### 4.4 Future Year 2030 Trip Generation

The trip generation for the Future year 2030 scenario was based on the full build-out of the Project. The <u>Technical Memorandum</u> provided by AECOM, dated September 18, 2014, shown in Appendix E, was used to estimate the number of vehicular trips generated by the build-out of the Project for the Future Year 2030 scenario. The memorandum evaluated the current and future projected staffing level based on full-time equivalent (FTE) positions, which is a calculated unit of measurement that gauges the number of full-time and part-time employees at the Honouliuli WWTP based on collective work hours. It was estimated that the current staffing level at the Honouliuli WWTP is at 39 FTE positions, while the build-out of the Project will increase the staffing to an estimated 320 FTE positions. This results in an eight-fold increase to the number of employees at the Honouliuli WWTP. In order to determine the growth in traffic generated by this increase to 320 FTE, all existing traffic turning movements were increased linearly by a factor of 8. The Future Year 2030 Project Generated Traffic is shown below in Table 6.

Table 6: Future Year 2030 Project Generated Traffic

	FTE	AN	l Peak Ho	our	PM	l Peak He	our
	Positions	Enter	Exit	Total	Enter	Exit	Total
Estimate Trips A	ccessing the W	WTP in 20	)14				
Existing 2014 Traffic <sup>1</sup>	39 FTE	20	28	48	33	43	76
New Proposed Multiplier: 820 p		the WWTI	⊃ in 2030				
Future Year 2030 Traffic	320 FTE	164	230	394	271	353	624
Existing 2014 Traffic		(20)	(28)	(48)	(33)	(43)	(76)
TOTAL NE	W.TRIPS <sup>2</sup>	144	202	346	238	310	548

#### Notes:

- 1. Existing 2014 Traffic shows all entering/exiting traffic accessing the existing Honouliuli driveways determined by the traffic counts conducted for this TIAR.
- Since the eight-fold multiplier includes existing 2014 traffic, the existing traffic was removed to determine the Total New Trips for Future Year 2030 scenario.

### 4.5 Trip Distribution/Assignment

Trip distribution is based on existing traffic flow patterns throughout the study area. Future Year 2030 Project trips were assigned to all existing driveways in addition to three (3) new accesses described in Section 4.3.

### 4.6 Future Year 2030 Analysis

Based on a LOS comparison between Future Year 2030 and Base Year 2030/Future Year 2021, the majority of individual movements projected to operate at LOS E/F for Base Year 2030/Future Year 2021 conditions will continue operating at similar levels of service for Future Year 2030 conditions during the AM and PM peak hours of traffic except for the following:

#### Geiger Road/Honouliuli Driveway 1

This intersection is forecast to operate similar to Base Year 2030 conditions with the exception of the southbound shared left/through/right movement which is projected to operate at LOS E during the PM peak hours of traffic. The southbound left-turn movement currently operates with only 10 vehicles and queues were not observed to extend beyond one vehicle long. An additional 35 left-turn vehicles generated by the Project should have minimal impacts to the queues along the southbound approach.

#### Geiger Road/Honouliuli Driveway 2

The southbound shared left/through/right movement is projected to operate at LOS E(F) during the AM(PM) peak hours of traffic, respectively. The southbound approach will continue to operate at a low 20 vehicle right-turn movement and 70 vehicle left-turn movement during the more critical PM peak hour. With an average of only 1 southbound left-turn vehicle arriving every minute, the increase in southbound traffic should have minimal impacts on southbound queues.

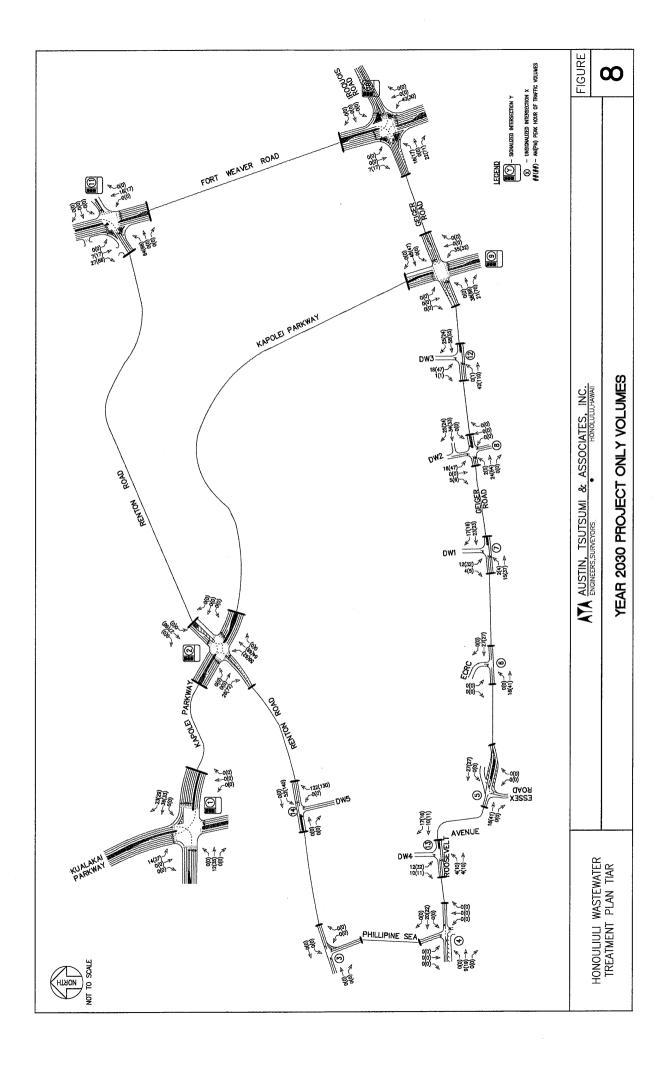
#### Geiger Road/Honouliuli Driveway 3

This new proposed access is forecast to operate at LOS D or better during the AM and PM peak hours of traffic with the exception of the southbound shared left/right-turn movement which is projected to operate at LOS F during the PM peak hour of traffic. The southbound left-turn movement will operate at a low 50 vehicles during the PM peak hour. With an average of less than 1 southbound left-turn vehicle arriving every minute, the movement should not experience heavy southbound queues.

#### Fort Weaver Road/Geiger Road/Iroquois Road & Fort Weaver Road/Renton Road

As discussed in Section 4.3, intersections along Fort Weaver Road through the Ewa region will continue to experience LOS F and over-capacity conditions at some movements. However, this is generally ascribed to requisite long traffic signal cycle lengths, split phase operation and generally long crosswalk lengths across Fort Weaver Road. Further widening of Fort Weaver Road is not prescribed by the ORTP 2035, and is generally considered infeasible due to insufficient ROW.

Figure 8 illustrates the Project Generated Traffic volumes for Year 2030. Figure 9 illustrates the forecast traffic volumes, lane configuration, and LOS for Future Year 2030 conditions. Table 7 summarizes the delay, v/c, and LOS at the study intersections for Base Year 2030 and Future Year 2030 conditions. The full LOS summary table is provided in Appendix C.



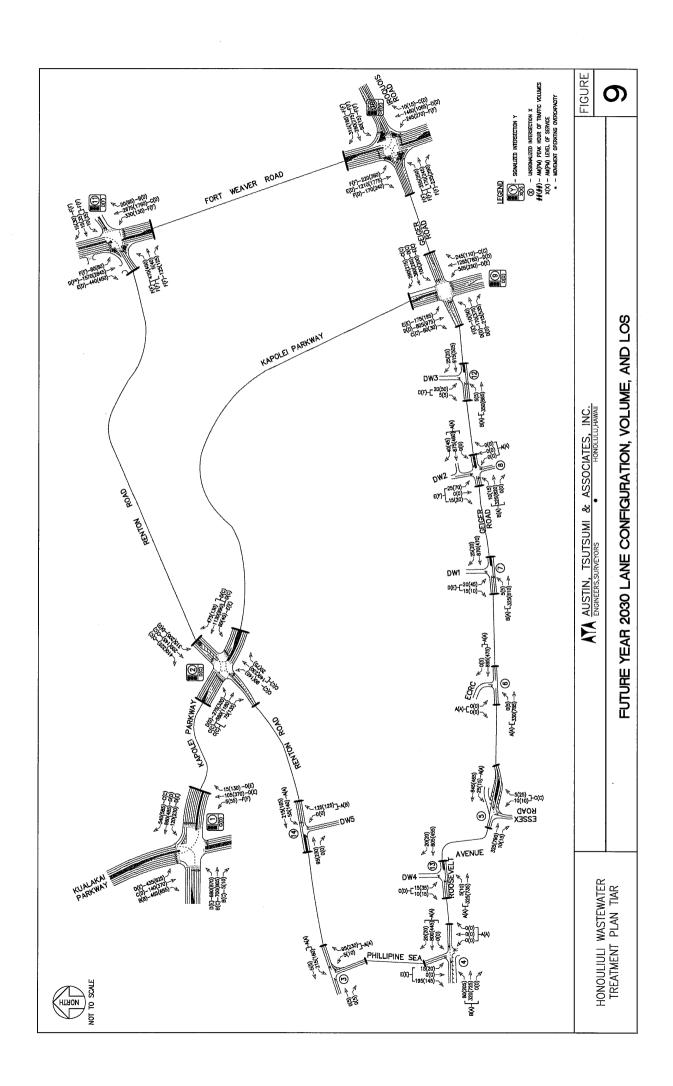


Table 7: Base Year 2030 (no mit), Base Year 2030 (with mit) and Future Year 2030 (no mit) Intersection Level of Service Summary

Name				BY 2030	(No Mit)				BY 2	030 WIT	H MITIGA	TION				FY 2030	(No Mit)		
Table   Tabl			AM			PM			AM			PM			AM			PM	
Stage   14   13   13   15   15   15   15   15   15	Intersection		v/c Ratio	LOS		w/c Ratio	LOS		wc Ratio	Los		v/c Ratio	LOS		v/c Ratio	LOS		w/c Ratio	LOS
BRIM 18.1 0.32 B 31.5 0.40 C S S S S S S S S S S S S S S S S S S	1: Kapolei Pkwy & Kua				2000		15 K	18 18								18.8			1115
Beart   182   0.32   8   31.6   0.40   C   Walt   0.5   0.						10/10/2		1	1					100000					
WALT 90.9 68.5 D 70.7 0.80 E		1	100,000		1000	100					VO.				1		19.00	100	
Wash											X I	1 1							
WORTH   220   0.48   C   34.1   0.50   C   NAIT   SAIT   NAIT   SAIT   NAIT   SAIT   NAIT   SAIT   NAIT   SAIT   NAIT   SAIT   SAIT   NAIT   SAIT					200	20.00													
Mail			1 2 2 2 2 2		1.795						0				1		2, 1, 2	1,000	
No First   44,6									0										
Marther   44,7   0.34   D   65,3   0.78   E   80,1   45,9   0.34   D   65,5   0.74   E   80,1   45,9   0.17   C   40,6   0.37   D   80,0   40,0   0.17   C   40,6   0.37   D   80,0   0.17   C   40,0   D   70,0   0.17   C   40,1   D   80,0   D   70,0		1			12.5												1000		E
Sept.   48,9		100000000000000000000000000000000000000	100		200						W			45.9	0.34	D	65.5	0.74	E
Septem   14.8   0.23   B   13.8   0.26   B   Septem   S														50.8	0.85	D	78.0	0.94	
Beart   14.8   0.23   8   13.8   0.26   8   9   9   9   9   9   9   9   9   12.5   0.23   8   14.1   0.25   7   9		1					D				X-1			31.0	0.17	C	40.1	0.36	D
Company   318   C   994   C   D   C   24   C   24   C   25   C		1 2 2 2				0.26		1000			19			15.0	0.23	В	14.1	0.25	В
EBISHT 37.1 0.11 D 31.5 0.23 CC 31.3 0.10 CC 24.4 0.20 CC 33.1 0.28 CC 27.9 0.38 CC WHAT 33.3 0.7 0.7 CC 31.0 0.45 CC 27.5 0.30 CC 24.0 0.01 CC 24.4 0.20 CC 33.1 0.28 CC 27.9 0.38 CC WHAT 33.3 0.81 D 58.0 0.77 E 42.8 0.77 D 58.1 0.84 C 51.5 0.81 C 24.0 0.01 C 22.6 CC 27.8 0.46 C 40.1 0.88 D 40.1 0.88 D 40.1 0.8				C	49.4	_	D	135			100	1000		32.6	-	C	52.7		D
ESIST 37.1 0.11 D 31.5 0.23 CC 31.3 0.10 CC 24.4 0.20 CC 34.1 0.28 CC 27.9 0.38 CC WHITE SISTER STREET STRE	2: Kapolei Pkwy & Ren	ton Rd	1723	10,88	100	1	100	100	1470	100	1500	12.5			1		1000	1	3000
WBIT			0.11	D	31.5	0.23		100000	1000000								100000000000000000000000000000000000000		
WBTM   325   031   C   27.8   0.15   C   27.5   0.30   C   21.4   0.13   C   27.1   0.32   C   27.1   0.33   0.67   C   27.1   0.33   0.67   C   27.1   0.33   0.67   C   27.1   0.32   C   27.1   0.33   0.67   C   27.1   0.33   0.67   C   27.1   0.32   C   27.1   0.33   0.67   C   27.1   0.7   C   27.1   0.67   C	EB TH/RT	30.7	0.17									100000					0.0		
Weight   331   0.35   C   277   0.16   C   269   0.24   C   218   0.16   C   269   0.24   C   213   0.17   C   213   0.27   C   213   0.25   C   223   0.24   C   223   C	WBLT				100000			10000	5 2 2 3		0.700	1000					100		
MBILIT   73.5   0.77   E   73.9   0.78   E   65.5   0.77   E   67.0   0.78   E   68.9   0.77   E   71.4   0.78   E   81.8   0.79   0.78   E   81.7   0.90   0.79   0.78   0.78   0.78   0.78   0.78   0.78   0.78   0.78   0.78   0.78   0.78   0.78   0.78   0.78   0.78   0.78   0.79	WB TH	1.74				1 5 5 5 E		100000			1000	12.77							
Na The   95	WBRT																	1,000	
Nativer   17.3   0.97   E	NB LT							200				100000			1 2 3 2 1 2		100	100.00	
Salt   650   0.00   E   664   0.02   E   508   0.78   D   43.1   0.77   D   54.4   0.79   D   48.0   0.79   D   Salt   192   0.27   B   193   0.52   B   18.7   0.52   B   18.7   0.82   B   21.7   0.51   0.50   C   27.5   0.7   C   27.2   0.67   C    Nowell   50.1   D   3   0.27   B   193   0.52   B   18.8   0.29   B   21.7   0.60   C   21.9   0.31   C   27.5   0.67   C    Sphillings \$8.6 \$Estion \$18   D   0.0   3.1   C   0.0   3.1   C   27.0   0.7   D   Sea Thirt   7.6   0.15   A   7.5   0.11   A   0.0   C   3.51   C   0.0   0.0   C   NULTITI   7.6   0.15   A   7.5   0.11   A   0.0   C   0.0   0.0   C   0.0   0.0   NULTITI   9.0   0.11   A   9.6   0.25   A   C   0.0   C   0.0   C   0.0   C   0.0   C   0.0   NULTITI   9.0   0.11   A   9.6   0.25   A   C   0.0   C   0.0   C   0.0   C   0.0   C   0.0   C   0.0   NULTITI   9.0   0.11   A   9.6   0.25   A   C   0.0   C					7.77			100000									100000	7.5	
SBTH   192   0.27   B   19.1   0.52   B   18.7   0.28   B   18.7   0.28   B   21.4   0.00   C   21.7   0.31   C   27.2   0.67   C	NB TH/RT	7,700	11.545.63		2.0						100000	2.00			1000000				
STANST   19.3   0.27   B   19.3   0.52   B   18.8   0.29   B   21.7   0.00   C   21.9   0.31   C   27.2   0.67   C		100000000000000000000000000000000000000						9, 9, 9, 9			10,275	1000		100000				100000000000000000000000000000000000000	
Second   Solid   Second   Se					1,500				100,000										
3-PAINDRINE SALE Restormed			0.27			0.52			0.29			0.60			-				
EBT-NRT			-	D	33.1	-	С	35.1	-	0	27.6		C	40.3		U	31.0		C
REDITION 7.6 0.15 A 7.5 0.11 A 9.6 0.25 A 8		1	100		1			14.1						1			1	-	
MODITION   190   0.11   A   9.6   0.25   A			2.45		7.0	044						1					7.5		
## HIMIDINE SEA & ROSEVELLAY ELITHINGT 10.2 0.11 B 0.2 0.21 A 0.0 - A			1 1 1 1 1 1 1 1 1 1 1 1					1		Test.				1			27.00		
EBITTHERT 10.2 0.11 B 9.2 0.21 A NO - A O.0 -		_	0.11	A	9,6	0.25	. A							-	1000	-	9,0	0,23	- ^
WB LTTHINST			0.44	D	0.2	0.24	Α.	10.00	1		17021	1		10.3	0.11	B	93	0.21	A
NB LITTHERT   43.8   0.74   E   41.9   0.67   E   41.9   0.0   A   9.8   0.02   A			0.11			0.21								13/2	9.71				100
SECTION   SECT		10000				1 2					1			1000				Y	
S. Fassz Rd & Roosevelt AverGeliser Ed   EB THART		1000	0.74			0.67				100	1600	1000			0.77			0.72	
EB THRIT					771.0	0.01	53.00	-2-25	-			1-00			1	100		-42-11	
WB LT   B.0   0.02   A   9.6   0.02   A   9.6   0.02   A   9.8   9.8   0.02   A   9.8   9.8   9.8   0.02   A   9.8   9.8   9.8   0.02   A   9.8   9.8   9.8   9.8   9.8   0.02   A   9.8		1 -	-		-			100						-	. 4		-	×1.	
WB THR		8.0	0.02		9.6	0.02								8.1	0.02	Α	9.8	0.02	A
Select Refuse Convenience Center   10.1		-									3					-	-		
Seligner Rd & Ewa Refuse Convenience Center   BeltTrimate		21.2	0.07	C	20.1	0.14	C				C. A.			22.5	0.07	C	21.6	0.15	C
EBLITHERT 0.0 - A 0.0				_	75		1500			1000	100			1000	4550	1000	100	1000	HIRO
WB LITHURT			- 1		8.4	0.01	A							0.0		A	8.5	0.01	Α
NBLITTHERT   0.0   -			- 1	Α	1						0			0.0	- 6	A	0.0	*	Α
SS LITHERT   0.0   -   A   0		0.0	- 1		0.0		A				0			0.0	4.1	A	0.0		A
7: Geiger Rd & Honoulfuli Drwy 1 EB LTT EB LTTH 0.0 - A 0.0 - A WB TH/RT 2		1000							45.00					0.0	-	A	0.0		A
EBLT EBLTRIT 21.7 0.09 C 22.4 0.07 C  10.1 0.01 B 8.5 0.01 A 8.6 0.02 A 8.6 0.03 A 8.6 0.02 A 8.6 0.03 A 8.6 0.02 A 8.6 0.03 A 0.00 A 0.				0.0			120			7000		1	-	100	1,000	(Post)	COST		1754
EBLITH WB THRT 21.7 0.09 C 22.4 0.07 C 21.7 0.09 C 22.4 0.07 C 25.7 0.18 D 36.1 0.34 E 36.5 0.02 A 0.00 A 0									1			(4)		10.1	0.01	В	8.5	0.01	Α
SELIRIT 21.7 0.09 C 22.4 0.07 C 22.4 0.07 C 25.7 0.18 D 36.1 0.34 E  S. Gelger Rd & Honoulluil Drwy 2  EBLT  EBLTT/HIRT 9.9 0.01 A 8.4 0.01 A  NBLT/HIRT 0.0 - A 0.0 - A  NBLT/HIRT 0.0 - A 0.0 - A  NBLT/HIRT 0.0 - A 0.0 - A  SELT 99.4 0.62 F 77.6 0.77 E 83.7 0.60 F 74.6 0.77 E 85.5 0.60 F 78.4 0.77 E  EB TH 52.5 0.28 D 52.4 0.81 D 44.1 0.46 D 53.2 0.82 D 44.5 0.53 D 52.3 0.85 D  EB THRT 52.5 0.29 D 54.2 0.83 D		0.0	2.7	Α	0,0		A												17.
Signature   Sign	WB TH/RT				- 20	180	- 5	7				1			1.5	787	550	75	
EBLT   9.9   0.01   A   8.4   0.01   A   0.00   A   8.5   0.00   A   8.5   0.00   A   8.5   0.00   A   8.5   0.02   A   8.5	44,411,11		0.09	C	22.4	0.07	С			200	120		-	25.7	0.18	D	36.1	0.34	E
EBILITHIRT 9.9 0.01 A 8.4 0.01 A	8: Geiger Rd & Honoul	iuli Drwy 2	10000		1000	12007	1	77		The	1799			100	1000		100	70.7	
WBLTTHRT   0.0   -   A   0.0   0.0   -   A   0.0   0.0   -   A   0.0   0	EBLT		700			2,2,000								10.3	0.02	В	8.6	0.02	Α
NBLITHIRT 21.6 0.07 C 27.3 0.19 D 0 35.2 0.27 E 85.8 0.74 F  S. Kapolel Pkwy & Geiser Rd  EBLT 99.4 0.62 F 77.6 0.77 E 83.7 0.60 F 74.6 0.77 E 86.5 0.60 F 78.4 0.77 E EB TH 52.5 0.28 D 52.4 0.81 D 44.1 0.46 D 53.2 0.82 D 44.5 0.53 D 52.3 0.85 D  EB THRT 52.5 0.29 D 54.2 0.83 D			0.01			0.01						1							
SBLITTHIRT 21.6 0.07 C 27.3 0.19 D 35.2 0.27 E 85.8 0.74 F  SKADOLE PRAY & Gelear Rd  EB LT 99.4  EB LT 99.4  EB LT 99.4  EB LT 99.4  EB TH 52.5 0.28 D 52.4 0.81 D 44.1 0.46 D 53.2 0.82 D 44.5 0.53 D 52.3 0.85 D  EB THRT 52.5 0.29 D 54.2 0.83 D			- 1			*								0.000	3.1				
## Reduction of Price	NB LT/TH/RT	0.0	2.4	A		-0						10			0.00	A		0.74	
EBLT 99.4 0.62 F 77.6 0.77 E 83.7 0.60 F 74.6 0.77 E 87.5 0.60 F 78.4 0.77 E 88.5 0.60 F 78.4 0.89 E 78.0 0.80 F 78.4 0.89 E 78.0 0.80 F 78.4 0.41 D 78.5 D 88.5 D 8		_	0.07	C	27.3	0.19	D	200	-	-		19.5		35.2	0.27	E	85.8	0.74	-
EBTH 52.5 0.28 D 52.4 0.81 D 44.1 0.46 D 53.2 0.82 D 44.5 0.53 D 52.3 0.85 D EBTHRT 52.5 0.29 D 54.2 0.83 D			1000	F-20-34	0.3		-	00.7	0.00	190	74.5	0.77	-	90.5	0.00	-	70.4	0.77	t
EBTHRT 52.5 0.29 D 54.2 0.83 D											100				1000				
EBRT								1000						1000			100000	100000000000000000000000000000000000000	
WBIT 86.9 0.83 F 87.3 0.90 F 67.9 0.81 E 67.9 0.88 E 72.0 0.81 E 77.9 0.89 E MBTH 68.2 0.89 E 35.4 0.41 D 50.0 0.85 D 34.7 0.42 C 54.1 0.87 D 32.7 0.43 C WBRT 44.9 0.23 D 32.2 0.15 C 35.2 0.16 D 31.5 0.16 C 34.9 0.20 C 29.1 0.17 C 81.1 0.8 C 34.9 0.20 C 29.1 0.17 C 81.1 0.8 C 34.9 0.20 C 29.1 0.17 C 81.1 0.8 C 34.9 0.20 C 34.1 0.8 C 34.1 0			0.29	D	54.2	0.83	D	1 1 1 1 1 1			100000	1000			1000		100		
WBTH 68.2 0.88 E 35.4 0.41 D 50.0 0.85 D 34.7 0.42 C 54.1 0.87 D 32.7 0.43 C WBRT 44.9 0.23 D 32.2 0.15 C 35.2 0.16 D 31.5 0.16 C 34.9 0.20 C 29.1 0.17 C NBLT 97.9 1.03 P 73.4 0.89 E 53.2 0.86 D 59.4 0.77 E 49.7 0.85 D 66.2 0.82 E NBTH 34.4 0.81 C 41.7 0.74 D 39.2 0.91 D 40.0 0.75 D 46.4 0.95 D 50.7 0.84 D NBRT 21.6 0.23 C 30.2 0.06 C 21.1 0.24 C 28.9 0.05 C 23.1 0.24 C 34.1 0.05 C SBLT 86.3 0.89 F 70.9 0.88 E 70.5 0.87 E 61.4 0.87 E 74.8 0.87 E 73.9 0.88 E 70.5 NBTH 46.2 0.78 D 61.6 0.96 E 30.5 0.66 C 37.9 0.80 D 35.7 0.72 D 54.4 0.92 D 54.5 NBST 32.8 0.03 C 30.9 0.02 C 22.4 0.03 C 24.5 0.02 C 25.7 0.03 C 30.2 0.02 C			0.00	0	07.0	0.00	-												
WBRT 44,9 0.23 D 32.2 0.15 C 35.2 0.16 D 31.5 0.16 C 34.9 0.20 C 29.1 0.17 C NBLT 97.9 1.03 P 73.4 0.89 E 53.2 0.86 D 59.4 0.77 E 49.7 0.85 D 66.2 0.82 E 53.2 0.86 D 59.4 0.77 E 49.7 0.85 D 66.2 0.82 E 53.2 0.86 D 59.4 0.77 E 49.7 0.85 D 66.2 0.82 E 53.2 0.86 D 59.4 0.77 E 49.7 0.85 D 66.2 0.82 E 53.2 0.86 D 59.4 0.77 E 49.7 0.85 D 50.7 0.84 D 88.8T 21.6 0.23 C 30.2 0.06 C 21.1 0.24 C 28.9 0.05 C 23.1 0.24 C 34.1 0.05 C 58.1 86.3 0.89 F 70.9 0.88 E 70.5 0.87 E 61.4 0.87 E 74.8 0.87 E 73.9 0.88 E 53.5 D 50.66 C 37.9 0.80 D 35.7 0.72 D 54.4 0.92 D 58.8T 32.8 0.03 C 30.9 0.02 C 22.4 0.03 C 24.5 0.02 C 25.7 0.03 C 30.2 0.02 C									100		10000	110000000000000000000000000000000000000		0.000					
NB LT 97.9 1.03 F 73.4 0.89 E 53.2 0.86 D 59.4 0.77 E 49.7 0.85 D 66.2 0.82 E NB TH 34.4 0.81 C 41.7 0.74 D 39.2 0.91 D 40.0 0.75 D 46.4 0.95 D 50.7 0.84 D 8 LT 86.3 0.89 F 70.9 0.88 E 70.5 0.87 E 61.4 0.87 E 74.8 0.87 E 73.9 0.88 E SB TH 46.2 0.78 D 61.6 0.96 E 30.5 0.66 C 37.9 0.80 D 35.7 0.72 D 54.4 0.92 D 8 RT 32.8 0.03 C 30.9 0.02 C 22.4 0.03 C 24.5 0.02 C 25.7 0.03 C 30.2 0.02 C																		100000000000000000000000000000000000000	
NB TH 34.4 0.81 C 41.7 0.74 D 39.2 0.91 D 40.0 0.75 D 46.4 0.95 D 50.7 0.84 D NB RT 21.6 0.23 C 30.2 0.06 C 21.1 0.24 C 28.9 0.05 C 23.1 0.24 C 34.1 0.05 C SB LT 86.3 0.89 F 70.9 0.88 E 70.5 0.87 E 61.4 0.87 E 74.8 0.87 E 73.9 0.88 E 78.5 T 46.2 0.78 D 61.6 0.96 E 30.5 0.66 C 37.9 0.80 D 35.7 0.72 D 54.4 0.92 D 58.8 T 32.8 0.03 C 30.9 0.02 C 22.4 0.03 C 24.5 0.02 C 25.7 0.03 C 30.2 0.02 C																			
NB RT 21.6 0.23 C 30.2 0.06 C 21.1 0.24 C 28.9 0.05 C 23.1 0.24 C 34.1 0.05 C 88.1 86.3 0.89 F 70.9 0.88 E 70.5 0.87 E 61.4 0.87 E 74.8 0.87 E 73.9 0.88 E 88.1 46.2 0.78 D 61.6 0.96 E 30.5 0.66 C 37.9 0.80 D 35.7 0.72 D 54.4 0.92 D 88.8 RT 32.8 0.03 C 30.9 0.02 C 22.4 0.03 C 24.5 0.02 C 25.7 0.03 C 30.2 0.02 C											100000000000000000000000000000000000000								
SBLT     86.3     0.89     F     70.9     0.88     E     70.5     0.87     E     61.4     0.87     E     74.8     0.87     E     73.9     0.88     E       SBTH     46.2     0.78     D     61.6     0.96     E     30.5     0.66     C     37.9     0.80     D     35.7     0.72     D     54.4     0.92     D       SBRT     32.8     0.03     C     30.9     0.02     C     22.4     0.03     C     24.5     0.02     C     25.7     0.03     C     30.2     0.02     C			1000000		100	10000			400000000000000000000000000000000000000		100000000000000000000000000000000000000	100000					1000000	100000	
S8 TH 46.2 0.78 D 61.6 0.96 E 30.5 0.66 C 37.9 0.80 D 35.7 0.72 D 54.4 0.92 D S8 RT 32.8 0.03 C 30.9 0.02 C 22.4 0.03 C 24.5 0.02 C 25.7 0.03 C 30.2 0.02 C																			
SBRT 32.8 0.03 C 30.9 0.02 C 22.4 0.03 C 24.5 0.02 C 25.7 0.03 C 30.2 0.02 C											100000000000000000000000000000000000000	1 1 2 2 2 2 1			2000				
55 N 52.0 0.00 0 50.0 0.02 0 0.02 0 0.00 0 0.00 0 0 0.00 0 0 0.00 0 0 0								7.7			37.5						1000		
							_		_			-							

Table 7: Base Year 2030 (no mit), Base Year 2030 (with mit) and Future Year 2030 (no mit) Intersection Level of Service Summary (continued)

			BY 2030	(No Mit)				BY 2	030 WIT	H MITIGA	TION				FY 2030	(No Mit)		
		AM			PM			AM			PM			AM			PM	
Intersection	HCM Delay	v/c Ratio	Los	HCM Delay	v/c Ratio	LOS	HCM Delay	v/c Ratio	LOS	HCM Delay	v/c Ratio	LOS	HCM Delay	v/c Ratio	LOS	HCM Delay	v/c Ratio	Los
Ft Weaver Rd & Geig	er Rd/Iroc	uois Rd	100	1	1.000		1	1	1000	(1316)	1	3	155,021	P3391	100	1250	13/15	1
EBLT	108.7	0.73	F	103.8	0.67	F		200		15 1			110.7	0.76	F	97.0	0.61	F
EB LT/TH	101.9	0.71	F	99.8	0.67	F	11			March 1			101.9	0.72	F	94.3	0.62	F
EB RT	106.8	0.70	F	107.7	0.72	F				100			112.5	0.77	F	122.9	0.88	F
WBLT	84.0	0.20	F	81.4	0.05	F							84.3	0.20	F	85.3	0.06	F
WB TH	112.4	0.83	F	121.1	0.89	F		1					113.7	0.84	F	150.4	0.99	F
WBRT	85.1	0.28	F	83.7	0.19	F		1 3		141	10		85.4	0.28	F	87.7	0.20	F
NB LT	110.8	0.68	F	110.4	0.72	F							112.3	0.74	F	111.2	0.75	F
NB TH	44.8	0.62	D	46.8	0.50	D		1133			1 2 3		45.1	0.63	D	46.8	0.50	D
NB RT	31.1	0.01	C	36.8	0.01	D		1					31.3	0.03	C	36.8	0.50	D
SBLT	97.7	0.73	F	125.8	0.81	F					1000		98.0	0.01	F	125.1	0.01	F
SB TH	63.7	0.52	E	47.4	0.78	D		1 4			10		65.2	0.73	E	50.0	0.79	D
SB RT	130.3	0.13	F	38.8	0.22	D	100			1.33				0.10.0	F			100
SB RT Overall	74.6	0.13	E	69.5	0.22	E			-	-	-		133.7	0.14	E	41.2	0.25	D
Ft Weaver Rd & Rent		0.09	-	09.5	0.00	E		-	100	12.000			76.4	0.71	E	73.4	0.85	Е
EB LT	113.1	0.81	F	113.6	0.81	F		133		1000			107.9	0.04	F	1400	0.05	
EB LT/TH	111.5	0.79	F	113.3	0.81	F					10.1		110.0	0.81	F	113.6	0.85	F
EBRT	87.5	0.79	F	87.2	0.22	F		. 1						10,000		114.3	0.85	F
0.000			F			F							82.7	0.20	F	83.2	0.21	F
WB LT/TH	119.6	0.46		122.3	0.66	2.0				170 37			119.6	0.46	F	122.3	0.66	F
WBRT	110.5	0.01	F	103.5	0.02	F					100		110.5	0.01	F	103.5	0.02	F
NB LT	126.8	0.90	F	98.8	0.75	F							139.8	0.95	F	99.4	0.75	F
NB TH	23.0	0.88	С	34.6	0.61	C							27.0	0.91	C	37.7	0.64	D
NB RT	15.5	0.02	В	40.8	0.06	D	( ) ( )	1 1					17.3	0.02	В	44.1	0.06	D
SBLT	127.5	0.68	F	115.2	0.64	F							131.7	0.71	F	115.1	0.64	F
SB TH	48.5	0.69	D	86.0	1.06	F*							51.1	0.71	D	105.5	1.10	F
SB RT	63.5	0.29	E	38.6	0.27	D	27-51	L.			-		68.7	0.31	E	44.0	0.32	D
Overall	49.1	0.87	D	70.4	0.95	E	V-34		10000				53.3	0.90	D	80.9	0.98	F
Geiger Rd & Honouli	uli Drwy 3	STATE OF THE PARTY.		1265	77		7000	(Section)		1-1		10 10 10	120000	1000	A COL	100		
EBLT	100						10000	1					10.3	0.01	В	8.6	0.01	A
WB TH/RT										12.307			-	1.0	-			
SB LT/RT	-			1200					10.5				30.2	0.16	D	50.8	0.44	F
Roosevelt Ave & Hon	ouliuli Dr	wy 4		1771-207					1000	10 Cal			<b>Mycs</b>	1000	15000	100	1450 (2X	J.
EB LT	AIY			32.0	V.C.								9.8	0.01	A	8.5	0.01	A
WB TH/RT													1.0					- 2
SB LT/RT	- 3-44		Person	-	4-3	-	- Carrie	150	1	-	1-1-1	1	22.7	0.12	С	27.3	0.25	0
Honouliuli Drwy 5 & I	Renton Ro			1	-		10-31	13.3		1	7 = 1	1	12110	1200				15
EBLT				( )	11									100	-	-	-	-
WBLT				1									7.5	0.04	A	8.1	0.12	A
WB TH							7.7											
NB LT/RT	22 4	2			2000								9.4	0.14	A	10.6	0.19	В

### 5. CONCLUSION

The Honouliuli Wastewater Treatment Plant proposes to upgrade and expand the facility, which will include the potential relocation of non-process facilities currently located at the Sand Island Wastewater Treatment Plant to the Project site. This TIAR analyzed two benchmark years; Year 2021, which corresponds to the peak year of construction for the Project and Year 2030, which corresponds to the build-out of the Project.

### 5.1 Existing Conditions

All study intersections operate at LOS D or better with adequate capacity except along Kapolei Parkway and Fort Weaver Road at its intersections with Renton Road and Geiger Road/Iroquois Road. Although some movements operated at LOS E conditions along Kapolei Parkway, no heavy queues were observed at its intersections with Kualakai Parkway, Renton Road and Geiger Road, with most vehicles typically clearing the intersection within one signal cycle.

Along Fort Weaver Road, the majority of movements at these intersections currently operate at LOS E/F conditions during the AM and PM peak hours of traffic mainly due to long delays as a result of requisite long cycle lengths (approximately 4 minutes long). These two intersections also provide split-phase signal operation on the side streets and long pedestrian crossing times across Fort Weaver Road, which contribute to the long delays. During the AM peak hour, the northbound traffic is generally heavier, while during the PM peak hour, traffic is heavier in the southbound direction. Further widening of Fort Weaver Road is not prescribed by the ORTP 2035, and is generally considered infeasible due to insufficient ROW. Therefore, no mitigation was recommended for any Base Year or Future Year scenarios.

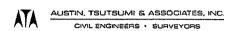
### 5.2 Base Year WITHOUT Project Scenario

The year 2021 was selected as the base year to reflect the anticipated peak year of construction activity, which was assumed to occur during Phase 1 construction of the Honouliuli WWTP. The year 2030 was selected as the base year to reflect the anticipated build-out of the Honouliuli WWTP.

The Oahu Regional Transportation Plan 2035 (ORTP) model, which was prepared in 2011, serves as the basis for future traffic projections of future conditions throughout this TIAR. Calculated defacto growth rates ranging from 0.5-3.5 percent were used to generate Base Year 2021 and 2030 traffic projections. In addition to the defacto growth, the following developments were supplemented for additional traffic growth along the roadway network: University of Hawaii at West Oahu (UHWO), Ka Makana Alii Shopping Center, Ho'opili and East Kapolei developments. Upon build-out of the Ka Makana Alii Shopping Center, one of the proposed accesses is anticipated to be provided as a new south leg extension from the existing Kapolei Parkway/Kualakai Parkway intersection, ultimately providing a 4-legged intersection, described in further detail in Section 3.3. This improvement was assumed to be completed by Year 2021.

#### 5.2.1 Base Year 2021 Analysis

Based on a LOS comparison between Base Year 2021 and existing conditions, the majority of individual movements that are projected to operate at LOS E/F for existing conditions will continue operating at similar levels of service for Base Year 2021 conditions during the AM and PM peak hours of traffic.



#### 5.2.2 Base Year 2030 Analysis

Due to increased regional growth along the major thoroughfares, the Roosevelt Avenue/Phillipine Sea unsignalized intersection will operate at LOS E conditions along its southbound approach but should not experience heavy queuing due to its low volume.

Based on a LOS comparison between Base Year 2021 and Base Year 2030 conditions, the majority of individual movements that are projected to operate at LOS E/F for Base Year 2021 will continue operating at similar levels of service for Base Year 2030 conditions during the AM and PM peak hours of traffic except at the Kapolei Parkway/Geiger Road intersection and Kapolei Parkway/Renton Road intersection.

The Kapolei Parkway/Geiger Road intersection is anticipated to operate overall at LOS E during the PM peak hour. In addition, all turning movements are forecast to operate at LOS E/F conditions during the AM and PM peak hours of traffic, while the shared eastbound through/right-turn lane is anticipated to operate at LOS D during the PM peak hour due to a relatively high 190(465) vehicle right-turn movement. In order to improve the eastbound approach it is recommended that the shared through/right lane be restriped to an exclusive right-turn lane, while the northbound approach is recommended to be widened to provide two left-turn lanes.

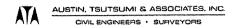
The Kapolei Parkway/Renton Road intersection is forecast to operate with increased delays compared to Base Year 2021 as a result of growth from surrounding development and ambient growth. In order to mitigate the deficiencies of the intersection, dual southbound left-turn lanes were recommended to accommodate the relatively high 275(320) southbound left-turn vehicles during the AM(PM) peak hours. With the dual southbound left-turn lanes, all movements at the intersection are forecast to operate similar to Base Year 2021 conditions.

### 5.3 Future Year WITH Project Scenario

#### 5.3.1 Future Year Trip Generation and Distribution

A <u>Technical Memorandum</u> provided by AECOM, dated September 18, 2014, shown in Appendix E, was used to estimate the number of vehicular trips generated by construction activity for the Future Year 2021 scenarios. Future year 2021 trip generation is the anticipated peak year of construction activity, and estimated to generate 185 construction workers arriving to the site during the AM peak hour and 185 construction workers exiting the site during the PM peak in addition to 8 total trips (4 entering and 4 exiting) generated by cement trucks during each of the AM and PM peak hours of traffic. The memorandum also estimated the number of vehicular trips generated by the build-out of the Project for the Future Year 2030 scenario and was based on a comparison of existing vs. projected 2030 Full-Time Equivalent (FTE) positions. Based on this comparison, it was estimated that existing traffic accessing the current site will increase eight-fold.

Trip distribution was generally based on existing traffic flow patterns throughout the study area. Future Year Project trips were assigned to all existing driveways in addition to three (3) new accesses described in Section 4.3.



### 5.3.2 Future Year 2021 Analysis

Based on a LOS comparison between Future Year 2021 and Base Year 2021, the majority of individual movements that are projected to operate at LOS E/F for Base Year 2021 conditions will continue operating at similar levels of service for Future Year 2021 conditions during the AM and PM peak hours of traffic.

Due to increased regional growth along the major thoroughfares and slight increase in exiting Project traffic, the Geiger Road/Honouliuli Driveway 2 intersection will operate at LOS E conditions along its southbound approach but should not experience heavy queuing due to its low volume. Although entering traffic volumes at the Project driveways are anticipated to operate with adequate LOS, based on guidance from the AASHTO Green Book, eastbound left-turn lanes are recommended along Geiger Road and Roosevelt Avenue at its intersection with Honouliuli Driveway 1, 2, 3 and 4 and a westbound left-turn lane is recommended at the Renton Road/Driveway 5 intersection.

#### 5.3.3 Future Year 2030 Analysis

Due to increased regional growth along the major thoroughfares and slight increase in exiting Project traffic, various unsignalized intersection will operate at LOS E/F conditions along its exiting approach but should not experience heavy queuing due to its low volume.

Based on a LOS comparison between Future Year 2030 and Base Year 2030/Future Year 2021, the majority of individual movements projected to operate at LOS E/F for Base Year 2030/Future Year 2021 conditions will continue operating at similar levels of service for Future Year 2030 conditions during the AM and PM peak hours of traffic.

## AUSTIN, TSUTSUMI & ASSOCIATES, INC. CIVIL ENGINEERS • SURVEYORS

#### 6. **RECOMMENDATIONS**

The following mitigation at the Kapolei Parkway/Kualakai Parkway intersection was triggered by the Ka Makana Alii Shopping Center and was assumed to be completed by the developer prior to the Base Year 2021 conditions. Ka Makana Alii has already broken ground on the shopping center and portions of the improvement are currently listed on the Statewide Transportation Improvement Program (STIP):

#### Kapolei Parkway/Kualakai Parkway

- 1. Northbound Approach
  - a. Provide a new approach that includes one left-turn lane, one through lane and one shared through/right-turn lane.
- 2. Southbound Approach
  - a. Provide two through lanes.
- 3. Eastbound Approach
  - a. Convert three through lanes to two through lanes and one shared through/right-turn lane.
- 4. Westbound Approach
  - a. Provide two new left-turn lanes.

The following roadway improvements are recommended for the Base Year 2030 and Future Year 2021 scenarios.

### 6.1 Base Year 2030 WITHOUT Project

#### Kapolei Parkway/Geiger Road Intersection

- 1. Eastbound Approach
  - a. Restripe and convert the shared through/right lane to an exclusive right-turn lane.
- 2. Northbound Approach
  - a. Widen to provide two left-turn lanes.

#### Kapolei Parkway/Renton Road Intersection

- 1. Southbound Approach
  - a. Widen to provide two left-turn lanes.

### 6.2 Future Year 2021 WITH Project

#### Geiger Road at its intersection with Honouliuli Driveway 1, 2 and 3

- 1. Eastbound Approach
  - a. Widen to provide a left-turn storage lane.
  - b. Provide for a minimum storage of at least 50 feet.



### Roosevelt Avenue/Honouliuli Driveway 4 Intersection

- 1. Eastbound Approach

  - a. Widen to provide a left-turn storage lane.b. Provide for a minimum storage of at least 50 feet.

### Renton Road/Honouliuli Driveway 5 Intersection

- 1. Westbound Approach

  - a. Widen to provide a left-turn storage lane.b. Provide for a minimum storage of at least 125 feet.

### **REFERENCES**

- 1. Institute of Transportation Engineers, <u>Trip Generation</u>, 9th Edition, 2012.
- 2. Julian Ng, <u>Traffic Impact Analysis Report for East Kapolei II</u>, November 2007.
- 3. Transportation Research Board, Highway Capacity Manual, 2010.
- 4. Parsons Brinckerhoff Quade & Douglas Inc., <u>Traffic Study for University of Hawaii West Oahu</u>, October 2006.
- 5. PB Americas Inc., <u>Traffic Evaluation for Ka Makana Alii</u>, June 2011.

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# APPENDICES

### **APPENDIX A**

Traffic Count Data

501 Sumner Street, Suite 521 Honolulu, HI 96817-5031

Phone: (808) 533-3646 Fax: (808) 526-1267

File Name: AM\_Essex Rd - Geiger Rd

Site Code : 00000000 Start Date : 9/3/2014

Page No : 1

Groups Printed- Class 1

						-		s Printed	- Class		100	-		GEIGE	D DD		
		From N	Jorth			GEIGE				From S				From \			
Start Time	Rght	Thru	Left	Other	Rght	Thru	Left	Other	Rght	Thru	Left	Other	Rght	Thru	Left	Other	Int. Tota
	0	0	0	0	0	67	1	0	0	0	0	0	1	37	0	0	106
06:00 AM	0	0		0	0	97	3	0	0	0	0	0	4	48	0	0	152
06:15 AM	0	0	0	0	0	120	5	0	2	0	0	0	6	62	0	0	195
06:30 AM	0	0	0		0	112	7	0	3	0	0	0	2	68	0	0	192
06:45 AM Total	0	0	0	0	0	396	16	0	5	0	0	0	13	215	0	0	645
		0	0	0	0	112	5	0	0	0	2	0	0	57	0	0	176
07:00 AM	0	0	0	0	0	155	6	0	2	0	1	0	2	74	0	0	240
07:15 AM	0	0	0	0	0	153	5	0	2	0	2	0	1	71	0	0	23
07:30 AM	0	0	0	0	0	136	7	0	0	0	0	0	2	63	0	0	208
07:45 AM	0	0	0	0		556	23	0	4	0	5	0	5	265	0	0	858
Total	0	0	0	0	0	550	23	U	- 7	· ·	· ·						
Grand Total	0	0	0	0	0	952	39	0	9	0	5	0	18	480	0	0	150
Appreh %	0	0	0	0	0	96.1	3.9	0	64.3	0	35.7	0	3.6	96.4	0	0	
Total %	0	a	0	.0	0	63.3	2.6	0	0.6	0	0.3	0	1.2	31.9	0	0	Į.

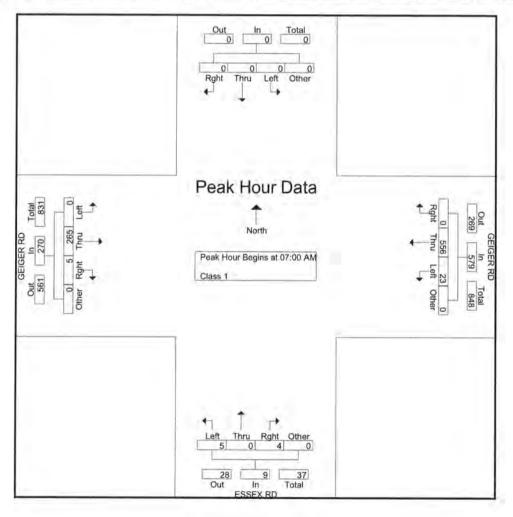
501 Sumner Street, Suite 521 Honolulu, HI 96817-5031

Phone: (808) 533-3646 Fax: (808) 526-1267

File Name: AM\_Essex Rd - Geiger Rd

Site Code : 00000000 Start Date : 9/3/2014

		Fr	om No	orth				IGER					SSEX om So					IGER rom W			
Start Time	Rght	Thru	Left	Other	App. Total	Rght	Thru	Left	Other	App. Total	Rght	Thru	Left	Other	App. Total	Rght	Thru	Left	Other	App, Total	Int. Tota
Peak Hour A	nalysis	From (	07:00 A	AM to 0	7:45 AN	1 - Pea	k 1 of 1					-	_	-		-					
Peak Hour fo	r Entire	Inters	ection	Begins	at 07:0	MA 0															
07:00 AM	0	0	0	0	0	0	112	5	0	117	0	0	2	0	2	0	57	0	0	57	176
07:15 AM	0	0	0	0	0	0	155	6	0	161	2	0	1	0	3	2	74	0	0	76	240
07:30 AM	0	0	0	0	0	0	153	5	0	158	2	0	2	0	4	1	71	0	0	72	234
07:45 AM	0	0	0	0	0	0	136	7	0	143	0	0	0	0	0	2	63	0	0	65	208
Total Volume	0	0	0	0	0	0	556	23	0	579	4	0	5	0	9	5	265	0	0	270	858
% App. Total	0	0	0	0		0	96	4	0		44.4	0	55.6	0		1.9	98.1	0	0	27.0	000
PHF	.000	.000	.000	.000	.000	.000	.897	.821	.000	.899	.500	.000	.625	.000	.563	.625	.895	.000	.000	.888	.894



501 Sumner Street, Suite 521 Honolulu, HI 96817-5031

Phone: (808) 533-3646 Fax: (808) 526-1267

File Name : AM\_Ft Weaver Rd - Geiger Rd Site Code : 00000000

Start Date : 9/3/2014

Page No : 1

Groups Printed-Unshifted

			EAVER om Nort			-	GEIGE From					EAVER om Sout				GEIGE From			
Start Time	Right	Thru	Left	U-Turns	Peds	Right	Thru	Left	Peds	Right	Thru	Left	U-Turns	Peds	Right	Thru	Left	Peds	Int. Total
06:00 AM	28	97	31	0	0	63	43	2	1	1	364	11	2	5	-11	12	62	2	735
06:15 AM	28	153	51	0	0	77	31	3	0	3	275	25	2	4	12	16	49	2	731
06:30 AM	38	196	39	0	.0	65	36	5	1	0	343	9	0	9	13	29	58	3	844
06:45 AM	29	217	36	0	0	87	37	5	3	1	356	20	0	8	30	17	56	2	904
Total	123	663	157	0	0	292	147	15	5	.5	1338	65	4	26	66	74	225	9	3214
07:00 AM	27	223	55	0	0	64	46	13	2	1	336	24	1	8	41	24	69	8	942
07:15 AM	26	219	43	1	.0	74	68	22	1	3	276	30	1	18	49	42	59	7	939
07:30 AM	38	250	27	0	0	57	55	10	2	0	348	32	0	9	48	39	76	7	998
07:45 AM	29	183	35	1	0	71	53	5	4	0	388	60	1	6	18	24	55	5	938
Total	120	875	160	2	0	266	222	50	9	4	1348	146	3	41	156	129	259	27	3817
Grand Total	243	1538	317	2	0	558	369	65	14	9	2686	211	7	67	222	203	484	36	7031
Appreh %	11.6	73.2	15.1	0.1	0	55.5	36.7	6.5	1.4	0.3	90.1	7.1	0.2	2.2	23.5	21.5	51.2	3.8	
Total %	3.5	21.9	4.5	0	0	7.9	5.2	0.9	0.2	0.1	38.2	3	0.1	1	3.2	2.9	6.9	0,5	

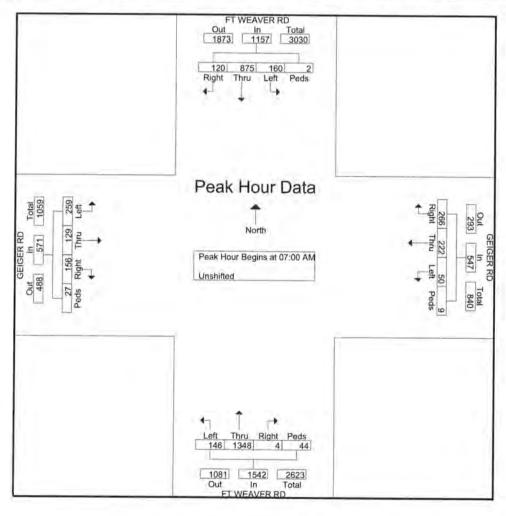
501 Sumner Street, Suite 521 Honolulu, HI 96817-5031

Phone: (808) 533-3646 Fax: (808) 526-1267

File Name: AM\_Ft Weaver Rd - Geiger Rd

Site Code : 00000000 Start Date : 9/3/2014

				VER North	7.00			7.5	EIGER rom E	(			F		VER					EIGER rom W	450		
Start Time	Right	Thru		D-Turns	Peds	App Total	Right	Thru	Left	Peds	App. Timil	Right	Thru	Left	U-Turns	Peds	App Tinal	Right	Thru	Left	Peds	App Total	Int. Total
Peak Hour A	nalysis	From	07:00 A	M to	07:45	M - Pea	k l of	1												1 20 4 5 1	1,530	, sept som	j int rota
Peak Hour fo	r Entire	Inters	ection	Begins	at 07:	00 AM																	
07:00 AM	27	223	55	0	0	305	64	46	13	2	125	1	336	24	- 1	8	370	41	24	69	8	142	942
07:15 AM	26	219	43	1	0	289	74	68	22	1	165	3	276	30	1	18	328	49	42	59	7	157	939
07:30 AM	38	250	27	0	0	315	57	55	10	2	124	0	348	32	0	9	389	48	39	76	7	170	998
07:45 AM	29	183	35	1	0	248	71	53	5	4	133	0	388	60	I	6	455	18	24	55	5	102	938
Total Volume	120	875	160	2	0	1157	266	222	50	9	547	4	1348	146	3	41	1542	156	129	259	27	571	3817
% App. Total	10.4	75.6	13.8	0.2	0		48.6	40.6	9.1	1.6		0.3	87.4	9.5	0.2	2.7	10.72	27.3	22.6	45.4	4.7	211	3617
PHF	.789	.875	.727	.500	.000	,918	.899	.816	.568	.563	.829	.333	.869	.608	.750	.569	.847	.796	.768	852	.844	.840	.956



501 Sumner Street, Suite 521 Honolulu, HI 96817-5031

Phone: (808) 533-3646 Fax: (808) 526-1267

File Name: AM\_Ft Weaver Rd - Renton Rd

Site Code : 00000000 Start Date : 9/3/2014

100		
Groups	Printed-	Unshifted

			EAVER om Nort				RENTO					EAVER om Sout				From !			
Start Time	Right	Thru	Left	U-Turns	Peds	Right	Thru	Left	Peds	Right	Thru	Left	U-Turns	Peds	Right	Thru	Left	Peds	Int. Total
06:00 AM	24	154	1	17	0	3.	11	7	4	11	493	8	0.	0	11	4	85	0	833
06:15 AM	46	271	0	14	0	4	4	6	19	3	820	12	0	1	7	1	94	0	1302
06:30 AM	53	313	0	18	0	2	1	0	7	4	795	21	0	0	8	4	105	0	1331
06:45 AM	65	293	2	16	0	0	1	4	10	- 5	758	27	0	0	14	2	107	0	1304
Total	188	1031	3		0	9	17	17	40	23	2866	68	0	1	40	11	391	0	4770
07:00 AM	68	280	Ö	12	0	2	3	2	8	5	713	45	0	0	18	1	106	0	1263
07:15 AM	71	394	0	15	0	ī	4	0	12	5	699	40	0	0	18	0	84	0	1343
07:30 AM	49	239	3	16	0	3	3	2	11	3	563	54	0	0	37	3	105	0	1091
07:45 AM	47	263	2	19	0	4	2	0	9	2	675	58	1	0	37	1	96	0	1216
Total	235	1176	5	62	0	10	12	4	40	15	2650	197	1	0	1.10	5	391	0	4913
Grand Total	423	2207	8	127	0	19	29	21	80	38	5516	265	1	- 1	150	16	782	0	9683
Appreh %	15.3	79.8	0.3	4.6	0	12.8	19.5	14.1	53.7	0.7	94.8	4.6	0	0	15.8	1.7	82.5	0	
Total %	4.4	22.8	0.3	1,3	0	0.2	0.3	0.2	0.8	0.4	57	2.7	0	0	1.5	0.2	8.1.	0	

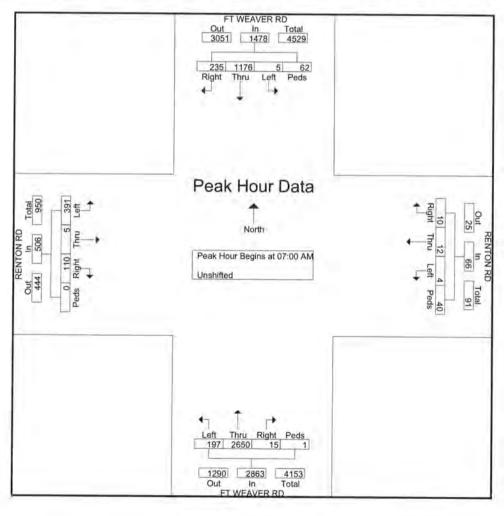
501 Sumner Street, Suite 521 Honolulu, HI 96817-5031

Phone: (808) 533-3646 Fax: (808) 526-1267

File Name: AM\_Ft Weaver Rd - Renton Rd

Site Code : 00000000 Start Date : 9/3/2014

200		F	From	VER North					NTON rom E				F	From	VER South					NTON rom W			
Start Time	Right	Thru	Left	U/Dami	Peds	App. Total	Right	Thru	Left	Peds	App Total	Right	Thru	Left	D-Turns	Peds	App. Total	Right	Thru	Left	Peds	App Total	Ici Total
Peak Hour A	nalysis	From	07:00 A	M to	)7:45 A	M - Pea	k 1 of	1		-								-	-		1385	repp renai	T the tong
Peak Hour fo	r Entir	e Inters	ection	Begins	at 07:	00 AM																	
07:00 AM	68	280	0	12	0	360	2	3	2	8	15	5	713	45	0	0	763	18	1	106	0	125	1263
07:15 AM	71	394	0	15	0	480	1	4	0	12	17	5	699	40	0	0	744	18	0	84	0	102	1343
07:30 AM	49	239	3	16	0	307	3	3	2	11	19	3	563	54	0	0	620	37	3	105	0	145	1091
07:45 AM	47	263	2	19	0	331	4	2	- 0	9	15	2	675	58	- 1	0	736	37	1	96	0	134	1216
Total Volume	235	1176	5	62	0	1478	10	12	4	40	66	15	2650	197	1	0	2863	110	5	391	0	506	4913
% App. Total	15.9	79.6	0.3	4.2	0		15.2	18.2	6.1	60.6		0.5	92.6	6.9	0	0	-	21.7	1-	77.3	0	500	4713
PHF	.827	.746	.417	.816	.000	.770	.625	.750	.500	.833	.868	.750	.929	.849	.250	.000	.938	.743	.417	.922	.000	.872	.915



501 Sumner Street, Suite 521 Honolulu, HI 96817-5031

Phone: (808) 533-3646 Fax: (808) 526-1267

File Name: AM\_Kapolei Pkwy - Geiger Rd

Site Code : 00000000 Start Date : 9/3/2014

				-
Grains	Printed	- 1	nshifted	1

Right 5	Thru	Left				East			From S	outh			From V			
5			Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Int. Total
	29	14	0	21	47	9	- 1	18	101	54	1	17	19	1	0	337
8	62	17	0	32	41	12	8	14	98	63	0	30	13	4	1	403
7			2		61	11	3	16	97	78	0	40	19	3	0	450
9			6	28	55	9	3	24	126	79	0	55	30	3	2	537
29	232	84	8	108	204	41	15	72	422	274	1	142	81	11	3	1727
10	119	29	1	38	46	20	13	20	130	70	0	46	22	3	4	571
10	146	44	3	44	55	23	22	31	184	94	0			2	9	745
4	138	36	2	53	61	28	8	47	230	90	0	46		3	0	779
18	98	37	0	60	48	17	5	41	173	82	3			0		636
42	501	146	6	195	210	88	48	139	717	336	3	167	110	8	15	2731
71	733	230	14	303	414	129	63	211	1139	610	4	309	191	19	18	4458
			1.3	33.3	45.5	14.2	6.9	10.7	58	31.1	0.2	57.5	35.6			
1.6	16.4	5.2	0.3	6.8	9.3	2.9	1.4	4.7	25.5	13.7	0.1	6.9	4.3	0.4	0,4	l.
	29 10 10 4 18 42 71 6.8	7 58 9 83 29 232 10 119 10 146 4 138 18 98 42 501 71 733 6.8 69.9	7 58 28 9 83 25 29 232 84 10 119 29 10 146 44 4 138 36 18 98 37 42 501 146 71 733 230 6.8 69.9 21.9	7 58 28 2 9 83 25 6 29 232 84 8 10 119 29 1 10 146 44 3 4 138 36 2 18 98 37 0 42 501 146 6 71 733 230 14 6.8 69.9 21.9 1.3	7 58 28 2 27 9 83 25 6 28 29 232 84 8 108 10 119 29 1 38 10 146 44 3 44 4 138 36 2 53 18 98 37 0 60 42 501 146 6 195 71 733 230 14 303 6.8 69.9 21.9 1.3 33.3	7 58 28 2 27 61 9 83 25 6 28 55 29 232 84 8 108 204 10 119 29 1 38 46 10 146 44 3 44 55 4 138 36 2 53 61 18 98 37 0 60 48 42 501 146 6 195 210 71 733 230 14 303 414 6.8 69.9 21.9 1.3 33.3 45.5	7 58 28 2 27 61 11 9 83 25 6 28 55 9 29 232 84 8 108 204 41 10 119 29 1 38 46 20 10 146 44 3 44 55 23 4 138 36 2 53 61 28 18 98 37 0 60 48 17 42 501 146 6 195 210 88 71 733 230 14 303 414 129 6.8 69.9 21.9 1.3 33.3 45.5 14.2	7 58 28 2 27 61 11 3 9 83 25 6 28 55 9 3 29 232 84 8 108 204 41 15 10 119 29 1 38 46 20 13 10 146 44 3 44 55 23 22 4 138 36 2 53 61 28 8 18 98 37 0 60 48 17 5 42 501 146 6 195 210 88 48 71 733 230 14 303 414 129 63 6.8 69.9 21.9 1.3 33.3 45.5 14.2 6.9	7         58         28         2         27         61         11         3         16           9         83         25         6         28         55         9         3         24           29         232         84         8         108         204         41         15         72           10         119         29         1         38         46         20         13         20           10         146         44         3         44         55         23         22         31           4         138         36         2         53         61         28         8         47           18         98         37         0         60         48         17         5         41           42         501         146         6         195         210         88         48         139           71         733         230         14         303         414         129         63         211           6.8         69.9         21.9         1.3         33.3         45.5         14.2         6.9         10.7	7         58         28         2         27         61         11         3         16         97           9         83         25         6         28         55         9         3         24         126           29         232         84         8         108         204         41         15         72         422           10         119         29         1         38         46         20         13         20         130           10         146         44         3         44         55         23         22         31         184           4         138         36         2         53         61         28         8         8         47         230           18         98         37         0         60         48         17         5         41         173           42         501         146         6         195         210         88         48         139         717           71         733         230         14         303         414         129         63         211         1139           6.8         69	7         58         28         2         27         61         11         3         16         97         78           9         83         25         6         28         55         9         3         24         126         79           29         232         84         8         108         204         41         15         72         422         274           10         119         29         1         38         46         20         13         20         130         70           10         146         44         3         44         55         23         22         31         184         94           4         138         36         2         53         61         28         8         47         230         90           18         98         37         0         60         48         17         5         41         173         82           42         501         146         6         195         210         88         48         139         717         336           71         733         230         14         303         414<	7     58     28     2     27     61     11     3     16     97     78     0       9     83     25     6     28     55     9     3     24     126     79     0       29     232     84     8     108     204     41     15     72     422     274     1       10     119     29     1     38     46     20     13     20     130     70     0       10     146     44     3     44     55     23     22     31     184     94     0       4     138     36     2     53     61     28     8     47     230     90     0       18     98     37     0     60     48     17     5     41     173     82     3       42     501     146     6     195     210     88     48     139     717     336     3       71     733     230     14     303     414     129     63     211     1139     610     4       6.8     69.9     21.9     1.3     33.3     45.5     14.2     6.9     10.7     58<	7     58     28     2     27     61     11     3     16     97     78     0     40       9     83     25     6     28     55     9     3     24     126     79     0     55       29     232     84     8     108     204     41     15     72     422     274     1     142       10     119     29     1     38     46     20     13     20     130     70     0     46       10     146     44     3     44     55     23     22     31     184     94     0     44       4     138     36     2     53     61     28     8     47     230     90     0     46       18     98     37     0     60     48     17     5     41     173     82     3     31       42     501     146     6     195     210     88     48     139     717     336     3     167       71     733     230     14     303     414     129     63     211     1139     610     4     309       6.8 <t< td=""><td>7     58     28     2     27     61     11     3     16     97     78     0     40     19       9     83     25     6     28     55     9     3     24     126     79     0     55     30       29     232     84     8     108     204     41     15     72     422     274     1     142     81       10     119     29     1     38     46     20     13     20     130     70     0     46     22       10     146     44     3     44     55     23     22     31     184     94     0     44     34       4     138     36     2     53     61     28     8     47     230     90     0     46     33       18     98     37     0     60     48     17     5     41     173     82     3     31     21       42     501     146     6     195     210     88     48     139     717     336     3     167     110       71     733     230     14     303     414     129     6</td><td>7     58     28     2     27     61     11     3     16     97     78     0     40     19     3       9     83     25     6     28     55     9     3     24     126     79     0     55     30     3       29     232     84     8     108     204     41     15     72     422     274     1     142     81     11       10     119     29     1     38     46     20     13     20     130     70     0     46     22     3       10     146     44     3     44     55     23     22     31     184     94     0     44     34     2       4     138     36     2     53     61     28     8     47     230     90     0     46     33     3       18     98     37     0     60     48     17     5     41     173     82     3     31     21     0       42     501     146     6     195     210     88     48     139     717     336     3     167     110     8       &lt;</td><td>7     58     28     2     27     61     11     3     16     97     78     0     40     19     3     0       9     83     25     6     28     55     9     3     24     126     79     0     55     30     3     2       29     232     84     8     108     204     41     15     72     422     274     1     142     81     11     3       10     119     29     1     38     46     20     13     20     130     70     0     46     22     3     4       10     146     44     3     44     55     23     22     31     184     94     0     44     34     2     9       4     138     36     2     53     61     28     8     47     230     90     0     46     33     3     0       18     98     37     0     60     48     17     5     41     173     82     3     31     21     0     2       42     501     146     6     195     210     88     48     139     717<!--</td--></td></t<>	7     58     28     2     27     61     11     3     16     97     78     0     40     19       9     83     25     6     28     55     9     3     24     126     79     0     55     30       29     232     84     8     108     204     41     15     72     422     274     1     142     81       10     119     29     1     38     46     20     13     20     130     70     0     46     22       10     146     44     3     44     55     23     22     31     184     94     0     44     34       4     138     36     2     53     61     28     8     47     230     90     0     46     33       18     98     37     0     60     48     17     5     41     173     82     3     31     21       42     501     146     6     195     210     88     48     139     717     336     3     167     110       71     733     230     14     303     414     129     6	7     58     28     2     27     61     11     3     16     97     78     0     40     19     3       9     83     25     6     28     55     9     3     24     126     79     0     55     30     3       29     232     84     8     108     204     41     15     72     422     274     1     142     81     11       10     119     29     1     38     46     20     13     20     130     70     0     46     22     3       10     146     44     3     44     55     23     22     31     184     94     0     44     34     2       4     138     36     2     53     61     28     8     47     230     90     0     46     33     3       18     98     37     0     60     48     17     5     41     173     82     3     31     21     0       42     501     146     6     195     210     88     48     139     717     336     3     167     110     8       <	7     58     28     2     27     61     11     3     16     97     78     0     40     19     3     0       9     83     25     6     28     55     9     3     24     126     79     0     55     30     3     2       29     232     84     8     108     204     41     15     72     422     274     1     142     81     11     3       10     119     29     1     38     46     20     13     20     130     70     0     46     22     3     4       10     146     44     3     44     55     23     22     31     184     94     0     44     34     2     9       4     138     36     2     53     61     28     8     47     230     90     0     46     33     3     0       18     98     37     0     60     48     17     5     41     173     82     3     31     21     0     2       42     501     146     6     195     210     88     48     139     717 </td

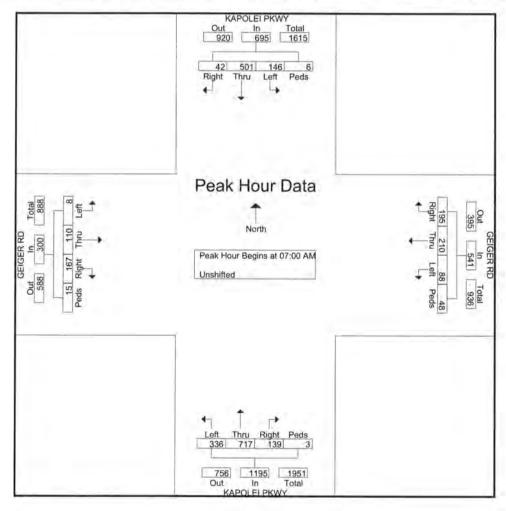
501 Sumner Street, Suite 521 Honolulu, HI 96817-5031

Phone: (808) 533-3646 Fax: (808) 526-1267

File Name: AM\_Kapolei Pkwy - Geiger Rd Site Code: 00000000

Start Date : 9/3/2014

			OLEI I				1977	EIGER rom Ea	6.455				OLEI I					EIGER rom W			
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour An	alysis F	rom 07:	00 AM	to 07:	45 AM -	Peak I	of 1				.,					-					
Peak Hour for	Entire l	Intersec	tion Be	gins at	07:00 AN	M															
07:00 AM	10	119	29	1	159	38	46	20	13	117	20	130	70	0	220	46	22	3	4	75	571
07:15 AM	10	146	44	3	203	44	55	23	22	144	31	184	94	0	309	44	34	2	9	89	745
07:30 AM	4	138	36	2	180	53	61	28	8	150	47	230	90	0	367	46	33	3	0	82	779
07:45 AM	18	98	37	0	153	60	48	17	5	130	41	173	82	3	299	31	21	0	2	54	636
Total Volume	42	501	146	6	695	195	210	88	48	541	139	717	336	3	1195	167	110	8	15	300	2731
% App. Total	6	72.1	21	0.9		36	38.8	16.3	8.9		11.6	60	28.1	0.3		55.7	36.7	2.7	5		3,51
PHF	.583	.858	.830	.500	.856	.813	.861	.786	.545	.902	.739	.779	.894	.250	.814	.908	.809	.667	.417	.843	.876



501 Sumner Street, Suite 521 Honolulu, HI 96817-5031

Phone: (808) 533-3646 Fax: (808) 526-1267

File Name: AM\_Kualakai Pkwy - Kapolei Pkwy Site Code: 00000000

Start Date : 9/3/2014

Crounc	Drintad.	Unshifted

	K	UALAK From N		Y	K	APOLE! From I			K	UALAK. From S		Y	k	From \			
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Int. Total
06:00 AM	16	0	17	0	58	46	0	- 0	0	0	0	0	0	43	97	0	277
06:15 AM	22	0	27	0	62	59	0	0	0	0	0	0	0	64	79	0	313
06:30 AM	28	0	37	2	72	61	0	0	0	0	0	0	0	69	96	0	365
06:45 AM	37	0	44	0	50	80	0	1	0	0	0	0	0	62	82	0	356
Total	103	0	125	2	242	246	0	1	0	0	0	0	0	238	354	0	1311
07:00 AM	42	0	33	2	58	107	0	0	0	0	0	0	0	76	94	0	412
07:15 AM	53	0	54	1	77	144	0	1	0	0	0	0	0	94	66	0	490
07:30 AM	65	0	46	1	96	195	0	3	0	0	0	0	0	90	83	0	579
07:45 AM	48	0	37	1	129	158	0	0	0	0	0	0	0	104	90	0	567
Total	208	0	170	5	360	604	0	4	0	0	0	0	0	364	333	0	2048
Grand Total	311	0	295	7	602	850	0	5	0	0	0	0	0	602	687	0	3359
Apprch %	50.7	0	48.1	1.1	41.3	58.3	0	0.3	0	0	0	0	0	46.7	53.3	0	
Total %	9.3	0	8.8	0.2	17.9	25.3	0	0.1	0.	.0	0	0	0	17.9	20.5	0	

### Austin Tsutsumi & A

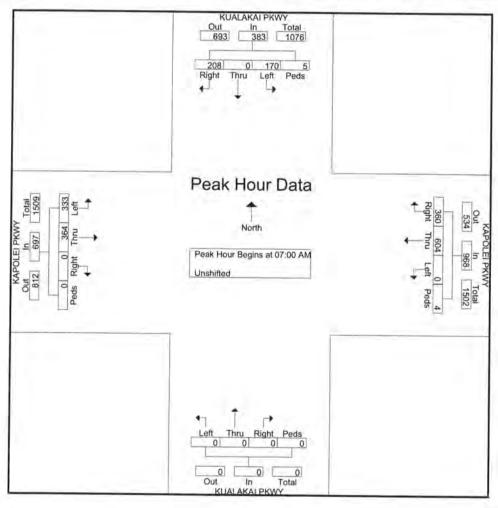
501 Sumner Street, Suite 521 Honolulu, HI 96817-5031

Phone: (808) 533-3646 Fax: (808) 526-1267

File Name : AM\_Kualakai Pkwy - Kapolei Pkwy Site Code : 00000000

Start Date : 9/3/2014

			om No	PKW'	Y	Peak I of I  M  58 107 0 0 165 0 0 0 0 0 0 0 76 94 0 170  77 144 0 1 222 0 0 0 0 0 0 0 94 66 0 160  96 195 0 3 294 0 0 0 0 0 0 90 83 0 173  129 158 0 0 287 0 0 0 0 0 0 0 104 90 0 194															
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App Total	Right	Thru	Left	Peds	Ann Total	Right				1000	Int. Total
Peak Hour Ana	alysis F	rom 07:	00 AM	to 07:4	5 AM - I	eak 1 c	of I							1,500	rapp. resur	10,6120	11114	Lon	1.005	App. Total	Int. Tota
Peak Hour for																					
07:00 AM	42	0	33	2	77	District Control	107	0	0	165	0	0	0	0	0	0	76	9.1	0	170	1 445
07:15 AM	53	0	54	1	108	77	144	0	1		0	0	0	0	0	0			-	200	412
07:30 AM	65	0	46	1	112	96	195	0	3		0	0	0		0	0	100		46	1707.70	490 579
07:45 AM	48	0	37	1	86	129	158	0	0		0	0	0	0	0	0		194	0	7.77	9.00
Total Volume	208	0	170	5	383	360	604	0	4	968	0	0	0	0	0	0	364	333	0	697	567
% App. Total	54.3	0	44.4	1.3		37.2	62.4	0	0.4		0	0	0	0	Ų.	O.	52.2	47.8	0	097	2048
PHF	.800	.000	.787	.625	.855	.698	.774	.000	.333	:823	.000	.000	.000	.000	.000	.000	.875	.886	.000	.898	.884



501 Sumner Street, Suite 521 Honolulu, HI 96817-5031

Phone: (808) 533-3646 Fax: (808) 526-1267 File Name: AM\_Phillipine Sea - Renton Rd

Site Code : 00000000 Start Date : 9/3/2014

Page No : 1

Groups Printed- Class 1

	P	HILLIPIN From N		1		RENTO	N RD	S T TIMOU		HILLIPIN From S		Y-		From \			
Start Time	Rght	Thru	Left	Other	Rght	Thru	Left	Other	Rght	Thru	Left	Other	Rght	Thru	Left	Other	Int. Total
	0	0	0	0	0	1	44	0	20	0	0	0	0	0	0	0	65
06:00 AM	0	0	0	0	0	n	36	0	20	0	0	0	0	0	0	0	56
06:15 AM	0	0	0	731	0	0	44	0	20	0	0	0	1	0	0	0	65
06:30 AM	0	0	0	0	0	0		0	19	0	1	0	0	0	0	0	81
06:45 AM	0	0	0	0	U	U	61	0		0	- 4	0	1	0	0	0	267
Total	0	0	0	0	0	1	185	0	79	0	1	U	1	Ü	Ų		201
07:00 AM	0	0	0	0	0	0	51	0	20	0	0	0	0	0	0	0	71
	0	0	0	0	0	0	42	0	21	0	1	0	0	.0	0	0	64
07:15 AM		0	0	0	0	0	46	0	21	0	0	0	0	0	0	0	67
07:30 AM	0	0	0	0	0	1	42	0	18	0	1	0	0	0	0	0	62
07:45 AM	0	0	0	0	0	- 1	181	0	80	0	2	0	0	0	0	0	264
Total	0	0	0	0	0	1	101	.0.1	00		2	0,1					
Grand Total	0	0	0	0	0	2	366	0	159	0	3	0	1	0	0	0	531
	0	0	0	0	0	0.5	99.5	0	98.1	0	1.9	0	100	0	0	0	
Apprch % Total %	0	0	0	0	0	0.4	68.9	ō	29.9	0	0.6	0	0.2	0	0	0	

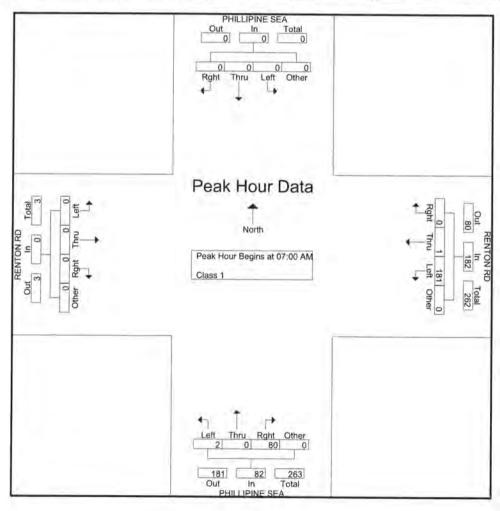
501 Sumner Street, Suite 521 Honolulu, HI 96817-5031

Phone: (808) 533-3646 Fax: (808) 526-1267

File Name: AM\_Phillipine Sea - Renton Rd

Site Code : 00000000 Start Date : 9/3/2014

445			LIPIN om No	E SEA orth				NTON rom E	1 JUNE 11				LIPINI om Sc	E SEA				NTON om W	7 7 7 7 7		
Start Time	Rght	Thru	Left	Other	App. Total	Rght	Thru	Left	Other	App. Total	Rght	Thru	Left	Other	App. Total	Raht	Thru	Left	Other	App. Total	Int Total
Peak Hour Ar	nalysis														7,65		2000	20.0	- GETOT	App. Total	I MIL TOIL
Peak Hour for																					
07:00 AM	0	0	0	0	0	0	0	51	0	51	20	0	0	0	20	0	0	0	0	0	71
07:15 AM	0	0	0	0	0	0	0	42	0	42	21	0	1	0	22	0	0	0	0	0	64
07:30 AM	0	0	0	0	0	0	0	46	0	46	21	0	0	0	21	0	0	0	0	0	67
07:45 AM	0	0	0	0	0	0	1	42	0	43	18	0	1	0	19	0	0	0	0	0	62
Total Volume	0	0	0	0	0	0	1	181	0	182	80	0	2	0	82	0	0	0	0	0	264
% App. Total	0	0	0	0		0	0.5	99.5	0	,,,,,	97.6	0	2.4	0	UZ.	0	0	0	0	U	204
PHF	.000	.000	.000	.000	.000	.000	.250	.887	.000	.892	.952	.000	.500	.000	.932	.000	.000	.000	.000	.000	.930



501 Sumner Street, Suite 521 Honolulu, HI 96817-5031

Phone: (808) 533-3646 Fax: (808) 526-1267

File Name: AM\_Phillipine Sea - Roosevelt Ave Site Code: 00000000

Start Date : 9/3/2014

	Р	HILLIPIN From N			R	OOSEVE From		E	P	HILLIPIN From S			R	From \	Nest		
Start Time	Rght	Thru	Left	Other	Rght	Thru	Left	Other	Rght	Thru	Left	Other	Rght	Thru	Left	Other	Int, Total
06:00 AM	44	0	1	0	0	73	0	.0	0	0	0	0	0	37	20	0	175
06:15 AM	30	0	4	0	0	78	0	0	0	0	0	0	0	49	15	0	176
06:30 AM	42	0	7	0	- 3	123	0	0	0	0	0	0	0	68	17	0	258
06:45 AM	55	0	3	0	2	108	0	0	0	0	0	0	0	67	18	0	253
Total	171	0	15	0	3	382	0	0	0	0	0	0	0	221	70	0	862
07:00 AM	48	0	2	0	2	100	0	0	0	0	0	0	0	55	16	0	223
07:15 AM	39	0	3	0	3	155	0	0	0	0	0	0	0	80	15	0	295
07:30 AM	40	0	4	0	4	141	0	0	0	0	0	0	0	65	17	0	271
07:45 AM	39	0	2	0	5	134	0	0	0	0	0	0	0	67	16	0	263
Total	166	0	11	0	14	530	0	0	0	0	0	0	0	267	64	0	1052
Grand Total	337	0	26	0	17	912	0	0	0	0	0	0	0	488	134	0	1914
Approh %	92.8	Õ	7.2		1.8	98.2	0	0	0	0	0	0	0	78.5	21.5	0	
Total %	17.6	0	1.4	0	0.9	47.6	0	0	0	0	0	0	0	25.5	7	0	

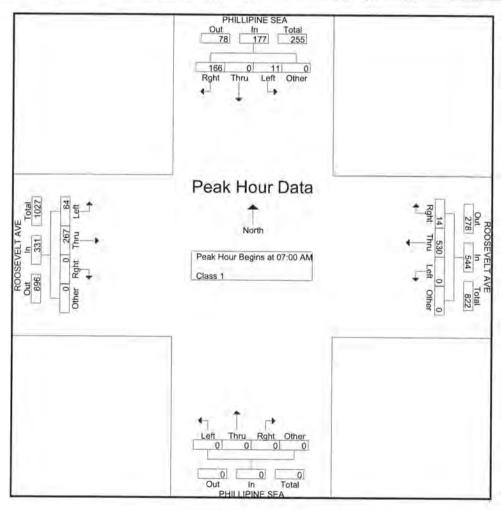
501 Sumner Street, Suite 521 Honolulu, HI 96817-5031

Phone; (808) 533-3646 Fax: (808) 526-1267

File Name: AM\_Phillipine Sea - Roosevelt Ave

Site Code : 00000000 Start Date : 9/3/2014

			LIPIN om No	E SEA orth				SEVEI rom E	_T AVE				LIPIN om So	E SEA	4.17			SEVEI	T AVE		
Start Time	Rght	Thru	Left	Other	App. Total	Rght	Thru	Left	Other	App. Total	Rght	Thru	Left	Other	App Total	Rght	Thru	Left	Other	App. Total	Int Tota
Peak Hour Ai	nalysis	From C	7:00 A	AM to C	7:45 AN	1 - Pea	k 1 of 1	0											Cuioi	repp. roun	Int. Tota
Peak Hour fo	r Entire	Inters	ection	Begins	at 07:0	0 AM															
07:00 AM	48	0	2	0	50	2	100	0	0	102	0	0	0	0	0	0	55	16	0	71	223
07:15 AM	39	0	3	0	42	3	155	0	0	158	0	0	0	0	0	0	80	15	0	95	295
07:30 AM	40	0	4	0	44	4	141	0	0	145	0	0	0	0	0	0	65	17	0	82	271
07:45 AM	39	0	2	0	41	5	134	0	0	139	0	0	0	0	0	0	67	16	0	83	263
Total Volume	166	0	11	0	177	14	530	0	0	544	0	0	0	0	0	0	267	64	0	331	1052
% App. Total	93.8	0	6.2	0		2.6	97.4	. 0	0		0	0	0	0		0	80.7	19.3	0	001	1002
PHF	.865	.000	.688	.000	.885	.700	.855	.000	.000	.861	.000	.000	.000	.000	.000	.000	.834	.941	.000	.871	.892



501 Sumner Street, Suite 521 Honolulu, HI 96817-5031

Phone: (808) 533-3646 Fax: (808) 526-1267 File Name: AM\_Renton Rd - Kapolei Pkwy

Site Code : 00000000 Start Date : 9/3/2014

Page No :1

Groups Printed-Unshifted

		RENTO From N	4		ŀ	CAPOLEI From I				RENTO From S			K	From V			
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Rìght	Thru	Left	Peds	Right	Thru	Left	Peds	Int. Total
06:00 AM	26	20	9	1	17	74	9	0	1	14	6	1	7	30	18	0	233
06:15 AM	22	20	19	2	35	103	8	1	5	12	3	0	11	56	29	0	326
06:30 AM	32	22	21	1	29	88	9	0	3	12	8	1	19	50	35	0	330
06:45 AM	33	29	36	4	51	95	7	0	5	18	3	0	22	50	29	- 0	382
Total	113	91	85	8	132	360	33	Ì	14	56	20	2	59	186	111	0	1271
07:00 AM	47	24	61	3	57	129	18	2	4	14	5	2	16	55	47	1	485
07:15 AM	57	22	85	1	109	168	9	1	3	17	9	0	10	76	55	1	623
07:30 AM	104	30	83	0	118	240	11	1	4	20	3	1	9	82	62	0	768
07:45 AM	82	32	59	2	66	168	5	0	5	10	7	0	7	76	49	0	568
Total	290	108	288	6	350	705	43	4	16	61	24	3	42	289	213	2	2444
Grand Total	403	199	373	14	482	1065	76	5	30	117	44	5	101	475	324	2	3715
Appreh %	40.7	20.1	37.7	1.4	29.6	65.4	4.7	0.3	15.3	59.7	22.4	2.6	11.2	52.7	35.9	0.2	
Total %	10.8	5.4	10	0.4	13.	28.7	2	0.1	0.8	3.1	1.2	0.1	2.7	12.8	8.7	0.1	

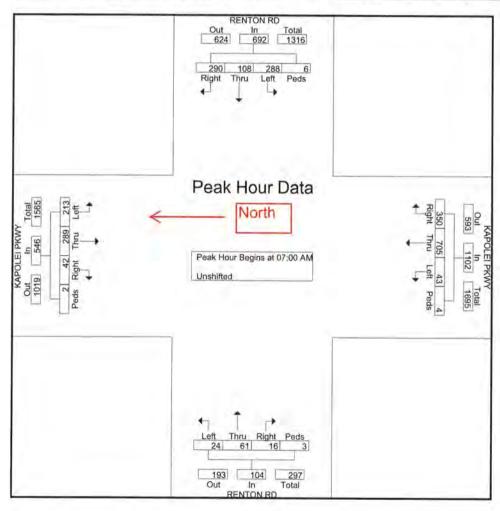
501 Sumner Street, Suite 521 Honolulu, HI 96817-5031

Phone: (808) 533-3646 Fax: (808) 526-1267

File Name: AM\_Renton Rd - Kapolei Pkwy

Site Code : 00000000 Start Date : 9/3/2014

			NTON rom No	rth				OLEI I	PKWY ast			1.5.22	NTON om So	0.000				OLEI I			
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour An	alysis F	rom 07.	:00 AM	to 07:4	45 AM - 1	Peak 1	of 1					-								144	1 -000 3 0 00
Peak Hour for	Entire !	Intersec	tion Be	gins at	07:00 AN	M															
07:00 AM	47	24	61	.3	135	57	129	18	2	206	4	14	5	2	25	16	55	47	1	119	485
07:15 AM	57	22	85	1	165	109	168	9	1	287	3	17	9	0	29	10	76	55	Î	142	623
07:30 AM	104	30	83	0	217	118	240	11	1	370	4	20	3	1	28	9	82	62	0	153	768
07:45 AM	82	32	59	2	175	66	168	5	0	239	5	10	7	0	22	7	76	49	0	132	568
Total Volume	290	108	288	6	692	350	705	43	4	1102	16	61	24	3	104	42	289	213	2	546	2444
% App. Total	41.9	15.6	41.6	0.9		31.8	64	3.9	0.4		15.4	58.7	23.1	2.9	1953	7.7	52.9	39	0.4	510	
PHF	.697	.844	.847	.500	.797	.742	.734	.597	.500	.745	.800	.763	.667	.375	.897	.656	.881	.859	.500	.892	.796



# Austin Tsutsumi & Associates 501 Sumner Street, Suite 521 Honolulu, HI 96817-5031

Phone: (808) 533-3646 Fax: (808) 526-1267
File Name : AM\_WWTP Dwy #1 - Geiger Rd
Site Code : 00000000

Start Date : 9/3/2014

0	Daintad	Close	ń
Groups	Printed-	Class	1

	1	WTP D				GEIGE	RRD	3 i milou		From S	South	_ 1		GEIGE From			
Start Time	Rght	Thru	Left	Other	Rght	Thru	Left	Other	Rght	Thru	Left	Other	Rght	Thru	Left	Other	Int. Total
06:00 AM	0	0	0	0	0	79	10	0	0	0	1	0	0	35	0	0	125
06:15 AM	0	0	0	0	0	98	18	0	2	0	0	0	1	48	0	0	167
06:30 AM	0	0	0	0	0	142	5	0	8	0	1	0	3	52	0	0	211
06:45 AM	0	0	0	0	0	141	3	0	19	0	0	0	0	73	0	0	236
Total	0	0	0	0	0	460	36	0	29	0	2	0	4	208	0	0	739
07:00 AM	ò	Ö	0	0	0	120	1	0	6	0	2	0	0	57	0	0	186
07:15 AM	0	0	0	0	0	160	4	0	3	0	1	0	1	77	0	0	246
07:30 AM	0	0	0	0	0	160	2	0	4	0	0	0	0	75	0	0	241
07:45 AM	0	Õ	0	0	0	152	1	0	2	0	0	0	0	62	0	0	217
Total	0	0	0	0	0	592	8	0	15	0	3	0	1	271	0	0	890
Grand Total	0	0	0	0	0	1052	44	0	44	0	5	0	5	479	0	0	1629
Approh %	0	0	0	0	0	96	4	0	89.8	0	10.2	0	- 1	99	0	0	
Total %	0	o	Ö	0	0	64.6	2.7	0	2.7	0	0.3	0	0.3	29.4	0	0	

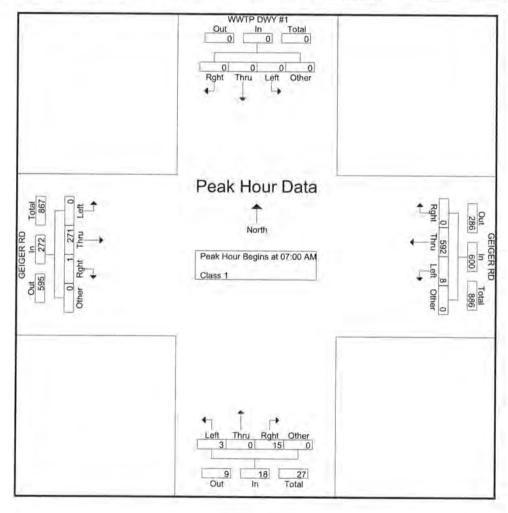
501 Sumner Street, Suite 521 Honolulu, HI 96817-5031

Phone: (808) 533-3646 Fax: (808) 526-1267

File Name: AM\_WWTP Dwy #1 - Geiger Rd Site Code: 00000000

Site Code : 00000000 Start Date : 9/3/2014

		Fr	om No			GEIGER RD From East						Fr	om So	outh		GEIGER RD From West						
Start Time	Rght	Thru	Left	Other	App. Total	Rght	Thru	Left	Other	App. Total	Rght	Thru	Left	Other	App. Total	Rght	Thru	Left	Other	App. Total	Int Tota	
Peak Hour Ar	nalysis	From (	07:00	AM to C	7:45 AN	- Pea	k 1 of 1													repar I sum	THE TOTAL	
Peak Hour for	r Entire	Inters	ection	Begins	at 07:0	MAC																
07:00 AM	0	0	0	0	0	0	120	1	0	121	6	0	2	0	8	0	57	0	0	57	186	
07:15 AM	0	.0	0	0	0	0	160	4	0	164	3	0	1	0	4	1	77	0	0	78	246	
07:30 AM	0	0	0	0	0	0	160	2	0	162	4	0	0	0	4	0	75	0	0	75	241	
07:45 AM	0	0	0	0	0	0	152	- 1	0	153	2	0	0	0	2	0	62	0	0	62	217	
Total Volume	0	0	0	0	0	0	592	8	0	600	15	0	3	0	18	1	271	0	0	272	890	
% App. Total	0	0	0	0		0	98.7	1.3	0		83.3	0	16.7	0	,,,	0.4	99.6	0	0	212	030	
PHF	.000	.000	.000	.000	.000	.000	.925	.500	.000	.915	.625	.000	.375	.000	.563	.250	.880	.000	.000	.872	.904	



501 Sumner Street, Suite 521 Honolulu, HI 96817-5031

Phone: (808) 533-3646 Fax: (808) 526-1267

File Name: AM\_WWTP Dwy #2 - Geiger Rd

Site Code : 00000000 Start Date : 9/3/2014

Page No :1

Groups Printed- Class 1

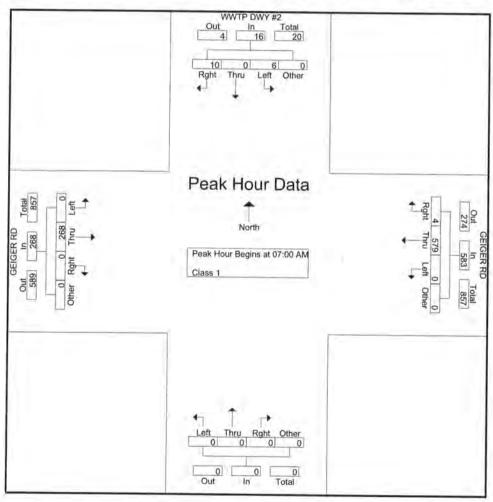
1	the first in the first								From S	South	-4					
Raht	Thru	Left	Other	Rght	Thru	Left	Other	Rght	Thru	Left	Other	Rght	Thru	Left	Other	Int. Tota
	0	1	0	1	69	0	0	0	0	.0	0	.0	35	1	0	107
0	0	1	0	6	-	0		0	0	0	0	0	48	2	0	156
1	n	0	0			0	0	0	0	0	0	0	53	3	0	196
ò	0	2	0			0	0	0	0	0	0	0	71	6	0	214
1	0	4	0	34	415	0	0	0	0	0	0	0	207	12	0	673
2	0	1	0	0	120	0	0	0	0	0	0	0	56	0	0	179
3	0	2	0	0		0	0	0	0	0	0	0	77	0	0	237
2	0	- 4	0	1		0	0	0	0	0	0	0	75	0	0	240
3	0	2	0	3		0	0	0	0	0	0	0	60	0	0	211
10	0	6	0	4	579	0	0	0	0	0	0	0	268	0	0	867
11	0	10	0	38	994	0	0	0	0	0	0	0	475	12	0	1540
					1.7.7.			0	0	0	0	0	97.5	2.5	0	
0.7	o	0.6	0	2.5	64.5	0	0	0	0	0	0	0	30.8	8,0	.0	
	Rght 0 0 1 1 0 1 1 2 3 3 10 11 52.4	Rght Thru  0 0 0 1 0 0 1 0 2 0 3 0 2 0 3 0 10 0 11 0 52.4 0	From North  Rght Thru Left  0 0 1 0 0 1 1 0 0 0 0 2 1 0 4 2 0 1 3 0 2 2 0 1 3 0 2 10 0 6 11 0 10 52.4 0 47.6	Rght         Thru         Left         Other           0         0         1         0           0         0         1         0           1         0         0         0           0         0         2         0           1         0         4         0           2         0         1         0           3         0         2         0           2         0         1         0           3         0         2         0           10         0         6         0           11         0         10         0           52.4         0         47.6         0	From North           Rght         Thru         Left         Other         Rght           0         0         1         0         1           0         0         1         0         6           1         0         0         0         15           0         0         2         0         12           1         0         4         0         34           2         0         1         0         0           3         0         2         0         0           2         0         1         0         1           3         0         2         0         3           10         0         6         0         4	From North         From           Rght         Thru         Left         Other         Rght         Thru           0         0         1         0         1         69           0         0         1         0         6         99           1         0         0         0         15         124           0         0         2         0         12         123           1         0         4         0         34         415           2         0         1         0         0         120           3         0         2         0         0         155           2         0         1         0         1         161           3         0         2         0         3         143           10         0         6         0         4         579           11         0         10         0         3.7         96.3           52.4         0         47.6         0         3.7         96.3	From North         From East           Rght         Thru         Left         Other         Rght         Thru         Left           0         0         1         0         1         69         0           0         0         1         0         6         99         0           1         0         0         0         15         124         0           0         0         2         0         12         123         0           1         0         4         0         34         415         0           2         0         1         0         0         120         0           3         0         2         0         0         155         0           2         0         1         0         161         0           3         0         2         0         3         143         0           10         0         6         0         4         579         0           11         0         10         0         38         994         0           52.4         0         47.6         0		Right   Thru   Left   Other   Right   Thru   Left   Other   Right   Thru   Left   Other   Right   Other   Right	Right   Thru   Left   Other   Right   Thru   Left   Other   Right   Thru   Left   Other   Right   Thru   Company   Company		From North   From East   From South	From North   From East   From South   Rght   Thru   Left   Other   Rght   Other   Other   Rght   Other   Rght   Other   Other   Rght   Other   O	From North   From East   From South   From North   Rght   Thru   Left   Other   Rght   Thru   Left   Thru   Left   Other   Rght   Thru   Left   Thru   Left   Thru   Left   Thru   Left   Other   Rght   Thru   Left   Thru   Thru   Left   Thru   Left   Thru   Thru   Thru	Right   Thru   Left   Other   Right   Thru   Left   Thru	Right   Thru   Left   Other   Right   Thru   Left   Other   Right   Thru   Left   Other   Right   Thru   Left   Other   Other   Right   Thru   Left   Other   Other   Right   Thru   Left   Other   Other

501 Sumner Street, Suite 521 Honolulu, HI 96817-5031

Phone: (808) 533-3646 Fax: (808) 526-1267
File Name: AM\_WWTP Dwy #2 - Geiger Rd
Site Code: 00000000

Start Date : 9/3/2014

		Fr	TP DV			GEIGER RD From East						From South						GEIGER RD From West						
Start Time					App. Total	Rght	Thru	Left	Other	App. Total	Raht				App. Total	Rght		Left	Other	App. Total	Go Tax			
Peak Hour Ar	nalysis	From (	7:00 /	AM to C	7:45 AN	1 - Pea	k 1 of 1	-				1		- Hitai	Tary Total	rigin	11114	LUIT	Outer	App. Jotal	int. Tota			
Peak Hour for	Entire	Inters	ection	Begins	at 07:00	MA.C																		
07:00 AM	2	0	1	0	3	0	120	0	0	120	0	0	0	0	0	0	56	n	0	50	47			
07:15 AM	3	0	2	0	5	0	155	0	0	155	0	0	0	0	0	0	77	0	0	56 77	17			
07:30 AM	2	0	1	0	3	1	161	0	0	162	0	Õ	0	0	0	0	75	0	0	75	23			
07:45 AM	3	0	2	0	5	3	143	0	0	146	0	0	ő	0	0	0	60	0	0	60	24			
Total Volume	10	0	6	0	16	4	579	0	0	583	0	0	0	0	0	0	268	0	0		21			
% App. Total	62.5	0	37.5	0		0.7	99.3	0	0	300	0	0	0	0	U	0	100	0	0	268	86			
PHF	.833	.000	.750	.000	.800	.333	.899	.000	.000	.900	.000	.000	.000	.000	.000	.000	.870	.000	.000	.870	.90			



# Austin Tsutsumi & Associates 501 Sumner Street, Suite 521 Honolulu, HI 96817-5031

Phone: (808) 533-3646 Fax: (808) 526-1267

File Name: AM\_WWTP Dwy #3 - Geiger Rd

Site Code : 00000000 Start Date : 9/3/2014

Page No :1

Groups Printed- Class 1

	٧	VWTP D				GEIGE	RRD	SPIIILEO		From S	outh						
Start Time	Rght	Thru	Left	Other	Rght	Thru	Left	Other	Rght	Thru	Left	Other	Rght	Thru	Left	Other	Int. Total
				0	0	70	0	0	0	0	0	0	0	36	0	0	106
06:00 AM	0	0	0				0	0	0	0	0	0	0	50	0	0	149
06:15 AM	0	0	0	0	0	99	0	0	0	0	0	o l	0	61	0	0	187
06:30 AM	0	0	0	0	0	126	0	U	0	0	0	0	0	73	1	0	194
06:45 AM	0	0	0	0	0	120	0	0	0	U	U				ч	0	636
Total	0	0	0	0	0	415	0	0	0	0	0	0	0	220		U	030
07.00.414	0	0	0	0	4	118	0	0	0	0	0	0	0	57	0	0	176
07:00 AM	U	0		0	2	159	0	0	0	0	0	0	0	75	0	0	239
07:15 AM	2	0	1	10.1	-	158	0	0	0	0	0	0	0	73	0	0	238
07:30 AM	1	0	2	0	4	10.00		0	0	0	0	0	0	56	3	0	211
07:45 AM	4	0	2	0	6	140	0	0	0	0	0	0	0	261	3	0	864
Total	7	0	5	0	13	575	0	0	0	0	0	0 1	U	201	3	· ·	
O d T-t-l	7	ò	5	0	13	990	0	0	0	0	0	0	0	481	4	0	1500
Grand Total	50.7	0		0	1.3	98.7	0	0	0	0	0	0	0	99.2	0.8	0	
Apprch % Total %	58,3 0.5	0	41.7	0	0.9	66	0	0	0	0	0	0	0	32.1	0.3	0	

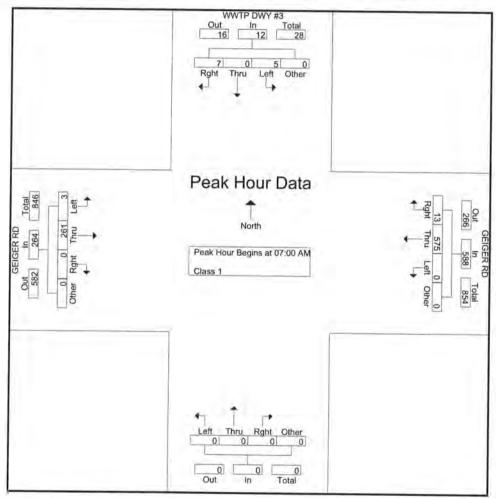
501 Sumner Street, Suite 521 Honolulu, HI 96817-5031

Phone: (808) 533-3646 Fax: (808) 526-1267

File Name: AM\_WWTP Dwy #3 - Geiger Rd Site Code: 00000000

Site Code : 000000000 Start Date : 9/3/2014

		F	om No		1.1			IGER	ast				om So	outh				EIGER			
Start Time					App. Total	Rght	Thru	Left	Other	App. Total	Raht	Thru	Left	Other	App. Total	Rght		Left	Other		No. To
Peak Hour Ar	nalysis	From (	06:45	AM to C	7:45 AN	1 - Pea	k 1 of 1							Outor	- App. Total	rigin	tilla	Leit	Other	App. Total	Int. Tota
Peak Hour fo	Entire	Inters	ection	Begins	at 07:00	MAC															
07:00 AM	0	0	0	0	0	1	118	0	0	119	0	0	0	n	0	0	57	0	0		1
07:15 AM	2	0	1	0	3	2	159	0	0	161	0	0	0	0	0	0	75	0	0	57	176
07:30 AM	1	0	2	0	3	4	158	0	0	162	0	0	0	0	0	0		0	0	75	239
07:45 AM	4	0	2	0	6	6	140	0	0	37.5	0	0	0	0	0	U	73	U	U	73	238
Total Volume	7	0		0			-	U	0	146	0	0	- 0	0	0	0	56	3	0	59	211
Charles and the same and the	1	0	5	0	12	13	575	0	0	588	0	0	0	0	0	0	261	3	0	264	864
% App. Total	58.3	0	41.7	0		2.2	97.8	0	0		0	0	0	0		0	98.9	11	n	201	504
PHF	.438	.000	.625	.000	.500	.542	.904	.000	.000	.907	.000	.000	.000	.000	.000	.000	.870	.250	.000	.880	.904



501 Sumner Street, Suite 521 Honolulu, HI 96817-5031

Phone: (808) 533-3646 Fax: (808) 526-1267

File Name: PM\_Essex Rd - Geiger Rd

Site Code : 00000000 Start Date : 9/3/2014

Groups I	Printed-	Class	1
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		From N	lorth			GEIGE	RRD	S I IIII.GU	- Oldoo	ESSEX From S		_ 1		GEIGE From \			
Chart Time	Rght	Thru	Left	Other	Rght	Thru	Left	Other	Rght	Thru	Left	Other	Rght	Thru	Left	Other	Int. Total
Start Time		mu	Len				2	0	0	0	2	0	2	133	0	0	237
03:30 PM	0	0	0	0	0	98		0	4	0	1	0	8	140	O	0	227
03:45 PM	0	0	0	0	0	72	2	0	4	0	2	0	10	273	0	0	464
Total	0	0	0	0	0	170	4	0	4	0	3	01	10	210	· ·		, ,,,,,
5 / 55 51 l	0		0	0	0	93	3	0	4	0	2	0	2	158	0	0	262
04:00 PM	U	0	0	0	0	89	3	0	3	0	2	0	4	153	0	0	254
04:15 PM	0	0	0	0	0		3	0	9	0	2	0	4	147	0	0	259
04:30 PM	0	0	0	0	0	93	4	0	9	0	2	0	3	166	0	0	246
04:45 PM	0	0	0	0	0	70	-1.	0	3	U	0	0	42	624	0	0	1021
Total	0	0	0	0	0	345	11	0	19	0	9	0	13	024	U	U	1021
45.00.504	•	0	0	0	0	71	4	0	5	0	4	0	4	162	0	0	250
05:00 PM	0	0			0	67	6	0	7	0	3	0	5	136	0	0	224
05:15 PM	0	0	0	0			25	0	35	0	19	0	32	1195	0	0	1959
Grand Total	0	0	0	0	0	653				0		0	2.6	97.4	0	0	9000
Apprch %	0	0	0	0	0	96.3	3.7	0	64.8	0	35.2	0			Ö	0	
Total %	0	0	0	0	0	33.3	1.3	.0	1.8	0	1	0	1.6	61	U	U	

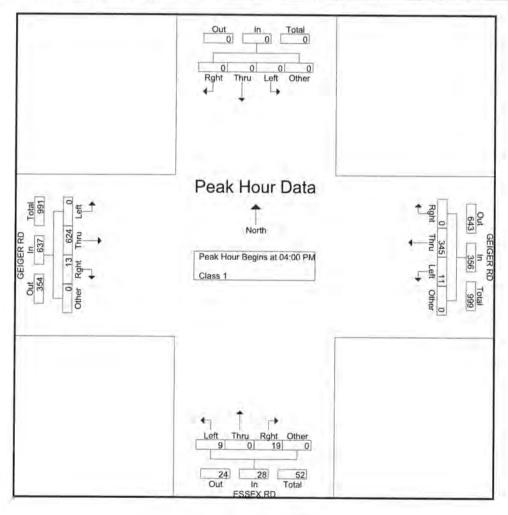
501 Sumner Street, Suite 521 Honolulu, HI 96817-5031

Phone: (808) 533-3646 Fax: (808) 526-1267

File Name: PM\_Essex Rd - Geiger Rd

Site Code : 00000000 Start Date : 9/3/2014

4.4			om No	orth				IGER					SSEX om So	1.0				IGER	1.05		
Start Time	Rght	Thru	Left	Other	App. Total	Rght	Thru	Left	Other	App. Total	Rght	Thru	Left	Other	App. Total	Rght	Thru	Left	Other	App. Total	Int. Total
Peak Hour Ar	nalysis	From (	04:00 F	PM to 0	4:45 PM	1 - Pea	k 1 of 1							-42,010	- \$40. 1044		313134	LOIL	Conce	App. Total	inc rotal
Peak Hour fo	Entire	Inters	ection	Begins	at 04:0	0 PM															
04:00 PM	0	0	0	0	0	0	93	3	0	96	4	0	2	0	6	2	158	0	O.	160	262
04:15 PM	0	0	0	0	0	0	89	3	0	92	3	0	2	0	5	4	153	0	0	157	254
04:30 PM	0	0	0	0	0	0	93	4	0	97	9	0	2	0	11	4	147	0	0	151	259
04:45 PM	0	0	0	0	0	0	70	- 1	0	71	3	0	3	0	6	3	166	0	0	169	246
Total Volume	0	0	0	0	0	0	345	11	0	356	19	0	9	0	28	13	624	0	0	637	1021
% App. Total	0	0	0	0		0	96.9	3.1	0		67.9	0	32.1	0	20	2	98	0	0	037	1021
PHF	.000	.000	.000	.000	.000	.000	.927	.688	.000	.918	.528	.000	.750	.000	.636	.813	.940	.000	.000	.942	.974



501 Sumner Street, Suite 521 Honolulu, HI 96817-5031

Phone: (808) 533-3646 Fax: (808) 526-1267

File Name: PM\_Ft Weaver Rd - Geiger Rd

Site Code : 00000000 Start Date : 9/3/2014

Groups	Printed-	Unshifted
SEIGED F	10	

			EAVER				GEIGEI From I	RRD	eu- Unsi		T WEAV				GEIGE From V			
Start Time	Right	Thru	Left	U-Turns	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Int. Total
03:30 PM	68	399	89	1	0	33	34	2	0	1	266	48	.5	34	30	40	7	1057
03:45 PM	53	314	84	0	- 0	27	33	6	0	3	266	30	20	35	59	52	11	993
Total	121	713	173	1	0	60	67	8	0	4.	532	78	25	69	89	92	18	2050
04:00 PM	37	332	77	0	0	37	53	0	0	4	197	30	14	23	54	59	6	923
04:15 PM	43	345	59	0	0	28	38	1	0	1	222	34	15	44	44	50	1.5	939
04:30 PM	59	399	107	0	0	28	44	5	0	2	200	37	7	47	37	47	4	1023
04:45 PM	68	417	98	0	0	29	47	4	0	3	198	34	11	39	71	42	7	1068
Total	207	1493	341	0	0	122	182	10	- 0	10	817	135	47	153	206	198	32	3953
05:00 PM	53.	356	109	0	Ó	28	41	6	0	1	181	39	14	48	83	53	2	1014
05:15 PM	79	376	83	0	0	27	31	6	0	2	222	25	12	32	43	46	11	995
Grand Total	460	2938	706	1	0	237	321	30	0	17	1752	277	98	302	421	389	63	8012
Appreh %	11.2	71.6	17.2	0	0	40.3	54.6	5.1	0	0.8	81.7	12.9	4.6	25.7	35.8	33.1	5.4	
Total %	5.7	36.7	8.8	0	0	3	4	0.4	0	0.2	21.9	3.5	1.2	3.8	5.3	4.9	0.8	I.

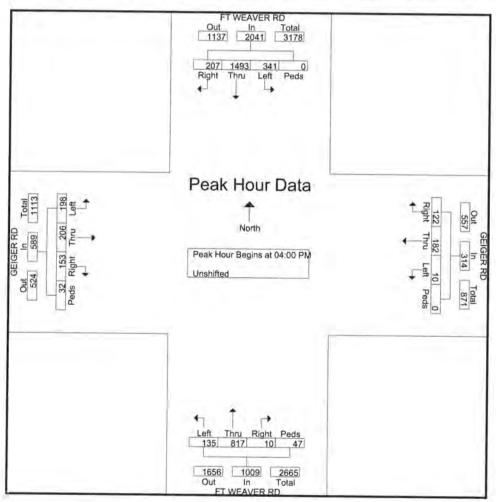
501 Sumner Street, Suite 521 Honolulu, HI 96817-5031

Phone: (808) 533-3646 Fax: (808) 526-1267

File Name: PM\_Ft Weaver Rd - Geiger Rd

Site Code : 00000000 Start Date : 9/3/2014

		F	From	North					EIGER rom E					VEAVI					EIGER rom W			
Start Time	Right	Thru	Left	(). Turns	Peds	App Total	Right	Thru	Left	Peds	App Total	Right	Thru	Left	Peds	App Total	Right	Thru	Left	Peds	App Total	Int. Tota
eak Hour An							of 1															
eak Hour for	Entire	Interse	ction B	legins a	rt 04:00	PM																
04:00 PM	37	332	77	0	0	446	37	53	0	0	90	4	197	30	14	245	23	54	59	6	142	923
04:15 PM	43	345	59	0	0	447	28	38	1	0	67	1	222	34	15	272	44	44	50	15	153	930
04:30 PM	59	399	107	0	0	565	28	44	5	0	77	2	200	37	7	246	47	37	47	4	135	1023
04:45 PM	68	417	98	0	0	583	29	47	4	0	80	3	198	34	11	246	39	71	42	7	159	1068
Total Volume	207	1493	341	0	0	2041	122	182	10	0	314	10	817	135	47	1009	153	206	198	32	589	395
% App. Total	10.1	73.2	16.7				38.9					123		13.4		1.007	123	200	33.6	32	289	395
PHF	.761	.895	.797	.000	.000	.875	.824	.858	.500	.000	.872	.625	.920	.912	.783	.927	.814	.725	.839	.533	.926	.925



501 Sumner Street, Suite 521 Honolulu, HI 96817-5031

Phone: (808) 533-3646 Fax: (808) 526-1267

File Name : PM\_Ft Weaver Rd - Renton Rd

Site Code : 000000000 Start Date : 9/3/2014

Groups Printed- Unsh	ntted
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		-	EAVER om Nor				RENTO	N RD	Timed		FT W	EAVER om Sout				RENTO From \			
Chara Time	Right	Thru	Left	U-Turns	Peds	Right	Thru	Left	Peds	Right	Thru	Left	U-Turns	Peds	Right	Thru	Left	Peds	Int. Total
Start Time	-	704	Dett	A	0	3	-1	2	5	5	453	23	0	2	27	0	78	2	1365
03:30 PM	56		0	7	0	3	Ť	2	1	13	404	36	- 1	6	32	4	111	0	1321
03:45 PM Total	144	1308	8	11	0	6	2	4	6	18	857	59	1	8	59	4	189	2	2686
04:00 PM	83	565	11	9	0	4	7	9	19	21	398	33	1.	14	23	12	99	1	1309
04:00 PM	71	582	10	4	0	-8	10	13	5	18	330	3.1	1	6	24	11	100	0	1224
04:30 PM	68	733	8	11	0	8	8	8	4	10	380	25	0	7	24	7	75	3	1379
04:30 PM	76	748	8	7	- 0	2	3	4	3	5	302	24	0	5	26	6	81	1	1301
Total	298	2628	37	31	0	22	28	34	31	54	1410	113	2	32	97	36	355	5	5213
05:00 PM	57	660	4	8	0	8	3	2	13	14	359	32	0	1	27	5	65	0	1258
05:15 PM	70	674	10	6	0	3	3	2	12	9	320	18	2	9	18	5	79	5	1245
Grand Total	569	5270	59	56	0	39	36	42	62	95	2946	222	5	50	201	50	688	12	10402
Apprch %	9.6	88.5	1	0.9	0	21.8	20.1	23.5	34.6	2.9	88.8	6.7	0.2	1,5	21.1	5.3	72.3	1.3	
Total %	5.5	50.7	0.6	0.5	0	0.4	0.3	0.4	0.6	0.9	28.3	2.1	0	0.5	1.9	0.5	6.6	0.1	

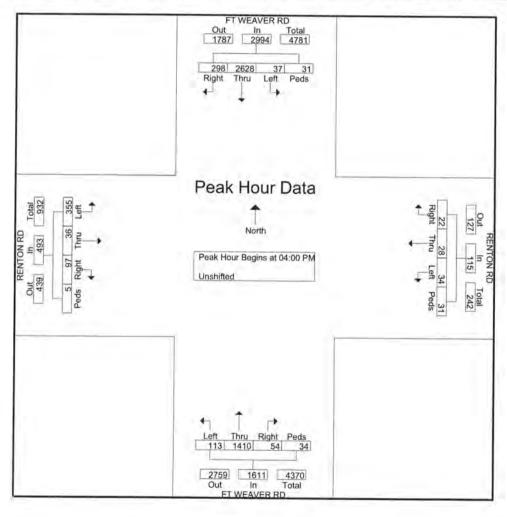
501 Sumner Street, Suite 521 Honolulu, HI 96817-5031

Phone: (808) 533-3646 Fax: (808) 526-1267

File Name: PM\_Ft Weaver Rd - Renton Rd

Site Code : 00000000 Start Date : 9/3/2014

				VER	7.00				NTON rom E				F		VER South					NTON rom W			
Start Time	Right	Thru	Left	U-Yero	Peds	App. Total	Right	Thru	Left	Peds	App Total	Right	Thru	Left	U-Turns	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Tota
Peak Hour A	nalysis	From	04:00 I	M to	04:45 P	M - Pea	k l of l										1995 1000		1 2 10 31	1,1011	- con	- App. Total	T. HILL LOVA
Peak Hour fo	r Entir	Inters	ection	Begins	at 04:	00 PM																	
04:00 PM	83	565	11	9	0	668	4	7	9	19	39	21	398	33	1	14	467	23	12	99	- 6	135	1309
04:15 PM	71	582	10	4	0	667	8	10	13	5	36	18	330	31	1	6	386	24	11	100	0	135	1224
04:30 PM	68	733	8	11	0	820	8	8	8	4	28	10	380	25	0	7	422	24	7	75	3	109	1379
04:45 PM	76	748	8	7	0	839	2	3	4	3	12	5	302	24	0	5	336	26	6	91	1	114	1301
Total Volume	298	2628	37	31	0	2994	22	28	34	31	115	54	1410	113	2	32	1611	97	36	355	5	493	5213
% App. Total	10	87.8	1.2	1	0		19.1	24.3	29.6	27		3.4	87.5	7	0.1	2	1011	19.7	7.3	72	ī	493	3213
PHF	.898	.878	.841	.705	.000	.892	.688	.700	.654	.408	.737	.643	.886	.856	.500	.571	.862	.933	-750	.888	417	.913	.945



501 Sumner Street, Suite 521 Honolulu, HI 96817-5031

Phone: (808) 533-3646 Fax: (808) 526-1267
File Name: PM\_Kapolei Pkwy - Geiger Rd

Site Code : 00000000 Start Date : 9/3/2014

	2200 300	
Grouns	Printed-	Unshifted

			OLEI PK				GEIGE	R RD	cu- Olisi		APOLE From S				GEIGE From			
Start Time	Right	Thru	Left	U-Turns	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Int. Total
03:30 PM	5	125	29	1	2	67	37	46	3	28	127	56	1	77	52	9	2	667
03:45 PM	8	108	24	0	1	60	24	26	7	13	111	42	0	97	64	10	4	599
Total	13	233	53	1	3	127	61	72	10	41	238	98	1	174	116	19	6	1266
04:00 PM	5	115	36	0	4	57	43	24	5	22	90	51	0	101	55	10	3	621
04:00 PM	9	122	38	0	0	59	26	24	4	26	121	57	1	91	45	11	5	639
04:13 PM	5	133	33	1	0	56	40	29	5	20	82	50	0	101	73	14	1	643
04:45 PM	6	122	45	0	2	60	33	44	4	24	76	38	0	102	55	10	2	623
Total	25	492	152	1	6	232	142	121	18	92	369	196	1	395	228	45	11	2526
05:00 PM	10	137	49	0	1	51	25	47	3	14	83	39	3	111	73	10	0	656
05:15 PM	3	137	35	0	Ô	57	26	36	5	22	90	45	4	81	50	10	3	604
Grand Total	51	999	289	2	10	467	254	276	36	169	780	378	9	761	467	84	20	5052
Appreh %	3.8	73.9	21.4	0.1	0.7	45.2	24.6	26.7	3.5	12.6	58.4	28.3	0.7	57.1	35.1	6.3	1.5	
Total %	1	19.8	5.7	0	0.2	9.2	5	5.5	0.7	3.3	15.4	7.5	0.2	15.1	9.2	1.7	0.4	

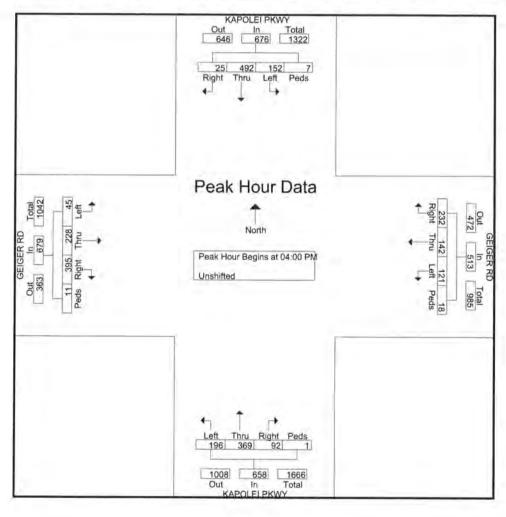
501 Sumner Street, Suite 521 Honolulu, HI 96817-5031

Phone: (808) 533-3646 Fax: (808) 526-1267

File Name: PM\_Kapolei Pkwy - Geiger Rd

Site Code : 00000000 Start Date : 9/3/2014

		K	APOL From	EI PK' North					EIGER rom E					OLEI rom So					EIGER rom W	A. Carrier		
Start Time	Right	Thru	Left	O-Tigne	Peds	App Total	Right	Thru	Left	Peds	App Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App Total	litt. Tota
Peak Hour Ar	alysis	From 0	4:00 PN	A to 04	:45 PM	- Peak	of 1															
Peak Hour for	Entire	Interse	ction B	legins a	t 04:00	PM (																
04:00 PM	.5	115	36	0	4	160	57	43	24	5	129	22	90	51	0	163	101	55	10	3	169	621
04:15 PM	9	122	38	0	0	169	59	26	24	4	113	26	121	57	1	205	91	45	- 11	5	152	639
04:30 PM	5	133	33	1.	0	172	56	40	29	5	130	20	82	50	0	152	101	73	14	1	189	643
04:45 PM	6	122	45	.0	2	175	60	33	44	4	141	24	76	38	0	138	102	55	10	2	169	623
Total Volume	25	492	152	1	6	676	232	142	121	18	513	92	369	196	- 1	658	395	228	45	11	679	2526
% App. Total	3.7	72.8	22.5	0.1	0.9	76.0	45.2	27.7	23.6	3.5		14	56.1	29.8	0.2		58.2	33.6	6.6	1.6	100	
PHF	.694	.925	.844	.250	.375	.966	.967	.826	.688	.900	.910	.885	.762	.860	.250	.802	.968	.781	.804	.550	.898	.982



501 Sumner Street, Suite 521 Honolulu, HI 96817-5031

Phone: (808) 533-3646 Fax: (808) 526-1267

File Name: PM\_Kualakai Pkwy - Kapolei Pkwy

Site Code : 00000000 Start Date : 9/3/2014

Groums	Printed-	Unshifted
CHOUDS	I IIIIICu-	Cushinted

	K	UALAKA From N		Y	F	CAPOLE From	4 4 65 11 19		K	UALAKA From S		Y	k	From \		-	
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Int. Total
03:30 PM	69	0	83	0	51	91	0	0	0	0	0	0	0	114	59	0	467
03:45 PM	91	0	67	0	70	104	0	0	0	0	0	0	.0	101	63	- 0	496
Total	160	0	150	0	121	195	0	0	0	0	0	0	0	215	122	0	963
04:00 PM	92	0	83	0	70	93	0	1	0	0	0	0	0	102	55	4	500
04:15 PM	67	0	108	1	58	84	0	1	0	0	0	0	0	86	38	0	443
04:30 PM	90	0	92	0	64	89	0	0	0	0	0	0	0	114	68	0	517
04:45 PM	85	0	94	0	61	90	0	2	0	0	0	- 0	0	140	57	0	529
Total	334	0	377	1	253	356	0	4	0	0	0	0	0	442	218	4	1989
05:00 PM	81	0	106	3	49	83	0	2	0	0	0	0	0	128	54	0	506
05:15 PM	83	0	105	1	56	64	0	0	0	0	0	0	0	77	41	0	427
Grand Total	658	0	738	5	479	698	0	6	0	0	0	0	0	862	435	4	3885
Appreh %	47	0	52.7	0.4	40.5	59	0	0.5	0	0	0	0	0	66.3	33.4	0.3	
Total %	16.9	0	19	0.1	12.3	18	0	0.2	0	0	0	0	0	22.2	11.2	0.1	

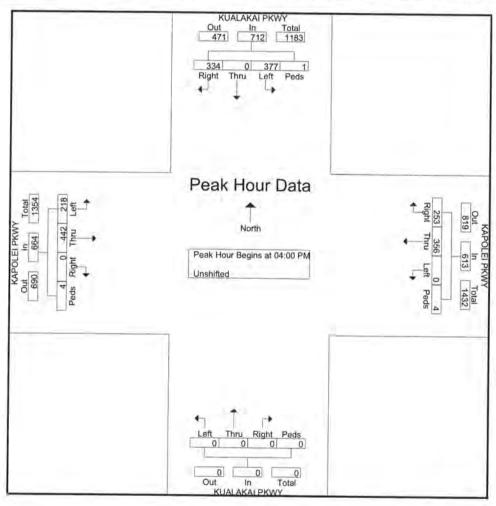
501 Sumner Street, Suite 521 Honolulu, HI 96817-5031

Phone: (808) 533-3646 Fax: (808) 526-1267

File Name: PM\_Kualakai Pkwy - Kapolei Pkwy

Site Code : 00000000 Start Date : 9/3/2014

		Fr	om No		Y			OLEI I	PKWY ist				LAKA om So	PKW uth	Y			OLEI I			
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	And Secure	Int. Tota
Peak Hour An	alysis F	rom 04:	00 PM	to 04:4	5 PM - P	eak 1 o	f1					2.110,00	35071		vepp. rout	reight	- tinu	Leit	1 cus	App. Total	Int. 10ta
Peak Hour for	Entire 1	ntersec	tion Be	gins at	04:00 PM	1															
04:00 PM	92	.0	83	0	175	70	93	0	1	164	0	0	0	- 0	0	0	102	55	4	161	I som
04:15 PM	67	0	108	1	176	58	84	0	1	143	0	0	0	0	0	0	86	38	0	124	500
04:30 PM	90	0	92	0	182	64	89	0	0	153	0	0	0	0	0	0	114	68	0	182	443
04:45 PM	85	- 0	94	0	179	61	90	-0	2	153	0	0	o.	0	a	0	140	57	0	197	517
Total Volume	334	0	377	1	712	253	356	0	4	613	0	0	0	0	0	0	442	218	4	4.71	529
% App. Total	46.9	0	52.9	0.1		41.3	58.1	0	0.7	415	0	D.	0	0	u	0	66.6	32.8	0.6	664	1989
PHF	.908	.000	.873	.250	.978	.904	.957	.000	.500	.934	.000	.000	.000	.000	.000	.000	.789	.801	.250	.843	.940



# Austin Tsutsumi & Associates 501 Sumner Street, Suite 521 Honolulu, HI 96817-5031

Phone; (808) 533-3646 Fax: (808) 526-1267

File Name: PM\_Phillipine Sea - Renton Rd

Site Code : 00000000 Start Date : 9/3/2014

Page No :1

Groups Printed- Class 1

	P	HILLIPIN From N		V		RENTO	NRD	S I IIIIeu		HILLIPIT From S		V		From \			
Start Time	Rght	Thru	Left	Other	Rght	Thru	Left	Other	Rght	Thru	Left	Other	Rght	Thru	Left	Other	Int. Total
				0	0	2	31	0	35	0	1	0	1	2	0	0	72
03:30 PM	0	0	0	-		0	30	0	50	0	1	0	0	- 1	0	0	82
03:45 PM	0	0	0	0	0	0		0	85	0	2	0	1	3	0	0	154
Total	0	0	0	0	0	2	61	0	00	U	2	U				7	97
04:00 PM	0	0	0	0	0	2	29	0	53	0	1	0	0	1	0	0	86
200,000,000,000,000	0	0	0	0	0	0	40	0	44	0	0	0	0	0	0	0	84
04:15 PM	U	0	0	0	0	0	42	0	47	0	3	0	3	1	0	0	96
04:30 PM	0	0	0	0	0	0		0	49	0	2	0	0	0	0	0	75
04:45 PM	0	0	0	0	0	0	24			0		0	3	2	0	0	341
Total	0	0	0	0	0	2	135	0	193	0	6	U	3	2	, O	Ų	011
55 55 514	0	0	0	0	0	0	24	0	47	0	0	0	0	2	0	0	73
05:00 PM	Ü	U	0		0	4	34	0	48	n	0	0	2	0	0	0	85
05:15 PM	0	U	0	0	U	-		-	373	0	8	0	6	7	0	0	653
Grand Total	0	0	0	0	0	5	254	0		0	24	0	46.2	53.8	0	0	
Apprch %	0	0	0	0	0	1.9	98.1	0	97.9	0	2.1	102.0			0	0	
Total %	0	0	0	0	0	0.8	38.9	0	57.1	0	1.2	0	0,9	1.1	u	U	

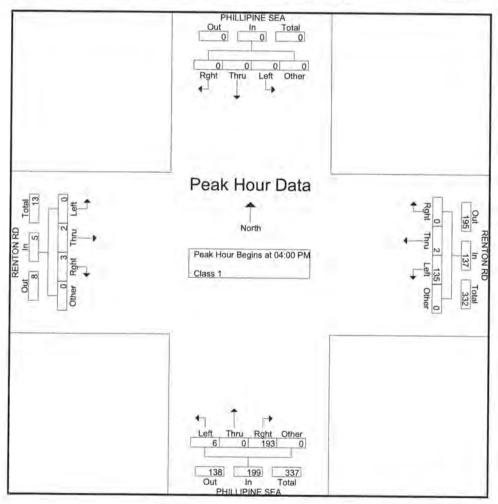
#### Austin Tsutsumi &

501 Sumner Street, Suite 521 Honolulu, HI 96817-5031

Phone: (808) 533-3646 Fax: (808) 526-1267
File Name: PM\_Phillipine Sea - Renton Rd

Site Code : 00000000 Start Date : 9/3/2014

		Fr	om No					NTON rom E					LIPIN om Sc	E SEA				NTON rom W	100		
Start Time	Rght	Thru	Left	Other	App. Total	Rght	Thru	Left	Other	App. Total	Raht	Thru	Left	Other	App. Total	Rght	Thru	Left	Other	App. Total	Int. Total
Peak Hour Ar	nalysis	From (	04:00 F	PM to C	4:45 PM	1 - Pea	Peak 1 of 1								repp. rousi	119111	Triba	Loit	Outer	App. rotal	Int. Tota
Peak Hour for	r Entire	Inters	ection	Begins	at 04:0	0 PM															
04:00 PM	0	0	0	0	0	0	2	29	0	31	53	0	1	0	54	0	4	0	0	4	or
04:15 PM	0	0	0	0	0	0	0	40	0	40	44	0	Ó	0	44	0	n	0	0	0	86
04:30 PM	0	0	0	0	0	0	0	42	0	42	47	0	3	0	50	3	1	0	0	U	84
04:45 PM	0	0	0	0	0	0	0	24	0	24	49	Ô	2	0	51	0	0	0	0	4	96
Total Volume	0	0	0	0	0	0	2	135	0	137	193	0	6	0	199	3	2	0	0	U	75
% App. Total	0	0	0	0		0	1.5	98.5	0	,,,,	97	0	3	0	199	60	40	0	0	5	341
PHF	.000	.000	.000	.000	.000	.000	.250	.804	.000	.815	.910	.000	.500	.000	.921	.250	.500	.000	.000	.313	.888



# Austin Tsutsumi & Associates 501 Sumner Street, Suite 521 Honolulu, HI 96817-5031

Phone; (808) 533-3646 Fax: (808) 526-1267

File Name: PM\_Phillipine Sea - Roosevelt Ave

Site Code : 00000000 Start Date : 9/3/2014

Page No :1

Groups Printed- Class 1

	P	HILLIPIN From N			R	OOSEVE	LT AV	E		HILLIPIN From S			R	From \			
Start Time	Rght	Thru	Left	Other	Rght	Thru	Left	Other	Rght	Thru	Left	Other	Rght	Thru	Left	Other	Int. Total
03:30 PM	27	1	8	0	3	91	0	0	0	0	0	0	.0	134	36	0	300
03:45 PM	25	Ó	4	0	3	75	0	0	0	0	0	0	1	143	49	0	300
Total	52	1	12	0	6	166	0	0	0	0	0	0	1	277	85	0	600
04:00 PM	25	0	0	0	3	85	0	0	0	0	0	0	0	137	44	0	294
04:15 PM	37	0	5	0	6	86	0	0	0	0	.0	0	0	149	43	0	326
04:30 PM	38	0	5	0	5	91	0	.0	0	0	0	0	0	136	41	0	316
04:45 PM	23	o.	4	0	3	69	0	0	0	0	0	0	0	161	44	0	304
Total	123	0	14	0	17	331	.0	0	0	0	0	0	0	583	172	0	1240
05:00 PM	17	0	4	0	5	69	0	0	0	0	0	0	0	161	44	0	300
05:15 PM	33	0	5	0	2	72	0	0	0	0	0	0	0	132	45	0	289
Grand Total	225	1	35	0	30	638	0	0	0	0	0	0	1	1153	346	0	2429
Apprch %	86.2	0.4	13.4	0	4.5	95.5	0	0	0	0	0	0	0.1	76.9	23.1	0	
Total %	9.3	0.4	1.4	0	1.2	26.3	0	0	0	0	0	0	0	47.5	14.2	0	

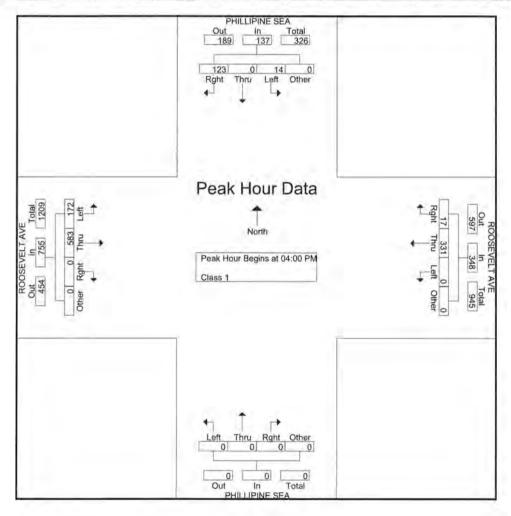
501 Sumner Street, Suite 521 Honolulu, HI 96817-5031

Phone: (808) 533-3646 Fax: (808) 526-1267

File Name: PM\_Phillipine Sea - Roosevelt Ave

Site Code : 00000000 Start Date : 9/3/2014

			LIPIN om No	E SEA orth				SEVEL rom E	T AVE	3			LIPIN om So	E SEA				SEVEL rom W	T AVE	Ē	
Start Time	Rght	Thru	Left	Other	App. Total	Rght	Thru	Left	Other	App. Total	Rght	Thru	Left	Other	App. Total	Rght	Thru	Left	Other	App. Total	Int. Total
Peak Hour Ar	nalysis	From (	04:00 F	PM to C	4:45 PM	1 - Pea	k 1 of 1	100										7.7			
Peak Hour fo	Entire	Inters	ection	Begins	at 04:0	0 PM															
04:00 PM	25	0	0	0	25	3	85	0	0	88	0	0	0	0	0	0	137	44	0	181	294
04:15 PM	37	0	5	0	42	6	86	0	0	92	0	0	0	0	0	0	149	43	0	192	326
04:30 PM	38	0	5	0	43	5	91	0	0	96	0	0	0	0	0	0	136	41	0	177	316
04:45 PM	23	0	4	0	27	3	69	0	0	72	0	0	0	0	0	0	161	44	0	205	304
Total Volume	123	0	14	0	137	17	331	0	0	348	0	0	0	0	0	0	583	172	0	755	1240
% App. Total	89.8	0	10.2	0		4.9	95.1	0	0		0	0	0	0		0	77.2	22.8	0	1.11	177.0
PHF	.809	.000	.700	.000	.797	.708	.909	.000	.000	.906	.000	.000	.000	.000	.000	.000	.905	.977	.000	.921	.951



501 Sumner Street, Suite 521 Honolulu, HI 96817-5031

Phone: (808) 533-3646 Fax: (808) 526-1267

File Name: PM\_Renton Rd - Kapolei Pkwy Site Code: 00000000

Start Date : 9/3/2014

		RENTO From N			K	APOLEI From I				RENTO From S					OLEI Pk om Wes			
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	U-Turns	Peds	Int. Total
03:30 PM	35	16	43	1	41	121	4	0	10	19	11	1	12	141	34	0	0	489
03:45 PM	36	15	41	0	44	108	2	.0	11	28	12	0	13	126	38	0	- 0	474
Total	71	31	84	1	85	229	6	0	21	47	23	1	25	267	72	0	0	963
04:00 PM	51	16	45	3	25	101	12	0	12	30	18	0	8	125	47	0	0	493
04:15 PM	36	20	37	2	28	98	9	0	13	22	14	0	13	136	38	0	0	466
04:30 PM	46	16	39	0	22	97	6	0	12	28	9	0	14	153	48	0	0	490
04:45 PM	33	10	37	5	35	86	5	1	19	19	16	4	13	171	51	1	0	506
Total	166	62	158	10	110	382	32	1	56	99	57	4	48	585	184	1	0	1955
05:00 PM	37	15	35	1	22	87	4	1	11	24	11	0	12	187	33	0	0	480
05:15 PM	41	24	36	1	30	91	9	0	10	35	10	0	12	136	29	1	0	465
Grand Total	315	132	313	13	247	789	51	2	98	205	101	5	97	1175	318	2	0	3863
Apprch %	40.8	17.1	40.5	1.7	22.7	72.5	4.7	0.2	24	50.1	24.7	1.2	6.1	73.8	20	0.1	0	
Total %	8.2	3.4	8.1	0.3	6.4	20.4	1.3	0.1	2.5	5,3	2.6	0.1	2.5	30.4	8.2	0.1	0	

#### Austin Tsutsumi & A

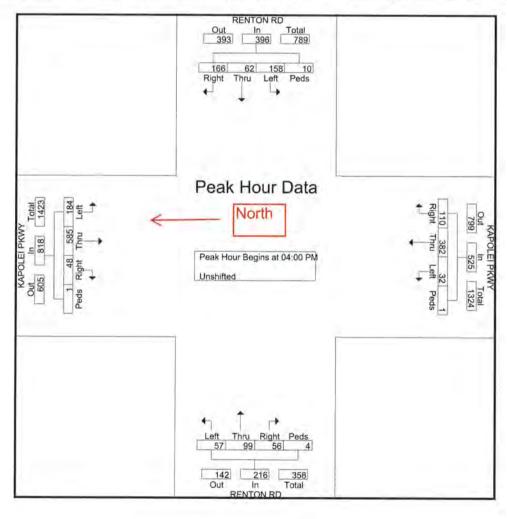
501 Sumner Street, Suite 521 Honolulu, HI 96817-5031

Phone: (808) 533-3646 Fax: (808) 526-1267

File Name: PM\_Renton Rd - Kapolei Pkwy Site Code: 00000000

Start Date : 9/3/2014

			NTON rom No					OLEI rom Ea					ENTON rom So				К		EI PK	WY		
Start Time	Right	Thru	Left	Peds	App Total	Right	Thru	Left	Peds	App Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	U-Tums	Peds	App Total	Int. Tota
eak Hour Ar	nalysis	From 0	4:00 PM	VI to 04	:45 PM -	Peak 1	of 1			,												
eak Hour for	Entire	Interse	ection E	legins a	t 04:00 I	PM																
04:00 PM	51	16	45	3	115	25	101	12	0	138	12	30	18	0	60	8	125	47	0	0	180	493
04:15 PM	36	20	37	2	95	28	98	9	0	135	13	22	14	0	49	13	136	38	0	0	187	466
04:30 PM	46	16	39	0	101	22	97	6	0	125	12	28	9	0	49	14	153	48	0	0	215	490
04:45 PM	33	10	37	5	85	35	86	5	1	127	19	19	16	4	58	13	171	51	1	0	236	506
Total Volume	166	62	158	10	396	110	382	32	1	525	56	99	57	4	216	48	585	184	1	0	818	1955
% App. Total	41.9	15.7	39.9	2.5		21	72.8	6.1	0.2		25.9	45.8	26.4	1.9		5.9	71.5	22.5	0.1	0		1223
PHF	.814	.775	.878	.500	.861	.786	.946	.667	.250	.951	.737	.825	.792	.250	.900	.857	.855	.902	.250	.000	.867	.966



501 Sumner Street, Suite 521 Honolulu, HI 96817-5031

Phone: (808) 533-3646 Fax: (808) 526-1267

File Name: PM\_WWTP Dwy #1 - Geiger Rd Site Code: 00000000

Start Date : 9/3/2014

Page No :1

Groups Printed- Class 1

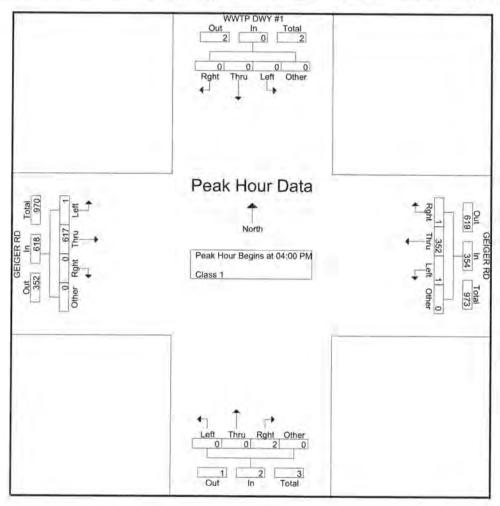
	1	WWTP D				GEIGE	R RD	s rime		From S	South			GEIGE From			
Start Time	Rght	Thru	Left	Other	Rght	Thru	Left	Other	Rght	Thru	Left	Other	Rght	Thru	Left	Other	Int. Tota
03:30 PM	0	0	0	0	0	101	3	0	3	0	1	0	1	129	0	0	238
03:45 PM	1	0	0	0	0	96	5	0	5	0	0	0	0	137	0	0	244
Total	1	0	0	0	0	197	8	0	8	0	1	0	1	266	0	0	482
04:00 PM	0	0	0	0	0	71	1	0	2	0	0	0	0	138	0	0	212
04:15 PM	0	0	0	0	0	95	0	0	0	0	0	0	0	165	0	0	260
04:30 PM	0	0	0	0	0	93	0	0	0	0	0	0	0	156	0	0	249
04:45 PM	0	0	0	0	1	93	0	0	0	0	0	0	0	158	1	0	253
Total	0	0	0	0	1	352	1	0	2	0	0	0	0	617	1	0	974
05:00 PM	2	0	0	0	1	69	0	0	0	0	0	0	0	169	0	0	241
05:15 PM	1	0	0	0	0	75	0	0	.1	0	0	0	0	167	0	0	244
Grand Total	4	0	0	0	2	693	9	0	- 11	0	1	0	1	1219	1	0	194
Apprch %	100	0	0	0	0.3	98.4	1.3	0	91.7	0	8.3	0	0.1	99.8	0.1	0	
Total %	0.2	0	0	0	0.1	35.7	0.5	0	0.6	0	0.1	0	0.1	62.8	0.1	0	1

501 Sumner Street, Suite 521 Honolulu, HI 96817-5031

Phone: (808) 533-3646 Fax: (808) 526-1267
File Name: PM\_WWTP Dwy #1 - Geiger Rd

Site Code : 00000000 Start Date : 9/3/2014

		Fr	TP DV	orth			F	IGER rom E	ast				om So	outh				EIGER	1000		
Start Time	Rght	Thru	Left	Other	App. Total	Rght	eak 1 of 1						Left	Other	App. Total	Raht	Thru	Left	Other	App. Total	Int. Tota
Peak Hour Ar																1.121.12	210 - 1		0 0.01	ripp. Total	mit. Tota
Peak Hour fo	r Entire	Inters	ection	Begins	at 04:0	0 PM															
04:00 PM	0	0	0	0	0	0	71	1	0	72	2	0	0	0	2	0	138	0	0	138	212
04:15 PM	0	0	0	0	0	0	95	0	0	95	0	0	0	0	0	0	165	0	0	165	260
04:30 PM	0	0	0	0	0	0	93	0	0	93	0	0	0	o o	0	0	156	0	0	156	249
04:45 PM	0	0	0	0	0	1	93	0	0	94	0	o	0	0	ő	0	158	1	0	159	253
Total Volume	0	0	0	0	0	1	352	1	0	354	2	0	0	0	2	0	617	1	0	618	974
% App. Total	0	0	0	0		0.3	99.4	0.3	0	30,1	100	0	0	0	7 7	0	99.8	0.2	0	310	314
PHF	.000	.000	.000	.000	.000	.250	.926	.250	.000	.932	.250	.000	.000	.000	.250	.000	.935	.250	.000	.936	.937



# Austin Tsutsumi & Associates 501 Sumner Street, Suite 521 Honolulu, HI 96817-5031

Phone: (808) 533-3646 Fax: (808) 526-1267

File Name: PM\_WWTP Dwy #2 - Geiger Rd

Site Code : 00000000 Start Date : 9/3/2014

	V	VWTP D				GEIGE	RRD	s Printed		From S	South			GEIGE From			
Start Time	Rght	Thru	Left	Other	Rght	Thru	Left	Other	Rght	Thru	Left	Other	Rght	Thru	Left	Other	Int. Total
03:30 PM	0	0	6	0	0	94	0	0	0	0	0	0	0	132	0	0	232
03:45 PM	1	0	0	0	0	75	0	0	0	0	0	0	0	139	2	0	217
Total	1	0	6	0	0	169	0	0	0	0	0	0	0	271	2	0	449
04:00 PM	0	0	6	0	1	96	0	0	0	0	0	0	0	161	0	0	264
04:15 PM	1	0	2	0	1	94	0	0	0	0	0	0	0	157	0	0	255
04:30 PM	1	Õ	2	0	0	91	0	0	0	0	0	0	0	158	0	0	252
04:45 PM	0	0	0	0	0	73	0	0	0	0	0	0	0	168	0	0	241
Total	2	0	10	0	2	354	0	0	0	0	0	0	0	644	0	0	1012
05:00 PM	0	0	2	0	0	78	0	0	0	0	0	0	0	170	1	0	251
05:15 PM	2	Õ	0	0	0	71	0	0	0	0	0	0	0	145	1	0	219
Grand Total	5	0	18	0	2	672	0	.0	0	0	0	0	0	1230	4	0	1931
Apprch %	21.7	ō	78.3	0	0.3	99.7	0	0	0	0	0	0	0	99.7	0.3	0	
Total %	0,3	0	0.9	0	0.1	34.8	0	0	0	0	.0	0	0	63.7	0.2	0	1

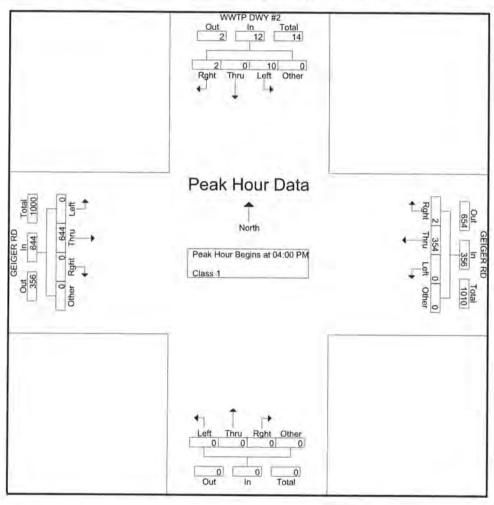
501 Sumner Street, Suite 521 Honolulu, HI 96817-5031

Phone: (808) 533-3646 Fax: (808) 526-1267

File Name: PM\_WWTP Dwy #2 - Geiger Rd

Site Code : 00000000 Start Date : 9/3/2014

		F	om No	7			F	IGER				Fr	om So	outh				EIGER			
Start Time	Rght	Thru	Left	Other	App. Total	Rght	Thru	Left	Other	App: Total	Rght	Thru	Left	Other	App. Total	Rght	Thru	Left	Other	App: Total	Int. Tota
Peak Hour Ar	nalysis	From (	04:00 F	M to 0	4:45 PM	1 - Pea	k 1 of 1												40101	- Ppp. Foths	Total
Peak Hour fo	r Entire	Inters	ection	Begins	at 04:0	0 PM															
04:00 PM	0	0	6	0	6	1	96	0	0	97	0	0	0	0	0	0	161	0	n	161	264
04:15 PM	1	0	2	0	3	1	94	0	0	95	0	0	0	0	0	0	157	0	0	157	255
04:30 PM	1	0	2	0	3	0	91	0	0	91	0	0	0	Ô	0	0	158	0	0	158	252
04:45 PM	0	0	0	0	0	0	73	0	0	73	0	0	0	0	0	0	168	0	0	168	241
Total Volume	2	0	10	0	12	2	354	0	0	356	0	0	0	0	0	0	644	0	0	644	1012
% App. Total	16.7	0	83.3	0		0.6	99.4	0	0		0	0	0	0		0	100	0	0	044	10.12
PHF	.500	.000	.417	.000	.500	.500	.922	.000	.000	.918	.000	.000	.000	.000	.000	.000	.958	.000	.000	.958	.958



501 Sumner Street, Suite 521 Honolulu, HI 96817-5031

Phone: (808) 533-3646 Fax: (808) 526-1267

File Name: PM\_WWTP Dwy #3 - Geiger Rd

Site Code : 00000000 Start Date : 9/3/2014

Page No :1

Groups Printed- Class 1

	1	WTP D				GEIGE	RRD	S T TINCO		From S	South			GEIGE From \			
Start Time	Rght	Thru	Left	Other	Rght	Thru	Left	Other	Rght	Thru	Left	Other	Rght	Thru	Left	Other	Int. Total
03:30 PM	7	0	10	0	4	93	0	0	0	0	0	0	0	125	7	0	246
03:45 PM	6	0	- 1	0	5	70	0	0	0	0	0	0	0	137	3	0	222
Total	13	0	11	0	9	163	0	0	0	0	0	0	0	262	10	0	468
04:00 PM	3	0	3	0	5	91	0	0	0	0	0	0	0	159	1	0	262
04:15 PM	2	0	4	0	4	87	0	0	0	0	0	0	0	151	2	0	250
04:30 PM	5	0	6	0	5	89	0	0	0	0	0	0	0	154	4	0	263
04:45 PM	2	0	6	0	5	69	0	0	0	0	0	0	0	164	3	0	249
Total	12	0	19	0	19	336	0	0	0	0	0	0	0	628	1,0	0	1024
05:00 PM	4	0	3	0	4	71	0	0	0	0	0	0	0	168	1	0	251
05:15 PM	1	0	3	0	4	71	0	0	0	0	0	0	0	143	3	0	225
Grand Total	30	0	36	0	36	641	0	0	0	0	0	0	0	1201	24	0	1968
Apprch %	45.5	0	54.5	0	5.3	94.7	0	0	0	0	0	0	0	98	2	0	
Total %	1.5	0	1.8	0	1.8	32.6	0	0	0	0	0	0	0	61	1.2	0	

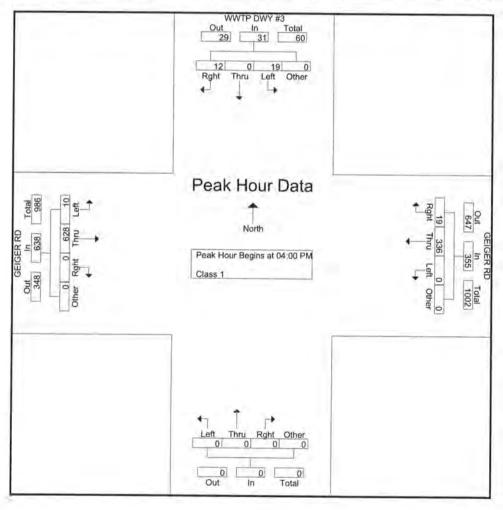
501 Sumner Street, Suite 521 Honolulu, HI 96817-5031

Phone: (808) 533-3646 Fax: (808) 526-1267

File Name: PM\_WWTP Dwy #3 - Geiger Rd Site Code: 00000000

Site Code : 00000000 Start Date : 9/3/2014

		400	TP DV	VY #3 orth				IGER				Fr	om So	outh				EIGER			
Start Time			Left	Other	App. Total	Rght	Thru	Left	Other	App. Total	Rght	Thru	Left	Other	App. Total	Rght		Left	Other	App. Total	Int. Tota
Peak Hour Ar	nalysis	From (	04:00 F	PM to C	4:45 PM	1 - Pea	k 1 of 1										11110	2011	Cator	Phys. 3 dds	THE TOO
Peak Hour fo																					
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04:30 PM	5	0	6	0	11	5	89	0	0	94	0	0	0	0	0	0	154	1	0	158	263
04:45 PM	2	0	6	0	8	5	69	0	- 0	74	0	0	0	Ď.	0	0	164	3	0	167	249
Total Volume	12	0	19	0	31	19	336	0	0	355	0	0	0	0	0	0	628	10	0	638	1024
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PHF	.600	.000	.792	.000	.705	.950	.923	.000	.000	.924	.000	.000	.000	.000	.000	.000	.957	.625	.000	.955	.973



#### **APPENDIX B**

Level of Service Criteria

#### APPENDIX B - LEVEL OF SERVICE (LOS) CRITERIA

#### VEHICULAR LEVEL OF SERVICE FOR SIGNALIZED INTERSECTIONS (HCM 2010)

Level of service for vehicles at signalized intersections is directly related to delay values and is assigned on that basis. Level of Service is a measure of the acceptability of delay values to motorists at a given intersection. The criteria are given in the table below.

Level-of Service Criteria for Signalized Intersections

John Assett	Control Delay per
Level of Service	Vehicle (sec./veh.)
Α	< 10.0
В	>10.0 and ≤ 20.0
C	>20.0 and ≤ 35.0
D	>35.0 and ≤ 55.0
E	>55.0 and ≤ 80.0
F	> 80.0

Delay is a complex measure, and is dependent on a number of variables, including the quality of progression, the cycle length, the green ratio, and the v/c ratio for the lane group or approach in question.

## VEHICULAR LEVEL OF SERVICE CRITERIA FOR UNSIGNALIZED INTERSECTIONS (HCM 2010)

The level of service criteria for vehicles at unsignalized intersections is defined as the average control delay, in seconds per vehicle.

LOS delay threshold values are lower for two-way stop-controlled (TWSC) and all-way stop-controlled (AWSC) intersections than those of signalized intersections. This is because more vehicles pass through signalized intersections, and therefore, drivers expect and tolerate greater delays. While the criteria for level of service for TWSC and AWSC intersections are the same, procedures to calculate the average total delay may differ.

Level of Service Criteria for Two-Way Stop-Controlled Intersections

Level of	Average Central Delay
	Average Control Delay
Service	(sec/veh)
Α	≤ 10
В	>10 and ≤15
C	>15 and ≤25
D	>25 and ≤35
E	>35 and ≤50
F	> 50

#### **APPENDIX C**

Full Level of Service Table

Title CT: Existing, Base Year 2021 (no mil, Frauer Year 2021 (no mil, Base Year 2020 (no mil, Base Year 2020 (with mil) evidence to mil evidence to the mil evidence Summary.

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No Mit)		HCM Delay	25.7 20.7 20.7 20.7 20.7 20.7 20.7 20.7 20	31.5 31.0 56.0 57.6 27.7 27.7 24.3 34.3 34.3 34.3 34.3 34.3 34.3 34.3	7.5	9.2 0.0 0.0 41.9	9.6	80000	0.0	8.4	77.6 56.2 56.2 35.4 35.4 41.7 70.9
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Table C1; Exaling, Base Year 2021 (no mil, Fultre Year 2021 (no mil), Base Year 2020 (no mil), Base Year 2030 (with mil) end Faure Year 2030 (no mil) interaction Levis of Service Summary (continued)

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14	14	1	1		0.81	4	_	70	124.9	-		-	0.74	125	-		-	74						128	_		99.0	57.0					_	27.8	_	0	37.7	190	Q
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	86 0.01 A 10.0 a.1 B 5.8 U.0	8.6   0.01   A   10.0   B.11   B   8.8   0.0   A	88 000 A 100 B 110 B 100 A 100			0		,	1		į.		0	23	-		-	_	-			20.00							3	-		-1		9.4	÷	4	10.6	0.19	m

#### **APPENDIX D**

Level of Service Calculations

	1	$\rightarrow$	-	*	1	1		
Movement	EBL	EBT	WBT	WBR	SBL	SBR		
Lane Configurations	ሻሻ	<b>^</b> ^	ተተተ	77	44	77		
Volume (veh/h)	333	364	604	360	170	208		THE WO
Number	5	2	6	16	7	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	362	396	657	391	185	226		
Adj No. of Lanes	2	3	3	2	2	2		
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	550	3242	1842	1376	453	812		
Arrive On Green	0.16	0.64	0.36	0.36	0.13	0.13		
Sat Flow, veh/h	3442	5253	5253	2787	3442	2787		
Grp Volume(v), veh/h	362	396	657	391	185	226		
Grp Sat Flow(s), veh/h/ln	1721	1695	1695	1393	1721	1393		
Q Serve(g_s), s	5.1	1.6	4.9	4.3	2.6	3.3		
Cycle Q Clear(g_c), s	5.1	1.6	4.9	4.3	2.6	3.3		
Prop In Lane	1.00			1.00	1.00	1.00		
Lane Grp Cap(c), veh/h	550	3242	1842	1376	453	812		
V/C Ratio(X)	0.66	0.12	0.36	0.28	0.41	0.28		
Avail Cap(c_a), veh/h	1788	7925	4696	2940	2781	2697		
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	20.5	3.7	12.1	7.7	20.7	14.2		
Incr Delay (d2), s/veh	1.3	0.0	0.1	0.1	0.6	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	2.5	0.7	2.3	2.1	1.2	2.8		
LnGrp Delay(d),s/veh	21.8	3.7	12.3	7.9	21.3	14.4		
LnGrp LOS	C	Α	В	Α	C	В		
Approach Vol, veh/h		758	1048		411			
Approach Delay, s/veh	TO THE	12.4	10.6		17.5		77	
Approach LOS		В	В		В			
Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	•	4	5	6		
Phs Duration (G+Y+Rc), s		39.1	1 11.15	12.8	14.3	24.8		III III S
Change Period (Y+Rc), s	1 113	6.0		6.0	6.0	6.0		
Max Green Setting (Gmax), s	1000	81.0		42.0	27.0	48.0		
Max Q Clear Time (g_c+l1), s	4- 6	3.6		5.3	7.1	6.9		and point
Green Ext Time (p_c), s		12.8		1.6	1.2	11.9	E WELL	1111
Intersection Summary	V To	K-Car			15.70	No production		
HCM 2010 Ctrl Delay	= AN	Ebay	12.5					L SY
HCM 2010 LOS			В					
Notes		1000	TOTAL					

	۶	-	*	1	-	4	1	1	-	1	1	1
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	7	4		7	<b>↑</b>	7	7	ተተኈ		7	<b>^^</b>	
Volume (veh/h)	24	61	16	288	108	290	43	705	350	213	289	42
Number	3	8	18	7	4	14	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	1900	1863	1863	1863	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	26	66	12	313	117	82	47	766	300	232	314	32
Adj No. of Lanes	1	1	0	1	1	1	1	3	0	1	3	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	376	460	84	431	559	475	61	1267	492	274	2216	222
Arrive On Green	0.30	0.30	0.30	0.30	0.30	0.30	0.03	0.35	0.35	0.15	0.47	0.47
Sat Flow, veh/h	1179	1535	279	1316	1863	1583	1774	3606	1400	1774	4700	470
Grp Volume(v), veh/h	26	0	78	313	117	82	47	720	346	232	225	121
Grp Sat Flow(s), veh/h/ln	1179	0	1814	1316	1863	1583	1774	1695	1616	1774	1695	1780
Q Serve(g_s), s	1.6	0.0	2.9	21.2	4.3	3.5	2.4	16.2	16.4	11.8	3.5	3.6
Cycle Q Clear(g_c), s	5.9	0.0	2.9	24.1	4.3	3.5	2.4	16.2	16.4	11.8	3.5	3.6
Prop In Lane	1.00		0.15	1.00		1.00	1.00		0.87	1.00		0.26
Lane Grp Cap(c), veh/h	376	0	544	431	559	475	61	1191	568	274	1599	839
V/C Ratio(X)	0.07	0.00	0.14	0.73	0.21	0.17	0.77	0.60	0.61	0.85	0.14	0.14
Avail Cap(c_a), veh/h	455	0	665	519	683	581	555	2889	1377	555	2889	1516
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	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	26.4	0.0	23.7	32.5	24.2	24.0	44.4	24.8	24.8	38.1	13.9	13.9
Incr Delay (d2), s/veh	0.1	0.0	0.1	4.1	0.2	0.2	18.5	0.5	1.1	7.1	0.0	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	0.5	0.0	1.5	8.1	2.3	1.6	1.5	7.7	7.5	6.3	1.6	1.8
LnGrp Delay(d),s/veh	26.5	0.0	23.9	36.6	24.4	24.1	62.9	25.3	25.9	45.2	13.9	14.0
LnGrp LOS	C		C	D	C	C	E	C	C	D	В	В
Approach Vol, veh/h		104			512			1113			578	
Approach Delay, s/veh		24.5		-	31.8			27.0		- 4	26.5	
Approach LOS		С			С			С			С	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	20.3	38.6		33.8	9.2	49.7		33.8				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	29.0	79.0		34.0	29.0	79.0		34.0				
Max Q Clear Time (g_c+l1), s	13.8	18.4		26.1	4.4	5.6		7.9				
Green Ext Time (p_c), s	0.6	14.2		1.7	0.1	14.4		2.7				-
Intersection Summary												
HCM 2010 Ctrl Delay			27.9									
HCM 2010 LOS			С									

Intersection											
	.8										
The Paris of the P	The second										
Movement	30-3-3	EBT	EBR		WBL	WBT	NB		NBR	100	
Vol, veh/h	Viv. II	1	1		181	1	Design Con	2	80		
Conflicting Peds, #/hr		0	0		0	0		0	0		
Sign Control		Free	Free		Free	Free	Sto	p	Stop		
RT Channelized		-	None		-	None		-	None		
Storage Length	Sel E				1		La primaria	0			
Veh in Median Storage, #		0	-		-	0		0	-		
Grade, %		0				0	100	0	-		
Peak Hour Factor		92	92		92	92	9	2	92		
Heavy Vehicles, %	100	2	2		2	2		2	2		
Mvmt Flow		1	1		197	1		2	87		
	1 L	APS.	ms.				1997				10
Major/Minor	N	1ajor1	Nie.	N	lajor2		Minor	1			2.1.
Conflicting Flow All		0	0	Yes	2	0	39	7	2		7 5 7 5
Stage 1		-	-		-	-		2	-		
Stage 2	100	5		10000		10(2)(1)	39	5	-		5400
Critical Hdwy		-	-		4.12	-	6.4	2	6.22		
Critical Hdwy Stg 1		10.2		1			5.4	2	1		
Critical Hdwy Stg 2	a Lineau Contract	-	-		-	-	5.4	2	-		
Follow-up Hdwy		3 3 5	3	136	2.218		3.51	8	3.318		S. C.
Pot Cap-1 Maneuver	The state of	-	-		1620	-	60	8	1082		
Stage 1	Series I	-	-				102	1	27994		
Stage 2			-		-	-	68	1	-		
Platoon blocked, %					CIP.	-	Record Services				
Mov Cap-1 Maneuver			-		1620	-	53	4	1082		
Mov Cap-2 Maneuver							53				R
Stage 1		-	-		-	-	102		-		
Stage 2	35 44		-		110		59		11/6	ALE I SI'M	
Approach		EB			WB		N				
HCM Control Delay, s		0			7.5		8.				
HCM LOS							The state of the	Α	10-11		
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT					Diet.	100
Capacity (veh/h)	1056	-	-	1620							
HCM Lane V/C Ratio	0.084	-	- 0	0.121	11 3 4	I I I I I I	THE STATE OF	1		4	and the same
HCM Control Delay (s)	8.7	-	-	7.5	0						
HCM Lane LOS	Α			Α	A		100		United States		
HCM 95th %tile Q(veh)	0.3	-	-	0.4	-						

Intersection	1, 5										1	OF SEL		38
Int Delay, s/veh	3.6													
Movement	EBL	EBT	EBR		WBL	WBT	WBR		NBL	NBT	NBR	SBL	SBT	SBF
Vol, veh/h	64	267	0		0	530	14	1	0	0	0	11	0	COLUMN TO STATE OF THE PARTY OF
Conflicting Peds, #/hr	0	0	0		0	0	0		0	0	0	0	0	
Sign Control RT Channelized	Free	Free	Free		Free	Free	Free	0.00	Stop	Stop	Stop	Stop	Stop	
	-	NAME OF TAXABLE PARTY.	None		-	-	None	777	-		None			
Storage Length	9,000/6	-	-		-	-	100	11/1		-	-11-01	4 19 10 5	1	
Veh in Median Storage, #		0				0				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	111	2		2	2	2	
Mvmt Flow	70	290	0	O L SEP	0	576	15		0	0	0	12	0	180
Major/Minor	Major1	V 10 0		. 1	Major2		NAME OF	/ No 2004	Minor1		-	Minor2		
Conflicting Flow All	591	0	0		290	0	0	-	1103	1020	290	1013	1013	584
Stage 1	-	-	-		290	-	-	. 11	429	429		4.1		204
Stage 2	-	-			70.72		-		674	591	-	584 429	584	-
Critical Hdwy	4.12		ALTERNATION OF THE PARTY OF THE		4.12		-	100	7.12	6.52	6.22		429	0.00
Critical Hdwy Stg 1	4.12	+1102	2112		4.12	-			6.12	5.52	STATE OF THE PARTY NAMED IN	7.12 6.12	6.52 5.52	6.22
Critical Hdwy Stg 2			-						6.12	5.52		6.12		
Follow-up Hdwy	2.218		1000		2.218	-		~	3.518		2 240		5.52	2 240
Pot Cap-1 Maneuver	985	-		-	1272				189	237	749		4.018	Decky Av
Stage 1	303						-					217	239	512
Stage 2						-	-		604	584		498	498	7 3
Platoon blocked, %					-		-		444	494		604	584	-
Mov Cap-1 Maneuver	985		-		1272		- 3		444	047	740	000	040	540
Cardinal and Cardinal State of the Cardinal	900	-	-		named to be designed	-			114	217	749	203	219	512
Mov Cap-2 Maneuver		-	*		- 2	-	- 107		114	217		203	219	- 1
Stage 1	SAMPLE STREET	-			-	noncero	-		553	534		456	498	-
Stage 2		-	-			-			288	494		553	534	
Approach	EB			= 100	WB	11.4	179.00	av.	NB	A		SB		
HCM Control Delay, s	1.7				0				0			18		
HCM LOS									A	2		C		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR:			190			-11	
Capacity (veh/h)	-	985	-	-	1272	-	-	468						
HCM Lane V/C Ratio	-	0.071	-	17:0	-			0.411			AU N	Mary May		
HCM Control Delay (s)	0	8.9	0	-	0	-	-	18						
HCM Lane LOS	Α	Α	Α	1 3	A	-		C			- 1	- 1417		
HCM 95th %tile Q(veh)	-	0.2	-	-	0		-	2						

Intersection	of market					100		15 15		
Int Delay, s/veh	).4									
		- 7	1	James and	195			15 14		baratar a
Movement		EBT	EBR		WBL	WBT	NB	L	NBR	
Vol, veh/h		265	5	- OUT	23	556		5	4	100
Conflicting Peds, #/hr		0	0		0	0		0	0	
Sign Control	A COLOR	Free	Free	S and I	Free	Free	Sto	p	Stop	
RT Channelized		-	None		-	None		-	None	
Storage Length		-			50	100	and the land	0		
Veh in Median Storage, #		0	-		-	0		0	-	
Grade, %	1 No. 13	0	1		-10	0		0	0.00	
Peak Hour Factor		92	92		92	92	9	2	92	
Heavy Vehicles, %	110 100	2	2	175.15	2	2		2	2	
Mvmt Flow		288	5		25	604		5	4	
	Harry -				1		State of the	W. Fr		
Major/Minor	M	lajor1	E - 17	M	ajor2	S. July	Minor	1	les in a	
Conflicting Flow All		0	0	-10-0	293	0	94		291	
Stage 1	A STATE OF THE PARTY OF	-	-		-	-	29		-	
Stage 2	1 (1)		V	100		1	65		13. 20	and the same
Critical Hdwy		-	-		4.12	-	6.4		6.22	74 <sub>121</sub>
Critical Hdwy Stg 1	1	REE			7.12	1100000	5.4		0.22	
Critical Hdwy Stg 2			-		-	-	5.4		-	
Follow-up Hdwy				2	2.218	Vingelia.	3.51		3.318	
Pot Cap-1 Maneuver	-/	-			1269	-	29		748	
Stage 1		0.0	8 1 2	100	1200	THE STATE OF	75		T- 1250	N 2 1 1 1 1 1 1
Stage 2	10 mg	10000	-		-	-	51		-	
Platoon blocked, %		1000	4.3	Wes				BE LEAD	Caller 3	
Mov Cap-1 Maneuver			-		1269	-	28	5	748	
Mov Cap-1 Maneuver	VI. 18 18 18	WE ST	7 772	TE OF THE	-	M. C. S. M.	28			1.853
Stage 1		ALL PARTY	-		-	-	75		-	
Stage 2	120010		11019			10.10	50			
Stage 2			1/ 0/0	3.000		Se la				
Annroach	Her State	EB		7	WB	Value of	N	B	17 10	10 m
Approach HCM Control Delay, s		0			0.3		14.	SAPER CO.		
HCM LOS	The same	U	97.5	11000	0.0			В	100	1974 30
HOW LUS		24	-1111						4.0	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL 1	WBT				2-1-2	
Capacity (veh/h)	393	-	-	1269	-					
HCM Lane V/C Ratio	0.025	15 700			-		the state of the		-	The state of the s
HCM Control Delay (s)	14.4	-	-	7.9	-					
HCM Lane LOS	В		-	A	-		100		- 1/1/1	
HCM 95th %tile Q(veh)	0.1	-	-	0.1	-			State Sall		

Intersection		1748		- Inic	(ALA)	5.15			100		F. Ba	Take And	E AV.	
Int Delay, s/veh	0.3				and to be	Contract of	nements.							
Movement	EBL	EBT	EBR		MDI	WIDT	WIDD	14.1	NDI	NDT	NDD	0.01	007	-
Vol, veh/h	0	271	1		WBL 8	WBT 592	WBR 0		NBL 3	NBT 0	NBR 15	SBL	SBT	SBR
Conflicting Peds, #/hr	0	0	0	No. of Contract of	0	0	0		0	0	0	0	0	
Sign Control	Free	Free	Free		Free	Free	Free		Stop	Stop	Stop	Stop		
RT Channelized	-	-	None	11/6 13	-	-	None	Line of the	Stop -	Stop	None	Stop	Stop	-
Storage Length		1 4	TVOIC		2002	19/2	INOHE	STATE OF THE PARTY	CER		None		-	None
Veh in Median Storage, #	-	0	-			0			-	0	-	Ž.	0	
Grade, %	15 100 10 20	0	C	ST. BOOK		0			-0	0				
Peak Hour Factor	92	92	92		92	92	92		92	92	92	- 02	0	
Heavy Vehicles, %	2	2	2		2	2	2	-	2	2	2	92	92	
Mymt Flow	0	295	1		9	643	0		3	0	16	2	2	
William Control of the Control of th		230		200	9	043	U	5,000	3	U	10	0	0	0
Major/Minor	Major1				Major2		-211316	M	linor1			Minor2		
Conflicting Flow All	643	0	0		296	0	0	14)	956	956	295	964	957	643
Stage 1	010	-	-		200	-	-		295	295	255	661	661	043
Stage 2	11/200			3 1	0 3 2	. 7 3		10000	661	661		303	296	
Critical Hdwy	4.12				4.12	-			7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	MARCH 1		300		7.12	- 4	- 3		6.12	5.52	0.22	6.12	5.52	0.22
Critical Hdwy Stg 2		-			-				6.12	5.52	-	6.12	5.52	
Follow-up Hdwy	2.218	-	-	-	2.218	72	1			4.018		3.518	4.018	2 240
Pot Cap-1 Maneuver	942		-		1265		-		238	258	744	235	258	3.318
Stage 1	342				1200		120		713	669	744	452	460	473
Stage 2		-	-			3			452	460				
Platoon blocked, %							-	71	452	400		706	668	-
Mov Cap-1 Maneuver	942	-	-		1265	-			236	255	744	220	255	470
Mov Cap-2 Maneuver	342	0 5 5			1205	-		-	236	255	-	228	255	473
Stage 1	-		-	-				- 4	713	669		228	255	
Stage 2	and the						autojsta	V.	447	455		452 691	455 668	
olugo 2									441	400	7	091	000	
Approach	EB	133	<b>1</b> 13	130	WB		St. Dit.	i is	NB			SB	14.5	1003
HCM Control Delay, s	0				0.1				11.8			0		
HCM LOS			-11-0	Garage					В			A		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR S	BLn1		Ursa				
Capacity (veh/h)	548	942	-	-	1265	-	-	-						
HCM Lane V/C Ratio	0.036	-	-		0.007	-	-	-				13/40	200	1
HCM Control Delay (s)	11.8	0	-	-	7.9	0	-	0						1
HCM Lane LOS	В	A	-		Α	A		A						
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	-						

Intersection		4				100				
nt Delay, s/veh 0	.3									
			154						September 1	
Movement	EBL	EBT	Sept.		WBT	WBR		SBL	SBR	A STATE
Vol, veh/h	0	268		Cho.	579	4		6	10	
Conflicting Peds, #/hr	0	0			0	0		0	0	
Sign Control	Free	Free		1	Free	Free	775	Stop	Stop	
RT Channelized	-	None			-	None			None	
Storage Length	2000			Upit I				0	-	
Veh in Median Storage, #	-	0			0			0	-	
Grade, %	-	0	7		0		76	0		
Peak Hour Factor	92	92			92			92	92	
Heavy Vehicles, %	2	2	1	7 3 2 3	2	2		2	2	
Mvmt Flow	0	291			629	4		7	11	
	المرحات		1	A) Figure			5,0		100	100
Major/Minor	Major1			Marie Lan	Major2			Minor2		
Conflicting Flow All	634	0	2307		HE RIVE	(		923	632	
Stage 1	-	-	-1511	1				632	-	
Stage 2		71.5.VF		M - Talling	The second			291		3
Critical Hdwy	4.12	-						6.42	6.22	
Critical Hdwy Stg 1	A SERVICE	1 1 1 1 1	3717	5, 11,50				5.42	She by Reyno	
Critical Hdwy Stg 2		-	1916					5.42	-	
Follow-up Hdwy	2.218	1	300					3.518	3.318	
Pot Cap-1 Maneuver	949	-						299	480	
Stage 1		11 12	THE	100		. 100	0-11	530	30	
Stage 2	-	-						759	-	
Platoon blocked, %	ALC: NO	P 164 13	377	The second		1-	7			
Mov Cap-1 Maneuver	949	-						299	480	
Mov Cap-2 Maneuver		97 191		7		TRU	Tr.	299	1	
Stage 1	-	147			1.3			530	-	
Stage 2	-	der Teach	STATE OF	Sec.	The same		Service Control	759		
Approach	EB				WE			SB	100	
HCM Control Delay, s	0				0			14.6		
HCM LOS			-15					В	7	
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR SBL	n1			L pales	The No.	
Capacity (veh/h)	949	-	-		91					
HCM Lane V/C Ratio	343	AND DESCRIPTION OF THE PARTY OF		- 0.0		10.71	CV.	1 10 5		
HCM Control Delay (s)	0	-	-		4.6					
HCM Lane LOS	A			OF THE PARTY	В	-77	1 5	THE PARTY	1	The Little
HCM 95th %tile Q(veh)	0	-	-	- (	0.1		10.10	the state of the s		

Intersection						33.5		18 i	118.0	35				
Int Delay, s/veh	0.3													
Movement	EBL	EBT	EBR	<u> </u>	NBL	WBT	WBR		NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	3	261	0	III. NO.	0	575	13	33	0	0	0	5	0	7
Conflicting Peds, #/hr	0	0	0		0	0	0		0	0	0	0	0	0
Sign Control	Free	Free	Free	Lead to 1	Free	Free	Free		Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None		-	-	None		-	-	None	-	-	None
Storage Length			-	but had but	-	-	-		1.5	-			-	
Veh in Median Storage, #	-	0	-		-	0	-		-	0	-	-	0	-
Grade, %	plant ?	0	11/2		-	0				0	1 'n = 6		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	3	284	0		0	625	14		0	0	0	5	0	8
	2884		-	C 111		- 111	46.50		ta (il) alba	and the				
Major/Minor	Major1	and the	100		jor2				Minor1			Minor2		
Conflicting Flow All	639	0	0		284	0	0		926	929	284	922	922	632
Stage 1	-	-	-		-	-	-		290	290	-	632	632	
Stage 2	-		-		1 3				636	639	-	290	290	
Critical Hdwy	4.12	-	-	4	4.12	-	-		7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1		-	-		132	0 2	100		6.12	5.52	1	6.12	5.52	1
Critical Hdwy Stg 2	-	-	-		-		-		6.12	5.52	-	6.12	5.52	
Follow-up Hdwy	2.218	-	- 1 45	2.	218	-	-		3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	945	-	-	1	278	-	-		249	268	755	251	270	480
Stage 1	-	917	1000	511100	115	Marie Contract	9/2	V-	718	672	1000	468	474	100
Stage 2		-	-			-	-		466	470		718	672	
Platoon blocked, %		1/12	2	100	11/18		2	31789	100	110	1000		OIL	TERM!
Mov Cap-1 Maneuver	945	-	-	1	278		-		244	267	755	250	269	480
Mov Cap-2 Maneuver	2311/3	1000	1	ALC: N		1	1000	1111111	244	267	-	250	269	400
Stage 1		-			-	-	-		715	669		466	474	- 19
Stage 2		-	-		16-1	The same	1	THE STATE OF	459	470		715	669	535
Approach	EB				WB	E col	18.00	TI	NB			SB		1
HCM Control Delay, s	0.1				0				0			15.8		
HCM LOS									Α		100	C		
NC	AUD!	ED:												
Minor Lane/Major Mvmt	NBLn1	EBL	EBT		VBL	WBT	WBR S		4.11					
Capacity (veh/h)	-	945	-	- 1:	278	-	-	347						
HCM Lane V/C Ratio		0.003	-	-	-	-	+	0.038						7
HCM Control Delay (s)	0	8.8	0	-	0	-	-	15.8						
HCM Lane LOS	Α	Α	A	-	Α	-	-	C						- 1
HCM 95th %tile Q(veh)	-	0	-	1-1	0			0.1						

	1	-	*	1	+	1	1	1	-	1	+	1
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBF
Lane Configurations	*	<b>1</b>		7	<b>^</b>	7	1	<b>^</b>	7	1	<b>^</b>	7
Volume (veh/h)	8	110	167	88	210	195	336	717	139	146	501	4:
Number	7	4	14	3	8	18	5	2	12	1	6	1
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/ln	1863	1863	1900	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	9	120	14	96	228	39	365	779	64	159	545	
Adj No. of Lanes	1	2	0	1	1	1	1	2	1	1	2	
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	16	342	39	125	314	267	416	1476	661	202	1048	469
Arrive On Green	0.01	0.11	0.11	0.07	0.17	0.17	0.23	0.42	0.42	0.11	0.30	0.30
Sat Flow, veh/h	1774	3199	368	1774	1863	1583	1774	3539	1583	1774	3539	1583
Grp Volume(v), veh/h	9	66	68	96	228	39	365	779	64	159	545	7
Grp Sat Flow(s), veh/h/ln	1774	1770	1798	1774	1863	1583	1774	1770	1583	1774	1770	1583
Q Serve(g_s), s	0.4	2.8	2.9	4.4	9.5	1.7	16.3	13.5	2.0	7.2	10.5	0.3
Cycle Q Clear(g_c), s	0.4	2.8	2.9	4.4	9.5	1.7	16.3	13.5	2.0	7.2	10.5	0.3
Prop In Lane	1.00		0.20	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	16	189	192	125	314	267	416	1476	661	202	1048	469
V/C Ratio(X)	0.56	0.35	0.36	0.77	0.73	0.15	0.88	0.53	0.10	0.79	0.52	0.0
Avail Cap(c_a), veh/h	410	839	853	410	883	751	733	1894	847	733	1894	847
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	40.6	34.1	34.1	37.6	32.4	29.2	30.3	17.9	14.6	35.5	24.1	20.5
Incr Delay (d2), s/veh	27.3	1.1	1.1	9.4	3.2	0.2	6.0	0.3	0.1	6.7	0.4	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	0.3	1.4	1.5	2.5	5.2	0.8	8.7	6.7	0.9	3.9	5.2	0.
LnGrp Delay(d),s/veh	67.8	35.2	35.2	46.9	35.6	29.4	36.3	18.2	14.6	42.2	24.5	20.
LnGrp LOS	E	D	D	D	D	C	D	В	В	D	C	(
Approach Vol, veh/h		143			363			1208			711	
Approach Delay, s/veh		37.2			38.0			23.5			28.4	
Approach LOS		D			D			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	15.3	40.3	11.8	14.8	25.3	30.3	6.7	19.8				
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0				
Max Green Setting (Gmax), s	34.0	44.0	19.0	39.0	34.0	44.0	19.0	39.0		-		
Max Q Clear Time (g_c+l1), s	9.2	15.5	6.4	4.9	18.3	12.5	2.4	11.5				
Green Ext Time (p_c), s	0.4	11.4	0.2	2.4	1.0	11.8	0.0	2.3		-		
Intersection Summary												
HCM 2010 Ctrl Delay			27.9									
HCM 2010 LOS			C									

	•	-	*	1	-	1	1	1	1	1	1	1
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBF
Lane Configurations	ħ	414	7	7	<b>^</b>	77	ሻሻ	444	7	77	444	15
Volume (vph)	259	129	156	50	222	266	149	1348	4	162	875	120
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	6.0	4.0	4.0	6.0
Lane Util. Factor	0.91	0.91	1.00	1.00	1.00	0.88	0.97	0.91	1.00	0.97	0.91	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	0.98	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1610	3307	1583	1770	1863	2787	3433	5085	1583	3433	5085	1583
Flt Permitted	0.95	0.98	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1610	3307	1583	1770	1863	2787	3433	5085	1583	3433	5085	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	282	140	170	54	241	289	162	1465	4	176	951	130
RTOR Reduction (vph)	0	0	86	0	0	199	0	0	2	0	0	58
Lane Group Flow (vph)	141	281	84	54	241	91	162	1465	2	176	951	72
Turn Type	Split	NA	Perm	Split	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	3	3	Page 15	4	4	10111	5	2	1 01111	1	6	1 Cilli
Permitted Phases			3			4		-	2		0	6
Actuated Green, G (s)	30.5	30.5	30.5	39.5	39.5	39.5	16.7	127.4	127.4	17.6	128.3	128.3
Effective Green, g (s)	32.5	32.5	32.5	41.5	41.5	41.5	18.7	130.4	128.4	19.6	131.3	129.3
Actuated g/C Ratio	0.14	0.14	0.14	0.17	0.17	0.17	0.08	0.54	0.54	0.08	0.55	0.54
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	7.0	7.0	6.0	7.0	7.0
Vehicle Extension (s)	5.0	5.0	5.0	5.0	5.0	5.0	3.0	5.0	5.0	3.0	5.0	5.0
Lane Grp Cap (vph)	218	447	214	306	322	481	267	2762	846	280	2781	852
v/s Ratio Prot	c0.09	0.08	Marie S	0.03	c0.13	101	0.05	c0.29	010	c0.05	0.19	002
v/s Ratio Perm			0.05			0.03	0.00	00.20	0.00	00.00	0.10	0.05
v/c Ratio	0.65	0.63	0.39	0.18	0.75	0.19	0.61	0.53	0.00	0.63	0.34	0.08
Uniform Delay, d1	98.3	98.0	94.7	84.7	94.3	84.8	107.1	35.2	26.0	106.7	30.3	26.8
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.68	1.65	5.28
Incremental Delay, d2	8.7	3.9	2.5	0.6	10.9	0.4	3.9	0.7	0.0	3.9	0.3	0.2
Delay (s)	107.0	101.9	97.2	85.3	105.2	85.2	111.0	35.9	26.0	77.0	50.1	141.5
Level of Service	F	F	F	F	F	F	F	D	С	E	D	F
Approach Delay (s)		101.8			93.5	-		43.3		1997	63.3	
Approach LOS		F			F			D			E	
Intersection Summary				- 1				200				- 1
HCM 2000 Control Delay			65.2	Н	CM 2000	Level of S	Service		E			
HCM 2000 Volume to Capa	city ratio		0.60					-	-			
Actuated Cycle Length (s)			240.0	Sı	ım of lost	time (s)			16.0			
Intersection Capacity Utiliza	ation	-	64.0%		U Level o		2		C			
Analysis Period (min)			15									
c Critical Lane Group												

	1	-	*	1	-	*	4	1	-	1	Ţ	1
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBF
Lane Configurations	*	ર્લ	7		4	7	1	ተተተ	7	ሻ	ተተተ	ř
Volume (vph)	391	5	110	4	12	10	198	2650	15	67	1176	235
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0	5.0		6.0	4.0	6.0	5.0	6.0	4.0	5.0	7.0
Lane Util. Factor	0.95	0.95	1.00		1.00	1.00	1.00	0.91	1.00	1.00	0.91	1.00
Frpb, ped/bikes	1.00	1.00	0.91		1.00	1.00	1.00	1.00	0.83	1.00	1.00	0.97
Flpb, ped/bikes	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85		1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	0.95	1.00		0.99	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1681	1687	1434		1841	1583	1770	5085	1311	1770	5085	1536
Flt Permitted	0.95	0.95	1.00		0.99	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1681	1687	1434		1841	1583	1770	5085	1311	1770	5085	1536
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	425	5	120	4	13	11	215	2880	16	73	1278	255
RTOR Reduction (vph)	0	0	84	0	0	11	0	0	6	0	0	113
Lane Group Flow (vph)	217	213	36	0	17	0	215	2880	10	73	1278	142
Confl. Peds. (#/hr)	211	210	43						31			2
Turn Type	Split	NA	Perm	Split	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	4	4	1 01111	3	3		5	2		1	6	
Permitted Phases	E 100 100 100 100 100 100 100 100 100 10		4		3.3341	3	100		2			6
Actuated Green, G (s)	39.3	39.3	39.3		6.6	6.6	36.2	154.9	154.9	15.2	133.9	133.9
Effective Green, g (s)	39.3	39.3	39.3		6.6	8.6	36.2	156.9	155.9	17.2	135.9	133.9
Actuated g/C Ratio	0.16	0.16	0.16		0.03	0.04	0.15	0.65	0.65	0.07	0.57	0.56
Clearance Time (s)	5.0	5.0	5.0		6.0	6.0	6.0	7.0	7.0	6.0	7.0	7.0
Vehicle Extension (s)	4.0	4.0	4.0		3.0	3.0	5.0	6.0	6.0	3.0	6.0	6.0
Lane Grp Cap (vph)	275	276	234		50	56	266	3324	851	126	2879	856
v/s Ratio Prot	c0.13	0.13	204		c0.01		c0.12	c0.57		0.04	0.25	
v/s Ratio Perm	60.13	0.10	0.03		00.01	0.00	00.12		0.01			0.09
v/c Ratio	0.79	0.77	0.16		0.34	0.01	0.81	0.87	0.01	0.58	0.44	0.17
	96.4	96.1	86.1		114.6	111.6	98.5	33.2	14.9	107.9	30.2	25.8
Uniform Delay, d1	1.00	1.00	1.00		1.00	1.00	1.14	0.61	1.00	1.09	1.02	1.76
Progression Factor	14.7	13.2	0.4		4.0	0.1	8.4	1.4	0.0	6.0	0.5	0.4
Incremental Delay, d2	111.0	109.3	86.5		118.6	111.6	120.7	21.8	14.9	123.1	31.3	45.8
Delay (s) Level of Service	F	F	F	1	F	F	F	C	В	F	C	
and the second s		105.0			115.9			28.6			37.7	
Approach Delay (s) Approach LOS		F			F	200		C			D	
Intersection Summary			de la									
HCM 2000 Control Delay	ESS.	-	39.8	Н	ICM 2000	Level of	Service		D	0		
HCM 2000 Volume to Capa	acity ratio		0.84					-	00.0		-	-
Actuated Cycle Length (s)			240.0		um of los		1		22.0		- 57	
Intersection Capacity Utiliza	ation		94.7%	10	CU Level	of Service	9		F			
Analysis Period (min)			15									

	*	-	+	*	1	1				
Movement	EBL	EBT	WBT	WBR	SBL	SBR	Sec. 15	Victor III		
Lane Configurations	77	ተተተ	<b>^</b> ^	77	ሻሻ	75.75		ALC: N		
Volume (veh/h)	218	442	356	253	377	334			-	
Number	5	2	6	16	7	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	237	480	387	275	410	363				
Adj No. of Lanes	2	3	3	2	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					
Cap, veh/h	368	2677	1480	1415	746	902				
Arrive On Green	0.11	0.53	0.29	0.29	0.22	0.22	-			
Sat Flow, veh/h	3442	5253	5253	2787	3442	2787				
Grp Volume(v), veh/h	237	480	387	275			15.00			
Grp Sat Flow(s), veh/h/ln	1721	1695	1695		410	363				
Q Serve(g_s), s	3.1	2.3	2.7	1393	1721	1393				
Cycle Q Clear(g_c), s	3.1	2.3	2.7	2.5	4.9	4.7				
Prop In Lane	1.00	2.3	2.1	2.5	4.9	4.7				
Lane Grp Cap(c), veh/h	368	2677	1400	1.00	1.00	1.00				
V/C Ratio(X)	0.64	0.18	1480	1415	746	902				
Avail Cap(c_a), veh/h	516	6639	0.26	0.19	0.55	0.40				
HCM Platoon Ratio	1.00	1.00	5224	3467	3094	2803				
Upstream Filter(I)	1.00		1.00	1.00	1.00	1.00				
Jniform Delay (d), s/veh	20.0	1.00	1.00	1.00	1.00	1.00		1100		
ncr Delay (d2), s/veh	1.9	5.8	12.7	6.3	16.3	12.3				
nitial Q Delay(d3),s/veh		0.0	0.1	0.1	0.6	0.3				
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	0.0	0.0	0.0				
nGrp Delay(d),s/veh	1.5	1.1	1.3	1.4	2.4	3.9				UR TO THE REAL PROPERTY.
	21.9	5.8	12.8	6.3	16.9	12.6				
InGrp LOS	C	Α	В	Α	В	В				
Approach Vol, veh/h		717	662		773					
Approach Delay, s/veh		11.1	10.1		14.9					
pproach LOS		В	В		В					
imer	1	2	3	4	5	6	7	8		
ssigned Phs		2		4	5	6		8		
hs Duration (G+Y+Rc), s		30.6		16.1	11.0	19.6	00125	-		
Change Period (Y+Rc), s		6.0		6.0	6.0	6.0		-		
lax Green Setting (Gmax), s		61.0		42.0	7.0	48.0				
lax Q Clear Time (g_c+l1), s		4.3		6.9	5.1	4.7				
Freen Ext Time (p_c), s		9.1		3.2	0.2	8.9	3-			
tersection Summary		1, 33	\$		V.2	0.0				
CM 2010 Ctrl Delay			12.2				-			
CM 2010 CM Delay			12.2 B							
The state of the s			D							
otes ser approved changes to right			3							

Existing PM Z:\2010\10-085.001\Exist\Exist PM REV.syn

	۶	<b>→</b>	1	1	-	*	1	1	1	-	¥	4
Assement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Movement	*	7		*	1	7	7	<b>^^</b>		1	<b>**</b>	777
ane Configurations	57	99	56	158	62	166	32	382	110	184	585	48
/olume (veh/h)	3	8	18	7	4	14	5	2	12	1	6	16
Number	0	0	0	0	0	0	0	0	0	0	0	0
nitial Q (Qb), veh	1.00	0	1.00	1.00		1.00	1.00		1.00	1.00		1.00
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Parking Bus, Adj	1863	1863	1900	1863	1863	1863	1863	1863	1900	1863	1863	1900
Adj Sat Flow, veh/h/ln	62	1003	40	172	67	32	35	415	66	200	636	44
Adj Flow Rate, veh/h	- 11.00	100	0	1	1	1	1	3	0	1	3	0
Adj No. of Lanes	1		0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Peak Hour Factor	0.92	0.92	2	2	2	2	2	2	2	2	2	2
Percent Heavy Veh, %	2	2		375	500	425	53	1207	188	258	1883	129
Cap, veh/h	437	348	129	0.27	0.27	0.27	0.03	0.27	0.27	0.15	0.39	0.39
Arrive On Green	0.27	0.27	0.27		1863	1583	1774	4441	690	1774	4860	334
Sat Flow, veh/h	1291	1297	481	1235			35	315	166	200	442	238
Grp Volume(v), veh/h	62	0	148	172	67	32	1774	1695	1741	1774	1695	1804
Grp Sat Flow(s), veh/h/ln	1291	0	1778	1235	1863	1583		4.3	4.4	6.2	5.3	5.3
Q Serve(g_s), s	2.2	0.0	3.8	7.4	1.6	0.9	1.1	4.3	4.4	6.2	5.3	5.3
Cycle Q Clear(g_c), s	3.8	0.0	3.8	11.2	1.6	0.9	1.1	4.3	0.40	1.00	0.0	0.19
Prop In Lane	1.00		0.27	1.00		1.00	1.00	001	473	258	1314	699
Lane Grp Cap(c), veh/h	437	0	477	375	500	425	53	921		0.77	0.34	0.34
V/C Ratio(X)	0.14	0.00	0.31	0.46	0.13	0.08	0.66	0.34	0.35	743	2308	1228
Avail Cap(c_a), veh/h	857	0	1055	777	1106	940	743	2308	1185	1.00	1.00	1.00
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
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	12.4	12.4
Uniform Delay (d), s/veh	17.3	0.0	16.7	21.2	15.9	15.6	27.5	16.7	16.8	23.6	0.2	0.
Incr Delay (d2), s/veh	0.1	0.0	0.4	0.9	0.1	0.1	13.2	0.2	0.4	4.9		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	2.
%ile BackOfQ(50%),veh/ln	0.8	0.0	1.9	2.6	0.8	0.4	0.7	2.0	2.2	3.4	2.5	
LnGrp Delay(d),s/veh	17.5	0.0	17.1	22.1	16.0	15.7	40.7	17.0	17.2	28.5	12.5	12.
LnGrp LOS	В	1	В	C	В	В	D	В	В	C	В	
Approach Vol, veh/h		210			271			516			880	
		17.2	9		19.8			18.7			16.2	
Approach Delay, s/veh Approach LOS		В			В			В			В	
Timer	1	2	3	4	5	6	7	8			-	
Assigned Phs	1	2		4	5	6		8				-
Phs Duration (G+Y+Rc), s	14.3	21.6		21.4	7.7	28.2		21.4	l			
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0				-
Max Green Setting (Gmax), s	24.0	39.0	7 7 8 7	34.0	24.0	39.0		34.0				
Max Q Clear Time (g_c+l1), s		6.4		13.2	3.1	7.3		5.8				
Green Ext Time (p_c), s	0.5	9.2		2.2		9.1		2.3		3		
Intersection Summary			17.5									
HCM 2010 Ctrl Delay HCM 2010 LOS			В									

Intersection	Ed Lilly		- 45	T. day	Mark.			100		10 Sec. 1919
Int Delay, s/veh	8.4								and the same of	
		12/21		WE			The state of the s	50,185		40
Movement	13 paris	EBT	EBR	pire by	WBL	WBT	N	BL	NBR	
Vol, veh/h		2			135	2	IN IN	6	193	
Conflicting Peds, #/hr		0	0		0	0		0	193	
Sign Control		Free			Free	Free	St		Stop	
RT Channelized		-			-	None	Ol.	- -	None	A CONTRACTOR OF THE PARTY OF TH
Storage Length	and the			A STATE OF	Seller S	-	The second second	0	None	
Veh in Median Storage, #		0	-			0		0		
Grade, %	2500	0	OP 15	70 20	111-2	0		0	-	
Peak Hour Factor		92	92		92	92		92	92	
Heavy Vehicles, %	- 1	2	2		2	2	State of the state	2	2	
Mvmt Flow		2	3		147	2		7	210	
	Calain	3 10 6		2 101	17/	2	GE DEVELOPMENT	· Comment	210	ty to the state of
Major/Minor	-	4-1-4	1 1	-					in Salah	
Major/Minor		Major1	1000	- Victoria	Major2		Mino		100	-290
Conflicting Flow All		0	0	100	5	0	30	00	4	
Stage 1		-	-		-	-		4	-	
Stage 2	75.4		1		-	1	29	96		
Critical Hdwy		-	-		4.12	-	6.4	12	6.22	
Critical Hdwy Stg 1		1.5	4		-	10-0	5.4	12		
Critical Hdwy Stg 2		-	-		-	-	5.4	12	-	
Follow-up Hdwy		-			2.218	1	3.51	18	3.318	C 100 100 100
Pot Cap-1 Maneuver		-	-		1616	-	69		1080	
Stage 1			-		-	-	101		THE STATE OF	
Stage 2		-	-		-	-	75			
Platoon blocked, %		150			5 1	1010	V. Televisian Control		3550	
Mov Cap-1 Maneuver		-	-		1616	-	62	8	1080	Allega and the said
Mov Cap-2 Maneuver		-	100			370	62		1000	No. of Concession, Name of Street, or other
Stage 1		-			-	-	101			
Stage 2				THE STATE OF THE S		-	68			
										100
pproach		EB		1	WB	7 EW	N	D		Leave and the second
HCM Control Delay, s		0			7.3		9.			
HCM LOS	11-3	U	100	100	1.3					
			Help					A		
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT		HARRIST .	- Wyests	1300	
Capacity (veh/h)	1057	-		1616			- Carlotte	100	-15	
ICM Lane V/C Ratio	0.205			0.091				1300		
ICM Control Delay (s)	9.3	20.70	-	7.5	0		111111111111111111111111111111111111111	100	er en el	The West Control
ICM Lane LOS	9.5 A									
ICM 95th %tile Q(veh)	0.8	- 5-	-	A 0.3	Α					

Intersection Int Delay, s/veh 3	.2													-
int Delay, Siven		E 1- 1	CAR.						Tries.	+ 111	1	Lame 1		
Movement	EBL	EBT	EBR	1	NBL	WBT	WBR	C. 24	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	172	583	0	13	0	331	17		0	0	0	14	0	123
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			1		-	-	-		ME #	-0 -		10.7	-	-
Veh in Median Storage, #		0	-		-	0	-		-	0	-		0	_
Grade, %	1. 1. 1. 1.	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
Mymt Flow	187	634	0		0	360	18		0	0	0	15	0	134
THE STREET			The	1	1 30	May.	11 - 11		11/4			BOND OF B	NEW YORK	300
Major/Minor	Major1			M	ajor2			N	/linor1			Minor2		
Conflicting Flow All	378	0	0	200	634	0	0	301	1444	1386	634	1377	1377	369
Stage 1	-	-	-		-	-	-		1008	1008		369	369	
Stage 2	300	SEL .	10 2	1.00	-	-	JIN E		436	378	-	1008	1008	
Critical Hdwy	4.12	-	-		4.12	-	-		7.12	6.52	6.22	7.12	6.52	
Critical Hdwy Stg 1	Water land		- 115	BI -			-		6.12	5.52	S 0 -	6.12	5.52	
Critical Hdwy Stg 2	-		-		-	-	-		6.12	5.52	-	6.12	5.52	
Follow-up Hdwy	2.218	100	THE SAL	2	2.218	100	11		3.518	4.018	3.318	3.518		
Pot Cap-1 Maneuver	1180		-		949	-	-		110	143	479	122	145	
Stage 1	TOTAL STATE	1.3	102						290	318		651	621	
Stage 2	-	-	-		-		-		599	615		290	318	
Platoon blocked, %			1191	1 50 1	128									
Mov Cap-1 Maneuver	1180		-		949	-	-		72	108	479	99	109	
Mov Cap-2 Maneuver	Or Silve	N. IS	11.50	14 - 15	7 12	1	-		72	108		99	109	
Stage 1	-		-		-	-	-		219	240		492	621	
Stage 2		-	(in -		1000	3	1	1	481	615	-	219	240	
Approach	EB	The second			WB		7.12.		NB			SB		
HCM Control Delay, s	2				0				0			18		
HCM LOS	5 M C A				1018	El-F	1- 1-	47.3	A		17 15	C		
2000000														
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1		196	100	F. F.		
Capacity (veh/h)	-	1180	-	-	949	-		-						
HCM Lane V/C Ratio	100				50	-		0.351			y and the		1	
HCM Control Delay (s)	0			-	0	-								
HCM Lane LOS	A			-	A									
HCM 95th %tile Q(veh)	-			-	0			1.6						

Intersection					10 Y		W. San San	CHE L.
Int Delay, s/veh	0.6							Manie ad
		11129		1000			THE PARTY	No. of the last
Movement	4000	EBT	EBR	WBL	WBT	NBL	NDD	
Vol, veh/h	le idyu	624		11	345	9	NBR	the state of the s
Conflicting Peds, #/hr		0		0	0	0	19	and the same
Sign Control	The state of	Free		Free	Free	Stop	0	
RT Channelized		-	-	-	None		Stop	1
Storage Length	118		THE R. P. LEWIS CO., LANSING	50	TAORIC	0	None	
Veh in Median Storage, #		0	THE RESERVE TO SERVE	-	0	0	1000	A Commence
Grade, %	2012	0		THE PARTY OF THE P	0	0	-	2.275/19210
Peak Hour Factor	September 1991	92	92	92	92	92	- 02	
Heavy Vehicles, %		2		2	2	2	92	100
Mvmt Flow	2 10 1	678	14	12	375	10	2	
			S. 10 10 10 10 10 10 10 10 10 10 10 10 10	12	0/0	10	21	
Major/Minor	PIECE	Maine	The contract of	1110				WE KEEP
Conflicting Flow All	appakt - Si	Major1		Major2		Minor1		CALCULAR .
	19.00	0	0	692	0	1084	685	VE A. VE THE
Stage 1	CT COLOR	-	-	-	-	685	1.4	
Stage 2	1000	1	-		1	399	The land	
Critical Hdwy		-	-	4.12	-	6.42	6.22	
Critical Hdwy Stg 1		100	100		-	5.42	141	
Critical Hdwy Stg 2		-		-	-	5.42	-	
follow-up Hdwy	dal IIIs	-	Marie Lin	2.218		3.518	3.318	and the same of
Pot Cap-1 Maneuver		-		903	-	240	448	
Stage 1		1	11.5		-	500	- 01	21
Stage 2		-	-	-	-	678	-	
Platoon blocked, %	Call Control	-	-		1	1-1-1-1	-171	W 6 - NO
Nov Cap-1 Maneuver		-	-	903	-	237	448	
Mov Cap-2 Maneuver		7		-	1139	237	1057	9-10-2
Stage 1		-	-	-	-	500	-	
Stage 2	-1/200		12 40		1 H -	669	-	
pproach	25 15	EB		WB	18 m	NB		The Bridge
ICM Control Delay, s		0		0.3		16.3		
ICM LOS			Page 1			C		The Transfer
finor Lane/Major Mvmt	NBLn1	EBT	EBR \	WBL WBT	Paris and	and the second	Tale In the	April - Train
apacity (veh/h)	348	-		903 -			- Park martin	
CM Lane V/C Ratio	0.087	17		.013 -	100			
CM Control Delay (s)	16.3		-	9 -			and the same	
CM Lane LOS	C	-	1 127	Α -	-			
CM 95th %tile Q(veh)	0.3	-	-	0 -				

ntersection nt Delay, s/veh	0													
The Boldy, of Vol.	The St		LIVE.	366	4	150	y						157-12	
Movement	EBL	EBT	EBR		WBL	WBT	WBR		NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	1	617	0		1	352	1		0	0	2	0	0	0
Conflicting Peds, #/hr	0	0	0		0	0	0		0	0	0	0	0	0
Sign Control	Free	Free	Free		Free	Free	Free	3,00	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None		-	-	None			-	None		-	None
Storage Length	and the second	17-			-	-	-11				THE LET	1	-	
Veh in Median Storage, #	-	0			-	0	-			0	-		0	-
Grade, %		0	1 3		-	0				0		-	0	92
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	STATE OF THE PARTY
Mymt Flow	1	671	0		1	383	1		0	0	2	0	0	0
		C THE	BIS S				- de	27		1				100
Major/Minor	Major1	250	- 7	N	lajor2	17.00		1	Minor1			Minor2		30
	384	0	0		671	0	0	Sell an	1058	1059	671	1059	1058	383
Conflicting Flow All	304	-	-	No. of Contract of	-	-			673	673		385	385	
Stage 1	enero e	1000		7 17					385	386	1	674	673	
Stage 2	4.12	-	-	and the	4.12	-			7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy	4.12	9/10/2	MIN. 1	25 m	1000			No.	6.12	5.52		6.12	5.52	
Critical Hdwy Stg 1	-	-	-		-	-			6.12	5.52	-	6.12	5.52	
Critical Hdwy Stg 2 Follow-up Hdwy	2.218	31.152		2 -	2.218			N.	3.518	4.018	3.318	3.518	4.018	J - 12/0 - 5 P.
Pot Cap-1 Maneuver	1174		-	1	919	-			203	224	456	202	225	664
	1177			200		3	Till,		445	454		638	611	
Stage 1	· Contract		-	10000	-	-			638	610	-	444	454	
Stage 2	11,272,383	THE FILE	100	7 3/4	1700		5	150	PHILI	TAIL.				
Platoon blocked, %	1174			JP //	919	_			203	224	456	201	225	664
Mov Cap-1 Maneuver	11/7	1 /2/2		700			100		203	224	117.24	201	225	1
Mov Cap-2 Maneuver		-				-			445	454	- 2	637	610	
Stage 1			POR SE	7177	190		- 7		637	609		441	454	
Stage 2		4 S S S S S		S - W -										
	EB		-		WB		43		NB			SB		j.
Approach					0				12.9			0		
HCM Control Delay, s	0		STATE OF		U				В		1 1	A	111	The
HCM LOS		531/2						/i. E-14						
			FOT		MOL	MIDT	\AIDI	R SBLr	1					
Minor Lane/Major Mvmt	NBLn1	EBL		EBR	WBL	WBT								
Capacity (veh/h)	456				919	waren.	10-31-00	-					1000	
HCM Lane V/C Ratio	0.005				0.001			-	0					-
HCM Control Delay (s)	12.9			-	8.9				0					-
HCM Lane LOS	В				A				Α	-				
HCM 95th %tile Q(veh)	0	0	-	-	0		-	-	-					

Intersection	34.50	S. (1)	Chief and See	T <sub>1</sub> (4)		Barrell St.	<b>同是为国际</b>	
Int Delay, s/veh 0	.2						maintenance.	
	COL	EBT		MOT	WOD	ODI	ODD	
Movement Vol, veh/h	EBL	644		WBT 354	WBR	SBL 10	SBR 2	
	0	0		354	2	The second second		
Conflicting Peds, #/hr Sign Control		Free	TEN STATE OF THE S		Free	O Cton	0	A PERSONAL PROPERTY.
RT Channelized	Free			Free	-	Stop	Stop	
	ON THE REAL PROPERTY.	PROBREM NAMED IN		and the same of	<b>MAZVADORNAS</b>	-	None	N. W. L. W. L. W. L. W.
Storage Length		0	THE REAL PROPERTY.	-		0		
Veh in Median Storage, #	· Colonial Colonia Colonial Colonial Co	0		0	-	0	-	ALTERNATION OF THE PERSON
Grade, %	02	92		0	- 00	0	-	lend of another
Peak Hour Factor	92			92	92	92	92	
Heavy Vehicles, %	2	2		2	2	2	2	Calle Coll
Mvmt Flow	0	700		385	2	11	2	3-17-11-11-1
	- Field		A CONTRACTOR OF THE PARTY OF TH	124	H (C) SE			
Major/Minor	Major1		M	ajor2	Carrier of	Minor2		
Conflicting Flow All	387	0	THE PARTY OF		0	1086	386	
Stage 1	-	-		-	-	386	-	
Stage 2		1				700		
Critical Hdwy	4.12	-		-	-	6.42	6.22	
Critical Hdwy Stg 1	-	-		7	-	5.42	Sent Sent	
Critical Hdwy Stg 2	-	-		-	-	5.42		
Follow-up Hdwy	2.218	-10 -		913	distant	3.518	3.318	
Pot Cap-1 Maneuver	1171	-		-	-	239	662	
Stage 1						687		1000
Stage 2	-			-	-	493	-	
Platoon blocked, %				-		2011		The same of
Mov Cap-1 Maneuver	1171	-		-	-	239	662	
Mov Cap-2 Maneuver	TO PER PER	1 -4			1	239		
Stage 1	-	-	2,241	-	-	687	-	
Stage 2		1				493		PER PRESENT
Approach	EB	1		WB		SB		
HCM Control Delay, s	0			0		19.2		
HCM LOS	12500			N.A.		C		Marie State of the
Minor Lane/Major Mvmt	EBL	EBT	WBT WBR SBLn1		1 / 1.		Company in	
Capacity (veh/h)	1171	-	267					
HCM Lane V/C Ratio		10 10	0.049	W I	14.17		17 11 1 1 1 1 1 1 1 1 1 1	STATE OF
HCM Control Delay (s)	0	-	19.2		11,000,10			
HCM Lane LOS	A	3/10-2	C		1000	100	10,100	
HCM 95th %tile Q(veh)	0	-	0.2	and the				and the second s

Intersection				19.00			3/1/2	11					die	
Int Delay, s/veh	0.7													
							1	1 Blood	-	11				
Movement	EBL	EBT	EBR	10,03	WBL	WBT	WBR		NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	10	628	0	-	0	336	19	1	0	0	0	19	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						-			-			1		de la constitución de la constit
Veh in Median Storage, #	-	0	-		-	0	-		-	0	-	-	0	
Grade, %		0	000		II I	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	11	683	0		0	365	21		0	0	0	21	0	13
			1 1	10						CONT.	5 711		100	
Major/Minor	Major1			M	lajor2		STATE OF	200	Minor1			Minor2		
Conflicting Flow All	386	0	0		683	0	0		1086	1090	683	1080	1080	376
Stage 1	-	-	-		-	-	-		704	704	-	376	376	-
Stage 2	21-11-		100	2 13	-	-	1	C.C.Y	382	386	15/1/2	704	704	- RES
Critical Hdwy	4.12	-	-		4.12	-	-		7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	1918	-	1		-	15			6.12	5.52		6.12	5.52	107
Critical Hdwy Stg 2			7.4		-	-	-		6.12	5.52		6.12	5.52	-
Follow-up Hdwy	2.218	1.00		- 1	2.218				3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1172		-		910	-	-		194	215	449	196	218	670
Stage 1		ann -	-		10.0	11/2	11-4		428	440	-	645	616	The s
Stage 2		-	-		-	-	-		640	610		428	440	-
Platoon blocked, %	To The		110			N. Tal	10 4							
Mov Cap-1 Maneuver	1172	-	-		910	-	-		188	212	449	194	215	670
Mov Cap-2 Maneuver		-			-				188	212		194	215	
Stage 1		-	0-		-	-	-		422	433	-	635	616	-
Stage 2					1		-	4 11	628	610	78	422	433	1
Approach	EB				WB				NB			SB		
HCM Control Delay, s	0.1				0				0			20.4		
HCM LOS							Ser	1.71	A			C	031	19/1-3/
Minor Lang/Major Mumt	NBLn1	EBL	EBT	EBR	WBL	WBT	WRD	SBLn1	12-15			E B - E	73-	
Minor Lane/Major Mvmt		1172			910		- AADIA		-					-
Capacity (veh/h)			-		910	-		0.126		VANTE OF	TANK B		7	11.17
HCM Cantrol Polov (a)		0.009	_	× 150					Sel-la				199917	
HCM Control Delay (s)	0	8.1	0	-	0			20.4 C	100	1.785	70	5 1 / 1/4	1 3 3	
HCM Lane LOS	A	A	Α		A				Sel Land	-	1 2 1	11 11 11	S. Commercial Contract of the	
HCM 95th %tile Q(veh)	-	0	-	-	0	-	-	0.4						

	1	$\rightarrow$	*	1	+	1	1	1	-	1	1	1
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	CDT	CDD
Lane Configurations	7	<b>^</b>		*	<b>^</b>	7	7	<b>^</b>	NON	ODL 1	SBT	SBR
Volume (veh/h)	45	228	395	121	142	232	196	369	92		<b>^</b>	7
Number	7	4	14	3	8	18	5	2	12	153	492	25
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	6	16
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00	U	1.00	1.00	U	0
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	1863	1863	1.00	1.00
Adj Flow Rate, veh/h	49	248	191	132	154	59	213	401	18	166	1863	1863
Adj No. of Lanes	1	2	0	1	1	1	1	2	10		535	4
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	1	2	1
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	0.92	0.92	0.92	0.92
Cap, veh/h	63	391	290	169	487	414	261	986	441	210	2	2
Arrive On Green	0.04	0.20	0.20	0.10	0.26	0.26	0.15	0.28	0.28	0.12	884	396
Sat Flow, veh/h	1774	1940	1438	1774	1863	1583	1774	3539	1583	1774	0.25	0.25
Grp Volume(v), veh/h	49	225	214	132	154	59	213	401			3539	1583
Grp Sat Flow(s), veh/h/ln	1774	1770	1609	1774	1863	1583	1774	1770	18	166	535	4
Q Serve(g_s), s	2.1	9.1	9.6	5.7	5.2	2.2	9.1	7.2	1583	1774	1770	1583
Cycle Q Clear(g_c), s	2.1	9.1	9.6	5.7	5.2	2.2	9.1	7.2	0.7	7.1	10.5	0.1
Prop In Lane	1.00		0.89	1.00	0.2	1.00	1.00	1.2	0.7	7.1	10.5	0.1
Lane Grp Cap(c), veh/h	63	356	324	169	487	414	261	986	1.00	1.00	004	1.00
V/C Ratio(X)	0.78	0.63	0.66	0.78	0.32	0.14	0.81	0.41	441	210	884	396
Avail Cap(c_a), veh/h	430	993	902	430	1045	888	656	1760	0.04	0.79	0.60	0.01
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	787	656	1760	787
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	37.5	28.7	28.8	34.7	23.3	22.2	32.4	1.00	1.00	1.00	1.00	1.00
Incr Delay (d2), s/veh	18.8	1.9	2.3	7.5	0.4	0.2	6.1	0.3	20.6	33.6	26.0	22.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.2	0.0		0.0	6.5	0.7	0.0
%ile BackOfQ(50%),veh/ln	1.4	4.6	4.5	3.1	2.7	1.0	4.9	0.0	0.0	0.0	0.0	0.0
LnGrp Delay(d),s/veh	56.4	30.5	31.1	42.2	23.7	22.4	38.5	3.5	0.3	3.9	5.2	0.1
LnGrp LOS	E	C	C	D D	C C	C C	30.5 D	23.3 C	20.7	40.1	26.7	22.1
Approach Vol., veh/h		488			345	C	D		С	D	С	С
Approach Delay, s/veh		33.4			30.5			632			705	_
Approach LOS		C			C			28.3 C		-2	29.8 C	
Timer	1	2	3	4	5	6	7	8			U	
Assigned Phs	1	2	3	4	5	6	7					
Phs Duration (G+Y+Rc), s	15.3	27.9	13.5	21.8				8				
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	17.6 6.0	25.6	8.8	26.5				
Max Green Setting (Gmax), s	29.0	39.0	19.0	44.0		6.0	6.0	6.0				
Max Q Clear Time (g_c+l1), s	9.1	9.2	7.7	11.6	29.0 11.1	39.0	19.0	44.0				
Green Ext Time (p_c), s	0.4	7.4	0.2	4.2	0.5	12.5 7.1	4.1 0.1	7.2 4.3	157.2			
ntersection Summary				3				1,0				
ICM 2010 Ctrl Delay			30.3		arted La							
ICM 2010 LOS			C									-

10. Ft Weaver Nu c	1	<b>→</b>	1	1	+		1	†	1	1	1	1
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	7	414	7	M	<b>^</b>	77	1/4	ተተተ	7	14.14	ተተተ	7
Volume (vph)	198	206	153	10	182	122	135	817	10	341	1493	207
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	6.0	4.0	4.0	6.0
Lane Util. Factor	0.91	0.91	1.00	1.00	1.00	0.88	0.97	0.91	1.00	0.97	0.91	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	0.99	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1610	3349	1583	1770	1863	2787	3433	5085	1583	3433	5085	1583
Flt Permitted	0.95	0.99	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1610	3349	1583	1770	1863	2787	3433	5085	1583	3433	5085	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	215	224	166	11	198	133	147	888	11	371	1623	225
RTOR Reduction (vph)	0	0	63	0	0	111	0	0	5	0	0	65
Lane Group Flow (vph)	142	297	103	11	198	22	147	888	6	371	1623	160
	Split	NA	Perm	Split	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Turn Type	3	3	1 01111	4	4		5	2	-	1	6	100
Protected Phases	3	J	3		•	4			2			6
Permitted Phases	30.8	30.8	30.8	30.7	30.7	30.7	15.6	122.9	122.9	30.6	137.9	137.9
Actuated Green, G (s)	32.8	32.8	32.8	32.7	32.7	32.7	17.6	125.9	123.9	32.6	140.9	138.9
Effective Green, g (s)	0.14	0.14	0.14	0.14	0.14	0.14	0.07	0.52	0.52	0.14	0.59	0.58
Actuated g/C Ratio	6.0	6.0	6.0	6.0	6.0	6.0	6.0	7.0	7.0	6.0	7.0	7.0
Clearance Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	3.0	5.0	5.0	3.0	5.0	5.0
Vehicle Extension (s)	220	457	216	241	253	379	251	2667	817	466	2985	916
Lane Grp Cap (vph)		c0.09	210	0.01	c0.11	010	0.04	0.17		c0.11	c0.32	
v/s Ratio Prot	0.09	00.09	0.07	0.01	60.11	0.01	0.01		0.00			0.10
v/s Ratio Perm	0.65	0.65	0.07	0.05	0.78	0.06	0.59	0.33	0.01	0.80	0.54	0.17
v/c Ratio		98.2	95.7	90.1	100.2	90.2	107.7	32.9	28.2	100.5	30.1	23.7
Uniform Delay, d1	98.1	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10	0.95	1.35
Progression Factor	1.00	4.3	3.4	0.2	16.6	0.1	3.5	0.3	0.0	9.0	0.7	0.4
Incremental Delay, d2		102.5	99.1	90.3	116.8	90.4	111.1	33.2	28.2	119.0	29.3	32.3
Delay (s)	106.7 F	102.5 F	99.1 F	50.5 F	F	F	F	С	С	F	C	(
Level of Service	г	102.5		-	105.7			44.1			44.6	
Approach Delay (s)		102.5 F	-		F			D			D	
Approach LOS		г									-	
Intersection Summary			57.0		ICM 2000	) Level of	Convice		E			
HCM 2000 Control Delay		-	57.8	-	10IVI 2000	Level Of	OCI VICE					
HCM 2000 Volume to Cap			0.64		Cum of la	st time (s)			16.0			
Actuated Cycle Length (s)			240.0			of Service	9	-	C	¥ = 1	- 0-	100
Intersection Capacity Utiliz	zation		66.0%		CU Level	OI SEIVIC	0		U			
Analysis Period (min)			15		_	-			-572			700
c Critical Lane Group												

	1	$\rightarrow$	-	1	<b>—</b>	*	1	†	1	1	ļ	1
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBF
Lane Configurations	7	ર્સ	7		र्स	7	7	ተተተ	7	7	ተተተ	7
Volume (vph)	355	36	97	34	28	22	115	1410	54	68	2628	298
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0	5.0		6.0	4.0	6.0	5.0	6.0	4.0	5.0	7.0
Lane Util. Factor	0.95	0.95	1.00		1.00	1.00	1.00	0.91	1.00	1.00	0.91	1.00
Frpb, ped/bikes	1.00	1.00	0.91		1.00	1.00	1.00	1.00	0.83	1.00	1.00	0.97
Flpb, ped/bikes	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85		1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	0.96	1.00		0.97	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1681	1700	1434		1813	1583	1770	5085	1311	1770	5085	1536
FIt Permitted	0.95	0.96	1.00		0.97	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1681	1700	1434		1813	1583	1770	5085	1311	1770	5085	1536
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	386	39	105	37	30	24	125	1533	59	74	2857	324
RTOR Reduction (vph)	0	0	84	0	0	22	0	0	22	0	0	136
Lane Group Flow (vph)	212	213	21	0	67	2	125	1533	37	74	2857	188
Confl. Peds. (#/hr)	727		43					1000	31		2001	2
Turn Type	Split	NA	Perm	Split	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	4	4	r omi	3	3	Cilii	5	2	Cilli	1	6	1 Cilli
Permitted Phases			4		The state of	3			2	1-05/19		6
Actuated Green, G (s)	38.3	38.3	38.3		14.2	14.2	24.2	148.4	148.4	15.1	139.3	139.3
Effective Green, g (s)	38.3	38.3	38.3	10.200	14.2	16.2	24.2	150.4	149.4	17.1	141.3	139.3
Actuated g/C Ratio	0.16	0.16	0.16		0.06	0.07	0.10	0.63	0.62	0.07	0.59	0.58
Clearance Time (s)	5.0	5.0	5.0		6.0	6.0	6.0	7.0	7.0	6.0	7.0	7.0
Vehicle Extension (s)	4.0	4.0	4.0		3.0	3.0	5.0	6.0	6.0	3.0	6.0	6.0
Lane Grp Cap (vph)	268	271	228		107	106	178	3186	816	126	2993	891
v/s Ratio Prot	c0.13	0.13	220		c0.04	100	c0.07	0.30	010	0.04	c0.56	031
v/s Ratio Perm	00.10	0.15	0.01	-	CO.04	0.00	CO.07	0.30	0.03	0.04	CU.50	0.12
v/c Ratio	0.79	0.79	0.09		0.63	0.00	0.70	0.48	0.05	0.59	0.95	0.12
Uniform Delay, d1	97.0	96.9	86.0		110.3	104.5	104.4	23.9	17.6	108.0	46.3	24.1
Progression Factor	1.00	1.00	1.00		1.00	1.00	0.90	1.19	2.27	0.97	0.99	1.41
Incremental Delay, d2	15.4	14.7	0.2		10.9	0.1	6.0	0.2	0.0	6.8	8.8	0.5
Delay (s)	112.4	111.6	86.3		121.2	104.5	100.3	28.7	40.0	111.9	54.6	34.6
Level of Service	F	F	F	-	F	F	F	C C	40.0 D	F	D D	34.0 C
Approach Delay (s)		106.9			116.8		- 1	34.3	U		53.9	U
Approach LOS	- 7	F	11		F			C			D D	
Intersection Summary					il exte		<b>1</b>					2-1
HCM 2000 Control Delay			53.9	Н	CM 2000	Level of	Service		D			
HCM 2000 Volume to Capa	city ratio		0.88									
Actuated Cycle Length (s)		-	240.0	Si	um of los	time (s)			22.0	4	-	
Intersection Capacity Utiliza	ation		98.1%			of Service	2		F			
Analysis Period (min)			15		23701					-		
c Critical Lane Group			10		-		1				-	

	*	-	1	1	-		1	<b>†</b>	1	1	1	1
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SB
Lane Configurations	44	444		14	ተተተ	77	7	<b>1</b>		44	<b>^</b>	7
Volume (veh/h)	625	515	5	120	705	475	5	85	15	395	120	43
Number	7	4	14	3	8	18	5	2	12	1	6	
nitial 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		0.
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.
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1863	1863	1863	1900	1863	1863	18
Adj Flow Rate, veh/h	679	560	5	130	766	516	5	92	3	429	130	2
Adj No. of Lanes	2	3	0	2	3	2	1	2	0	2	2	
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.
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	
Cap, veh/h	809	2293	20	215	1365	1174	9	317	10	526	844	13
Arrive On Green	0.24	0.44	0.44	0.06	0.27	0.27	0.01	0.09	0.09	0.15	0.24	0.:
	3442	5198	46	3442	5085	2787	1774	3499	114	3442	3539	27
Sat Flow, veh/h				130	766	516	5	46	49	429	130	2
Grp Volume(v), veh/h	679	365	200						1843	1721	1770	13
Grp Sat Flow(s),veh/h/ln	1721	1695	1855	1721	1695	1393	1774	1770		11.4	2.8	13
Q Serve(g_s), s	17.8	6.4	6.4	3.5	12.3	12.5	0.3	2.3	2.3			
Cycle Q Clear(g_c), s	17.8	6.4	6.4	3.5	12.3	12.5	0.3	2.3	2.3	11.4	2.8	5
Prop In Lane	1.00		0.03	1.00	1005	1.00	1.00	400	0.06	1.00	044	1.
Lane Grp Cap(c), veh/h	809	1495	818	215	1365	1174	9	160	167	526	844	13
V/C Ratio(X)	0.84	0.24	0.24	0.61	0.56	0.44	0.54	0.29	0.29	0.82	0.15	0.
Avail Cap(c_a), veh/h	1378	1495	818	1378	2037	1542	224	709	738	798	1791	20
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.
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.
Uniform Delay (d), s/veh	34.6	16.6	16.6	43.3	29.9	19.5	47.1	40.3	40.3	38.9	28.6	14
ncr Delay (d2), s/veh	2.4	0.1	0.2	2.7	0.4	0.3	41.4	1.0	1.0	4.0	0.1	0
nitial 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	C
%ile BackOfQ(50%),veh/ln	8.8	3.0	3.3	1.7	5.8	4.8	0.2	1.2	1.2	5.7	1.4	2
LnGrp Delay(d),s/veh	37.0	16.7	16.8	46.1	30.3	19.8	88.5	41.3	41.2	42.8	28.7	14
LnGrp LOS	D	В	В	D	C	В	F	D	D	D	C	
Approach Vol, veh/h		1244			1412			100			837	
Approach Delay, s/veh		27.8	400		27.9	8-3		43.6	-	-	31.3	
Approach LOS		C			C			D			С	
	4		2	1		C	7	8			-	
Timer Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	20.5	14.6	11.9	47.8	6.5	28.6	28.3	31.5	1 2 2 2			
	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0				
Change Period (Y+Rc), s		38.0	38.0	38.0	12.0	48.0	38.0	38.0				
Max Green Setting (Gmax), s	22.0					7.6	19.8	14.5				
Max Q Clear Time (g_c+l1), s	13.4	4.3	5.5	8.4	2.3						~	
Green Ext Time (p_c), s	1.1	2.6	0.4	14.3	0.0	2.7	2.5	11.0				
Intersection Summary			00.4									
HCM 2010 Ctrl Delay			29.1									
HCM 2010 LOS			C									
Notes												

	1	-	*	1	-	*	1	1	-	1	+	1
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBF
Lane Configurations	7	f)		ħ	1	7	7	<b>11</b>		7	<b>11</b>	
Volume (veh/h)	30	70	20	300	135	370	50	980	400	280	530	45
Number	3	8	18	7	4	14	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	1900	1863	1863	1863	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	33	76	13	326	147	93	54	1065	381	304	576	42
Adj No. of Lanes	1	1	0	1	1	1	1	3	0	1	3	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	345	482	82	418	578	492	70	1291	462	338	2421	175
Arrive On Green	0.31	0.31	0.31	0.31	0.31	0.31	0.04	0.35	0.35	0.19	0.50	0.50
Sat Flow, veh/h	1135	1551	265	1303	1863	1583	1774	3697	1323	1774	4841	350
Grp Volume(v), veh/h	33	0	89	326	147	93	54	977	469	304	402	216
Grp Sat Flow(s), veh/h/ln	1135	0	1816	1303	1863	1583	1774	1695	1629	1774	1695	1801
Q Serve(g_s), s	2.7	0.0	4.3	29.1	7.1	5.2	3.6	31.6	31.6	20.1	8.1	8.2
Cycle Q Clear(g_c), s	9.8	0.0	4.3	33.3	7.1	5.2	3.6	31.6	31.6	20.1	8.1	
Prop In Lane	1.00	0.0	0.15	1.00	1,1	1.00	1.00	31.0	0.81	1.00	0.1	8.2
Lane Grp Cap(c), veh/h	345	0	564	418	578	492	70	1184	569	338	1695	0.19
V/C Ratio(X)	0.10	0.00	0.16	0.78	0.25	0.19	0.77	0.82	0.82	0.90		901
Avail Cap(c_a), veh/h	399	0.00	650	480	667	567	251	1242	597		0.24	0.24
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				517	1750	930
	1.00	0.00	1.00	1.00			1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	34.7				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh		0.0	30.0	42.1	31.0	30.3	57.1	35.7	35.7	47.5	17.0	17.1
Incr Delay (d2), s/veh	0.1	0.0	0.1	7.1	0.2	0.2	16.1	4.5	8.9	13.2	0.1	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	0.9	0.0	2.2	11.2	3.7	2.3	2.1	15.5	15.6	11.1	3.8	4.1
LnGrp Delay(d),s/veh	34.8	0.0	30.1	49.2	31.2	30.5	73.2	40.2	44.6	60.7	17.1	17.2
LnGrp LOS	С		С	D	С	C	Е	D	D	E	В	В
Approach Vol, veh/h		122			566			1500			922	
Approach Delay, s/veh		31.4			41.4			42.8			31.5	
Approach LOS		C			D			D			С	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	28.9	47.9		43.3	10.7	66.1		43.3				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	35.0	44.0		43.0	17.0	62.0		43.0				
Max Q Clear Time (g_c+l1), s	22.1	33.6		35.3	5.6	10.2		11.8				
Green Ext Time (p_c), s	0.7	8.3		2.0	0.1	25.0		3.2				
Intersection Summary	T.											-7.1
HCM 2010 Ctrl Delay			38.7						1000			
HCM 2010 LOS			D									

Intersection					il a			all the		
Int Delay, s/veh	7.7									
		10.5				17:00		Harry I	And the second	
Movement		EBT	EBR	800	WBL	WBT	3	NBL	NBR	. 150
Vol, veh/h		5	5		195	5		5	90	4 1 5
Conflicting Peds, #/hr		0	0		0	0		0	0	
Sign Control	17 20 20 20	Free	Free		Free	Free	1714	Stop	Stop	
RT Channelized		-	None		-	None		-	None	
Storage Length		101	No.				. For	0		
Veh in Median Storage, #		0			-	0		0	-	
Grade, %	S. Landing	0	1		Pills.	0	ALC: Y	0		
Peak Hour Factor		92	92		92	92		92	92	
Heavy Vehicles, %		2	2		2	2		2	2	
Mymt Flow		5	5		212	5		5	98	
	3.50			11						
Major/Minor	Ma	ajor1		1	Major2			Minor1		
Conflicting Flow All		0	0	A RIVE	11	0		437	8	Lave
Stage 1		-	-		-	-		8	-	
Stage 2		-		-	-		the grade	429		
Critical Hdwy		-	-		4.12	-		6.42	6.22	
Critical Hdwy Stg 1		-		Tell.				5.42		
Critical Hdwy Stg 2		-	-		-	-		5.42	-	
Follow-up Hdwy					2.218	1		3.518	3.318	
Pot Cap-1 Maneuver		-	-		1608	1.04		577	1074	
Stage 1	092 - 113							1015	- 7	
Stage 2		-			-	1.4		657	-	
Platoon blocked, %		-	1							
Mov Cap-1 Maneuver		-	-		1608	-		501	1074	
Mov Cap-2 Maneuver			1		18/10	V. 12		501		A COL
Stage 1		-	-		-	11-1		1015	-	
Stage 2		2			11-74		14/1	570	-11-21	15 270 11
Approach		EB			WB			NB		100
HCM Control Delay, s		0			7.4			9		
HCM LOS	10/24/10	1900		-6.			A TOTAL	Α	Control of the Control	- 11
10 1 2 14 2 14 14	NIDI -4	FOT	- CDC	MOI	MOT			C - C - C - C - C - C - C - C - C - C -	and the same	2-11-
Minor Lane/Major Mvmt		EBT	EBR	WBL	WBT				In the State of th	24.5
Capacity (veh/h)	1013	10000		1608	-					
HCM Lane V/C Ratio	0.102	-		0.132	-	Section .			0.5351.7612	1
HCM Control Delay (s)	9	-		7.6	0					F : 1
HCM Lane LOS	A	-	1 -	A	A		1	men ed a de		
HCM 95th %tile Q(veh)	0.3	-	-	0.5	-					

Intersection							1	W. C.			Win.		817	1
Int Delay, s/veh 4	1.7													
	100	. 35					1000							
Movement	EBL	EBT	EBR		WBL	WBT	WBR		NBL	NBT	NBR	SBL	SBT	SBF
Vol, veh/h	70	295	0	1 1 1	0	655	20		0	0	0	15	0	180
Conflicting Peds, #/hr	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						-			-	-	-			
Veh in Median Storage, #	-	0	-		-	0	-		-	0	-	2	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	100	2	2	2		2	2	2	2	2	
Mvmt Flow	76	321	0		0	712	22		0	0	0	16	0	
											- 400 - 10			
Major/Minor	Major1			N.	lajor2	MILE!	Alth		Minor1	lai		Minor2		- Alle
Conflicting Flow All	734	0	0		321	0	0		1294	1207	321	1196	1196	723
Stage 1	-	-	- 1-		-	-	-		473	473	-	723	723	
Stage 2	-	-	191		-	-	18		821	734		473	473	
Critical Hdwy	4.12	-	-		4.12	-	-		7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	- 4	-	*		-	1			6.12	5.52		6.12	5.52	
Critical Hdwy Stg 2		-			-	-			6.12	5.52	-	6.12	5.52	
Follow-up Hdwy	2.218	-			2.218		-		3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	871	-	- 4		1239		-		139	183	720	163	186	426
Stage 1	-	-							572	558	-	417	431	100
Stage 2	-	-	-		-	-			369	426	-	572	558	
Platoon blocked, %		7-5	-	11.21 11	1 31"	100		2/1/3/		THE REAL PROPERTY.	13777	3430	450	- 5
Mov Cap-1 Maneuver	871	-	-		1239	-			69	164	720	150	166	426
Mov Cap-2 Maneuver		-	1	- 1"5"		7/2	-		69	164		150	166	
Stage 1		-	-		-		-	P	511	499		373	431	
Stage 2		193	1150		-	- 4-	-	190	200	426		511	499	
A				7-,	14/5									
Approach	EB	Page 1	- THE		WB		100		NB			SB		- So
HCM Control Delay, s	1.8				0				0			26.6		
HCM LOS								-	Α	1		D		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR S	SBI n1	-					
Capacity (veh/h)	-	871	-		1239	-	-	373						
HCM Lane V/C Ratio		0.087	E CO-S	THE PARTY OF	1239	1000		0.568						
HCM Control Delay (s)	0	9.5	0	-	0			26.6						2-3-
HCM Lane LOS	A	9.5 A	A		A	-	-							
TOW Lane LOS	A	0.3	A	1 + 2	A	-	-	D						

ntersection								
nt Delay, s/veh 0.	.5				day on the latest			
Movement	EB	T EBR	V	VBL	WBT	NBL	NBR	
/ol, veh/h	29	5 10		25	685	10	5	
Conflicting Peds, #/hr		0 0		0	0	0	0	
Sign Control	Fre	e Free	F	ree	Free	Stop	Stop	
RT Channelized		- None		-	None	-	None	
Storage Length	11-12-5		1.4	50		0		
/eh in Median Storage, #		0 -		-	0	0	1	
Grade, %	The second	0 -			0	0		
Peak Hour Factor	9	2 92		92	92	92	92	
Heavy Vehicles, %		2 2		2	2	2	2	
Mymt Flow	32			27	745	11	5	
		Ser Contract		84	1			
Major/Minor	Major	-1	Ma	jor2	- No. 20	Minor1		
	ividjul	0 0		332	0	1125	326	
Conflicting Flow All	5-0-2-6			332	-	326	020	
Stage 1 Stage 2		describe.	THE RESERVE OF THE PARTY OF THE	FOR		799		Total Control
				4.12	-	6.42	6.22	
Critical Hdwy			Control of the last	1.12	155	5.42	0.22	
Critical Hdwy Stg 1	hen i sudi			January .	-00000000000000000000000000000000000000	5.42	-	
Critical Hdwy Stg 2			2	218		3.518	3.318	
Follow-up Hdwy				227		227	715	
Pot Cap-1 Maneuver			STATE OF THE PARTY.	221		731	110	NE MINE
Stage 1				-		443		
Stage 2			RECEIVED.	15.73		440		
Platoon blocked, %	1.4		1	227		222	715	
Mov Cap-1 Maneuver	128 111 111			221		222	710	1-1-1-1-1-1
Mov Cap-2 Maneuver	THE WALL SO THE	0.000		1)5		731	-	
Stage 1	the other part		200	-	11075 - 125	433	Market State	
Stage 2			and the other	100		400	St. 18 - 2 - 7 - 1	1 1/24
Approach	The State	В	Mr 152	WB		NB		
HCM Control Delay, s		0		0.3		18.2		
HCM LOS	S. Joseph Co.		17/15/2005		16/6/	C		
IOW LOG		W. J. L. S.	a salaye					
Minor Lane/Major Mvmt	NBLn1 EE	T EBR	WBL V	VBT				
Capacity (veh/h)	288		1227	-				
HCM Lane V/C Ratio	0.057	90 h	0.022	-			n en en en en	
HCM Control Delay (s)	18.2		8	-				
HCM Lane LOS	C	6	A	-				
HCM 95th %tile Q(veh)	0.2			-				

Intersection				a direct	70%	HI V		Jen.			4 10	100		1
Int Delay, s/veh	0													
	11.5			30/4	and the		100							1
Movement	EBL	EBT	EBR		WBL	WBT	WBR		NBL	NBT	NBR	SBL	SBT	SBF
Vol, veh/h	0	300	0	OT I	0	725	0		0	0	0	0	0	C
Conflicting Peds, #/hr	0	0	0		0	0	0		0	0	0	0	0	0
Sign Control	Free	Free	Free	90.67	Free	Free	Free		Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized		-	None		-		None		-		None		-	None
Storage Length	16 26	-	-	and the same	1 -1-	4-15	1 194	The Paris	-				19 12	199119
Veh in Median Storage, #	-	0			-	0	-		-	0	-		0	
Grade, %	9103	0	-	1111	-	0	C. Tal.		8 2	0		0.00	0	DITC.
Peak Hour Factor	92	92	92		92	92	92		92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	100	2	2	2	3316	2	2	2	2	2	
Mvmt Flow	0	326	0		0	788	0		0	0	0	0	0	0
										100			1	
Major/Minor	Major1	753	100	N	Najor2		3/5	N	1inor1		100	Minor2	Sim	1
Conflicting Flow All	788	0	0		326	0	0		1114	1114	326	1114	1114	788
Stage 1	-	-	-		-		-		326	326	-	788	788	
Stage 2	1000		1000	3	-			mo	788	788	1/4/202	326	326	
Critical Hdwy	4.12		-		4.12				7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	West of the	Party.	-	68	17				6.12	5.52		6.12	5.52	
Critical Hdwy Stg 2					-		-		6.12	5.52		6.12	5.52	
Follow-up Hdwy	2.218		-		2.218					4.018	3.318			3.318
Pot Cap-1 Maneuver	831				1234		-		185	208	715	185	208	391
Stage 1				100	1176		A 25		687	648	Biller	384	402	
Stage 2	-	-					-		384	402	-	687	648	
Platoon blocked, %	100					101	13 14			1000	E VILLA			-
Mov Cap-1 Maneuver	831		-		1234				185	208	715	185	208	391
Mov Cap-2 Maneuver	FOI TOWN	MARIE		1300	1000	1	14	317	185	208	- 110V	185	208	
Stage 1	-	-				-			687	648	-	384	402	
Stage 2	QCAN'S		414	No.	1.06	-	The se	1	384	402		687	648	OF THE
Approach	EB	6		No. to	WB				NB		-100	SB		
HCM Control Delay, s	0				0				0			0		
HCM LOS	1000						Total		A			A		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR S	BLn1		l ii				
Capacity (veh/h)	-	831	-	-	1234	-	: -	-						
HCM Lane V/C Ratio		V-V	1000				-11	-	1414					
HCM Control Delay (s)	0	0	-	-	0	-	-	0						
HCM Lane LOS	Α	A			Α	Jan Si		Α						
HCM 95th %tile Q(veh)	-	0	-	-	0	-	-	- 7						

Intersection		-6.7	4 3 3					12	THE STATE OF
Int Delay, s/veh	0.4								
					The Park		Car.		
Movement	EBL	EBT		7	WBT	WBR	SBL	SBR	Statistics)
Vol, veh/h	0	295			710	5	10	10	
Conflicting Peds, #/hr	0	0			0	0	0	0	
Sign Control	Free	Free		WE T	Free	Free	Stop	Stop	
RT Channelized	-	None			-	None	14	None	
Storage Length		1	Yes !	HIT SEE TO	NV O		0	Calcian	
Veh in Median Storage, #	-	0			0	-	0	4	
Grade, %		0			0	THE.	0		
Peak Hour Factor	92	92			92	92	92	92	
Heavy Vehicles, %	2	2			2	2	2	2	
Mvmt Flow	0	321			772	5	11	11	
		47			10				
Major/Minor	Major1			1	Major2		Minor2		H-ROLLS
Conflicting Flow All	777	0		-	TO COMP	0	1095	774	Arten State
Stage 1	-	-			-	-	774	-	
Stage 2		-			- 41	-	321	-	
Critical Hdwy	4.12	:-1			-	-	6.42	6.22	
Critical Hdwy Stg 1						-	5.42		
Critical Hdwy Stg 2	-	-			-	-	5.42	-	
Follow-up Hdwy	2.218	-				1	3.518	3.318	
Pot Cap-1 Maneuver	839	-			-	-	236	398	
Stage 1							455		
Stage 2	-	-			-	-	735	-	
Platoon blocked, %						-			
Mov Cap-1 Maneuver	839	-			-	-	236	398	
Mov Cap-2 Maneuver	-	00 =				-	236	4	
Stage 1	-	- 2			-	-	455	-	
Stage 2		-	-			10 72	735	•	
Approach	EB				WB		SB		
HCM Control Delay, s	0				0		18.1		
HCM LOS		CTV.	12				C		
Harrian Major March	CDI	EDT	MDT	MPD CD	n1				
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR SB					
Capacity (veh/h)	839				296			to the second second	
HCM Lane V/C Ratio	-	-			073			25-11-1	San Villa
HCM Control Delay (s)	0	-			8.1	1 300			Section 1
HCM Lane LOS	A				C		A COLUMN	The state of the s	
HCM 95th %tile Q(veh)	0	-	-	-	0.2				

Intersection					DE C	100	1	100	7.00					900
Int Delay, s/veh	0.3								The state of				45.00	
W. Control of the Con						7 - 2	W. Julio				AL I		320	
Movement	EBL	EBT	EBR		WBL	WBT	WBR		NBL	. NBT	NBR	SBL	SBT	SBI
Vol, veh/h	5		0		0	705	15	1-1	0	0	0	5	0	_
Conflicting Peds, #/hr	0	-	0		0	•	0		0	0	0	0		
Sign Control	Free	Free	Free		Free	Free	Free		Stop	Stop	Stop	Stop		
RT Channelized	-	-	None		-	-	None		-			-	-	Non
Storage Length			-			-	1100	-	E'L-Ne	F. 11 - 07-4	1	The state of		I Hadi
Veh in Median Storage, #	-	0	-			0				0			0	
Grade, %		0				0	Lore	OF!		0	7	LISCO SHIP	and the latest and th	
Peak Hour Factor	92	92	92		92	92	92		92		92	92	92	
Heavy Vehicles, %	2	2	2		2	2	2		2	-	2	2		
Mvmt Flow	5	315	0		0	766	16	COLUMN TO A	0	0	0	5	0	1
		1		1700	1 1-1	5 3	See !	(60)	014	324	S. III E	TRACTION OF		
Major/Minor	Major1			16	Major2	Par lo	- 000	May 1	Minor1	100	1154 m	Minor2	(Ferrita)	10-12-7-
Conflicting Flow All	783	0	0	TE-118	315	0	0	0777	1106	1109	315	1100	1100	774
Stage 1			-		-		-		326	326	-	774		114
Stage 2	1076		1 17-	- 8		FF/192		17	780	783	THE REAL PROPERTY.	326	774	and the same of
Critical Hdwy	4.12	-			4.12		-		7.12	6.52	6.22		326	0.00
Critical Hdwy Stg 1	E 1 - 1 - 1 - 1	12		101.00		1000		2 1150	6.12	5.52	0.22	7.12	6.52	6.22
Critical Hdwy Stg 2		-			-		-		6.12	5.52		6.12	5.52	
Follow-up Hdwy	2.218	-115	- 12	N-mil	2.218	NEW SE	YES S	7,014,01	3.518	4.018	3.318	6.12	5.52	0.010
Pot Cap-1 Maneuver	835				1245	-	-	-	188	210			4.018	
Stage 1	Was proper	10 21		- 1981	1240			127000	687	648	725	190	212	398
Stage 2		-			-	-		land of the	388		ALC:	391	408	
Platoon blocked, %	11200	10 122	7999	111178	THE RUE	17/112		H3037	300	404	manus and	687	648	
Mov Cap-1 Maneuver	835	-	oldine.	SEPARA	1245	-	-	- 10-	400	000	705	ATT SPECIAL		No.
Mov Cap-2 Maneuver	-	TEN SE	1918521	15980	1245	UNIDE		116-3-	182	209	725	189	211	398
Stage 1			-	all the		-	10/19		182	209		189	211	PI
Stage 2	-7/1/29	Environ.	Laver		7	NOCHOE	-	THE SAME	682	643	-	388	408	-
olugo 2	100			115400	-	- 7			377	404	3 . 41	682	643	
Approach	EB	and the	1	10515	WB			14104-5	AID	la la				
HCM Control Delay, s	0.2				0	aliana.			NB			SB		
HCM LOS	0.2	- 18 V		Antiber	U	25.000			0	-	Total Comment	18.1		
					-				A	11 110		C		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR S	RI n1		No.				11.0
Capacity (veh/h)	-	835	-	LDIX -	1245	-	VVDR 3	291						-34
ICM Lane V/C Ratio		0.007	Sar Lan	NO SE	1240			0.056	7	. 1				
ICM Control Delay (s)	0	9.3	0	-	0		-		S LINE L				0 3	
ICM Lane LOS	A	Α	A		A	-		18.1						
ICM 95th %tile Q(veh)	-	0	-	W deep	0	-	11.10	0.2						

	•	<b>→</b>	7	1	<b>←</b>	1	1	†	1	1	1	1
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	*	<b>1</b>		7	<b>^</b>	7	7	<b>^</b>	7	7	<b>^</b>	7
Volume (veh/h)	10	125	185	95	285	235	390	1015	180	160	720	50
Number	7	4	14	3	8	18	5	2	12	1	6	16
	0	0	0	0	0	0	0	0	0	0	0	0
Initial Q (Qb), veh	1.00	U	1.00	1.00		1.00	1.00		1.00	1.00		1.00
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Parking Bus, Adj	1863	1863	1900	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Sat Flow, veh/h/ln	11	136	17	103	310	42	424	1103	109	174	783	12
Adj Flow Rate, veh/h			0	1	1	1	1	2	1	1	2	1
Adj No. of Lanes	1	2	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Peak Hour Factor	0.92	0.92		2	2	2	2	2	2	2	2	2
Percent Heavy Veh, %	2	2	2		370	314	458	1682	752	203	1175	525
Cap, veh/h	18	434	53	128		0.20	0.26	0.48	0.48	0.11	0.33	0.33
Arrive On Green	0.01	0.14	0.14	0.07	0.20			3539	1583	1774	3539	1583
Sat Flow, veh/h	1774	3173	391	1774	1863	1583	1774			174	783	12
Grp Volume(v), veh/h	11	75	78	103	310	42	424	1103	109		1770	1583
Grp Sat Flow(s), veh/h/ln	1774	1770	1794	1774	1863	1583	1774	1770	1583	1774		0.6
Q Serve(g_s), s	0.7	4.6	4.7	6.8	19.1	2.6	27.8	28.3	4.6	11.5	22.6	0.6
Cycle Q Clear(g_c), s	0.7	4.6	4.7	6.8	19.1	2.6	27.8	28.3	4.6	11.5	22.6	
Prop In Lane	1.00		0.22	1.00		1.00	1.00		1.00	1.00	1175	1.00
Lane Grp Cap(c), veh/h	18	242	245	128	370	314	458	1682	752	203	1175	525
V/C Ratio(X)	0.61	0.31	0.32	0.80	0.84	0.13	0.93	0.66	0.14	0.86	0.67	0.02
Avail Cap(c_a), veh/h	193	549	557	193	578	491	580	1960	877	298	1395	624
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	58.8	46.4	46.4	54.5	45.9	39.3	43.1	23.8	17.6	51.8	34.2	26.8
Incr Delay (d2), s/veh	28.3	0.7	0.7	13.4	6.3	0.2	18.4	0.6	0.1	14.8	0.9	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
	0.5	2.3	2.4	3.8	10.5	1.2	15.9	13.9	2.0	6.4	11.2	0.
%ile BackOfQ(50%),veh/ln	87.1	47.1	47.2	67.9	52.3	39.5	61.5	24.5	17.7	66.6	35.1	26.
LnGrp Delay(d),s/veh	67.1	D D	D	E	D	D	Е	C	В	E	D	(
LnGrp LOS	Г	164	D		455			1636			969	
Approach Vol, veh/h					54.6			33.6	12.75		40.7	
Approach Delay, s/veh		49.8			D D			C			D	
Approach LOS		D			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	19.7	62.6	14.6	22.3	36.8	45.6	7.2	29.7				
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0				
Max Green Setting (Gmax), s	20.0	66.0	13.0	37.0	39.0	47.0	13.0	37.0				-11
Max Q Clear Time (g_c+l1), s	The state of the s	30.3	8.8	6.7	29.8	24.6	2.7	21.1				
Green Ext Time (p_c), s	0.2	20.0	0.1	3.1	1.0	14.9	0.0	2.6				
Intersection Summary												
HCM 2010 Ctrl Delay			39.5									- 100
HCM 2010 LOS			D									