	0.0	11.3			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%), veh/ln	13.7	3.2	0.0	0.0	17.0	8.9	4.4	0.0	6.0			
LnGrp Delay(d),s/veh	51.7	5.3	0.0	0.0	40.2	29.1	35.0	0.0	44.7			
LnGrp LOS	<u>D</u> _	<u>A</u>		· · · · · · · · · · · · · · · · · · ·	<u>D</u>	C	С		D			
Approach Vol, veh/h		1600			1621			589				
Approach Delay, s/veh		31.8			37.6			38.5				
Approach LOS		Ċ			. D			: D				
Timer	1	2.	3	4	5.	6.	7	8				
Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		67.5			29.4	38.1		22.5				
Change Period (Y+Rc), s		4.5			4.5	4.5	1	4.5				
Max Green Setting (Gmax), s		63.0			24.9	33.6		18.0				
Max Q Clear Time (g_c+I1), s		8.5			25.5	32.1		13.4				
Green Ext Time (p_c), s		24.8			0.0	1.4		1.0			. 1.1	
Intersection Summary												
HCM 2010 Ctrl Delay		2000	35.3							CONTRACT PROPERTY	v ere oskur Militar filoz	or a month first ST
HCM 2010 LOS			D									
Notes //					7.	1.1					nc 75 1946	
Notes										i i		

	<b>A</b>									<u> </u>		<del></del> ,
			•	1			1	T		*	¥	*
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	۲	<b>^</b>	7	7	<b>^</b>	7	14.14	<b>↑</b>	7	7	4	
Traffic Volume (veh/h)	20	693	187	165	1091	2	356	3	109	1	8	31
Future Volume (veh/h)	20	693	187	165	1091	2	356	3	109	1	8	31
Number	5	2	12	-1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	22	753	203	179	1186	0	387	3	118	1	9	34
Adj No. of Lanes	-1"	2	1	1	2	1.	2	1	<sup>1.</sup> 1	: 1.	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	41	1076	481	211	1416	633	486	718	610	2	84	318
Arrive On Green	0.02	0.30	0.30	0.12	0.40	0.00	0.14	0.39	0.39	0.00	0.25	0.25
Sat Flow, veh/h	1774	3539	1583	1774	3539	1583	3442	1863	1583	1774	342	1293
Grp Volume(v), veh/h	22	753	203	179	1186	0	387	3	118	1	0	43
Grp Sat Flow(s), veh/h/ln	1774	1770	1583	1774	1770	1583	1721	1863	1583	1774	0	1635
Q Serve(g_s), s	1.2	17.8	9.7	9.4	28.6	0.0	10.3	0.1	4.7	0.1	0.0	1.9
Cycle Q Clear(g_c), s	1.2	17.8	9.7	9.4	28.6	0.0	10.3	0.1	4.7	0.1	0.0	1.9
Prop In Lane	1.00	17.0	1.00	1.00	20.0	1.00	1.00	0.1	1.00	1.00	0.0	0.79
Lane Grp Cap(c), veh/h	41	1076	481	211	1416	633	486	718	610	2	0	402
V/C Ratio(X)	0.53	0.70	0.42	0.85	0.84	0.00	0.80	0.00	0.19	0.41	0.00	0.11
Avail Cap(c_a), veh/h	94	1076	481	219	1416	633	854	718	610	94	0.00	402
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-	
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	45.7	29.1	26.3	40.9	25.6	0.00	39.4	17.9	19.3	47.2	0.00	1.00
Incr Delay (d2), s/veh	10.3	3.8	20.3	24.8	6.1	0.0	3.0	0.0			0.0	27.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0				0.7	84.6	0.0	0.5
%ile BackOfQ(50%),veh/ln	0.0		4.6			0.0	0.0	0.0	0.0	0.0	0.0	0.0
, ,		9.2		6.0	15.2	0.0	5.1	0.1	2.2	0.1	0.0	0.9
LnGrp Delay(d),s/veh	56.1 E	32.9	29.0	65.7	31.7	0.0	42.4	17.9	20.0	131.9	0.0	28.2
LnGrp LOS	<u> </u>	C	C	E	<u>C</u>		D	B	C	F		<u>C</u>
Approach Vol, veh/h		978			1365			508			44	
Approach Delay, s/veh		32.6			36.2			37.1			30.6	
Approach LOS		С			D	1, 1		D			. , · C.	
Timer	1	2	. 3	. 4 :	5	. 6	7	CONTRACTOR STREET	(f)			
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	15.8	33.3	17.9	27.8	6.7	42.4	4.6	41.0				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	11.7	28.8	23.5	18.0	5.0	35.5	5.0	36.5				
Max Q Clear Time (g_c+l1), s	11.4	19.8	12.3	3.9	3.2	30.6	2.1	6.7				1.
Green Ext Time (p_c), s	0.0	7.1	1.1	0.5	0.0	4.1	0.0	0.6				
Intersection Summary	a e			4.41.7.57							100	
HCM 2010 Ctrl Delay			35.0							303,0000	0.52-10-1007	
HCM 2010 LOS			D.						٠.			

1: I-15 SB On Ramp	/1-15	SR O	<u>t Ram</u>	p & Li	monite	e Ave					11/	10/2017
	<u></u>		•	•	4	•	1	†	<i></i>	<b>\</b>	<b>↓</b>	1
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	, NBT	NBR	SBL	SBT	SBF
Lane Configurations		<b>^</b>	*	ሻሻ	44	And And Security		<u>6: 10.10.111.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1</u>	, and a second second	*	ф	7
Traffic Volume (veh/h)	0	1150	517	470	1059	0 1	0	0	0	310	1	837
Future Volume (veh/h)	0	1150	517	470	1059	0	0	0	0	310	1	837
Number	5	2	12	. 1	6	16				3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	(
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1863	1863	1863	1863	0				1863	1863	1863
Adj Flow Rate, veh/h	0	1250	562	511	1151	0				225	0	1031
Adj No. of Lanes	-0	2	1	2	2	0				1	. 0	2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92				0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	2	. 2	0				2	2	2
Cap, veh/h	0	1384	619	563	2141	0				523	0	934
Arrive On Green	0.00	0.39	0.39	0.16	0.60	0.00				0.29	0.00	0.29
Sat Flow, veh/h	0	3632	1583	3442	3632	0				1774	0	3167
Grp Volume(v), veh/h	0	1250	562	511	1151	0				225	0	1031
Grp Sat Flow(s), veh/h/ln	0	1770	1583	1721	1770	Ō				1774	Ö	1583
Q Serve(g_s), s	0.0	29.9	30.1	13.1	17,1	0,0				9.2	0.0	26.5
Cycle Q Clear(g_c), s	0.0	29.9	30.1	13.1	17.1	0.0				9.2	0.0	26.5
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1384	619	563	2141	0				523	0	934
V/C Ratio(X)	0.00	0.90	0.91	0.91	0.54	0.00				0.43	0.00	1.10
Avail Cap(c_a), veh/h	0	1391	622	563	2147	0				523	0	934
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	25.7	25.8	36.9	10.4	0.0				25.6	0.0	31.7
Incr Delay (d2), s/veh	0.0	8.5	17.1	18.5	0.3	0.0				2.6	0.0	62.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%), veh/ln	0.0	16.2	16.1	7.7	8.4	0.0				4.9	0.0	19.6
LnGrp Delay(d),s/veh	0.0	34.3	43.0	55.4	10.7	0.0				28.1	0.0	93.8
LnGrp LOS	***	C	D	E	В	0.0				C	0.0	F
Approach Vol, veh/h		1812			1662					<del></del>	1256	
Approach Delay, s/veh		37.0			24.4						82.0	
Approach LOS		D D			- C						02.0 F	
				garetere er de er						ordinarian	I	277037427575678
Timer .		2	3	4	. 5	. 6	7	e de la companya de l	de Maria de Santa de Santa de Caracteria de	1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1		
Assigned Phs	. 1	2				6		8	,		11.5	
Phs Duration (G+Y+Rc), s	19.2	39.6				58.8		31.0				
Change Period (Y+Rc), s	4.5	4.5				4.5		4.5				
Max Green Setting (Gmax), s	14.7	35.3				54.5		26.5				
Max Q Clear Time (g_c+I1), s		32.1				19.1		28.5				
Green Ext Time (p_c), s	0.0	3.0				26.5		0.0				
Intersection Summary					V TOTALLY				481-7113-753		1500 244 504 50	

 Intersection Summary
 44.5

 HCM 2010 Ctrl Delay
 44.5

 HCM 2010 LOS
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Notes

	•	>	•	1	<b>—</b>	4	1	1	<b>/</b>	1	1	4
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBI
Lane Configurations	* <b>1</b> *1	<b>^</b>	0	•	<b>↑↑</b>	7	***	₩	700		•	
Traffic Volume (veh/h)	480	976	0	0	1092	385	429	0	796	0	0	
Future Volume (veh/h)	480	976	0	0	1092	385	429	0	796	0	0	
Number	5	2	12	1	6	16	. : 3	8	18			
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln	1863	1863	0	0	1863	1863	1863	1863	1863			
Adj Flow Rate, veh/h	522	1061	0	0	1187	418	311	0	1031			
Adj No. of Lanes	2	2	0	0	2	1	1	. 0	2,			. :
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	2	2	0	. 0	2	2	2	2	. 2			
Cap, veh/h	615	2203	0	0	1383	619	482	0	861			
Arrive On Green	0.18	0.62	0.00	0.00	0.39	0.39	0.27	0.00	0.27			
Sat Flow, veh/h	3442	3632	0	0	3632	1583	1774	0	3167			
Grp Volume(v), veh/h	522	1061	0	0	1187	418	311	0	1031		: .	
Grp Sat Flow(s), veh/h/ln	1721	1770	0	0	1770	1583	1774	0	1583			
Q Serve(g_s), s	12.5	13.7	0.0	0.0	26.1	18.6	13.2	0.0	23.1			
Cycle Q Clear(g_c), s	12.5	13.7	0.0	0.0	26.1	18.6	13.2	0.0	23.1			
Prop In Lane	1.00		0.00	0.00		1.00	1.00	0.0	1.00			
Lane Grp Cap(c), veh/h	615	2203	0.00	0.00	1383	619	482	0	861			
V/C Ratio(X)	0.85	0.48	0.00	0.00	0.86	0.68	0.65	0.00	1.20			• .
Avail Cap(c_a), veh/h	729	2203	0.00	0.00	1383	619	482	0.00	861			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	33.8	8.7	0.00	0.00	23.7	21.4	27.3	0.00	31.0			
			0.0									
Incr Delay (d2), s/veh	8.2	0.8		0.0	7.1	5.8	6.5	0.0	100.3			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	6.6	6.9	0.0	0.0	14.1	9.1	7.3	0.0	22.0			
LnGrp Delay(d),s/veh	42.0	9.4	0.0	0.0	30.8	27.3	33.8	0.0	131.3			
LnGrp LOS	D	Α			C	С	С		F			
Approach Vol, veh/h		1583			1605			1342				
Approach Delay, s/veh		20.1			29.9			108.7				
Approach LOS		, , C			C			F				
Timer.	1	2	3.	4	5	.6	7	8				
Assigned Phs		2			5	6	· · · <del></del>	8				
Phs Duration (G+Y+Rc), s		57.4			19.7	37.7		27.6				
Change Period (Y+Rc), s		4.5			4.5	4.5		4.5				*1
Max Green Setting (Gmax), s		52.9			18.0	30.4		23.1			•	
Max Q Clear Time (g_c+l1), s		15.7			14.5	28.1		25.1			· · · · · · ·	
Green Ext Time (p_c), s		24.8			0.7	2.1		0.0				
Intersection Summary												
HCM 2010 Ctrl Delay		ana kutan sa	49.8	ere at the second state of	a and productive sections.	ws 010 25 05 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	enggagas), tadishi 1948	eres as total television	ragegya i a retriffica (SA	ec. 454 (94) (958) (15)		t compression of
HCM 2010 LOS			то.о D			1 +						

	•		_			•			<u> </u>		<b>I</b>	
	***************************************	>	7	₹		•	7			*	<b>+</b>	*
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	**	<b>^</b>	7	ħ	<b>^</b>	7	14.54	♠	7	*1	Þ	
Traffic Volume (veh/h)	36	1259	264	206	1030	0	405	18	225	. 0	. 8	29
Future Volume (veh/h)	36	1259	264	206	1030	0	405	18	225	0	8	29
Number	5	2	12	√1	6	16	3	8	18	. 7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	39	1368	287	224	1120	0	440	20	245	0	9	32
Adj No. of Lanes	1	2	1	1	- 2	1	. 2	. 1	1	1.	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	. 2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	60	1288	576	194	1556	696	525	720	612	2	67	239
Arrive On Green	0.03	0.36	0.36	0.11	0.44	0.00	0.15	0.39	0.39	0.00	0.19	0.19
Sat Flow, veh/h	1774	3539	1583	1774	3539	1583	3442	1863	1583	1774	359	1278
Grp Volume(v), veh/h	39	1368	287	224	1120	0	440	20	245	0	0	41
Grp Sat Flow(s), veh/h/ln	1774	1770	1583	1774	1770	1583	1721	1863	1583	1774	0	1637
Q Serve(g_s), s	2.1	35.0	13.5	10.5	25.0	0.0	11.9	0.6	10.8	0.0	0.0	2.0
Cycle Q Clear(g_c), s	2.1	35.0	13.5	10.5	25.0	0.0	11.9	0.6	10.8	0.0	0.0	2.0
Prop In Lane	1.00		1.00	1.00	20.0	1.00	1.00		1.00	1.00	0.0	0.78
Lane Grp Cap(c), veh/h	60	1288	576	194	1556	696	525	720	612	2	0	306
V/C Ratio(X)	0.65	1.06	0.50	1.16	0.72	0.00	0.84	0.03	0.40	0.00	0.00	0.13
Avail Cap(c_a), veh/h	92	1288	576	194	1556	696	662	720	612	92	0.00	306
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	45.9	30.6	23.8	42.8	22.1	0.0	39.6	18.3	21.4	0.00	0.00	32,6
Incr Delay (d2), s/veh	11.4	43.3	3.1	113.1	2.9	0.0	7.6	0.1	2.0	0.0	0.0	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.9
%ile BackOfQ(50%), veh/ln	1.2	24.7	6.4	11.2	12.8	0.0	6.2	0.0	5.0	0.0	0.0	
LnGrp Delay(d),s/veh	57 <i>.</i> 3	73.9	26.8	155.9	25.0	0.0	47.2	18.4	23.4	0.0	0.0	1.0 33.5
LnGrp LOS	57.5 E	70.5 F	20.0 C	F	23.0 C	0,0	47.2 D	10. <del>4</del> B	23.4 C	0.0	0.0	
Approach Vol, veh/h		1694		<u>-</u>	1344		U	705	<u> </u>		44	<u> </u>
Approach Delay, s/veh		65.5									41	
Approach LOS		65.5 E			46.8			38.1			33.5	
Approach LOS					D			: D			C -	
Timer	1	2	3.,	4	5.	. 0 6	7,	8	in Paris			
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	15.0	39.5	19.2	22.5	7.7	46.8	0.0	41.7				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	10.5	35.0	18.5	18.0	5.0	40.5	5.0	31.5				
Max Q Clear Time (g_c+11), s	12.5	37.0	13.9	4.0	4.1	27.0	0.0	12.8				
Green Ext Time (p_c), s	0.0	0.0	0.7	1.0	0.0	11.7	0.0	1.1				
Intersection Summary	1.677.53									100		
HCM 2010 Ctrl Delay			53.4			organisa or Auditorija	n, and a series of the tree lives	and the second second	Cocke vostišnišniški de	Section of the Section	11 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	A GARD OF THE STATE OF
HCM 2010 LOS	:		D									

Level-of-Service (LOS) Calculations: Updated Project Partial Lane Closures (northbound-southbound) on Pats Ranch Road between Limonite Avenue and  $68^{\rm th}$  Street

	•	<b>-</b>	7	<b>√</b>	-	•	1	†	<i>p</i>	<b>\</b>	1	<b>4</b>
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	<b>*</b>	<b>^</b>	7	ሻ	<b>^</b>	7	*	1,		*	þ	
Traffic Volume (veh/h)	20	653	139	117	1079	2	356	3	98	1	8	31
Future Volume (veh/h)	20	653	139	117	1079	2	356	3	98	1	8	31
Number	5	2	12	1	- 6	16	. 3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	22	710	151	127	1173	0	387	3	107	1	9	34
Adj No. of Lanes	1	- 2	1	1	2	1	1	1	0	1.	1	- 0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	. 2	2	2	2	2	2	2	2	2	2
Cap, veh/h	41	1071	479	157	1303	583	418	18	651	2	64	241
Arrive On Green	0.02	0.30	0.30	0.09	0.37	0.00	0.24	0.42	0.42	0.00	0.19	0.19
Sat Flow, veh/h	1774	3539	1583	1774	3539	1583	1774	43	1546	1774	342	1293
Grp Volume(v), veh/h	22	710	151	127	1173	0	387	0	110	1	0	43
Grp Sat Flow(s), veh/h/ln	1774	1770	1583	1774	1770	1583	1774	0	1590	1774	0	1635
Q Serve(g_s), s	1.2	16.9	7.1	6.8	30.2	0.0	20.6	0.0	4.2	0.1	0,0	2.1
Cycle Q Clear(g_c), s	1.2	16.9	7.1	6.8	30.2	0.0	20.6	0.0	4.2	0.1	0.0	2.1
Prop In Lane	1.00		1.00	1.00	00.2	1.00	1.00		0.97	1.00	0.0	0.79
Lane Grp Cap(c), veh/h	41	1071	479	157	1303	583	418	0	669	2	0	305
V/C Ratio(X)	0.54	0.66	0.32	0.81	0.90	0.00	0.93	0.00	0.16	0.41	0.00	0.14
Avail Cap(c_a), veh/h	92	1071	479	215	1303	583	432	0.00	669	92	0.00	305
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	46.6	29.3	25.9	43.1	28.8	0.0	36.0	0.0	17.4	48.1	0.0	32.8
Incr Delay (d2), s/veh	10.5	3.2	1.7	14.6	10.2	0.0	25.6	0.0	0.5	84.7	0.0	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	8.7	3.3	4.0	16.5	0.0	13.1	0.0	1.9	0.1	0.0	1.0
LnGrp Delay(d),s/veh	57.1	32.6	27.7	57.8	39.0	0.0	61.6	0.0	17.9	132.8	0.0	33.7
LnGrp LOS	E	C	 C	E	D	O,O	E	. 0.0	B	102.0 F	0.0	C
Approach Vol, veh/h		883		- T	1300		<del>.</del>	497		<del>'</del> -	44	<del></del>
Approach Delay, s/veh		32.4			40.8			51.9			36.0	
Approach LOS		02.4 C			70.0 D			D D			50.0 D	
Timer	1	2	.3	4	5	6	7	. 8				
Assigned Phs	er ou make a species	2		4	Charles and Carlotte to	A CONTRACTOR OF THE PARTY OF TH	CL SEASON SERVICES	STATE OF THE STATE	111.1		7/4	52.5900
· ·	1 1 1		3		5	6	7	8		*****		
Phs Duration (G+Y+Rc), s	13.1	33.7	27.2	22.5	6.7	40.0	4.6	45.1				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	11.7	28.8	23.5	18.0	5.0	35.5	5.0	36.5				
Max Q Clear Time (g_c+l1), s	8.8	18.9	22.6	4.1	3.2	32.2	2.1	6.2			:	
Green Ext Time (p_c), s	0.1	7.5	0.1	0.6	0.0	2.8	0.0	0.9		el no give e e e e e e e e e e e e e e e e e e		o neginal constant
Intersection Summary			40.0	Trans.		iv.						
HCM 2010 Ctrl Delay			40.0									
HCM 2010 LOS		•	D	•					•			

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		1	1	T	¥	4				
Movement	EBL	EBR	NBL	NBT	SBT	SBR				
Lane Configurations	ሻ	7	ħ	<b>↑</b>	<b>^</b>	7				
Traffic Volume (veh/h)	69	4	13	389	231	15				
Future Volume (veh/h)	69	4	13	389	231	15				
Number	. 5	12	3	8	4	14		· · · · · · · · · · · · · · · · · · ·		
Initial Q (Qb), veh	0	0	0	0	0	0				
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00				
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863				
Adj Flow Rate, veh/h	75	4	14	423	251	16				
Adj No. of Lanes	1	1	1	1	2	1				
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92				
Percent Heavy Veh, %	2	2	2	2	2	2				
Cap, veh/h	122	109	783	1374	706	316				
Arrive On Green	0.07	0.07	0.44	0.74	0.20	0.20				
Sat Flow, veh/h	1774	1583	1774	1863	3632	1583				
Grp Volume(v), veh/h	75	4	14	423	251	16				71 1
Grp Sat Flow(s), veh/h/ln	1774	1583	1774	1863	1770	1583				
Q Serve(g_s), s	1.9	0.1	0.2	3.6	2.8	0.4				
Cycle Q Clear(g_c), s	1.9	0.1	0.2	3.6	2.8	0.4				
Prop In Lane	1.00	1.00	1.00	-		1.00				
Lane Grp Cap(c), veh/h	122	109	783	1374	706	316				
V/C Ratio(X)	0.61	0.04	0.02	0.31	0.36	0.05	277			55 1 5
Avail Cap(c_a), veh/h	973	869	783	2225	2323	1039				
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00				
Uniform Delay (d), s/veh	21.0	20.2	7.3	2.1	16.0	15.0				
Incr Delay (d2), s/veh	4.9	0.1	0.0	0.1	0.3	0.1				
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				
%ile BackOfQ(50%),veh/In	1.1	0.1	0.1	1.8	1.4	0.2				
LnGrp Delay(d),s/veh	26.0	20.3	7.4	2.2	16.3	15.1				
LnGrp LOS	C	20.0 C	A	Α.2	В	В				
Approach Vol, veh/h	79			437	267					
Approach Delay, s/veh	25.7			2.4	16.3					
Approach LOS	23.7 C			2.4 A	10.3 B					
								***		
Timer	1;	2	3	. 4	5		7 8		1	
Assigned Phs		2	3	4			8	*		
Phs Duration (G+Y+Rc), s		7.7	25.0	13.8			38.8			
Change Period (Y+Rc), s		4.5	4.5	4.5			4.5			
Max Green Setting (Gmax), s		25.5	20.5	30.5			55.5			
Max Q Clear Time (g_c+I1), s		3.9	2.2	4.8			5.6			
Green Ext Time (p_c), s		0.2	0.0	4.4			4.8			
Intersection Summary									42,72	
HCM 2010 Ctrl Delay			9.5			24.2.2.2.2.	And the second s	The second section of the sect		NAME OF STREET OF STREET OF STREET OF STREET
HCM 2010 LOS			Α							

	•		~	_	-	₹	*	†		<u> </u>	1	1
Movement	EBL	ÉBT	EBR	WBL	WBT	WBR	NBL .	NBT	NBR.	SBL	▼ SBT	SBR
Lane Configurations	*	ħ	<u> </u>		4	ss india s	<u>*</u>	4	· · · · · · · · · · · · · · · · · · ·	<u> </u>	<u>↑</u>	7 7
Traffic Volume (veh/h)	17	1	17	46	6	- 36	46	317	24	8	228	- 6
Future Volume (veh/h)	17	1	17	46	6	36	46	317	24	8	228	6
Number	5	2	12	1	6	16	-3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1900	1863	1900	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	18	1	18	50	7	39	50	345	26	9	248	7
Adj No. of Lanes	1	1	0	0	. 1	0	1	1	0	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	- 2	2	2	2	2	2	2	2	2
Cap, veh/h	780	40	718	438	81	291	85	480	36	21	866	387
Arrive On Green	0.47	0.47	0.47	0.47	0.47	0.47	0.05	0.28	0.28	0.01	0.24	0.24
Sat Flow, veh/h	1354	84	1512	724	170	612	1774	1711	129	1774	3539	1583
Grp Volume(v), veh/h	18	0	19	96	0	0	50	0	371	9	248	7
Grp Sat Flow(s), veh/h/ln	1354	0	1596	1507	0	0	1774	0	1840	1774	1770	1583
Q Serve(g_s), s	0.0	0.0	0.4	0.0	0.0	0.0	1.6	0.0	10.5	0.3	3.3	0.2
Cycle Q Clear(g_c), s	0.3	0.0	0.4	1.8	0.0	0.0	1.6	0.0	10.5	0.3	3.3	0.2
Prop In Lane	1.00		0.95	0.52		0.41	1.00	4.	0.07	1.00		1.00
Lane Grp Cap(c), veh/h	780	0	757	810	0	0	85	0	517	21	866	387
V/C Ratio(X)	0.02	0.00	0.03	0.12	0.00	0.00	0.59	0.00	0.72	0.44	0.29	0.02
Avail Cap(c_a), veh/h	780	0	757	810	0	0	352	0	1318	230	2291	1025
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	8.1	0.0	8.1	8.5	0.0	0.0	27.0	0.0	18.8	28.4	17.8	16.6
Incr Delay (d2), s/veh	0.1	0.0	0.1	0.3	0.0	0.0	6.4	0.0	1.9	13.8	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	0.2	0.9	0.0	0.0	0.9	0.0	5.5	0.2	1.6	0.1
LnGrp Delay(d),s/veh	8.1	0.0	8.2	8.8	0.0	0.0	33.4	0.0	20.7	42.3	18.0	16.6
LnGrp LOS	Α		Α	Α			С		Ċ	D	В	В
Approach Vol, veh/h		37			96			421			264	· . ·
Approach Delay, s/veh		8.1			8.8			22.2			18.7	
Approach LOS		Α			Α			C			В	
Timer	1	. 2	3	4 .	- 5	- 6	7	. 8				
Assigned Phs		2	3	4	-	6	7	8		- 1		
Phs Duration (G+Y+Rc), s		32.0	7.3	18.7		32.0	5.2	20.8				
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5				
Max Green Setting (Gmax), s	i	27.5	11.5	37.5		27.5	7.5	41.5				
Max Q Clear Time (g_c+l1), s	3	2.4	3.6	5.3		3.8	2.3	12.5				
Green Ext Time (p_c), s		0.7	0.0	3.8		0.6	0.0	3.7				
Intersection Summary												
HCM 2010 Ctrl Delay			18.9									
HCM 2010 LOS			В									

	<u> </u>	<b>→</b>	•	•	+	•	1	<b>†</b>	<i>*</i>	<b>/</b>	<b>↓</b>	<b>4</b>
Movement	EBL.	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ħ	<b>1</b>		٦	<b>^</b>	7	**	Þ		**	<b>↑</b>	7
Traffic Volume (veh/h)	318	570	8	1	426	53	2	4	0	81	29	191
Future Volume (veh/h)	318	570	8	1	426	53	2	4	0	81	29	191
Number	- 5	2	12	. 1	6	16	-3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1863	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	346	620	9	1	463	58	2	4	0	88	32	208
Adj No. of Lanes	1	- 2	0	1	- 2	1	1	. 1	0	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	- 2
Cap, veh/h	396	1662	24	3	861	385	117	280	0	147	312	265
Arrive On Green	0.22	0.47	0.47	0.00	0.24	0.24	0.07	0.15	0.00	0.08	0.17	0.17
Sat Flow, veh/h	1774	3571	52	1774	3539	1583	1774	1863	0	1774	1863	1583
Grp Volume(v), veh/h	346	307	322	1	463	58	2	4	0	88	32	208
Grp Sat Flow(s), veh/h/ln	1774	1770	1854	1774	1770	1583	1774	1863	0	1774	1863	1583
Q Serve(g_s), s	11.3	6.7	6.7	0.0	6.8	1.7	0.1	0.1	0.0	2.9	0.9	7.6
Cycle Q Clear(g_c), s	11.3	6.7	6.7	0.0	6.8	1.7	0.1	0.1	0.0	2.9	0.9	7.6
Prop In Lane	1.00	4.1	0.03	1.00		1.00	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	396	823	863	3	861	385	117	280	0	147	312	265
V/C Ratio(X)	0.87	0.37	0.37	0.34	0.54	0.15	0.02	0.01	0.00	0.60	0.10	0.78
Avail Cap(c_a), veh/h	428	914	957	148	1267	567	532	558	0	532	558	475
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	22.5	10.4	10.4	29.9	19.8	17.8	26.2	21.7	0.0	26.6	21.2	23.9
Incr Delay (d2), s/veh	16.9	0.3	0.3	56.6	0.5	0.2	0.1	0.0	0.0	3.8	0.1	5.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.3	3.3	3.5	0.1	3.4	0.8	0.0	0.1	0.0	1.6	0.5	3.7
LnGrp Delay(d),s/veh	39.4	10.7	10.7	86.5	20.3	18.0	26.3	21.7	0.0	30.4	21.3	29.0
LnGrp LOS	D	В	В	F	C	В	C	C	0.0	C	C C	C
Approach Vol, veh/h	<u>-</u>	975	<u></u>	•	522		-	6		· ·	328	<u> </u>
Approach Delay, s/veh	•	20.9	• •		20.2			23.3			28.6	
Approach LOS		20.5 C			20.2 C			23.3 C		*	20.0 C	
				erantina artic					and to know h	orrania recentraci		V-200/00/00/00/00/07
Timer	1	2	3	4	5	· 6	7	. 8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	4.6	32.4	8.5	14.6	17.9	19.1	9.5	13.5				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	5.0	31.0	18.0	18.0	14.5	21.5	18.0	18.0				
Max Q Clear Time (g_c+I1), s	2.0	8.7	2.1	9.6	13.3	8.8	4.9	2.1			4.11	
Green Ext Time (p_c), s	0.0	7.7	0.0	0.5	0.2	5.8	0.1	0.7				
Intersection Summary												
HCM 2010 Ctrl Delay			22.1									
HCM 2010 LOS			С									

	<i>&gt;</i>	<del></del>	7	1	<b>—</b>	•	1	Ť	-	-	<b>↓</b>	4
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	7	ተተ	7	**	ተተ	7	14.14	<b>↑</b>	*		4	
Traffic Volume (veh/h)	20	653	139	117	1079	2	356	3	98	1.	. 8	31
Future Volume (veh/h)	20	653	139	117	1079	2	356	3	98	1	8	31
Number	5	2	12	1	6	16	. 3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1900	1863	1900
Adj Flow Rate, veh/h	22	710	151	127	1173	0	387	3	107	1	9	34
Adj No. of Lanes	1	2	1.	1	2	1	2	1	1	. 0	1.	. 0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	42	1201	537	159	1435	642	495	776	660	0	76	286
Arrive On Green	0.02	0.34	0.34	0.09	0.41	0.00	0.14	0.42	0.42	0.00	0.22	0.22
Sat Flow, veh/h	1774	3539	1583	1774	3539	1583	3442	1863	1583	0	342	1293
Grp Volume(v), veh/h	22	710	151	127	1173	0	387	3	107	0	0	43
Grp Sat Flow(s), veh/h/ln	1774	1770	1583	1774	1770	1583	1721	1863	1583	0	0	1635
Q Serve(g_s), s	1.1	14.5	6.1	6.1	25.8	0.0	9.5	0.1	3.7	0.0	0.0	1.8
Cycle Q Clear(g_c), s	1.1	14.5	6.1	6.1	25.8	0.0	9.5	0.1	3.7	0.0	0.0	1.8
Prop In Lane	1.00		1.00	1.00	20.0	1.00	1.00	0.1	1.00	0.00	0.0	0.79
Lane Grp Cap(c), veh/h	42	1201	537	159	1435	642	495	776	660	0.00	0	362
V/C Ratio(X)	0.52	0.59	0.28	0.80	0.82	0.00	0.78	0.00	0.16	0.00	0.00	0.12
Avail Cap(c_a), veh/h	101	1201	537	237	1435	642	924	776	660	0.00	0.00	362
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	42.3	23.9	21.1	39.1	23.2	0.00	36.2	14.9	16.0	0.00	0.00	27.2
Incr Delay (d2), s/veh	9.8	23.3	1.3	10.9	5.3	0.0	2.7	0.0	0.5	0.0	0.0	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	7.5	2.8	3.5	13.6	0.0	4.7					
	52.0	26.1	22.4	3.5 49.9	28.4	0.0		0.0	1.7	0.0	0.0	0.9
LnGrp Delay(d),s/veh LnGrp LOS	. 52.0 D	20.1 C	22.4 C	49.9 D	20.4 C	0.0	38.9 D	14.9	16.5	0.0	0.0	27.9
	<u> </u>		<u> </u>	<u> </u>		-	<u> </u>	B	В		- 40	<u>C</u>
Approach Vol, veh/h		883			1300			497			43	
Approach Delay, s/veh		26.1			30.5			33.9			27.9	
Approach LOS		· C			C			С			: C	
Timer		A. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1.	-3'	4	5	6	7			) (1)		
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	12.4	34.2	17.1	23.9	6.6	40.0	0.0	41.0				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s		28.8	23.5	18.0	5.0	35.5	5.0	36.5				
Max Q Clear Time (g_c+l1), s		16.5	11.5	3.8	3.1	27.8	0.0	5.7	- N. 1.			
Green Ext Time (p_c), s	0.1	9.0	1.1	0.4	0.0	6.1	0.0	0.6				
ntersection Summary					7,54		10.0					
HCM 2010 Ctrl Delay			29.7									
HCM 2010 LOS			С			1 1						

	<b>≯</b>	<u> </u>	•	†	1	1	
Movement	EBL	EBR	NBL	NBT	SBT	SBR	
Lane Configurations	ሻሻ	7	r k	<b>^</b>	<u> </u>	1 <sup>#</sup>	
Traffic Volume (veh/h)	69	4	13	389	231	15	
Future Volume (veh/h)	69	4	13	389	231	15	
Number	5	12	3	8	4	14	
Initial Q (Qb), veh	0	0	0	0	0	0	
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	
Adj Flow Rate, veh/h	75	4	14	423	251	16	
Adj No. of Lanes	2	1	1	2	1	1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	
Percent Heavy Veh, %	2	2	2	2	2	2	
Cap, veh/h	230	106	736	2658	457	388	
Arrive On Green	0.07	0.07	0.41	0.75	0.25	0.25	
Sat Flow, veh/h	3442	1583	1774	3632	1863	1583	
Grp Volume(v), veh/h	75	4	14	423	251	16	
Grp Sat Flow(s), veh/h/ln	1721	1583	1774	1770	1863	1583	
Q Serve(g_s), s	1.0	0.1	0.2	1.7	5.8	0.4	
Cycle Q Clear(g_c), s	1.0	0.1	0.2	1.7	5.8	0.4	
Prop In Lane	1.00	1.00	1.00	1.7	5.0	1.00	
Lane Grp Cap(c), veh/h	230	106	736	2658	457	388	
V/C Ratio(X)	0.33	0.04	0.02	0.16	0.55	0.04	
Avail Cap(c_a), veh/h	1776	817	736	3974	1149	977	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	
Uniform Delay (d), s/veh	22.0	21.6	8.5	1.00	16.3	1.00	
Incr Delay (d2), s/veh	0.8	0.1	0.0	0.0	1.0	0.0	
•	0.0	0.0	0.0	0.0	0.0	0.0	
Initial Q Delay(d3),s/veh		0.0			3.1		
%ile BackOfQ(50%),veh/ln	0.5 22.8	21.7	0.1 8.6	0.8		0.2	
LnGrp Delay(d),s/veh				1.8	17.3	14.3	
LnGrp LOS	C	C	A	A	B	В	
Approach Vol, veh/h	79			437	267		
Approach Delay, s/veh	22.8			2.0	17.1	1	
Approach LOS	. C			. А	В		
Timer	1	. 2	3	4	5.	6	7. 8
Assigned Phs		2	3	4			
Phs Duration (G+Y+Rc), s		7.8	25.0	16.6			41.6
Change Period (Y+Rc), s		4.5	4.5	4.5			4.5
Max Green Setting (Gmax), s	3	25.5	20.5	30.5			55.5
Max Q Clear Time (g_c+l1),		3.0	2.2	7.8			<b>3.7</b>
Green Ext Time (p_c), s		0.2	0.0	4.3			4.8
Intersection Summary		in the					
HCM 2010 Ctrl Delay			9.2				
HCM 2010 LOS			Α				

	*	-	>	1	+	•	1	†	<i> </i>	<b>\</b>	ļ	4
Movement	EBL	EBT.	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	<b>ካ</b>	Þ	47	40	♣	00	<b>³₹</b>	<b>↑</b> }	0.4	**	1	ř
Traffic Volume (veh/h)	17	1	17 47	46	6	36	46	317	24	8.	228	6
Future Volume (veh/h) Number	17 5	1	17	46	6	36	46	317	24	8	228	6
	0	2	12	. 1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	1.00	. 0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		4.00	1.00	1.00	4.00	1.00	1.00	4.00	1.00	1.00	4.00	1,00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1900	1863	1900	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	18	1	18	50	7	39	50	345	26	9	248	7
Adj No. of Lanes	1	1	0	0	1	0	1	2	0	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	. 2	2	2	2	2	2
Cap, veh/h	808	41	744	455	84	301	86	849	64	21	405	345
Arrive On Green	0.49	0.49	0.49	0.49	0.49	0.49	0.05	0.25	0.25	0.01	0.22	0.22
Sat Flow, veh/h	1354	84	1512	724	170	612	1774	3338	250	1774	1863	1583
Grp Volume(v), veh/h	18	0	19	96	0	- 0	50	. 182	189	9	248	7
Grp Sat Flow(s), veh/h/ln	1354	0	1596	1507	0	0	1774	1770	1819	1774	1863	1583
Q Serve(g_s), s	0.0	0.0	0.3	0.0	0.0	0.0	1.5	4.8	4.8	0.3	6.7	0.2
Cycle Q Clear(g_c), s	0.3	0.0	0.3	1.7	0.0	0.0	1.5	4.8	4.8	0.3	6.7	0.2
Prop In Lane	1.00		0.95	0.52		0.41	1.00		0.14	1.00	4.1	1.00
Lane Grp Cap(c), veh/h	808	0	786	840	0	0	86	450	462	21	405	345
V/C Ratio(X)	0.02	0.00	0.02	0.11	0.00	0.00	0.58	0.40	0.41	0.43	0.61	0.02
Avail Cap(c_a), veh/h	808	0	786	840	0	0	365	1315	1351	238	1251	1063
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	7.3	0.0	7.3	7.6	0.0	0.0	26.0	17.3	17.3	27.4	19.7	17.2
Incr Delay (d2), s/veh	0.1	0.0	0.1	0.3	0.0	0.0	6.2	0.6	0.6	13.7	1.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	0.2	0.9	0.0	0.0	0.9	2.4	2.5	0.2	3.6	0.1
LnGrp Delay(d),s/veh	7.3	0.0	7.3	7.9	0.0	0.0	32.2	17.9	17.9	41.1	21.2	17.2
LnGrp LOS	Α		Α	Α			С	В	В	D	С	В
Approach Vol., veh/h	- 4	37	4		96			421			264	•
Approach Delay, s/veh		7.3			7.9			19.6			21.8	
Approach LOS		A			Α			В			C.	
Timer	. 1	2	3.	4	5.	6	7	. 8				
Assigned Phs	.: -:	2	3	4		6	7	8			1	
Phs Duration (G+Y+Rc), s		32.0	7.2	16.7		32.0	5.2	18.7				
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5				
Max Green Setting (Gmax), s	3	27.5	11.5	37.5		27.5	7.5	41.5				
Max Q Clear Time (g_c+l1),		2.3	3.5	8.7		3.7	2.3	6.8				
Green Ext Time (p_c), s		0.7	0.0	3.4		0.6	0.0	3.5				
Intersection Summary								440				
HCM 2010 Ctrl Delay			18.4									
HCM 2010 LOS			В									t.

	•	->	<b>\</b>	•	+	•	•	t	<i>/</i> *	<u> </u>	1	1
Movement	EBL	EBT	EBR	· WBL	WBT	WBR	NBL	, NBT	NBR	SBL	SBT	SBR
Lane Configurations	*1	<b>†</b> }	apali ka ka naya ili da 1950 y	ħ	<b>†</b> †	7	*	<b>\$</b>	CONTRACTOR ATTEMPTS	*	<del>(</del>	3.210.25#745##174E
Traffic Volume (veh/h)	318	570	8	1	426	53	2	4	. 0	81	29	191
Future Volume (veh/h)	318	570	8	1	426	53	2	4	0	81	29	191
Number	5	2	12	1	6	16	- 3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1863	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	346	620	9	1	463	58	2	4	0	88	32	208
Adj No. of Lanes	1	2	0	1	2	1	1	- 1	0	1	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	. 2	2	2	2	2	2	2	2	2
Cap, veh/h	393	1639	24	3	844	377	115	314	0	145	40	260
Arrive On Green	0.22	0.46	0.46	0.00	0.24	0.24	0.06	0.17	0.00	0.08	0.19	0.19
Sat Flow, veh/h	1774	3571	52	1774	3539	1583	1774	1863	0	1774	215	1400
Grp Volume(v), veh/h	346	307	322	1	463	58	2	4	0	88	0	240
Grp Sat Flow(s), veh/h/ln	1774	1770	1854	1774	1770	1583	1774	1863	0	1774	0	1616
Q Serve(g_s), s	11.7	7.1	7.1	0.0	7.1	1.8	0.1	0.1	0.0	3.0	0.0	8.8
Cycle Q Clear(g_c), s	11.7	7.1	7.1	0.0	7.1	1.8	0.1	0.1	0.0	3.0	0.0	8.8
Prop In Lane	1.00		0.03	1.00		1.00	1.00		0.00	1.00		0.87
Lane Grp Cap(c), veh/h	393	812	850	3	844	377	115	314	0	145	0	300
V/C Ratio(X)	0.88	0.38	0.38	0.35	0.55	0.15	0.02	0.01	0.00	0.61	0.00	0.80
Avail Cap(c_a), veh/h	414	882	924	143	1224	547	514	539	0	514	0	468
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	23.4	11.0	11.0	31.0	20.7	18.7	27.2	21.5	0.0	27.6	0.0	24.2
Incr Delay (d2), s/veh	18.5	0.3	0.3	60.9	0.6	0.2	0.1	0.0	0.0	4.0	0.0	5.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.7	3.5	3.6	0.1	3.5	0.8	0.0	0.1	0.0	1.6	0.0	4.4
LnGrp Delay(d),s/veh	41.9	11.3	11.3	91.9	21.3	18.9	27.3	21.6	0.0	31.6	0.0	29.5
LnGrp LOS	D	В	В	F	C	В	C	C		С		С
Approach Vol, veh/h		975		1 1 1	522			6	٠		328	·
Approach Delay, s/veh		22.2			21.2			23.5			30.1	
Approach LOS		C			С			C			С	
Γimer	. 1	2	3	4:	- 5	6	7	. 8				
Assigned Phs	1	2	3	4	5	6	7	8	1		A CONTRACTOR AND AND	a.comogr, pager
Phs Duration (G+Y+Rc), s	4.6	33.0	8.5	16.1	18.3	19.3	9.6	15.0				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	5.0	31.0	18.0	18.0	14.5	21.5	18.0	18.0		e e		
Max Q Clear Time (g_c+l1), s		9.1	2.1	10.8	13.7	9.1	5.0	2.1				
Green Ext Time (p_c), s	0.0	7.6	0.0	0.7	0.1	5.7	0.1	1.2				
Intersection Summary												
HCM 2010 Ctrl Delay	er de ven MEDICALIA		23.3	a and a second control of the second control	AND PARK SERVICES		LOND WHEN SAME LIVE		oon doordadii kirili ili. Sa	er en gran de Maria de la companya d	and the second seco	10000000000000000000000000000000000000
HCM 2010 LOS			C									

Movement EBL EBT EBR WBL WBT WBR NBL NBT NBR SBL SBT	•
	r sbr
Lane Configurations 7 44 7 7 7 7 7	•
Traffic Volume (veh/h) 36 1257 255 204 990 0 367 18 177 0 8	8 29
Future Volume (veh/h) 36 1257 255 204 990 0 367 18 177 0 8	3 29
Number 5 2 12 1 6 16 3 8 18 7	4 14
Initial Q (Qb), veh 0 0 0 0 0 0 0 0 0	0 0
Ped-Bike Adj(A_pbT) 1.00 1.00 1.00 1.00 1.00 1.00	1,00
Parking Bus, Adj 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0	1.00
Adj Sat Flow, veh/h/ln 1863 1863 1863 1863 1863 1863 1863 1863	3 1900
Adj Flow Rate, veh/h 39 1366 277 222 1076 0 399 20 192 0 9	9 32
Adj No. of Lanes 1 2 1 1 2 1 1 0 1	1 0
Peak Hour Factor 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92	2 0.92
Percent Heavy Veh, % 2 2 2 2 2 2 2 2 2 2 2	2 2
Cap, veh/h 59 1384 619 229 1723 771 213 52 502 2 65	5 230
Arrive On Green 0.03 0.39 0.39 0.13 0.49 0.00 0.12 0.34 0.34 0.00 0.18	
Sat Flow, veh/h 1774 3539 1583 1774 3539 1583 1774 152 1455 1774 3539	9 1278
Grp Volume(v), veh/h 39 1366 277 222 1076 0 399 0 212 0 0	
Grp Sat Flow(s), veh/h/ln 1774 1770 1583 1774 1770 1583 1774 0 1606 1774 (	
Q Serve(g_s), s 2.2 38.3 12.9 12.5 22.4 0.0 12.0 0.0 10.0 0.0 0.0	
Cycle Q Clear(g_c), s 2.2 38.3 12.9 12.5 22.4 0.0 12.0 0.0 10.0 0.0 0.0	
Prop In Lane 1.00 1.00 1.00 1.00 0.91 1.00	0.78
Lane Grp Cap(c), veh/h 59 1384 619 229 1723 771 213 0 554 2 (	
V/C Ratio(X) 0.66 0.99 0.45 0.97 0.62 0.00 1.87 0.00 0.38 0.00 0.00	
Avail Cap(c_a), veh/h 115 1384 619 229 1723 771 213 0 554 89 0	
HCM Platoon Ratio 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0	
Upstream Filter(I) 1.00 1.00 1.00 1.00 0.00 1.00 0.00 0.0	
Uniform Delay (d), s/veh 47.8 30.2 22.5 43.4 18.9 0.0 44.0 0.0 24.7 0.0 0.0	
Incr Delay (d2), s/veh 12.2 21.3 2.3 50.9 1.7 0.0 410.8 0.0 2.0 0.0 0.0	
Initial Q Delay(d3),s/veh 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.	
%ile BackOfQ(50%), veh/ln 1.3 22.7 6.0 9.3 11.3 0.0 30.1 0.0 4.7 0.0 0.0	
LnGrp Delay(d),s/veh 60.0 51.5 24.8 94.2 20.6 0.0 454.8 0.0 26.7 0.0 0.0	
LnGrp LOS E D C F C F C	D
Approach Vol, veh/h 1682 1298 611 41	
Approach Delay, s/veh 47.3 33.2 306.2 35.5	
Approach LOS D C F	
	Transportation records
Timer 1, 2, 3, 4, 5, 6, 7, 8	1.74
Assigned Phs 1 2 3 4 5 6 7 8	
Phs Duration (G+Y+Rc), s 17.4 43.6 16.5 22.5 7.8 53.2 0.0 39.0	
Change Period (Y+Rc), s 4.5 4.5 4.5 4.5 4.5 4.5	
Max Green Setting (Gmax), s 12.9 39.1 12.0 18.0 6.5 45.5 5.0 25.0	
Max Q Clear Time (g_c+I1), s 14.5 40.3 14.0 4.1 4.2 24.4 0.0 12.0	
Green Ext Time (p_c), s 0.0 0.0 1.2 0.0 16.9 0.0 1.2	
Intersection Summary	
HCM 2010 Ctrl Delay 85.7	
HCM 2010 LOS	

	•	7	4	1	+	1	 •							•••
Movement	EBL	EBR	NBL	NBT	SBT	SBR	75. (168.5%		6				E (5.4)	
Lane Configurations	٦	7	ሻ	<b>↑</b>	<b>^</b>	7	 							
Traffic Volume (veh/h)	329	100	87	239	315	54								
Future Volume (veh/h)	329	100	87	239	315	54								
Number	5	12	3	. 8	4	14			•					
Initial Q (Qb), veh	0	0	0	0	0	0								
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00							•	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00								
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863								
Adj Flow Rate, veh/h	358	109	95	260	342	59								
Adj No. of Lanes	1	1	1	1	- 2	1								
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92								
Percent Heavy Veh, %	2	2	2	2	2	2								
Cap, veh/h	434	388	608	1126	660	295								
Arrive On Green	0.24	0.24	0.34	0.60	0.19	0.19								
Sat Flow, veh/h	1774	1583	1774	1863	3632	1583								
Grp Volume(v), veh/h	358	109	95	260	342	59			· · · · · ·			-	-	
Grp Sat Flow(s), veh/h/ln	1774	1583	1774	1863	1770	1583								
Q Serve(g_s), s	11.4	3.3	2.2	3.8	5.2	1.9								
Cycle Q Clear(g_c), s	11.4	3.3	2.2	3.8	5.2	1.9								
Prop In Lane	1.00	1.00	1.00	0.0	0.2	1.00								
Lane Grp Cap(c), veh/h	434	388	608	1126	660	295								
V/C Ratio(X)	0.82	0.28	0.16	0.23	0.52	0.20								
Avail Cap(c_a), veh/h	757	675	608	1729	1806	808								
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00								
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00									
	21.4	18.3				1.00								
Uniform Delay (d), s/veh			13.6	5.4	21.9	20.5								
Incr Delay (d2), s/veh	4.0	0.4	0.5	0.1	0.6	0.3								
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0								
%ile BackOfQ(50%),veh/ln	6.1	1.5	1.2	2.0	2.6	0.8								
LnGrp Delay(d),s/veh	25.4	18.7	14.2	5.5	22.5	20.9								
LnGrp LOS	C	В	В	Α	C	С								
Approach Vol, veh/h	467			355	401									
Approach Delay, s/veh	23.8			7.8	22.3									
Approach LOS	C			Α	C							٠.		. :
Timer	100	·2	3	4	. 5	6	7	. 8			17.			
Assigned Phs	-	2	3	4			 -	8						
Phs Duration (G+Y+Rc), s		19.1	25.0	15.7				40.7						
Change Period (Y+Rc), s	*,	4.5	4.5	4.5				4.5						
Max Green Setting (Gmax), s		25.5	20.5	30.5				55.5						
Max Q Clear Time (g_c+l1), s		13.4	4.2	7.2				5.8						
Green Ext Time (p_c), s		1.2	0.2	3.9				4.3						
Intersection Summary	1											740		
HCM 2010 Ctrl Delay			18.7			3.33.187	 			 	ALCOHOLD .	27.5995	A Sheet	
HCM 2010 LOS			В											

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		-	*				1	T		*	<b>\rightarrow</b>	*
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	*	f)			4		**	ħ		Ť	<b>^</b>	7
Traffic Volume (veh/h)	23	10	26	9	. 9	25	83	277	20	35	346	6
Future Volume (veh/h)	23	10	26	9	9	25	83	277	20	35	346	6
Number	5	2	12	1	6	16	3	8	18	. 7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1900	1863	1900	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	25	11	28	10	10	27	90	301	22	38	376	7
Adj No. of Lanes	1	1	0	0	1	0	: 1	- 1	0	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	742	207	526	185	197	410	120	468	34	71	867	388
Arrive On Green	0.44	0.44	0.44	0.44	0.44	0.44	0.07	0.27	0.27	0.04	0.25	0.25
Sat Flow, veh/h	1365	466	1187	240	446	926	1774	1715	125	1774	3539	1583
Grp Volume(v), veh/h	25	0	39	47:	0	. 0	90	. 0	323	38	376	7
Grp Sat Flow(s), veh/h/ln	1365	0	1653	1611	0	0	1774	0	1841	1774	1770	1583
Q Serve(g_s), s	0.0	0.0	0.7	0.0	0.0	0.0	2.8	0.0	8.6	1.2	5.0	0.2
Cycle Q Clear(g_c), s	0.4	0.0	0.7	0.9	0.0	0.0	2.8	0.0	8.6	1.2	5.0	0.2
Prop In Lane	1.00		0.72	0.21		0.57	1.00		0.07	1.00	- 5.	1.00
Lane Grp Cap(c), veh/h	742	0	732	793	0	0	120	0	502	71	867	388
V/C Ratio(X)	0.03	0.00	0.05	0.06	0.00	0.00	0.75	0.00	0.64	0.54	0.43	0.02
Avail Cap(c_a), veh/h	742	0	732	793	0	0	626	0	2014	369	3360	1503
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	8.7	0.0	8.8	8.8	0.0	0.0	25.3	0.0	17.7	26.0	17.6	15.8
Incr Delay (d2), s/veh	0.1	0.0	0.1	0.1	0.0	0.0	9.0	0.0	1.4	6.1	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	0.4	0.4	0.0	0.0	1.6	0.0	4.5	0.7	2.4	0.1
LnGrp Delay(d),s/veh	8.8	0.0	8.9	9.0	0.0	0.0	34.3	0.0	19.1	32.2	18.0	15.8
LnGrp LOS	A		A	A	0.0	0,0	C	0.0	В	C	В	В
Approach Vol, veh/h		64		•	47			413		· ·	421	
Approach Delay, s/veh		8.9			9.0			22.4			19.2	
Approach LOS		Α			Α			- C		100	13.2 B	
	DESCRIPTION OF THE PARTY						I Inch s part (partons or one)				ט	
Timer	1.1	2	3	4	- 5	6.	7	8		101	100	
Assigned Phs		2	. 3	4		6	7	8				
Phs Duration (G+Y+Rc), s		29.0	8.2	18.1		29.0	6.7	19.6				
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5				
Max Green Setting (Gmax), s		24.5	19.5	52.5		24.5	11.5	60.5				
Max Q Clear Time (g_c+I1), s	i	2.7	4.8	7.0		2.9	3.2	10.6				
Green Ext Time (p_c), s		0.5	0.2	4.5		0.5	0.0	4.5				
Intersection Summary	Vi. s	p. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10	100		16 30							
HCM 2010 Ctrl Delay			19.4									
HCM 2010 LOS			В									

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Movement	EBL	EBT:	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	<b>\</b>	<b>†</b>		<b>1</b>	<b>^</b>	7		4	•	<u>ካ</u>	Ť	7
Traffic Volume (veh/h)	252	386	0	2	260	94	4	13	3	13	0	255
Future Volume (veh/h)	252	386	0	2	260	94	4	13	3	13	0	255
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1863	1900	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	274	420	0	2	283	102	4	14	3	14	0	277
Adj No. of Lanes	1	2	0.	1	2	1	0 *	1	0 .	1 .	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	. 2	2	2	2	2	2	2	2	2	2
Cap, veh/h	343	1417	0	5	743	332	0	159	34	186	574	488
Arrive On Green	0.19	0.40	0.00	0.00	0.21	0.21	0.00	0.11	0.11	0.10	0.00	0.31
Sat Flow, veh/h	1774	3632	0	1774	3539	1583	0	1488	319	1774	1863	1583
Grp Volume(v), veh/h	274	420	0	2	283	102	0	. 0	17	14	0	277
Grp Sat Flow(s), veh/h/ln	1774	1770	0	1774	1770	1583	0	Ö	1806	1774	1863	1583
Q Serve(g_s), s	6.9	3.8	0.0	0.1	3.2	2.5	0.0	0.0	0.4	0.3	0.0	6.9
Cycle Q Clear(g_c), s	6.9	3.8	0.0	0.1	3.2	2.5	0.0	0.0	0.4	0.3	0.0	6.9
Prop In Lane	1.00		0.00	1.00		1.00	0.00	0.0	0.18	1.00	0.0	1.00
Lane Grp Cap(c), veh/h	343	1417	0	5	743	332	0.00	0	193	186	574	488
V/C Ratio(X)	0.80	0.30	0.00	0.41	0.38	0.31	0.00	0.00	0.09	0.08	0.00	0.57
Avail Cap(c_a), veh/h	551	2348	0.00	190	1629	729	0.00	0.00	696	683	718	610
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	18.0	9.5	0.0	23.3	15.8	15.6	0.0	0.00	18.8	18.9	0.0	13.6
Incr Delay (d2), s/veh	4.3	0.1	0.0	47.4	0.3	0.5	0.0	0.0	0.2	0.2		
	0.0	0.0	0.0								0.0	1.0
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.8	1.8	0.0	0.1	1.6	1.2	0.0	0.0	0.2	0.2	0.0	3.1
LnGrp Delay(d),s/veh	22.3	9.6	0.0	70.6	16.2	16.1	0.0	0.0	19.0	19.0	0.0	14.6
LnGrp LOS	C	A		<u>E</u>	B	В			В	В		B
Approach Vol, veh/h		694			387			17		•	291	
Approach Delay, s/veh		14.6			16.4			19.0			14.8	
Approach LOS		В			В			В			В	
Timer	1	2	3	4	5	· · · · 6	7	8				14
Assigned Phs	1	2	3	4	5	6	7	8				· · ·
Phs Duration (G+Y+Rc), s	4.6	23.2	0.0	18.9	13.5	14.3	9.4	9.5				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	5.0	31.0	18.0	18.0	14.5	21.5	18.0	18.0				
Max Q Clear Time (g_c+l1), s	2.1	5.8	0.0	8.9	8.9	5.2	2.3	2.4				
Green Ext Time (p_c), s	0.0	5.4	0.0	0.7	0.4	4.6	0.0	0.8				
Intersection Summary												
HCM 2010 Ctrl Delay	engliseki (fisiti)	on a servicing (1998-1995)	15.2	en en et geste de la literation de la li	100.000 P. \$500.020 PS				rea insuleira Petitish (ili)		200000000000000000000000000000000000000	25.712.504
HCM 2010 LOS			В.									
110/01/20 10 1200								۲.				

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	۳	<b>↑</b> ↑	7	ħ	<b>†</b> †	7	ሻሻ	<b>↑</b>	7		Ф	
Traffic Volume (veh/h)	36	1257	255	204	990	0	367	18	177	0	8	29
Future Volume (veh/h)	36	1257	255	204	990	0	367	18	177	0	8	29
Number	5	2	12	1	6	16	3	. 8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1900	1863	1900
Adj Flow Rate, veh/h	39	1366	277	222	1076	0	399	20	192	0	9	32
Adj No. of Lanes	1	2	1	1	2	1	2	1	1	0	1	. 0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	59	1384	619	229	1723	771	413	643	546	0	65	230
Arrive On Green	0.03	0.39	0.39	0.13	0.49	0.00	0.12	0.34	0.34	0.00	0.18	0.18
Sat Flow, veh/h	1774	3539	1583	1774	3539	1583	3442	1863	1583	0	359	1278
Grp Volume(v), veh/h	39	1366	277	222	1076	0	399	20	192	0	0	41
Grp Sat Flow(s), veh/h/ln	1774	1770	1583	1774	1770	1583	1721	1863	1583	0	0	1637
Q Serve(g_s), s	2.2	38.3	12.9	12.5	22.4	0,0	11.5	0.7	9.0	0.0	0.0	2.1
Cycle Q Clear(g_c), s	2.2	38.3	12.9	12.5	22.4	0.0	11.5	0.7	9.0	0.0	0.0	2.1
Prop In Lane	1.00	00.0	1.00	1.00	22.7	1.00	1.00	0.1	1.00	0.00	0.0	0.78
Lane Grp Cap(c), veh/h	59	1384	619	229	1723	771	413	643	546	0.00	0	295
V/C Ratio(X)	0.66	0.99	0.45	0.97	0.62	0.00	0.97	0.03	0.35	0.00	0.00	0.14
Avail Cap(c_a), veh/h	115	1384	619	229	1723	771	413	643	546	0.00	0.00	295
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	47.8	30.2	22.5	43.4	18.9	0.00	43.8	21.7	24.4	0.00		
Incr Delay (d2), s/veh	12.2	21.3	2.3	50.9	1.7	0.0	35.4	0.1			0.0	34.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.8	0.0	0.0	1.0
%ile BackOfQ(50%),veh/In	1.3	22.7	6.0	9.3	11.3		7.5		0.0	0.0	0.0	0.0
LnGrp Delay(d),s/veh	60.0	51.5	24.8	94.2	20.6	0.0 0.0		0.4	4.2	0.0	0.0	1.0
LnGrp LOS	.00.0 E	51.5 . D	24,0 C	94.2 F		0.0	79.2	21.8	26.2	0.0	0.0	35.5
			<u> </u>	Г	<u>C</u>		E	<u>C</u>	C		44	<u>D</u>
Approach Vol, veh/h		1682			1298			611			41	
Approach LOS		47.3			33.2			60.7			35.5	
Approach LOS		D.			C			Е			D D	
Timer	1.	2	3	4	5	. 6	. 7	8				
Assigned Phs	1	2	3	4	5	6		8			1, 11	
Phs Duration (G+Y+Rc), s	17.4	43.6	16.5	22.5	7.8	53.2		39.0				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	12.9	39.1	12.0	18.0	6.5	45.5		25.0				
Max Q Clear Time (g_c+I1), s	14.5	40.3	13.5	4.1	4.2	24.4		11.0				
Green Ext Time (p_c), s	0.0	0.0	0.0	0.8	0.0	16.9		0.8				
Intersection Summary												
HCM 2010 Ctrl Delay			44.4						245.6783			
HCM 2010 LOS			. <sup>1</sup> : D.									
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		•	7	T	¥	**	
Movement	EBL	EBR	NBL	NBT	SBT	SBR	
Lane Configurations	7	7	J.	<b>^</b>	<b>†</b>	ř	
Traffic Volume (veh/h)	329	100	87	239	315	54	
Future Volume (veh/h)	329	100	87	239	315	54	
Number	- 5	12	3	8	4	14	
Initial Q (Qb), veh	0	0	0	0	0	0	
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00	* *. *		1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	and the second of the second o
Adj Flow Rate, veh/h	358	109	95	260	342	59	
Adj No. of Lanes	2	- 1	1.15	2	- 1	1 1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	
Percent Heavy Veh, %	2	2	2	2	2	2	
Cap, veh/h	544	250	620	2437	489	416	
Arrive On Green	0.16	0.16	0.35	0.69	0.26	0.26	
Sat Flow, veh/h	3442	1583	1774	3632	1863	1583	
Grp Volume(v), veh/h	358	109	95	260	342	59	
Grp Sat Flow(s), veh/h/ln	1721	1583	1774	1770	1863	1583	
Q Serve(g_s), s	5.7	3.7	2.2	1.4	9.7	1.7	
Cycle Q Clear(g_c), s	5.7	3.7	2.2	1.4	9.7	1.7	
Prop In Lane	1.00	1.00	1.00	1.4	9.7		
• •	544	250	620	0427	400	1.00 416	
Lane Grp Cap(c), veh/h				2437	489		
V/C Ratio(X)	0.66	0.44	0.15	0.11	0.70	0.14	
Avail Cap(c_a), veh/h	1495	688	620	3346	968	823	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	
Uniform Delay (d), s/veh	23.2	22.3	13.1	3.1	19.5	16.6	
Incr Delay (d2), s/veh	1.4	1.2	0.5	0.0	1.8	0.2	
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	
%ile BackOfQ(50%),veh/ln	2.8	1.7	1.1	0.7	5.2	0.7	
LnGrp Delay(d),s/veh	24.6	23.5	13.7	3.1	21.4	16.7	
LnGrp LOS	С	С	В	Α	C	В	
Approach Vol, veh/h	467			355	401		
Approach Delay, s/veh	24.3			5.9	20.7		
Approach LOS	o C			Α	C		
Timer	1.	2	3	4	5	6	7 8
Assigned Phs	Secretary Second	2	3	4	n en	-3050 Sec. (1997)	8
Phs Duration (G+Y+Rc), s	,	13.8	25.0	19.9			44.9
Change Period (Y+Rc), s		4.5	4.5	4.5			4.5
Max Green Setting (Gmax), s		25.5	20.5	30.5			55.5
Max Q Clear Time (g_c+l1), s		7.7	4.2	11.7			3.4
Green Ext Time (p_c), s	•	1.5	0.2	3.7			
v = 7.		6.1	U.Z	J.1	SEASTER TERM	ran saran a <b>s</b> ra	4.3
Intersection Summary			47.0		72		
HCM 2010 Ctrl Delay			17.8				
HCM 2010 LOS			В				

	*	-	7	1	-	*	1	<b>†</b>	<i>/</i> *	-	1	4
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	**	ĵ.			4		*	<b>1</b> 13		ሻ	<b>↑</b>	7
Traffic Volume (veh/h)	23	10	26	9	9	25	83	277	20	35	346	6
Future Volume (veh/h)	23	10	26	9	9	25	83	277	20	35	346	6
Number	5	2	12	- 1	6	16	3	8	18	. • • 7	4	- 14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.1.	1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1900	1863	1900	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	25	11	28	10	10	27	90	301	22	38	376	7
Adj No. of Lanes	1	1	0	0	- 1	0	1	2	0	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	700	195	496	175	186	387	118	1047	76	70	532	452
Arrive On Green	0.42	0.42	0.42	0.42	0.42	0.42	0.07	0.31	0.31	0.04	0.29	0.29
Sat Flow, veh/h	1365	466	1187	240	446	926	1774	3346	243	1774	1863	1583
Grp Volume(v), veh/h	25	0	39	47	0	0	90	158	165	38	376	7
Grp Sat Flow(s), veh/h/ln	1365	0	1653	1611	0	0	1774	1770	1820	1774	1863	1583
Q Serve(g_s), s	0.0	0.0	0.8	0.0	0.0	0.0	2.9	4.0	4.0	1.2	10.6	0.2
Cycle Q Clear(g_c), s	0.5	0.0	0.8	1.0	0.0	0.0	2.9	4.0	4.0	1.2	10.6	0.2
Prop In Lane	1.00	0.0	0.72	0.21	0.0	0.57	1.00	7.0	0.13	1.00	10.0	1.00
Lane Grp Cap(c), veh/h	700	0	690	747	0	0.07	118	554	569	70	532	452
V/C Ratio(X)	0.04	0.00	0.06	0.06	0.00	0.00	0.76	0.29	0.29	0.54	0.71	0.02
Avail Cap(c_a), veh/h	700	0.00	690	747	0.00	0.00	590	1825	1877	348	1667	1417
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	10.1	0.00	10.2	10.2	0.00	0.00	26.9	1.00	15.2	27.7	18.8	15.0
Incr Delay (d2), s/veh	0.1	0.0	0.2	0.2	0.0	0.0	9.7	0.3	0.3	6.5	1.7	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.3	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	0.0	0.5	0.0	0.0	1.7	2.0	2.1	0.0		
LnGrp Delay(d),s/veh	10.2	0.0	10.3	10.4	0.0	0.0					5.7	0.1
LnGrp LOS	B	0.0	10.3 B	10. <del>4</del> B	0.0	0,0	36.6 D	15.5	15.5 B	34.1	20.5	15.0
		64		<u> </u>	47			<u>B</u>	<u> </u>	<u>C</u>	C	B
Approach Vol, veh/h		10.3			47			413			421	
Approach Delay, s/veh					10.4			20.1			21.6	
Approach LOS		В			В			C		*.	: C	÷
Timer	, (1°	2,	3	4.	5	6 :	. 7	- 8				4.1
Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		29.0	8.4	21.3		29.0	6.8	22.9				
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5				1
Max Green Setting (Gmax), s		24.5	19.5	52.5		24.5	11.5	60.5				
Max Q Clear Time (g_c+l1), s	;	2.8	4.9	12.6		3.0	3.2	6.0				
Green Ext Time (p_c), s		0.5	0.2	4.2		0.5	0.0	4.2				
Intersection Summary									24.10			
HCM 2010 Ctrl Delay			19.6									
HCM 2010 LOS	. :		. * B									

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	Ħ	<b>1</b>		Ť	ተተ	7	*1	<u> </u>		ሻ	<del>(</del> 1	
Traffic Volume (veh/h)	252	386	0	2	260	94	4	13	3	13	Ō	255
Future Volume (veh/h)	252	386	0	2	260	94	4	13	3	13	0	255
Number	· · · · · · · 5	2	12	1	6	16	3	- 8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1863	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	274	420	0	2	283	102	4	14	3	14	0	277
Adj No. of Lanes	1	2	0	1	2	1	1	1	0	1	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	337	1363	0	5	700	313	68	245	53	171	0	352
Arrive On Green	0.19	0.39	0.00	0.00	0.20	0.20	0.04	0.16	0.16	0.10	0.00	0.22
Sat Flow, veh/h	1774	3632	0	1774	3539	1583	1774	1488	319	1774	0.00	1583
Grp Volume(v), veh/h	274	420	0.	2	283	102	4	0	17	14	0	277
Grp Sat Flow(s), veh/h/ln	1774	1770	. 0	1774	1770	1583	1774	0	1806	1774	0	1583
Q Serve(g_s), s	7.6	4.2	0.0	0.1	3.6	2.8	0.1	0.0	0.4	0.4	0.0	8.4
Cycle Q Clear(g_c), s	7.6	4.2	0.0	0.1	3.6	2.8	0.1	0.0	0.4	0.4	0.0	8.4
Prop In Lane	1.00	4.2	0.00	1.00	3.0	1.00	1.00	0.0	0.4	1.00	0.0	1.00
Lane Grp Cap(c), veh/h	337	1363	0.00	5	700	313	68		298	171		352
V/C Ratio(X)	0.81	0.31	0.00	0.41	0.40	0.33	0.06	0 0.00	0.06	0.08	0	
Avail Cap(c_a), veh/h	502	2141	0.00	173	1485	664	623		635		0.00	0.79
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		623	1.00	556
the state of the s		1.00	0.00	1.00				1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00			25.5	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	19.9	11.0	0.0		17.9	17.6	23.7	0.0	18.0	21.1	0.0	18.8
Incr Delay (d2), s/veh	6.2	0.1	0.0	47.5	0.4	0.6	0.4	0.0	0.1	0.2	0.0	3.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.2	2.1	0.0	0.1	1.8	1.3	0.1	0.0	0.2	0.2	0.0	4.1
LnGrp Delay(d),s/veh	26.1	11.1	0.0	73.0	18,3	18.2	24.1	0.0	18.1	21.3	0.0	22.7
LnGrp LOS	С	B		<u>E</u>	B	В	C		В	C_		<u>C</u>
Approach Vol, veh/h	i.	694			387	*.		21			291	
Approach Delay, s/veh		17.0			18.6			19.3			22.6	
Approach LOS		. , . В			В			. В			C	
Timer	1	2	- 3	4	. 5	6	7	. 8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	4.6	24.2	6.5	15.9	14.2	14.6	9.4	12.9				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	5.0	31.0	18.0	18.0	14.5	21.5	18.0	18.0				
Max Q Clear Time (g_c+l1), s		6.2	2.1	10.4	9.6	5.6	2.4	2.4				:
Green Ext Time (p_c), s	0.0	5.3	0.0	1.0	0.4	4.6	0.0	1.5				
Intersection Summary												
HCM 2010 Ctrl Delay	***************************************		18.6	***************************************								
HCM 2010 LOS			В									
• • • • • • •												

	•		_		+	•	1	<b>†</b>	<i>&gt;</i>	<u></u>	1	4
Movement	EBL	EBT	EBR	WBL∗	WBT	WBR	NBL	NBT.	NBR '	SBL	SBT	SBR
Lane Configurations	<u> </u>	<b>^</b> ^	7	*	<b>^</b>	**************************************	*	<b>\$</b>	HOLA	ODE	4	<u> </u>
Traffic Volume (veh/h)	20	653	139	117	1079	2	356	3	98	1	8	31
Future Volume (veh/h)	20	653	139	117	1079	2	356	3	98	1	8	31
Number	5	2	12	117	6	16	3	- 8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	U	1.00	1.00	U	1.00	1.00		1.00	1.00	U	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1900	1900	1863	1900
•	22		151									
Adj Flow Rate, veh/h	1	710		127	1173	0	387	3	107	1	9	34
Adj No. of Lanes		2	1	1	2	1	1 1	1	0	0	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	4000	2	2	2	2	2	2	. 2
Cap, veh/h	41	1071	479	157	1303	583	418	20	725	0	64	241
Arrive On Green	0.02	0.30	0.30	0.09	0.37	0.00	0.24	0.47	0.47	0.00	0.19	0.19
Sat Flow, veh/h	1774	3539	1583	1774	3539	1583	1774	43	1546	0	342	1293
Grp Volume(v), veh/h	22	710	151	127	1173	0	387	0	110	0	0	43
Grp Sat Flow(s), veh/h/ln	1774	1770	1583	1774	1770	1583	1774	0	1590	0	0	1635
Q Serve(g_s), s	1.2	16.9	7.1	6.8	30.2	0.0	20.6	0.0	3.8	0.0	0.0	2.1
Cycle Q Clear(g_c), s	1.2	16.9	7.1	6.8	30.2	0.0	20.6	0.0	3.8	0.0	0.0	2.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.97	0.00		0.79
Lane Grp Cap(c), veh/h	41	1071	479	157	1303	583	418	0	745	0	0	305
V/C Ratio(X)	0.54	0.66	0.32	0.81	0.90	0.00	0.93	0.00	0.15	0.00	0.00	0.14
Avail Cap(c_a), veh/h	92	1071	479	215	1303	583	432	0	745	0	0	305
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	46.6	29.3	25.9	43.1	28.8	0.0	36.0	0.0	14.6	0.0	0.0	32.8
Incr Delay (d2), s/veh	10.5	3.2	1.7	14.6	10.2	0.0	25.6	0.0	0.4	0.0	0.0	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%), veh/ln	0.7	8.7	3.3	4.0	16.5	0.0	13.1	0.0	1.8	0.0	0.0	1.0
LnGrp Delay(d),s/veh	57.1	32.6	27.7	57.8	39.0	0.0	61.6	0.0	15.0	0.0	0.0	33.7
LnGrp LOS	E	C	С	E	D		Ε		В			С
Approach Vol, veh/h		883	1 1 1		1300			497			43	<del></del>
Approach Delay, s/veh		32.4			40.8			51.3			33.7	**
Approach LOS		C			D		. 1	D			C	
Timer 3 3	1	2	3	. 4	5	6	7.	. 8		1930		
Assigned Phs	1	2	3	4	5	6	7	8				7
Phs Duration (G+Y+Rc), s	13.1	33.7	27.2	22.5	6.7	40.0	0.0	49.7				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax),		28.8	23.5	18.0	5.0	35.5	5.0	36.5				
Max Q Clear Time (g_c+l1),		18.9	22.6	4.1	3.2	32.2	0.0	5.8				
Green Ext Time (p_c), s	0.1	7.5	0.1	0.6	0.0	2.8	0.0	0.9	•			
Intersection Summary						0.00						
HCM 2010 Ctrl Delay	A COLUMN TO PROPERTY OF THE PARTY OF THE PAR	er in the survey of the survey	39.9			and the second s	er oan it oo jaar ee Rije oo jiha daasi	e annua tetra della Periodicia	ALL CONTRACTOR CONTRACTOR	contrast distributed	and the second s	eszamentii 143
HCM 2010 LOS			D									

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		1	7	T	¥	*	
Movement	EBL	EBR	NBL	NBT	SBT	SBR	
Lane Configurations	ሻ	7	ħ	<b>↑</b>	<b>↑</b>	7	
Traffic Volume (veh/h)	69	4	13	389	231	15	
Future Volume (veh/h)	69	4	13	389	231	15	
Number	5	12	3.	8	4	14	
Initial Q (Qb), veh	0	0	0	0	0	0	
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	
Adj Flow Rate, veh/h	75	4	14	423	251	16	
Adj No. of Lanes	- 1	1	1	1	1	1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	
Percent Heavy Veh, %	. 2	2	2	2	2	2	
Cap, veh/h	119	106	738	1398	452	384	
Arrive On Green	0.07	0.07	0.42	0.75	0.24	0.24	
Sat Flow, veh/h	1774	1583	1774	1863	1863	1583	
Grp Volume(v), veh/h	75	4	14	423	251	16	
Grp Sat Flow(s), veh/h/ln	1774	1583	1774	1863	1863	1583	
Q Serve(g_s), s	2.0	0.1	0.2	3.6	5.8	0,4	
Cycle Q Clear(g_c), s	2.0	0.1	0.2	3.6	5.8	0.4	
Prop in Lane	1.00	1.00	1.00	0.0	0.0	1.00	
Lane Grp Cap(c), veh/h	119	106	738	1398	452	384	
V/C Ratio(X)	0.63	0.04	0.02	0.30	0.56	0.04	
Avail Cap(c_a), veh/h	918	820	738	2099	1153	980	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	
Uniform Delay (d), s/veh	22.4	21.5	8.5	2.0	16.3	14.3	
Incr Delay (d2), s/veh	5.4	0.1	0.0	0.1	1.1	0.0	
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	
%ile BackOfQ(50%),veh/ln	1.2	0.0	0.0	1.8	3.1	0.0	
LnGrp Delay(d),s/veh	27.8	21.6	8.5	2.1	17.4		
LnGrp LOS	27.0 C	21.0 C	6.5 A			14.3	and the second of the second o
		<u> </u>	A	A 407	B	В	
Approach Vol, veh/h	79			437	267		
Approach Delay, s/veh	27.5			2.3	17.2		
Approach LOS	C			Α	: В		
Timer -	1	2	3	4	5	6.	7. 8
Assigned Phs		2	3	4			8
Phs Duration (G+Y+Rc), s		7.8	25.0	16.5			41.5
Change Period (Y+Rc), s		4.5	4.5	4.5			4.5
Max Green Setting (Gmax), s	<b>i</b>	25.5	20.5	30.5			55.5
Max Q Clear Time (g_c+l1),		4.0	2.2	7.8			5.6
Green Ext Time (p_c), s	-	0.2	0.0	4.2			4.6
Intersection Summary				·· <b>-</b>			
	roettavidi.		CANADA STATE STATE OF THE STATE OF	4400 E. J. M. S.	2 692 23 24 (1) (1)	:47-X-US	
HCM 2010 Ctrl Delay			9.9				
HCM 2010 LOS			Α				

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL -	NBT	NBR	SBL	SBT	SBR
Lane Configurations	) N	4			4		*	7,		**	4	
Traffic Volume (veh/h)	17	1	17	46	6	36	46	317	24	8	228	- 6
Future Volume (veh/h)	17	1	17	46	6	36	46	317	24	8	228	6
Number	5	2	12	1	6	16	3	. 8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1900	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	18	1	18	50	7	39	50	345	26	9	248	7
Adj No. of Lanes	1	1	0	0	1	0	1	1	0	1	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	. 2	2	2	2	2	2	2	2	2
Cap, veh/h	782	40	719	439	81	291	85	478	36	21	438	12
Arrive On Green	0.48	0.48	0.48	0.48	0.48	0.48	0.05	0.28	0.28	0.01	0.24	0.24
Sat Flow, veh/h	1354	84	1512	724	170	612	1774	1711	129	1774	1803	51
Grp Volume(v), veh/h	18	0	19	96	0	0	50	0	371	9	0	255
Grp Sat Flow(s),veh/h/ln	1354	0	1596	1507	0	0	1774	0	1840	1774	0	1854
Q Serve(g_s), s	0.0	0.0	0.4	0.0	0.0	0.0	1.6	0.0	10.5	0.3	0.0	7.0
Cycle Q Clear(g_c), s	0.3	0.0	0.4	1.8	0.0	0.0	1.6	0.0	10.5	0.3	0.0	7.0
Prop In Lane	1.00		0.95	0.52		0.41	1.00		0.07	1.00		0.03
Lane Grp Cap(c), veh/h	782	0	759	812	0	0	85	0	513	21	0	450
V/C Ratio(X)	0.02	0.00	0.03	0.12	0.00	0.00	0.59	0.00	0.72	0.44	0.00	0.57
Avail Cap(c_a), veh/h	782	0	759	812	0	0	353	0	1321	230	0	1203
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	8.0	0.0	8.0	8.4	0.0	0.0	27.0	0.0	18.8	28.4	0.0	19.2
Incr Delay (d2), s/veh	0.1	0.0	0.1	0.3	0.0	0.0	6.4	0.0	1.9	13.8	0.0	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	0.2	0.9	0.0	0.0	0.9	0.0	5.5	0.2	0.0	3.7
LnGrp Delay(d),s/veh	8.1	0.0	8.1	8.7	0.0	0.0	33.4	0.0	20.8	42.2	0.0	20.3
LnGrp LOS	A		A	A			С		С	D		C
Approach Vol, veh/h		37			96			421			264	
Approach Delay, s/veh		8.1			8.7			22.3			21.1	
Approach LOS		Α			A			C			- C	
Timer	. 1	. 2	3	4	5	6	7	8 -				
Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		32.0	7.3	18.5		32.0	5.2	20.6				
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5				
Max Green Setting (Gmax), s		27.5	11.5	37.5		27.5	7.5	41.5				
Max Q Clear Time (g_c+l1), s	} · · · · .	2.4	3.6	9.0		3.8	2.3	12.5				
Green Ext Time (p_c), s		0.7	0.0	3.6		0.6	0.0	3.6				
Intersection Summary												
HCM 2010 Ctrl Delay			19.6									
HCM 2010 LOS			В									

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL-	NBT	NBR	SBL	SBT	SBR
Lane Configurations	Ħ	<b>^</b>		19	1	7	**	1,			44	
Traffic Volume (veh/h)	318	570	8	ĺ	426	53	2	4	0	81	29	191
Future Volume (veh/h)	318	570	8	1	426	53	2	4	0	81	29	191
Number	- 5	2	12	. 1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00	1	1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1863	1863	1863	1900	1900	1863	1900
Adj Flow Rate, veh/h	346	620	9	1	463	58	2	4	0	88	32	208
Adj No. of Lanes	1	1	0	1	1	1	1 1	. 1	0	0	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	. 2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	377	901	13	3	523	445	108	575	0	0	39	254
Arrive On Green	0.21	0.49	0.49	0.00	0.28	0.28	0.06	0.31	0.00	0.00	0.18	0.18
Sat Flow, veh/h	1774	1831	27	1774	1863	1583	1774	1863	0	0	215	1400
Grp Volume(v), veh/h	346	0	629	1.	463	58	2	4	0	0	0	240
Grp Sat Flow(s), veh/h/ln	1774	0	1858	1774	1863	1583	1774	1863	Ö	Ö	Ö	1616
Q Serve(g_s), s	13.0	0.0	17.7	0.0	16.2	1.9	0.1	0.1	0.0	0.0	0.0	9.7
Cycle Q Clear(g_c), s	13.0	0.0	17.7	0.0	16.2	1.9	0.1	0.1	0.0	0.0	0.0	9.7
Prop In Lane	1.00		0.01	1.00		1.00	1.00		0.00	0.00		0.87
Lane Grp Cap(c), veh/h	377	0	914	3	523	445	108	575	0.00	0.00	0	293
V/C Ratio(X)	0.92	0.00	0.69	0.38	0.89	0.13	0.02	0.01	0.00	0.00	0.00	0.82
Avail Cap(c_a), veh/h	377	0	914	130	587	499	468	575	0.00	0.00	0.00	427
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	26.2	0.0	13.3	34.0	23.5	18.3	30.1	16.3	0.0	0.0	0.0	26.8
Incr Delay (d2), s/veh	26.7	0.0	2.2	73.7	14.0	0.1	0.1	0.0	0.0	0.0	0.0	7.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/In	9.1	0.0	9.5	0.1	10.4	0.8	0.0	0.1	0.0	0.0	0.0	5.0
LnGrp Delay(d),s/veh	53.0	0.0	15.5	107.7	37.4	18.4	30.2	16.3	0.0	0.0	0.0	34.7
LnGrp LOS	D	3,0	В	F	D	В	C	В	0.0	, 0.0	0.0	C
Approach Vol, veh/h		975		· · · · ·	522		<u> </u>	6		·	240	<del></del>
Approach Delay, s/veh		28.8			35.5			20.9			34.7	
Approach LOS		- C			D			20.5 C			C .	
Timer	1.		3	4	5*	. 6	7	. 8				
Assigned Phs	1	2	3	4	5	6	7	8	ana an car			
Phs Duration (G+Y+Rc), s	4.6	38.0	8.7	16.9	19.0	23.6	0.0	25.5				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5							
Max Green Setting (Gmax), s	5.0	31.0	18.0	18.0	14.5	4.5 21.5	4.5	4.5				
Max Q Clear Time (g_c+l1), s	2.0	19.7	2.1	11.7	15.0		18.0	18.0				
						18.2	0.0	2.1				
Green Ext Time (p_c), s	0.0	5.6	0.0	0.6	0.0	0.9	0.0	1.2	O'COMPANY IN A PROPERTY OF THE PER	to an inches Africa del del contrato contra e mano e	And and an inches of the transfer	
Intersection Summary			04.0			A CONTRACTOR OF THE CONTRACTOR			7			
HCM 2010 Ctrl Delay			31.6									
HCM 2010 LOS	,		C.									

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	*	<b>^</b>	7	7	ተተ	7	*	7,			4	
Traffic Volume (veh/h)	36	1257	255	204	990	0	367	18	177	0	. 8	29
Future Volume (veh/h)	36	1257	255	204	990	0	367	18	177	0	8	29
Number	5	2	12	. 1	6	16	. 3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00	100	1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1900	1900	1863	1900
Adj Flow Rate, veh/h	39	1366	277	222	1076	0	399	20	192	0	9	32
Adj No. of Lanes	1.	. 2	1	1 <sup>1</sup>	2	1	. 1	1	0	0	• 1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	59	1239	554	186	1493	668	328	62	596	0	65	230
Arrive On Green	0.03	0.35	0.35	0.10	0.42	0.00	0.19	0.41	0.41	0.00	0.18	0.18
Sat Flow, veh/h	1774	3539	1583	1774	3539	1583	1774	152	1455	0	359	1278
Grp Volume(v), veh/h	39	1366	277	222	1076	0	399	0	212	0	0	41
Grp Sat Flow(s), veh/h/ln	1774	1770	1583	1774	1770	1583	1774	0	1606	0	0	1637
Q Serve(g_s), s	2.2	35.0	13.8	10.5	25.3	0.0	18.5	0.0	9.0	0.0	0.0	2.1
Cycle Q Clear(g_c), s	2.2	35.0	13.8	10.5	25.3	0.0	18.5	0.0	9.0	0.0	0.0	2.1
Prop In Lane	1.00		1.00	1.00	20.0	1.00	1.00	0.0	0.91	0.00	0.0	0.78
Lane Grp Cap(c), veh/h	59	1239	554	186	1493	668	328	0	658	0.00	0	295
V/C Ratio(X)	0.66	1.10	0.50	1.19	0.72	0.00	1.22	0.00	0.32	0.00	0.00	0.14
Avail Cap(c_a), veh/h	89	1239	554	186	1493	668	328	0.00	658	0.00	0.00	295
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	47.8	32.5	25.6	44.7	24.0	0.0	40.8	0.00	20.1	0.00	0.0	34.5
Incr Delay (d2), s/veh	12.2	58.6	3.2	127.1	3.0	0.0	121.7	0.0	1.3	0.0	0.0	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	27.1	6.5	11.7	12.9	0.0	20.1	0.0	4.2	0.0	0.0	1.0
LnGrp Delay(d),s/veh	60.0	91.1	28.8	171.8	27.0	0.0	162.5	0.0	21.3	.0.0	0.0	
LnGrp LOS	E	F	20.0 C	F	27,0°,	0.0	102.5 F	0.0	21.3 C	0.0	0.0	35.5
Approach Vol, veh/h	<u> </u>	1682			1298	-	<u> </u>	644	<u> </u>	<del> </del>		<u>D</u>
Approach Delay, s/veh		80.1			51.8			611			41	
		60.1 F						113.5 F			35.5	
Approach LOS		Г		•	D			, F			D	
Timer	1.1		- 3.	- 4	5	6	7.	. 8	100			
Assigned Phs	1	2	3	4	5	6	7	8		1.0		
Phs Duration (G+Y+Rc), s	15.0	39.5	23.0	22.5	7.8	46.7	0.0	45.5				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	10.5	35.0	18.5	18.0	5.0	40.5	5.0	31.5				
Max Q Clear Time (g_c+l1), s	12.5	37.0	20.5	4.1	4.2	27.3	0.0	11.0	•			
Green Ext Time (p_c), s	0.0	0.0	0.0	1.2	0.0	11.4	0.0	1.4			•	
Intersection Summary			11.									
HCM 2010 Ctrl Delay			75.1	200000000000000000000000000000000000000	A CONTRACT OF STREET				and the second s		W. M. 171-10757 NO. P. S. P. S	THE STATE OF THE STATE OF
HCM 2010 LOS			Е									

	<b>≯</b>	<b>\</b>	•	<b>†</b>	<b>↓</b>	1	
Movement //	EBL	EBR	NBL	NBT	SBT	SBR	
Lane Configurations	*	7	7	<b>†</b>	<b>↑</b>	7	
Traffic Volume (veh/h)	329	:100	87	239	315	54	
Future Volume (veh/h)	329	100	87	239	315	54	
Number	5	12	3	8	4	14	
Initial Q (Qb), veh	0	0	0	0	0	0	
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00	and a sign of a sign of the first of
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	
Adj Flow Rate, veh/h	358	109	95	260	342	59	
Adj No. of Lanes	· 1	1	1	1	1	1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	
Percent Heavy Veh, %	2	2	2	2	2	2 2	
Cap, veh/h	425	379	545	1165	466	396	
Arrive On Green	0.24	0.24	0.31	0.63	0.25	0.25	
Sat Flow, veh/h	1774	1583	1774	1863	1863	1583	
Grp Volume(v), veh/h	358	109	.95	260	342	59	
Grp Sat Flow(s), veh/h/ln	1774	1583	1774	1863	1863	1583	
Q Serve(g_s), s	12.8	3.7	2.6	4.1	11.2	1.9	
Cycle Q Clear(g_c), s	12.8	3.7	2.6	4.1	11.2	1.9	
Prop In Lane	1.00	1.00	1.00			1.00	
Lane Grp Cap(c), veh/h	425	379	545	1165	466	396	
V/C Ratio(X)	0.84	0.29	0.17	0.22	0.73	0.15	
Avail Cap(c_a), veh/h	679	606	545	1551	852	724	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	$(-1)^{n} M_{n} = (1 + 1)^{n} M_{n} = (1 + 1)$
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	
Uniform Delay (d), s/veh	24.1	20.7	16.9	5.4	22.9	19.5	
Incr Delay (d2), s/veh	5.4	0.4	0.7	0.1	2.2	0.2	
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	
%ile BackOfQ(50%), veh/ln	6.9	1.7	1.4	2.1	6.1	0.9	
LnGrp Delay(d),s/veh	29.6	21.1	17.6	5.5	25.2	19.6	
LnGrp LOS	С	С	В	Α	C	В	
Approach Vol, veh/h	467			355	401		
Approach Delay, s/veh	27.6			8.8	24.4		
Approach LOS	C			Α	C		
Timer	. 1	2.	3		5	6	7
	725265[25]	AND DESCRIPTION OF THE OWNER.	en e	4 .	0	D	7. 8
Assigned Phs  Pho Duration (CLVLPa) a		20.5	3	24.0			8
Phs Duration (G+Y+Rc), s		20.5	25.0	21.2			46.2
Change Period (Y+Rc), s		4.5	4.5	4.5		*.*	4.5
Max Green Setting (Gmax), s		25.5	20.5	30.5			55.5
Max Q Clear Time (g_c+I1), s	l	14.8	4.6	13.2			6.1
Green Ext Time (p_c), s		1.2	0.2	3.5			4.1
Intersection Summary					100		
HCM 2010 Ctrl Delay			21.1				_ <del></del>
HCM 2010 LOS			C			1	

	•	<b>-</b>	<u> </u>	<b>1</b>	+	•	1	†	<u> </u>	<b>\</b>	Ţ	4
Movement	EBL	EBT	EBR	WBL	WBT	WBR	. NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	*	<del>(</del>			4		*	ĵ,		Ħ	ß	
Traffic Volume (veh/h)	23	10	26	. 9	9	25	83	277	20	35	346	- 6
Future Volume (veh/h)	23	10	26	9	9	25	83	277	20	35	346	6
Number	5	- 2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1900	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	25	11	28	10	10	27	90	301	22	38	376	7
Adj No. of Lanes	1	1	0	0	. 1	0	1.	. 1	0	1	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	694	193	492	173	185	383	118	546	40	70	530	10
Arrive On Green	0.41	0.41	0.41	0.41	0.41	0.41	0.07	0.32	0.32	0.04	0.29	0.29
Sat Flow, veh/h	1365	466	1187	240	446	926	1774	1715	125	1774	1823	34
Grp Volume(v), veh/h	25	0	39	47	0	0	90	0	323	38	0	383
Grp Sat Flow(s), veh/h/ln	1365	0	1653	1611	0	0	1774	Ö	1841	1774	Ö	1857
Q Serve(g_s), s	0.0	0.0	0.8	0.0	0.0	0.0	3.0	0.0	8.6	1.2	0.0	10.9
Cycle Q Clear(g_c), s	0.5	0.0	0.8	1.0	0.0	0.0	3.0	0.0	8.6	1.2	0.0	10.9
Prop In Lane	1.00		0.72	0.21		0.57	1.00		0.07	1.00		0.02
Lane Grp Cap(c), veh/h	694	0	685	741	0	0	118	0	586	70	0	540
V/C Ratio(X)	0.04	0.00	0.06	0.06	0.00	0.00	0.76	0.00	0.55	0.55	0.00	0.71
Avail Cap(c_a), veh/h	694	0	685	741	0	0	585	0	1883	345	0	1648
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	10.3	0.0	10.4	10.4	0.0	0.0	27.1	0.0	16.7	27.9	0.0	18.7
Incr Delay (d2), s/veh	0.1	0.0	0.2	0.2	0.0	0.0	9.7	0.0	0.8	6.5	0.0	1.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	0.4	0.5	0.0	0.0	1.8	0.0	4.4	0.7	0.0	5.8
LnGrp Delay(d),s/veh	10.4	0.0	10.5	10.6	0.0	0.0	36.8	0.0	17.5	34.4	0.0	20.5
LnGrp LOS	В		В	В			D		В	C		C
Approach Vol, veh/h		64			47		· .	413		- 1	421	
Approach Delay, s/veh		10.5			10.6			21.7			21.7	
Approach LOS		В			В			.C			- C	
Timer	1)	· 2	3	4.:	5	6	7	-8				
Assigned Phs		2	3	4		6	7	8		1848-1023-0-3850-00	5.00	te-sources
Phs Duration (G+Y+Rc), s		29.0	8.4	21.7		29.0	6.8	23.3				
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5				
Max Green Setting (Gmax), s		24.5	19.5	52.5		24.5	11.5	60.5				
Max Q Clear Time (g_c+I1), s		2.8	5.0	12.9		3.0	3.2	10.6				
Green Ext Time (p_c), s		0.5	0.1	4.3		0.5	0.0	4.4				
Intersection Summary							100 600					
HCM 2010 Ctrl Delay			20.4									
HCM 2010 LOS			C									

	•	-	•	<b>√</b>	4	•	1	<b>†</b>	<b>/</b>	<b>\</b>	<b>↓</b>	<b>4</b>
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	*	ĵ.		**	↑	7	**	₽,			4	
Traffic Volume (veh/h)	252	386	. 0	2	260	94	4	13	3	13	0	255
Future Volume (veh/h)	252	386	0	2	260	94	4	13	3	13	0	255
Number	- 5	2	12	1	- 6	16	3	8	18	. 7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1863	1863	1863	1900	1900	1863	1900
Adj Flow Rate, veh/h	274	420	0	2	283	102	4	14	3	14	0	277
Adj No. of Lanes	1	1	. 0	- 1	1	1	1.	1	. 0	0.	1.	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	. 2	2	2	2	2	2	2	2
Cap, veh/h	332	788	0	5	444	378	66	497	107	0	0	343
Arrive On Green	0.19	0.42	0.00	0.00	0.24	0.24	0.04	0.33	0.33	0.00	0.00	0.22
Sat Flow, veh/h	1774	1863	0	1774	1863	1583	1774	1488	319	0	0	1583
Grp Volume(v), veh/h	274	420	0	2	283	102	4	0	17	0	0	277
Grp Sat Flow(s), veh/h/ln	1774	1863	0	1774	1863	1583	1774	0	1806	0	0	1583
Q Serve(g_s), s	8.3	9.4	0.0	0.1	7.7	2.9	0.1	0.0	0.4	0.0	0.0	9.3
Cycle Q Clear(g_c), s	8.3	9.4	0.0	0.1	7.7	2.9	0.1	0.0	0.4	0.0	0.0	9.3
Prop In Lane	1.00	J. <del>T</del>	0.00	1.00	1.1	1.00	1.00	0.0	0.18	0.00	0.0	1.00
Lane Grp Cap(c), veh/h	332	788	0.00	5	444	378	66	٠	604	0.00	0	343
V/C Ratio(X)	0.83	0.53	0.00	0.41	0.64	0.27	0.06	0.00	0.03		0 0.00	
	458	1028		158	713	606	568			0.00		0.81
Avail Cap(c_a), veh/h HCM Platoon Ratio	1.00	1.00	0 1.00	1.00	1.00			4 00	604	0	0	507
	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)						1.00	1.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	22.0	12.1	0.0	28.0	19.2	17.4	26.1	0.0	12.6	0.0	0.0	20.9
Incr Delay (d2), s/veh	8.6	0.6	0.0	47.6	1.5	0.4	0.4	0.0	0.0	0.0	0.0	6.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.8	4.9	0.0	0.1	4.1	1.3	0.1	0.0	0.2	0.0	0.0	4.6
LnGrp Delay(d),s/veh	30.5	12.6	0.0	75.6	20.7	17.8	26.5	0.0	12.6	0.0	0.0	26.9
LnGrp LOS	С	В		E	C	В	<u> </u>		В			<u> </u>
Approach Vol, veh/h		694			387			21			277	
Approach Delay, s/veh		19.7			20.2			15.2			26.9	
Approach LOS		В			C			В	*.		С	
Timer	1,	2	3	4	. 5	· / 6	7	8				Ü.
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	4.7	28.3	6.6	16.7	15.0	17.9	0.0	23.3				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	5.0	31.0	18.0	18.0	14.5	21.5	18.0	18.0				•
Max Q Clear Time (g_c+I1), s	2.1	11.4	2.1	11.3	10.3	9.7	0.0	2.4				
Green Ext Time (p_c), s	0.0	4.7	0.0	0.8	0.3	3.7	0.0	1.5	•			
Intersection Summary												
HCM 2010 Ctrl Delay		or an entre state field	21.2	ay an agus tartis (1996) 199	- CAPACITICAL CONTRACTOR		overstand (Section 2018)	e entre per tage et Mis d'h	a.cosstafftallätt	and the second of the second o	TARACESEN VEZE	ng ng T. Pink S. A
HCM 2010 LOS			C				٠.	-				
			. •									

Level-of-Service (LOS) Calculations: Updated Project (Alternative 2) Eastbound or Westbound Lane Closure between Pats Ranch Road and Wineville Avenue on Limonite Road

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Mövement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	7	ተተ	7	P	ተተ	7	1,1	<b>↑</b>	*	**	ĵ.	
Traffic Volume (veh/h)	20	653	139	117	1079	, 2	356	3	98	1	8	31
Future Volume (veh/h)	20	653	139	117	1079	2	356	3	98	1	8	31
Number	5	2	12	1	6	16	-3	. 8	18	. 7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	22	710	151	127	1173	0	387	3	107	1	9	34
Adj No. of Lanes	1	2	1	1	2	1	2	1	. 1,	1	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	- 2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	41	1129	505	158	1362	609	489	737	626	2	87	330
Arrive On Green	0.02	0.32	0.32	0.09	0.38	0.00	0.14	0.40	0.40	0.00	0.25	0.25
Sat Flow, veh/h	1774	3539	1583	1774	3539	1583	3442	1863	1583	1774	342	1293
Grp Volume(v), veh/h	22	710	151	127	1173	0	387	3	107	1	0	43
Grp Sat Flow(s), veh/h/in	1774	1770	1583	1774	1770	1583	1721	1863	1583	1774	0	1635
Q Serve(g_s), s	1.1	15.8	6.6	6.5	28.1	0.0	10.0	0.1	4.0	0.1	0.0	1.9
Cycle Q Clear(g_c), s	1.1	15.8	6.6	6.5	28.1	0.0	10.0	0.1	4.0	0.1	0.0	1.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.79
Lane Grp Cap(c), veh/h	41	1129	505	158	1362	609	489	737	626	2	0	417
V/C Ratio(X)	0.53	0.63	0.30	0.80	0.86	0.00	0.79	0.00	0.17	0.41	0.00	0.10
Avail Cap(c_a), veh/h	96	1129	505	225	1362	609	876	737	626	96	0	417
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	44.6	26.8	23.7	41.2	26.1	0.0	38.3	16.9	18.1	46.0	0.0	26.3
Incr Delay (d2), s/veh	10.1	2.7	1.5	12.8	7.4	0.0	2.9	0.0	0.6	84.6	0.0	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	8.1	3.1	3.7	15.1	0.0	5.0	0.0	1.8	0.1	0.0	0.9
LnGrp Delay(d),s/veh	54.7	29.4	25.2	54.1	33.5	0.0	41.2	16.9	18.7	130.6	0.0	26.8
LnGrp LOS	D	С	C	D	C	***	D	В	В	F	0.0	C
Approach Vol, veh/h		883			1300		<del></del>	497		· · ·	44	<u>~</u>
Approach Delay, s/veh		29.3			35.5			36.2			29.2	
Approach LOS		. C			D			D			2.J.2 C	
Timer	57 (SA	2	3	4	5	6,	7	8				
Assigned Phs	1	2	3	4	AL AL SERVICE STREET		12 (22 ) (6 ) (7 )					1.0%
	12.7				5 6.7	6	7	8				* .
Phs Duration (G+Y+Rc), s		33.9	17.6	28.0	6.7	40.0	4.6	41.0				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	11.7	28.8	23.5	18.0	5.0	35.5	5.0	36.5				
Max Q Clear Time (g_c+l1), s		17.8	12.0	3.9	3.1	30.1	2.1	6.0				
Green Ext Time (p_c), s	0.1	8.2	1.1	0.4	0.0	4.4	0.0	0.6	ellering hit his service had a control down or on		incusting the angles are seen as a page on a	
Intersection Summary			00 =	1,120,00	1745							7.7
HCM 2010 Ctrl Delay			33.5									
HCM 2010 LOS	. :		- C									

	•		_		-	•	•	Ť	<i>&gt;</i>	<u> </u>	1	1
Movement	EBL	ÉBT	EBR	₩BL	WBT	WBR	NBL:	NBT	NBR	SBL	▼ SBT	SBR
Lane Configurations	<u> </u>	<b>A</b>	<u> </u>	<b>'</b>	<b>^</b> ^	7	<u> </u>	<u>ተ</u> ጉ	NEIN	<u> </u>	<u> </u>	<u>,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,</u>
Traffic Volume (veh/h)	139	537	82	34	880	52	104	106	54	41	106	220
Future Volume (veh/h)	139	537	82	34	880	52	104	106	54	41	106	220
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00	4.	1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	151	584	89	37	957	57	113	115	59	45	115	239
Adj No. of Lanes	1	1	1	1	2	1	1.0	2	0	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	187	824	701	64	1320	591	145	485	235	120	692	310
Arrive On Green	0.11	0.44	0.44	0.04	0.37	0.37	0.08	0.21	0.21	0.07	0.20	0.20
Sat Flow, veh/h	1774	1863	1583	1774	3539	1583	1774	2313	1122	1774	3539	1583
Grp Volume(v), veh/h	151	584	89	37	957	57	113	86	88	45	115	239
Grp Sat Flow(s), veh/h/ln	1774	1863	1583	1774	1770	1583	1774	1770	1665	1774	1770	1583
Q Serve(g_s), s	6.1	18.8	2.4	1.5	17.1	1.7	4.6	3.0	3.2	1.8	2.0	10.5
Cycle Q Clear(g_c), s	6.1	18.8	2.4	1.5	17.1	1.7	4.6	3.0	3.2	1.8	2.0	10.5
Prop In Lane	1.00	10.0	1.00	1.00	17.1	1.00	1.00	. 0.0	0.67	1.00	2.0	1.00
Lane Grp Cap(c), veh/h	187	824	701	64	1320	591	145	371	349	120	692	310
V/C Ratio(X)	0.81	0.71	0.13	0.58	0.73	0.10	0.78	0.23	0.25	0.37	0.17	0.77
Avail Cap(c_a), veh/h	205	824	701	147	1320	591	279	432	406	433	1171	524
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	32.2	16.7	12.1	35.0	19.9	15.0	33.2	24.2	24.3	32.9	24.7	28.1
Incr Delay (d2), s/veh	19.4	5.1	0.4	8.0	3.5	0.3	8.6	0.3	0.4	1.9	0.1	4.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%), veh/ln	4.0	10.7	1.1	0.9	9.0	0.8	2.6	1.5	1.5	0.9	1.0	5.0
LnGrp Delay(d),s/veh	51.6	21.8	12.5	43.0	23.4	15.4	41.8	24.5	24.7	34.8	24.8	32.2
LnGrp LOS	D	C	В	D	C	В	D	C C	C	C	24.0 C	C
Approach Vol, veh/h		824			1051			287			399	
Approach Delay, s/veh		26.3			23.6			31.4			30.3	
Approach LOS		20.0 C			C			C C			30.3 C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8	20.85 #(50 <u>.753</u> ( <b>37</b> 5	<u>. 16-a (e. 1554-96)</u>		828802 GH
Phs Duration (G+Y+Rc), s	7.2	37.1	10.5	18.9	12.3	32.0	9.5	20.0		•		
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	6.1	29.9	11.6	24.4	8.5	27.5	18.0	18.0				
Max Q Clear Time (g_c+I1), s	3.5	20.8	6.6	12.5	8.1	19.1	3.8	5.2				
Green Ext Time (p_c), s	0.0	6.1	0.1	1.9	0.0	5.7	0.1	1.9				
Intersection Summary												
HCM 2010 Ctrl Delay			26.4	warmen weekling Selection		um o -u. P.C. M. M.	a mileta (1816-1953)	enne er en er Er i Fried E	1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 -	904 (1870 <b>)</b> (1870) (1870)	r er sanstraue, g	00 00 00 00 00 00 00 00 00 00 00 00 00
HCM 2010 LOS			C									

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ሻ	<b>↑</b> ↑	7*	ሻ	<b>↑</b>	7	14.14	<b>↑</b>	7	**	ĵ.	
Traffic Volume (veh/h)	20	653	139	117	1079	2	356	3	98	: 1	8	31
Future Volume (veh/h)	20	653	139	117	1079	2	356	3	98	1	8	31
Number	5	2	12	. : 1	- 6	16	3	. 8	18	. • 7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	22	710	151	127	1173	0	387	3	107	1	9	34
Adj No. of Lanes	1	2	1	1	. 1	1	2	1	1	. 1.	- 1	. 0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	, 2,	2	2	2	2	. 2	2	2	2	2	2
Cap, veh/h	41	1129	505	158	717	609	489	737	626	2	87	330
Arrive On Green	0.02	0.32	0.32	0.09	0.38	0.00	0.14	0.40	0.40	0.00	0.25	0.25
Sat Flow, veh/h	1774	3539	1583	1774	1863	1583	3442	1863	1583	1774	342	1293
Grp Volume(v), veh/h	22	710	151	127	1173	: 0	387	3	107	1	0	43
Grp Sat Flow(s), veh/h/ln	1774	1770	1583	1774	1863	1583	1721	1863	1583	1774	ŏ	1635
Q Serve(g_s), s	1.1	15.8	6.6	6.5	35.5	0.0	10.0	0.1	4.0	0.1	0.0	1.9
Cycle Q Clear(g_c), s	1.1	15.8	6.6	6.5	35.5	0.0	10.0	0.1	4.0	0.1	0.0	1.9
Prop In Lane	1.00		1.00	1.00	00.0	1.00	1.00	0.1	1.00	1.00	0.0	0.79
Lane Grp Cap(c), veh/h	41	1129	505	158	717	609	489	737	626	2	0	417
V/C Ratio(X)	0.53	0.63	0.30	0.80	1.64	0.00	0.79	0.00	0.17	0.41	0.00	0.10
Avail Cap(c_a), veh/h	96	1129	505	225	717	609	876	737	626	96	0.00	417
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	44.6	26.8	23.7	41.2	28.4	0.0	38.3	16.9	18.1	46.0	0.0	26.3
Incr Delay (d2), s/veh	10.1	2.7	1.5	12.8	292.9	0.0	2.9	0.0	0.6	84.6	0.0	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	8.1	3.1	3.7	76.4	0.0	5.0	0.0	1.8	0.1	0.0	0.9
LnGrp Delay(d),s/veh	54.7	29.4	25.2	54.1	321.3	0.0	41.2	16.9	18.7	130.6	0.0	26.8
LnGrp LOS	D	C	20.2 C	D	621.6 F	, 0,0	D D	В	10.7 B	190.0 F	0.0	20.0 C
Approach Vol, veh/h		883	<u>_</u>		1300			497		<del> ' -</del>	44	
Approach Delay, s/veh		29.3			295.2			36.2	**		29.2	
Approach LOS		23.3 C			295.2 • F			30.2 D			29.2 C	
Y	1.	2	3'		. 5	6	57.889 <b>.</b> 888		STELANISTIA J			
Timer	_cacasa_sec	C. 35 L.N. 3 Peters 45 1	C. 1110 C.	4		AND CHEST AND ASSESSED.	7	8		1.150 (1.7)	100	
Assigned Phs	107	2	3	4	5	6	7	- 8				
Phs Duration (G+Y+Rc), s	12.7	33.9	17.6	28.0	6.7	40.0	4.6	41.0				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	11.7	28.8	23.5	18.0	5.0	35.5	5.0	36.5				
Max Q Clear Time (g_c+I1), s		17.8	12.0	3.9	3.1	37.5	2.1	6.0				
Green Ext Time (p_c), s	0.1	8.8	1.1	0.4	0.0	0.0	0.0	0.6				
Intersection Summary												
HCM 2010 Ctrl Delay			157.5									_
HCM 2010 LOS			F.									

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			*	₹		*	"	i		•	*	~
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ħ	<b>^</b>	7	শ	<b>†</b> †	7	**	<b>ተ</b> ኈ		ሻ	<b>↑</b> ↑	7
Traffic Volume (veh/h)	139	537	82	34	880	52	104	106	54	41	106	220
Future Volume (veh/h)	139	537	82	34	880	52	104	106	54	41	106	220
Number	5	2	12	. 1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	151	584	89	37	957	57	113	115	59	45	115	239
Adj No. of Lanes	1	2	1	1	- 2	1	1	2	0	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	. 2	2	2	2	2	2
Cap, veh/h	187	1566	701	64	1320	591	145	485	235	120	692	310
Arrive On Green	0.11	0.44	0.44	0.04	0.37	0.37	0.08	0.21	0.21	0.07	0.20	0.20
Sat Flow, veh/h	1774	3539	1583	1774	3539	1583	1774	2313	1122	1774	3539	1583
Grp Volume(v), veh/h	151	584	- 89	37	957	57	113	86	88	45	115	239
Grp Sat Flow(s), veh/h/ln	1774	1770	1583	1774	1770	1583	1774	1770	1665	1774	1770	1583
Q Serve(g_s), s	6.1	8.1	2.4	1.5	17.1	1.7	4.6	3.0	3.2	1.8	2.0	10.5
Cycle Q Clear(g_c), s	6.1	8.1	2.4	1.5	17.1	1.7	4.6	3.0	3.2	1.8	2.0	10.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.67	1.00		1.00
Lane Grp Cap(c), veh/h	187	1566	701	64	1320	591	145	371	349	120	692	310
V/C Ratio(X)	0.81	0.37	0.13	0.58	0.73	0.10	0.78	0.23	0.25	0.37	0.17	0.77
Avail Cap(c_a), veh/h	205	1566	701	147	1320	591	279	432	406	433	1171	524
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	32.2	13.7	12.1	35.0	19.9	15.0	33.2	24.2	24.3	32.9	24.7	28.1
Incr Delay (d2), s/veh	19.4	0.7	0.4	8.0	3.5	0.3	8.6	0.3	0.4	1.9	0.1	4.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.0	4.1	1.1	0.9	9.0	0.8	2.6	1.5	1.5	0.9	1.0	4.9
LnGrp Delay(d),s/veh	51.6	14.4	12.5	43.0	23.4	15.4	41.8	24.5	24.7	34.8	24.8	32.2
LnGrp LOS	D	В	В	D	C	В	D	C	2-1.7 C	C	24.0 C	C
Approach Vol, veh/h		824			1051			287			399	<del></del>
Approach Delay, s/veh		21.0			23.6			31.4			30.3	
Approach LOS		21.0 C			20.0 C			31. <del>4</del>			. C	
Timer	18.2.4.2	2	3	4	5	6	7	8	7.00	4.9.00		
	4	2			5				<u>0.4164-98.</u>			<u> </u>
Assigned Phs  Pha Puration (CLVLPa) a	1		3	4.00		6	7	8				
Phs Duration (G+Y+Rc), s	7.2	37.1 4.5	10.5	18.9	12.3	32.0	9.5	20.0				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	6.1	29.9	11.6	24.4	8.5	27.5	18.0	18.0				
Max Q Clear Time (g_c+l1), s	3.5	10.1	6.6	12.5	8.1	19.1	3.8	5.2				
Green Ext Time (p_c), s	0.0	10.5	0.1	1.9	0.0	5.7	0.1	1.9		TOWN A CO. A STREET, A CO.	Therefore to part makes as a con-	
Intersection Summary			~					1.00				
HCM 2010 Ctrl Delay			24.7									
HCM 2010 LOS			C									

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Movement	EBL	EBT	ÉBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	7	ተተ	77	ሻ	ተተ	7	ሻሻ	<b></b>	*	ሻ	<del>(</del> †	
Traffic Volume (veh/h)	36	1257	255	204	990	0:	367	18	177	· o	8	29
Future Volume (veh/h)	36	1257	255	204	990	0	367	18	177	0	8	29
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1,00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	39	1366	277	222	1076	0	399	20	192	0	9	32
Adj No. of Lanes	1	2	1	1	2	1	2	1	1	1	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	60	1305	584	196	1576	705	487	705	599	2	68	242
Arrive On Green	0.03	0.37	0.37	0.11	0.45	0.00	0.14	0.38	0.38	0.00	0.19	0.19
Sat Flow, veh/h	1774	3539	1583	1774	3539	1583	3442	1863	1583	1774	359	1278
Grp Volume(v), veh/h	39	1366	277	222	1076	0	399	20	192	0	0	41
Grp Sat Flow(s), veh/h/ln	1774	1770	1583	1774	1770	1583	1721	1863	1583	1774		1637
Q Serve(g_s), s	2.1	35.0	12.7	10.5	23.0	0.0	10.7	0.6	8.1	0.0	0	2.0
Cycle Q Clear(g_c), s	2.1	35.0	12.7	10.5	23.0	0.0	10.7	0.6	8.1	0.0	0.0 0.0	2.0
Prop In Lane	1.00	55.0	1.00	1,00	23.0	1.00	1.00	0.0			0.0	
Lane Grp Cap(c), veh/h	60	1305	584	1.00	1576	705	487	705	1.00	1.00	0	0.78
V/C Ratio(X)	0.65	1.05	0.47	1.13	0.68	0.00	0.82	705	599	2	0	310
Avail Cap(c_a), veh/h	93	1305	584	196	1576	705	671	0.03 705	0.32	0.00	0.00	0.13
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00			599	93	0	310
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	45.3	30.0	22.9	42.2	21.0	0.00	1.00	1.00	1.00	0.00	0.00	1.00
	11.2					0.0	39.6	18.5	20.9	0.0	0.0	32.0
Incr Delay (d2), s/veh	0.0	38.1	2.8	104.0	2.4	0.0	5.7	0.1	1.4	0.0	0.0	0.9
Initial Q Delay(d3),s/veh		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	23.9	6.0	10.8	11.7	0.0	5.5	0.3	3.8	0.0	0.0	1.0
LnGrp Delay(d),s/veh	56.5	68.1	25.7	146.3	23.4	0.0	45.3	18.6	22.3	0.0	0.0	32.9
LnGrp LOS	E	F	С	F	C		D	В	С			C
Approach Vol, veh/h		1682			1298			611			41	
Approach Delay, s/veh		60.9			44.4			37.2			32.9	
Approach LOS		E			D			D			C	
Timer	-1	- 2	3	4	- 5.	6	7	- 8				
Assigned Phs	1	2	3	4	5	-6	7	8			1.0	
Phs Duration (G+Y+Rc), s	15.0	39.5	17.9	22.5	7.7	46.8	0.0	40.4				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	10.5	35.0	18.5	18.0	5.0	40.5	5.0	31.5				
Max Q Clear Time (g_c+I1), s		37.0	12.7	4.0	4.1	25.0	0.0	10.1	٠.			
Green Ext Time (p_c), s	0.0	0.0	0.7	0.8	0.0	13.0	0.0	0.9				
Intersection Summary							S 198.18W					
HCM 2010 Ctrl Delay			50.7					1000 00 0000 1 1000			and American Co.	Librariani
HCM 2010 LOS			D									
			_									

	•	>	*	•	4	1	1	†	<i>*</i>	<b>/</b>	<b>↓</b>	4
Movement .	EBL	EBT	EBR	WBL:	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	*	1122	7	ħ	<b>**</b>	7	*	<b>1</b> 1		ħ	ተተ	7
Traffic Volume (veh/h)	233	1132	90	32	849	59	93	44	67	67	.117	254
Future Volume (veh/h)	233	1132	90	32	849	59	93	44	67	67	117	254
Number	5	2	12	1	6	16	. 3	8	18	- 7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00	.*	1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	253	1230	98	35	923	64	101	48	73	73	127	276
Adj No. of Lanes	1	1	1	1	2	1	1	. 2	0	1.	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	292	819	696	61	1095	490	130	389	348	120	758	339
Arrive On Green	0.16	0.44	0.44	0.03	0.31	0.31	0.07	0.22	0.22	0.07	0.21	0.21
Sat Flow, veh/h	1774	1863	1583	1774	3539	1583	1774	1770	1583	1774	3539	1583
Grp Volume(v), veh/h	253	1230	98	35	923	64	101	48	73	73	127	276
Grp Sat Flow(s),veh/h/ln	1774	1863	1583	1774	1770	1583	1774	1770	1583	1774	1770	1583
Q Serve(g_s), s	10.5	33.2	2.8	1.5	18.4	2.2	4.2	1.6	2.9	3.0	2.2	12.5
Cycle Q Clear(g_c), s	10.5	33.2	2.8	1.5	18.4	2.2	4.2	1.6	2.9	3.0	2.2	12.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	292	819	696	61	1095	490	130	389	348	120	758	339
V/C Ratio(X)	0.87	1.50	0.14	0.57	0.84	0.13	0.77	0.12	0.21	0.61	0.17	0.81
Avail Cap(c_a), veh/h	296	819	696	117	1095	490	275	421	377	422	1137	509
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	30.8	21.2	12.6	36.0	24.4	18.8	34.4	23.6	24.1	34.3	24.2	28.3
Incr Delay (d2), s/veh	22.5	232.1	0.4	8.2	7.9	0.6	9.4	0.1	0.3	4.9	0.1	6.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%), veh/In	7.0	69.7	1.3	0.9	10.2	1.0	2.4	0.8	1.3	1.6	1.1	6.0
LnGrp Delay(d),s/veh	53.2	253.3	13.1	44.2	32.3	19.3	43.8	23.8	24.4	39.1	24.3	34.4
LnGrp LOS	Ď	F	В	D	С	В	D	С	С	D	C	С
Approach Vol, veh/h		1581			1022			222			476	
Approach Delay, s/veh		206.4			31.9			33.1			32.4	
Approach LOS		F			C			C			C	
Timer	7 1	2	3	4	5	6	7	8				
Assigned Phs	. 1	2	3	4	5	6	7	8			200000000000000000000000000000000000000	<u> </u>
Phs Duration (G+Y+Rc), s	7.1	37.7	10.1	20.7	17.0	27.9	9.6	21.1				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	5.0	31.0	11.7	24.3	12.6	23.4	18.0	18.0				
Max Q Clear Time (g_c+I1), s	3.5	35.2	6.2	14.5	12.5	20.4	5.0	4.9				
Green Ext Time (p_c), s	0.0	0.0	0.1	1.7	0.0	2.8	0.1	1.9				
Intersection Summary									6 4 7 6 15	V. Sport Co		(7) (1)
HCM 2010 Ctrl Delay	15 SEC 10 SE	and the second second second second second	115.6	arranger (1814) (18		e eren galanterik ki	person in the second second second	<u> </u>	mint the Park	energe (1906)		**************************************
HCM 2010 LOS			F									
. 10.11 20 10 200												

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	¥	ተተ	7	ሻ	1	7	14.54	<b>↑</b>	*	ř,	fa fa	
Traffic Volume (veh/h)	36	1257	255	204	990	.0	367	18	177	Ō	. 8	29
Future Volume (veh/h)	36	1257	255	204	990	0	367	18	177	0	8	29
Number	5	2	12	. 1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	39	1366	277	222	1076	0	399	20	192	0	9	32
Adj No. of Lanes	1	2	1.	1	1	1	2	1	1	1	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	60	1305	584	196	830	705	487	705	599	2	68	242
Arrive On Green	0.03	0.37	0.37	0.11	0.45	0.00	0.14	0.38	0.38	0.00	0.19	0.19
Sat Flow, veh/h	1774	3539	1583	1774	1863	1583	3442	1863	1583	1774	359	1278
Grp Volume(v), veh/h	39	1366	277	222	1076	0	399	20	192	0	0	41
Grp Sat Flow(s), veh/h/ln	1774	1770	1583	1774	1863	1583	1721	1863	1583	1774	0	1637
Q Serve(g_s), s	2.1	35.0	12.7	10.5	42.3	0.0	10.7	0.6	8.1	0.0	0.0	2.0
Cycle Q Clear(g_c), s	2.1	35.0	12.7	10.5	42.3	0.0	10.7	0.6	8.1	0.0	0.0	2.0
Prop In Lane	1.00	0010	1.00	1.00		1.00	1.00	0.0	1.00	1.00	0.0	0.78
Lane Grp Cap(c), veh/h	60	1305	584	196	830	705	487	705	599	2	0	310
V/C Ratio(X)	0.65	1.05	0.47	1.13	1.30	0.00	0.82	0.03	0.32	0.00	0.00	0.13
Avail Cap(c_a), veh/h	93	1305	584	196	830	705	671	705	599	93	0.00	310
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	45.3	30.0	22.9	42.2	26.3	0.0	39.6	18.5	20.9	0.0	0.0	32.0
Incr Delay (d2), s/veh	11.2	38.1	2.8	104.0	142.5	0.0	5.7	0.1	1.4	0.0	0.0	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	23.9	6.0	10.8	54.5	0.0	5.5	0.3	3.8	0.0	0.0	1.0
LnGrp Delay(d),s/veh	56.5	68.1	25.7	146.3	168.8	0.0	45.3	18.6	22.3	0.0	0.0	32.9
LnGrp LOS	E	50.1	2 <i>0.1</i> C	F	F	0.0	40.0 D	10.0 B	22.5 C	0.0	0.0	32.9 C
Approach Vol, veh/h		1682		<u> </u>	1298			611			41	<del></del>
Approach Delay, s/veh		60.9			164.9			37.2			32.9	
Approach LOS		60.9 E			104.9 F					** **		
		<u> </u>			F			D			· C	
Timer	1	All the second second second	3	4	5		7	2 miles				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	15.0	39.5	17.9	22.5	7.7	46.8	0.0	40.4				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5			,	
Max Green Setting (Gmax), s	10.5	35.0	18.5	18.0	5.0	40.5	5.0	31.5				
Max Q Clear Time (g_c+I1), s		37.0	12.7	4.0	4.1	44.3	0.0	10.1	. :			
Green Ext Time (p_c), s	0.0	0.0	0.7	0.8	0.0	0.0	0.0	0.9				
Intersection Summary				1.47		31. 334.33	178					
HCM 2010 Ctrl Delay			93.7									
HCM 2010 LOS			F				. 1.					

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	************	<b></b>	<b></b>		K - Y FROUGH GOODSTOOMS (SW)	DOUTHOUS NOTICES ON	.,,		<i></i>	~~~~~~~~	*	
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	<b>*</b>	<b>^</b>	*	7	<b>^</b>	7	*	<b>1</b> 1		7	<b>^</b>	7
Traffic Volume (veh/h)	233	1132	90	32	849	59	93	44	67	67	117	254
Future Volume (veh/h)	233	1132	90	32	849	59	93	44	67	67	117	254
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	253	1230	98	35	923	64	101	48	73	73	127	276
Adj No. of Lanes	1	2	1	. 1	2	1	1	2	0	1.	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	- 2	. 2	2	2	2	2
Cap, veh/h	292	1556	696	61	1095	490	130	389	348	120	758	339
Arrive On Green	0.16	0.44	0.44	0.03	0.31	0.31	0.07	0.22	0.22	0.07	0.21	0.21
Sat Flow, veh/h	1774	3539	1583	1774	3539	1583	1774	1770	1583	1774	3539	1583
Grp Volume(v), veh/h	253	1230	98	35	923	64	101	48	:73	73	127	276
Grp Sat Flow(s), veh/h/ln	1774	1770	1583	1774	1770	1583	1774	1770	1583	1774	1770	1583
Q Serve(g_s), s	10.5	22.6	2.8	1.5	18.4	2.2	4.2	1.6	2.9	3.0	2.2	12.5
Cycle Q Clear(g_c), s	10.5	22.6	2.8	1.5	18.4	2.2	4.2	1.6	2.9	3.0	2.2	12.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	292	1556	696	61	1095	490	130	389	348	120	758	339
V/C Ratio(X)	0.87	0.79	0.14	0.57	0.84	0.13	0.77	0.12	0.21	0.61	0.17	0.81
Avail Cap(c_a), veh/h	296	1556	696	117	1095	490	275	421	377	422	1137	509
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	30.8	18.2	12.6	36.0	24.4	18.8	34.4	23.6	24.1	34.3	24.2	28.3
Incr Delay (d2), s/veh	22.5	4.2	0.4	8.2	7.9	0.6	9.4	0.1	0.3	4.9	0.1	6.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/In	7.0	11.8	1.3	0.9	10.2	1.0	2.4	0.8	1.3	1.6	1.1	6.0
LnGrp Delay(d),s/veh	53.2	22.4	13.1	44.2	32.3	19.3	43.8	23.8	24.4	39.1	24.3	34.4
LnGrp LOS	D	C	В	D	C	В	D	C	C	D	C	C
Approach Vol, veh/h		1581		·	1022			222		···	476	
Approach Delay, s/veh		26.7			31.9	•		33.1			32.4	
Approach LOS		C	•		C C			C			02.4 C	
Timer	1	- 2	3	. 4	, 5	<sup>4</sup> 6	. 7					
Assigned Phs	1	2	3	4	5	6	7	8	- Remain Kritist	produce 1877 (1888)	er sut Marie Mills	<u> </u>
Phs Duration (G+Y+Rc), s	7.1	37.7	10.1	20.7	17.0	27.9	9.6	21.1				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	5.0	31.0	11.7	24.3	12.6	23.4	18.0	18.0				
Max Q Clear Time (g_c+11), s		24.6	6.2	14.5	12.5	20,4	5.0	4.9				
Green Ext Time (p_c), s	0.0	5.5	0.2	1.7	0.0	20,4	0.1	1.9				
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Intersection Summary HCM 2010 Ctrl Delay	1306773									e e e e e e e e e e e e e e e e e e e		
			29.6									
HCM 2010 LOS			С	•								

SimTraffic Vehicle Queuing Reports: Pats Ranch Road/Limonite Avenue

Mövernent	EB	:EВ	ĘΒ	. WB	WB	· WB	WB	SB	ŞB	SB .	
Directions Served	T	Т	R	L	L	Т	T	L	LTR	R	
Maximum Queue (ft)	526	502	502	190	220	158	196	177	305	234	
Average Queue (ft)	481	362	240	119	115	52	77	91	194	132	
95th Queue (ft)	568	609	517	179	179	137	171	162	294	242	
Link Distance (ft)	487	487	487			666	666		671		
Upstream Blk Time (%)	45	4	3								
Queuing Penalty (veh)	0	0	0								
Storage Bay Dist (ft)				200	200			400		400	
Storage Blk Time (%)				0	0						
Queuing Penalty (veh)				0	1 .			* .			

#### Intersection: 2: I-15 NB Off Ramp/I-15 NB On Ramp & Limonite Ave

Movement	₽B	EB	EB	EB.	, WB,	WB	WB:	:NB	NB	NB.	
Directions Served	L	L	Т	Т	T	Т	R	L	LTR	R	
Maximum Queue (ft)	295	352	671	565	451	429	213	258	427	399	
Average Queue (ft)	218	239	55	63	243	189	83	114	174	115	
95th Queue (ft)	295	321	277	267	458	391	164	213	302	270	
Link Distance (ft)			666	666	637	637	637		806		
Upstream Blk Time (%)			0								
Queuing Penalty (veh)			2								
Storage Bay Dist (ft)	220	220						450		450	
Storage Blk Time (%)	10	22	0								
Queuing Penalty (veh)	27	62	1								

Movement	Œ₿	EB'	EB	, EB	WB	ŴB.	WB	WB.	NB	NB:	SB	
Directions Served	L	T	Т	R	L	Т	Т	R	L	TR	LTR	
Maximum Queue (ft)	70	344	391	345	249	797	783	797	329	359	358	
Average Queue (ft)	20	136	193	138	138	335	330	105	198	47	94	
95th Queue (ft)	54	250	356	376	265	710	714	546	297	186	260	
Link Distance (ft)		345	345	345		783	783	783		719	547	
Upstream Blk Time (%)		0	22	29		15	15	13				
Queuing Penalty (veh)	•	0	59	79		59	58	53				
Storage Bay Dist (ft)	220				165				210			*
Storage Blk Time (%)		2			27	16			11			
Queuing Penalty (veh)		0			148	19		7.	. 11			

Movement.	EΒ	EB.	EB	WB	, WB∍	WB	WB:	SB	SB	ŞB	100
Directions Served	T	Т	R	L	L	Т	T	L	LTR	R	
Maximum Queue (ft)	550	537	503	244	220	207	221	234	275	224	
Average Queue (ft)	503	461	305	133	132	74	110	110	164	105	
95th Queue (ft)	533	583	562	225	229	156	202	193	259	230	
Link Distance (ft)	487	487	487			666	666		671		
Upstream Blk Time (%)	63	11	3								
Queuing Penalty (veh)	0	0	0								
Storage Bay Dist (ft)				200	200			400		400	
Storage Blk Time (%)				1	2	0					
Queuing Penalty (veh)				3	6	0					

#### Intersection: 2: I-15 NB Off Ramp/I-15 NB On Ramp & Limonite Ave

Movement	EB	Æ₿	EB+	EB.	. WB	WB	WB	NB	NB;	NB:	
Directions Served	L	L	Т	T	Т	Т	R	L	LTR	R	
Maximum Queue (ft)	294	336	264	204	535	351	215	272	346	316	
Average Queue (ft)	238	250	78	36	225	155	73	135	190	117	
95th Queue (ft)	295	309	192	129	479	326	173	237	307	258	
Link Distance (ft)			666	666	637	637	637		806		
Upstream Blk Time (%)									100		
Queuing Penalty (veh)											
Storage Bay Dist (ft)	220	220			· · · · ·			450		450	
Storage Blk Time (%)	13	19	1								
Queuing Penalty (veh)	¸37	52	8				. *				

Movement	Ē	B EB	EΒ	WB.	WB	WB∙	NB	NB	ŚB	is s	
Directions Served		L T	R	L	Ţ	7	L	TR	LTR		_
Maximum Queue (ft)	7	<b>'</b> 4 <b>3</b> 91	348	250	788	783	324	255	182		
Average Queue (ft)	1	6 350	125	156	384	375	209	72	48		
95th Queue (ft)		52 421	352	305	768	770	297	189	136		
Link Distance (ft)		344	344		783	783		732	547		
Upstream Blk Time (%)	•	45	23		22	7					
Queuing Penalty (veh)		184	96		90	27					
Storage Bay Dist (ft)	22	20		165			210				
Storage Blk Time (%)		61		29	17		12	0			
Queuing Penalty (veh)		12		154	. 19		12	0			

Movement	EB	ĔΒ	EB:	. WBs	√WB	·/ WB	WB	SB.	SB	SB	
Directions Served	T	T	R	L	L	T	T	L	LTR	R	
Maximum Queue (ft)	539	502	502	274	286	134	164	182	264	214	
Average Queue (ft)	476	348	199	130	130	29	64	87	176	118	
95th Queue (ft)	604	571	429	207	211	87	132	148	259	226	
Link Distance (ft)	487	487	487			666	666		671		
Upstream Blk Time (%)	28	4	0								
Queuing Penalty (veh)	0	0	0								
Storage Bay Dist (ft)				200	200			400		400	
Storage Blk Time (%)				2	2						
Queuing Penalty (veh)				8	.7					-	

## Intersection: 2: I-15 NB Off Ramp/I-15 NB On Ramp & Limonite Ave

Movement	∘ EB⁺	ÉΒ	EB.	EB	WB	WB .	∛; WB	NB.	NB:	· NB	
Directions Served	L	L	. Т	Т	Т	T	R	L	LTR	R	
Maximum Queue (ft)	295	370	399	102	315	260	172	168	290	250	
Average Queue (ft)	212	230	48	44	189	150	71	97	145	77	
95th Queue (ft)	315	346	208	102	301	253	138	152	232	184	
Link Distance (ft)			666	666	637	637	637		806		
Upstream Blk Time (%)											
Queuing Penalty (veh)											
Storage Bay Dist (ft)	220	220						450		450	Section 1
Storage Blk Time (%)	8	14									
Queuing Penalty (veh)	22	40									

Movement	ı EB	^₽B	EB EB	. WB	WB	WB:	. NB.	ŇB.	SB.	
Directions Served	L	T	T R	L	Т	R	L	TR	LTR	
Maximum Queue (ft)	70	255	302 350	250	816	817	329	429	. 117	
Average Queue (ft)	22	147	169 69	132	796	410	214	75	30	
95th Queue (ft)	57	225	248 206	286	822	1047	326	272	74	
Link Distance (ft)		345	345 345		783	783		719	546	
Upstream Blk Time (%)			2		37	. 4				
Queuing Penalty (veh)			6		225	26				
Storage Bay Dist (ft)	220			165			210			
Storage Blk Time (%)		0		14	53		13	0		
Queuing Penalty (veh)		0		155	62		13	0		1.4

Movement	EB	. EB	EB	WB	WB .	WB	WB-:	SB.	ŚB	SB	
Directions Served	Т	Т	R	L	L	Т	Т	L	LTR	R	
Maximum Queue (ft)	378	329	183.	274	287	99	114	138	338	312	
Average Queue (ft)	308	254	101	217	214	82	95	104	285	258	
95th Queue (ft)	393	329	192	292	295	100	117	156	398	338	
Link Distance (ft)	487	487	487			666	666		671		
Upstream Blk Time (%)											
Queuing Penalty (veh)											
Storage Bay Dist (ft)				200	200			400		400	
Storage Blk Time (%)				4	11						
Queuing Penalty (veh)				20	56						

#### Intersection: 2: I-15 NB Off Ramp/I-15 NB On Ramp & Limonite Ave

Movement:	EB	EB	EB	EB	. WB:	, WB	WB .	NB.	NB	NB	
Directions Served	L	L	Т	Т	Т	T	R	L	LTR	R	
Maximum Queue (ft)	156	174	201	208	308	303	86	309	441	440	
Average Queue (ft)	116	123	151	162	183	171	60	226	334	281	
95th Queue (ft)	158	166	229	241	343	358	93	300	439	422	
Link Distance (ft)			666	666	637	637	637		806		
Upstream Blk Time (%)					100						
Queuing Penalty (veh)											
Storage Bay Dist (ft)	220	220						450		450	
Storage Blk Time (%)			0						0	0	
Queuing Penalty (veh)			0						1	2	

Movement	₽B	EB /	EB	ĒΒ	WB	WB	WB	NB	NB	∍\$B <sub>1</sub>	
Directions Served	L	Т	Т	R	L	Т	τ	L	TR	LTR	
Maximum Queue (ft)	51	274	292	112	249	277	246	318	326	53	
Average Queue (ft)	25	243	248	52	168	188	214	220	149	21	
95th Queue (ft)	53	273	296	103	271	266	242	313	326	62	
Link Distance (ft)		345	345	345		783	783		719	547	
Upstream Blk Time (%)											
Queuing Penalty (veh)											
Storage Bay Dist (ft)	220				165			210		•	
Storage Blk Time (%)		12			13	12		14			
Queuing Penalty (veh)		4			65	24	•	28			

Movement	ΕB	EB	EB	WB	WB	WB	- WB	SB	SB	SB	
Directions Served	T	Т	R	L	L	Т	T	L	LTR	R	
Maximum Queue (ft)	521	502	484	206	204	157	224	373	491	425	
Average Queue (ft)	423	325	130	124	136	79	116	173	303	246	
95th Queue (ft)	590	506	268	199	207	149	195	306	395	349	
Link Distance (ft)	487	487	487			666	666		671		
Upstream Blk Time (%)	7	0 .	0								
Queuing Penalty (veh)	0	0	0								
Storage Bay Dist (ft)				200	200			400		400	
Storage Blk Time (%)				0	1				0	0	
Queuing Penalty (veh)				0	3				2	0	

#### Intersection: 2: I-15 NB Off Ramp/I-15 NB On Ramp & Limonite Ave

Movement	EB:	ĘΒ	Ę₿	EB	WB :	- WB	WB:	NB	NB	NB	
Directions Served	L	L	Т	T	Т	Т	R	L	LTR	R	
Maximum Queue (ft)	290	370	673	608	358	324	176	474	858	475	
Average Queue (ft)	147	191	254	236	187	165	53	303	451	331	
95th Queue (ft)	224	339	494	440	316	297	118	491	765	514	
Link Distance (ft)			666	666	637	637	637		806		
Upstream Blk Time (%)			. 0						3		
Queuing Penalty (veh)			. 1						0		
Storage Bay Dist (ft)	220	220						450		450	
Storage Blk Time (%)	1	2	17					0	7	0	
Queuing Penalty (veh)	6	11	84					2	42	3	

Movement	∉, EB	EB	EB	WB	WB	,WB	NΒ	NB	SB	
Directions Served	L	Τ	R	L	Т	Т	L	TR	LTR	
Maximum Queue (ft)	319	397	351	250	802	801	330	755	90	
Average Queue (ft)	31	363	128	170	320	305	270	410	22	
95th Queue (ft)	130	378	343	278	743	734	421	940	56	
Link Distance (ft)		344	344		783	783		732	547	
Upstream Blk Time (%)		51	18		18	19		17		
Queuing Penalty (veh)		210	72		73	74		95		
Storage Bay Dist (ft)	220			165			210	100		
Storage Blk Time (%)		65		31	10		53	0		
Queuing Penalty (veh)		23		154	20	-	104	0		

Movement	<b>匿</b> B(	EB'	EB:	-WB	WB≎	WB :	WB)	SB	SB	. SB	
Directions Served	T	Т	R	L	L	Т	Т	L	LTR	R	
Maximum Queue (ft)	502	494	500	274	287	137	138	423	512	419	
Average Queue (ft)	366	265	122	111	114	64	81	191	347	281	
95th Queue (ft)	502	422	263	199	207	111	133	358	448	400	
Link Distance (ft)	487	487	487			666	666		671		
Upstream Blk Time (%)	7	0	0 0								
Queuing Penalty (veh)	0	0	0								
Storage Bay Dist (ft)				200	200			400		400	
Storage Blk Time (%)				1	1				1	0	
Queuing Penalty (veh)				6	7				8	. 1	

## Intersection: 2: I-15 NB Off Ramp/I-15 NB On Ramp & Limonite Ave

Movement	,EB	, EB	EB.	EB	WB	WB	WB.	NB	, NB	NB) (	
Directions Served	L	L	Т	Т	Т	Т	R	L	LTR	R	
Maximum Queue (ft)	231	234	670	674	261	218	110	474	821	475	
Average Queue (ft)	125	135	204	202	127	107	34	212	382	292	
95th Queue (ft)	207	220	472	470	253	210	80	363	634	412	
Link Distance (ft)	•		666	666	637	637	637		806		
Upstream Blk Time (%)			7	6					8		
Queuing Penalty (veh)			50	45					0		
Storage Bay Dist (ft)	220	220						450		450	
Storage Blk Time (%)	0	0	11					0	10	0	
Queuing Penalty (veh)	· 1	· 2	51				1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	0	- 58	1	

Movement	EB.	EB.	ĒΒ	ΕB	WB:	. WB	WB)	₩₿	NB	SB	
Directions Served	L	Т	Т	R	L	Т	R	L	TR	LTR	
Maximum Queue (ft)	72	354	375	347	250	804	825	330	739	171	
Average Queue (ft)	23	234	245	163	233	755	229	245	344	34	
95th Queue (ft)	62	416	441	370	278	889	809	422	803	94	
Link Distance (ft)	•	345	345	345		783	783		719	546	
Upstream Blk Time (%)		1	3	26		43	2		4		
Queuing Penalty (veh)		3	8	72		254	11		25		
Storage Bay Dist (ft)	220				165			210			
Storage Blk Time (%)		29			58	32		44	0		
Queuing Penalty (veh)		10			573	65		86	0 -		

SimTraffic Vehicle Queuing Reports: Wineville Avenue/Cantu Galleno Ranch Road

Movement	,	Ē₿	EB	EB	1	EB	WB	WB	NB	NB	NB:	SB	SB	SB
Directions Served		L	Т	Т		R	L	TR	L	Т	TR	L	Т	T
Maximum Queue (ft)		112	25	23		66	29	29	131	130	83	64	71	93
Average Queue (ft)		45	2	5		22	12	17	62	44	28	20	36	9
95th Queue (ft)		85	12	21		49	34	38	114	92	61	45	60	40
Link Distance (ft)			1499	1499			643	643		570	570		764	764
Upstream Blk Time (%)							+ 7+ · · ·							
Queuing Penalty (veh)														
Storage Bay Dist (ft)		150				150			160			250		
Storage Blk Time (%)														0
Queuing Penalty (veh)								e :						. O

## Intersection: 10: Etiwanda Ave & Cantu-Galleano Ranch Rd

Movement	· ·SB				**	
Directions Served	R					
Maximum Queue (ft)	63					
Average Queue (ft)	31					
95th Queue (ft)	49					
Link Distance (ft)						
Upstream Blk Time (%)		11.				
Queuing Penalty (veh)						
Storage Bay Dist (ft)	100					10000
Storage Blk Time (%) Queuing Penalty (veh)	· · · · · · · · · · · · · · · · · · ·					

Movement	EΒ	EB	EB	EB	W₿	∵W₿′	WB	NB:	NB	SB	SB/	SB
Directions Served	L	Т	Т	R	L	Т	TR	L	TR	L	Т	TR
Maximum Queue (ft)	159	95	100	54	159	110	130	270	189	31	74	71
Average Queue (ft)	84	39	41	2	67	68	83	168	82	5	19	22
95th Queue (ft)	128	68	80	18	128	107	119	254	158	22	55	54
Link Distance (ft)		1224	1224			1499	1499		801		349	349
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	320			650	240			275		225		
Storage Blk Time (%)								0				
Queuing Penalty (veh)								0				

Movement .	EΒ	ı. ∉B	/ EB	E₿	WB	WB	, NB	NB	√NB,	'SB'	ŞB'	ŠB
Directions Served	L	Т	Т	R	L	TR	L	T	TR	L	Т	T
Maximum Queue (ft)	 155	25	46	47	30	53	171	87	61	66	88	49
Average Queue (ft)	51	4	6	21	6	20	58	42	23	22	42	11
95th Queue (ft)	102	19	25	44	24	45	109	79	52	. 51	71	35
Link Distance (ft)		1499	1499		643	643		570	570		764	764
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	150			150	1		160			250	•	
Storage Blk Time (%)	0						1					
Queuing Penalty (veh)	0						2			٠		

#### Intersection: 10: Etiwanda Ave & Cantu-Galleano Ranch Rd

Movement	SB)	
Directions Served	R	
Maximum Queue (ft)	75   10   10   10   10   10   10   10   1	
Average Queue (ft)	30	
95th Queue (ft)		
Link Distance (ft)		
Upstream Blk Time (%)		1 1
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Movemént	· · · · EB	EB	WB WB	WB I	NB NB	SB	SB"	ŞB	
Directions Served	L	T	L T	TR	L TR	L	Т	TR	
Maximum Queue (ft)	177	135	114 143	155 3	00 415	52	54	7.7	
Average Queue (ft)	99	71	55 68	81 1	71 108	15	16	22	
95th Queue (ft)	156	122	97 117	129 2	73 265	43	49	56	
Link Distance (ft)		1224	1499	1499	800		349	349	
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)	320		240	2	75	225	1 14.4		
Storage Blk Time (%)					2 0				
Queuing Penalty (veh)					6 0				

Movement	EB	EB	EB	EB	. WB ੂੰ	WB.	NB	NB	NB:	SB	SB	SB
Directions Served	L	Т	Т	R	L	TR	L	Т	TR	L	Т	T
Maximum Queue (ft)	140	25	24	47	30	53	168	82	103	70	114	51
Average Queue (ft)	50	3	3	22	12	17	68	38	23	29	45	7
95th Queue (ft)	93	15	14	39	34	44	132	69	60	60	85	29
Link Distance (ft)		1499	1499		643	643		570	570		774	774
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	150			150			160			250		
Storage Blk Time (%)	0						0					
Queuing Penalty (veh)	 0						0					

#### Intersection: 10: Etiwanda Ave & Cantu-Galleano Ranch Rd

Movement	. ISB7	
Directions Served	R	
Maximum Queue (ft)	<b>51</b> • • • • • • • • • • • • • • • • • • •	
Average Queue (ft)	31	
95th Queue (ft)		
Link Distance (ft)		
Upstream Blk Time (%)		
Queuing Penalty (veh)	400	
Storage Bay Dist (ft)		
Storage Blk Time (%) Queuing Penalty (veh)		

Movement	, EB	.⊹EB.	ΕB	· EB	″.⁄₩₿-	WB	NB	· NB	∫SB\	SB	∵≁'SB	11
Directions Served	L	Т	Т	R	L.	TR	L	TR	L	T	TR	
Maximum Queue (ft)	283	99	74	54	264	286	300	466	26	71	53	
Average Queue (ft)	140	45	33	4	58	165	164	100	7	20	23	
95th Queue (ft)	244	88	70	26	134	262	270	223	24	48	53	
Link Distance (ft)		1224	1224			1499		801		349	349	
Upstream Blk Time (%)								***				
Queuing Penalty (veh)												
Storage Bay Dist (ft)	320			650	240		275		225			
Storage Blk Time (%)						2	3					
Queuing Penalty (veh)						1	9					

Movement	+ EB	, EB	EB	EB	WB.	WB	NB:	NB	NB"	∵SB•	SB	SB
Directions Served	L	Т	Т	R	L	TR	L	Т	TR	L	T	T
Maximum Queue (ft)	132	25	23	127	74	74	135	106	81 : 1	47.	137	114
Average Queue (ft)	75	2	3	52	40	38	65	42	21	23	87	38
95th Queue (ft)	123	12	15	101	62	66	119	84	47	49	131	76
Link Distance (ft)		1499	1499		643	643		570	570		803	803
Upstream Blk Time (%)				12.25								
Queuing Penalty (veh)												
Storage Bay Dist (ft)	150			150			160			250		
Storage Blk Time (%)	0											0
Queuing Penalty (veh)	- 0											· . 0

## Intersection: 10: Etiwanda Ave & Cantu-Galleano Ranch Rd

Movement	SB	
Directions Served	R	
Maximum Queue (ft)	<u> </u>	
Average Queue (ft)	27	
95th Queue (ft)	45	
Link Distance (ft)		
Upstream Blk Time (%)	The form of the first the first of	
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%) Queuing Penalty (veh)		

Movement:	1	EΒ	EB	EB	EB.	WB	WB'	, WB	NB	NB	SB	SB	, SB
Directions Served		Γ.	Т	Т	·R	L	Т	TR	L	TR	L	Т	TR
Maximum Queue (ft)		186	140	138	56	158	138	138	188	98	31	116	139
Average Queue (ft)		88	64	59	4	80	80	81	101	40	4	51	49
95th Queue (ft)		144	105	104	27	138	121	122	164	80	21	95	89
Link Distance (ft)			1238	1238			1499	1499		801		727	727
Upstream Blk Time (%)				10 mg 17		. 4							
Queuing Penalty (veh)													
Storage Bay Dist (ft)		320	- 11		 650	240			275		225		
Storage Blk Time (%)													
Queuing Penalty (veh)												14.	

Movement		EΒ	EB	ŧΒ	WB	WB .	NB*	. NB	NB	√SB:	SB	SB	SB
Directions Served		L	Т	R	L	TR	L	Т	TR	L	Т	Т	R
Maximum Queue (ft)		150	23	149	117	74	134	65	62	47	155	175	52
Average Queue (ft)		66	6	43	38	36	53	37	20	16	91	51	30
95th Queue (ft)		121	22	91	83	67	99	74	47	36	144	123	47
Link Distance (ft)			1499		643	643		570	570		803	803	
Upstream Blk Time (%)													
Queuing Penalty (veh)	•												
Storage Bay Dist (ft)	11.4	150		150			160			250	• • •		100
Storage Blk Time (%)		0		0								1	
Queuing Penalty (veh)		. 0		. 0	6							1	

Movementa :	EB).	EB *	EB∵	- WB	WB	WB.	NB	NB.	SB.	SB	SB	
Directions Served	L	Т	R	L	Т	TR	L	TR	L	Т	TR	
Maximum Queue (ft)	139	211	56	138	120	118	236	136	31	104	98	
Average Queue (ft)	71	108	6	72	68	69	98	55	5	43	44	
95th Queue (ft)	114	180	33	118	117	114	186	107	24	91	76	
Link Distance (ft)		1238			1499	1499		800		727	727	
Upstream Blk Time (%)		100		100								1.
Queuing Penalty (veh)											•	
Storage Bay Dist (ft)	320		650	240			275		225			
Storage Blk Time (%)												
Queuing Penalty (veh)				.*			74					

Movement	EB:	EB	EB'	WB:	WB.	NB -	inNB.	N₿⊬	SB:	SB	SB∀″	SB
Directions Served	L	Т	R	L	TR	L	Т	TR	L	Т	Ť	R
Maximum Queue (ft)	202	24	87	96	93	112	128	81	71	181	151	66
Average Queue (ft)	84	3	42	37	44	62	39	23	21	91	44	25
95th Queue (ft)	147	16	74	69	77	104	87	56	54	139	97	53
Link Distance (ft)		1499		643	643		570	570		813	813	
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	150		150			160			250			100
Storage Blk Time (%)	2											
Queuing Penalty (veh)	. 0											

Movement	. EB	EB.	EB.	EB'	WB	WB:	· NB	NB	SB	SB	SB
Directions Served	L	Т	Т	R	L	TR	L	TR	L	T.	TR
Maximum Queue (ft)	155	132	112	56	114	246	199	96	25	95	161
Average Queue (ft)	76	64	58	7	74	136	120	43	6	45	53
95th Queue (ft)	137	121	- 98	39	109	215	189	89	23	92	101
Link Distance (ft)		1238	1238			1499		801		727	727
Upstream Blk Time (%)											
Queuing Penalty (veh)											
Storage Bay Dist (ft)	320			650	240		275		225		*. * ***.
Storage Blk Time (%)						0					
Queuing Penalty (veh)						0					

	۶	<b>-</b>	*	•	+	•	1	<b>†</b>	<i>&gt;</i>	1	1	7
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	<b>ነ</b> ሻ	<b>↑</b> ↑	7	<b>\</b>	<b>↑</b> }	00	<b>`</b>	<b>∱</b> ∱	25	<b>ነ</b>	<b>^</b>	7
Traffic Volume (veh/h)	149	410	146	64	434	30	144	657	35	25	848	96
Future Volume (veh/h)	149	410	146	64	434	30	144	657	35	25	848	96
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00	4.00	1.00	1.00	4.00	1.00	1.00	4.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	162	446	159	70	472	33	157	714	38	27	922	104
Adj No. of Lanes	1	2	1	. 1	2	0	1	2	0	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	204	1010	452	97	754	53	202	1235	66	52	980	438
Arrive On Green	0.12	0.29	0.29	0.05	0.22	0.22	0.11	0.36	0.36	0.03	0.28	0.28
Sat Flow, veh/h	1774	3539	1583	1774	3357	234	1774	3418	182	1774	3539	1583
Grp Volume(v), veh/h	162	446	159	70	248	257	157	369	383	27	922	104
Grp Sat Flow(s), veh/h/ln	1774	1770	1583	1774	1770	1821	1774	1770	1831	1774	1770	1583
Q Serve(g_s), s	5.9	6.9	5.3	2.6	8.5	8.5	5.7	11.3	11.3	1.0	17.0	3.4
Cycle Q Clear(g_c), s	5.9	6.9	5.3	2.6	8.5	8.5	5.7	11.3	11.3	1.0	17.0	3.4
Prop In Lane	1.00		1.00	1.00		0.13	1.00		0.10	1.00		1.00
Lane Grp Cap(c), veh/h	204	1010	452	97	397	409	202	639	662	52	980	438
V/C Ratio(X)	0.79	0.44	0.35	0.73	0.62	0.63	0.78	0.58	0.58	0.52	0.94	0.24
Avail Cap(c_a), veh/h	332	1457	652	146	543	559	544	834	863	199	980	438
HCM Platoon Ratio	1.00	1.00	. 1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	28.8	19.5	19.0	31.1	23.4	23.4	28.8	17.2	17.2	32.0	23.6	18.7
Incr Delay (d2), s/veh	6.8	0.3	0.5	9.8	1.6	1.6	6.3	8.0	8.0	7.7	16.4	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.3	3.4	2.4	1.5	4.3	4.5	3.1	5.6	5.8	0.6	10.6	1.5
LnGrp Delay(d),s/veh	35.6	19.8	19.4	40.9	25.0	25.0	35.1	18.0	18.0	39.6	40.0	19.0
LnGrp LOS	D	В	В	D	С	С	D	В	В	D	D	В
Approach Vol, veh/h		767		1	575			909		1.	1053	
Approach Delay, s/veh		23.1			26.9			21.0			37.9	
Approach LOS		C			C			C			D	
Timer	1	2	3	4	5	6	.7	8				
Assigned Phs	1	2	3	4	5	. 6	7	8				
Phs Duration (G+Y+Rc), s	8.1	23.6	12.1	23.0	12.2	19.5	6.5	28.6				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	5.5	27.5	20.5	18.5	12.5	20.5	7.5	31.5				
Max Q Clear Time (g_c+I1), s	4.6	8.9	7.7	19.0	7.9	10.5	3.0	13.3				
Green Ext Time (p_c), s	0.0	6.3	0.3	0.0	0.2	4.5	0.0	10.5				
Intersection Summary												
HCM 2010 Ctrl Delay			27.9									
HCM 2010 LOS			С					·				*

	۶		•	<b>*</b>	4	•	1	†	<i>&gt;</i>	1	ţ	1
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ሻ	ተተ	7	ሻ	₽.		ሻ	<b>1</b> 13		<b>*</b> j	<b>^</b>	7
Traffic Volume (veh/h)	96	417	68	15	406	23	190	839	35.	47	556	105
Future Volume (veh/h)	96	417	68	15	406	23	190	839	35	47	556	105
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	104	453	74	16	441	25	207	912	38	51	604	114
Adj No. of Lanes	1	2	1	1	1	0	1	2	0	1	2	·1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	. 2	2	2	2	2	2	2	2
Cap, veh/h	135	1181	528	34	483	27	255	1239	52	78	914	409
Arrive On Green	0.08	0.33	0.33	0.02	0.28	0.28	0.14	0.36	0.36	0.04	0.26	0.26
Sat Flow, veh/h	1774	3539	1583	1774	1746	99	1774	3463	144	1774	3539	1583
Grp Volume(v), veh/h	104	453	74	16	0	466	207	466	484	51	604	114
Grp Sat Flow(s), veh/h/ln	1774	1770	1583	1774	0	1845	1774	1770	1837	1774	1770	1583
Q Serve(g_s), s	4.2	7.2	2.4	0.7	0.0	17.9	8.3	16.8	16.8	2.1	11.2	4.2
Cycle Q Clear(g_c), s	4.2	7.2	2.4	0.7	0.0	17.9	8.3	16.8	16.8	2.1	11.2	4.2
Prop In Lane	1.00		1.00	1.00		0.05	1.00	10.0	0.08	1.00		1.00
Lane Grp Cap(c), veh/h	135	1181	528	34	0	510	255	633	657	78	914	409
V/C Ratio(X)	0.77	0.38	0.14	0.48	0.00	0.91	0.81	0.74	0.74	0.65	0.66	0.28
Avail Cap(c_a), veh/h	303	1328	594	133	0.00	516	496	761	790	182	914	409
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	33.2	18.7	17.1	35.6	0.0	25.7	30.4	20.5	20.5	34.5	24.3	21.7
Incr Delay (d2), s/veh	9.0	0.2	0.1	10.1	0.0	20.5	6.2	3.0	2.9	8.8	1.8	0.4
Initial Q Delay(d3),s/veh	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.4	3.5	1.1	0.4	0.0	12.0	4.5	8.7	9.0	1.2	5.7	1.9
	42.2	18.9	17.2	45.6	0.0	46.2	36.6	23.6	23.4	43.3	26.1	22,1
LnGrp Delay(d),s/veh	42.2 D	10.9 B	. 17.2 B	45.0 D	0.0	40.2 D	30.0 D	23.0 C	. 23.4 C	45.5 D	20.1 C	- 22,1 C
LnGrp LOS					400		U	1157		U	769	
Approach Vol, veh/h		631			482						26.6	
Approach Delay, s/veh		22.5			46.2	. ,		25.8			20.0	
Approach LOS		. C			D			· C		•	C	,
Timer	1	2	3.	4	5	6	7	- 8			10.7	- 12
Assigned Phs	1	2 .	3	4	5	. 6	7	8				
Phs Duration (G+Y+Rc), s	5.9	28.9	15.0	23.4	10.1	24.8	7.7	30.7				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	5.5	27.5	20.5	18.5	12.5	20.5	7.5	31.5	·			
Max Q Clear Time (g_c+I1), s	2.7	9.2	10.3	13.2	6.2	19.9	4.1	18.8				
Green Ext Time (p_c), s	0.0	5.9	0.4	3.9	0.1	0.4	0.0	7.4				
Intersection Summary										4784000	42.50%	
HCM 2010 Ctrl Delay			28.6									
HCM 2010 LOS			С									
			-									

AM E+G+UPrj. Synchro 9 Report