Volume (ventry) Number		•	→	7	1	+	1	1	1	1	1	+	1
Lane Configurations 1	Movement	FBI	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL		SBF
Volume (veh/h) 10 130 185 95 350 235 435 1015 180 160 720 Number 7 4 14 3 8 18 5 2 12 1 6 101ital O (20b), veh 0 0 0 0 0 0 0 0 0 0 0 0 0						4	7	Y	44	7	7	^	7
Number (Vaniy) Number				185			235	435	1015	180	160	720	50
Initial Q(Qb), veh							18	5	2	12	1	6	16
Ped-Bike Adj(A_pbT)							0	0	0	0	0	0	(
Parking Bus, Acj 1.00					1.00		1.00	1.00		1.00	1.00		1.00
Adj Sat Flow, yeh/h/ln 1863			1 00			1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Flow Rate, vehi/h Adj Flow Rate, vehi/h Adj Flow Rate, vehi/h Adj Flow Rate, vehi/h Adj No. of Lanes 1 2 0 1 1 1 1 1 2 1 1 Peak Hour Factor 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92									1863	1863	1863	1863	1863
Red Flow Nates, with a first state of the property of the prop									1103	109	174	783	12
Persek Hour Factor 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92	Carlo Company Mark Company of the Co									1	1	2	
Percent Heavy Veh, % 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2										0.92	0.92	0.92	0.92
Percent relaxly veril, 78 2											2	2	2
Cap, veriff 10 3-3 0.17 0.07 0.24 0.24 0.28 0.45 0.45 0.11 0.28 Sat Flow, veh/h 1774 3142 417 1774 1863 1583 1774 3539 1583 1774 3538 Grp Volume(v), veh/h 11 78 82 103 380 77 473 1103 109 174 783 Grp Sat Flow(s), veh/h/h 1774 1770 1789 1774 1863 1583 1774 1770 1583 1774 1770 Grp Sat Flow(s), veh/h/h 1774 1770 1789 1774 1863 1583 1774 1770 1583 1774 1770 Grp Sat Flow(s), veh/h/h 1774 1770 1789 1774 1863 1583 1774 1770 1583 1774 1770 Grp Sat Flow(s), veh/h/h 1774 1770 1789 1774 1863 1583 1774 1770 1583 1774 1770 Grp Sat Flow(s), veh/h/h 1774 1770 1789 1774 1863 1583 1774 1770 1583 1774 1770 Grp Sat Flow(s), veh/h/h 18 309 131 100 1.00 1.00 1.00 1.00 1.00 1.00 Lane Grp Cap(c), veh/h 18 309 313 129 442 375 501 1580 707 203 984 V/C Ratio(X) 0.61 0.25 0.26 0.80 0.86 0.21 0.94 0.70 0.15 0.86 0.80 Avail Cap(c_a), veh/h 242 525 530 313 627 533 554 1580 707 313 1077 HCM Platoon Ratio 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0											203	984	440
Arrive On Green Arrive									2000000			0.28	0.28
Sat Flow, Veln/h 11 78 82 103 380 77 473 1103 109 174 783 Grp Volume(v), veln/h 11 774 1770 1789 1774 1863 1583 1774 1770 1583 1774 1770 Q Serve(g_s), s 0.8 4.8 4.9 7.1 24.4 4.9 32.6 31.3 5.1 12.0 25.6 Cycle Q Clear(g_c), s 0.8 4.8 4.9 7.1 24.4 4.9 32.6 31.3 5.1 12.0 25.6 Cycle Q Clear(g_c), s 1.00 0.23 1.00 1.00 1.00 1.00 1.00 Prop In Lane 1.00 0.23 1.00 1.00 1.00 1.00 1.00 Prop In Lane 1.00 0.25 0.26 0.80 0.86 0.21 0.94 0.70 0.15 0.86 0.84 V/C Ratio(X) Avail Cap(c_a), veln/h 18 309 313 129 442 375 501 1580 707 203 984 V/C Ratio(X) Avail Cap(c_a), veln/h 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0												3539	158
Grp Sat Flow(s), vehr/h/ln 1774 1770 1789 1774 1863 1593 1774 1770 1583 1774 1770 Q Serve(g_s), s 0.8 4.8 4.9 7.1 24.4 4.9 32.6 31.3 5.1 12.0 25.6 Cycle Q Clear(g_c), s 0.8 4.8 4.9 7.1 24.4 4.9 32.6 31.3 5.1 12.0 25.6 Cycle Q Clear(g_c), s 0.8 4.8 4.9 7.1 24.4 4.9 32.6 31.3 5.1 12.0 25.6 Cycle Q Clear(g_c), s 0.8 4.8 4.9 7.1 24.4 4.9 32.6 31.3 5.1 12.0 25.6 Cycle Q Clear(g_c), vehr/h 18 309 313 129 442 375 501 1580 707 203 984 V/C Ratio(X) 0.61 0.25 0.26 0.80 0.86 0.21 0.94 0.70 0.15 0.86 0.80 Avail Cap(c_a), vehr/h 242 525 530 313 627 533 554 1580 707 313 1077 HCM Platoon Ratio 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0													1:
GP Sat Flow(g, s), s													158
Cycle Q Clear(g_c), s												5-20-5-5-5	0.1
Cycle & Clear(g-c), s													0.
Prop In Lane Cap(c), veh/h			4.8			24.4			31.3			20.0	1.0
Cation C						110			4500			09/	44
Avail Cap(c_a), veh/h													0.0
HCM Platoon Ratio 1.00 1													48
Upstream Filter(I) 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0	Avail Cap(c_a), veh/h												1.0
Uniform Delay (d), s/veh 61.5 44.5 44.5 57.0 45.6 38.2 43.8 27.8 20.6 54.3 41.8 Incr Delay (d2), s/veh 29.0 0.4 0.4 10.8 8.5 0.3 23.9 1.4 0.1 13.5 3.9 Initial Q Delay(d3), s/veh 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.	HCM Platoon Ratio												1.0
Shiridal Q Delay(d3),s/veh 29.0 0.4 0.4 10.8 8.5 0.3 23.9 1.4 0.1 13.5 3.5	Upstream Filter(I)	1.00											
Incr Delay (d2), s/veh	Uniform Delay (d), s/veh	61.5	44.5										32.
Initial Q Delay(d3),s/veh		29.0	0.4										0.
%ile BackOfQ(50%),veh/ln 0.5 2.4 2.5 3.9 13.6 2.2 19.2 15.6 2.3 6.7 13.1 LnGrp Delay(d),s/veh 90.5 44.9 45.0 67.8 54.1 38.5 67.7 29.2 20.7 67.8 45.1 LnGrp LOS F D D E D D E C C C E C Approach Vol, veh/h 171 560 1685 96 Approach Delay, s/veh 47.9 54.5 39.4 49.8 Approach LOS D A 3 4 5 6 7 8 A 8		0.0	0.0	0.0									0.
LnGrp Delay(d),s/veh 90.5 44.9 45.0 67.8 54.1 38.5 67.7 29.2 20.7 67.8 45.1 LnGrp LOS F D D E D D E C C E I 20.7 67.8 45.1 45.1 38.5 67.7 29.2 20.7 67.8 45.1 10.0		0.5	2.4	2.5	3.9							E-10 ADD	0.
LnGrp LOS F D D E D D E C C E I Approach Vol, veh/h 171 560 1685 963 Approach Delay, s/veh 47.9 54.5 39.4 49.4 Approach LOS D D D 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 20.3 61.7 15.1 27.8 41.3 40.7 7.3 35.6 Change Period (Y+Rc), s 6.0		90.5	44.9	45.0	67.8		38.5						32.
Approach Vol, veh/h 171 560 1685 968 Approach Delay, s/veh 47.9 54.5 39.4 49.8 Approach LOS D D D 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 20.3 61.7 15.1 27.8 41.3 40.7 7.3 35.6 Change Period (Y+Rc), s 6.0 6.			D	D	E	D	D	E		C	Е	D	
Approach Delay, s/veh 47.9 54.5 39.4 49.8 Approach LOS D D D 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 20.3 61.7 15.1 27.8 41.3 40.7 7.3 35.6 Change Period (Y+Rc), s 6.0			171			560						969	
Approach LOS D 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 20.3 61.7 15.1 27.8 41.3 40.7 7.3 35.6 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 22.0 55.0 22.0 37.0 39.0 38.0 17.0 42.0 Max Q Clear Time (g_c+l1), s 14.0 33.3 9.1 6.9 34.6 27.6 2.8 26.4 Green Ext Time (p_c), s 0.3 14.6 0.2 3.8 0.7 7.1 0.0 3.2 Intersection Summary HCM 2010 Ctrl Delay 45.2	Approach Delay s/yeh					54.5			39.4			49.5	
Assigned Phs 1 2 3 4 5 6 7 8 Phs Duration (G+Y+Rc), s 20.3 61.7 15.1 27.8 41.3 40.7 7.3 35.6 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 22.0 55.0 22.0 37.0 39.0 38.0 17.0 42.0 Max Q Clear Time (g_c+l1), s 14.0 33.3 9.1 6.9 34.6 27.6 2.8 26.4 Green Ext Time (p_c), s 0.3 14.6 0.2 3.8 0.7 7.1 0.0 3.2 Intersection Summary HCM 2010 Ctrl Delay 45.2						D			D			D	
Assigned Phs 1 2 3 4 5 6 7 8 Phs Duration (G+Y+Rc), s 20.3 61.7 15.1 27.8 41.3 40.7 7.3 35.6 Change Period (Y+Rc), s 6.0 6.0 6.0 6.0 6.0 6.0 6.0 Max Green Setting (Gmax), s 22.0 55.0 22.0 37.0 39.0 38.0 17.0 42.0 Max Q Clear Time (g_c+l1), s 14.0 33.3 9.1 6.9 34.6 27.6 2.8 26.4 Green Ext Time (p_c), s 0.3 14.6 0.2 3.8 0.7 7.1 0.0 3.2 Intersection Summary HCM 2010 Ctrl Delay 45.2		1	2	3	4	5	6						
Phs Duration (G+Y+Rc), s 20.3 61.7 15.1 27.8 41.3 40.7 7.3 35.6 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 22.0 55.0 22.0 37.0 39.0 38.0 17.0 42.0 Max Q Clear Time (g_c+l1), s 14.0 33.3 9.1 6.9 34.6 27.6 2.8 26.4 Green Ext Time (p_c), s 0.3 14.6 0.2 3.8 0.7 7.1 0.0 3.2 Intersection Summary HCM 2010 Ctrl Delay 45.2		1	2	3	4	5	6						
Change Period (Y+Rc), s 6.0 6.0 6.0 6.0 6.0 6.0 6.0 6.0 6.0 Max Green Setting (Gmax), s 22.0 55.0 22.0 37.0 39.0 38.0 17.0 42.0 Max Q Clear Time (g_c+l1), s 14.0 33.3 9.1 6.9 34.6 27.6 2.8 26.4 Green Ext Time (p_c), s 0.3 14.6 0.2 3.8 0.7 7.1 0.0 3.2 Intersection Summary HCM 2010 Ctrl Delay 45.2					27.8	41.3	40.7	7.3	35.6				
Max Green Setting (Gmax), s 22.0 55.0 22.0 37.0 39.0 38.0 17.0 42.0 Max Q Clear Time (g_c+l1), s 14.0 33.3 9.1 6.9 34.6 27.6 2.8 26.4 Green Ext Time (p_c), s 0.3 14.6 0.2 3.8 0.7 7.1 0.0 3.2 Intersection Summary HCM 2010 Ctrl Delay 45.2				CAC PO		6.0	6.0	6.0	6.0				
Max Q Clear Time (g_c+l1), s 14.0 33.3 9.1 6.9 34.6 27.6 2.8 26.4 Green Ext Time (p_c), s 0.3 14.6 0.2 3.8 0.7 7.1 0.0 3.2 Intersection Summary HCM 2010 Ctrl Delay 45.2		- market sales					38.0	17.0	42.0				
Green Ext Time (p_c), s 0.3 14.6 0.2 3.8 0.7 7.1 0.0 3.2 Intersection Summary HCM 2010 Ctrl Delay 45.2						The Property of the Party of th	27.6	2.8	26.4				
HCM 2010 Ctrl Delay 45.2									3.2	1			
HCM 2010 Ctrl Delay 45.2													
Tiom 2010 car bota,		7		45.2	1								
	HCM 2010 LOS			D									

	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	7	1	77	44	ተተተ	7	77	^ ^	7
Volume (vph)	295	145	185	55	240	285	250	1365	5	185	950	150
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)	321	158	201	60	261	310	272	1484	5	201	1033	163
RTOR Reduction (vph)	0	0	62	0	0	200	0	0	2	0	0	82
Lane Group Flow (vph)	160	319	139	60	261	110	272	1484	3	201	1033	81
Turn Type	Split	NA	Perm	Split	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	3	3		4	4		5	2	1 01111	1	6	1 Cilli
Permitted Phases			3			4		_	2			6
Actuated Green, G (s)	33.0	33.0	33.0	39.9	39.9	39.9	23.3	123.0	123.0	19.1	118.8	118.8
Effective Green, g (s)	35.0	35.0	35.0	41.9	41.9	41.9	25.3	126.0	124.0	21.1	121.8	119.8
Actuated g/C Ratio	0.15	0.15	0.15	0.17	0.17	0.17	0.11	0.52	0.52	0.09	0.51	0.50
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)	234	482	230	309	325	486	361	2669	817	301	2580	790
v/s Ratio Prot	c0.10	0.10	W.F.C.	0.03	c0.14		c0.08	c0.29		0.06	0.20	750
v/s Ratio Perm			0.09			0.04		00.20	0.00	0.00	0.20	0.05
v/c Ratio	0.68	0.66	0.60	0.19	0.80	0.23	0.75	0.56	0.00	0.67	0.40	0.10
Uniform Delay, d1	97.2	96.9	96.0	84.6	95.1	85.1	104.3	38.2	28.1	106.1	36.5	31.7
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.73	1.62	7.45
Incremental Delay, d2	10.2	4.5	6.4	0.6	15.1	0.5	8.6	0.8	0.0	5.0	0.4	0.2
Delay (s)	107.4	101.4	102.4	85.3	110.1	85.6	112.9	39.1	28.1	82.7	59.5	236.8
Level of Service	F	F	F	F	F	F	F	D	C	F	E	F
Approach Delay (s)		103.1			95.7	1		50.5			83.5	CONT.
Approach LOS		F			F			D			F	
Intersection Summary												
HCM 2000 Control Delay			75.2	Н	CM 2000	Level of	Service		Е			
HCM 2000 Volume to Capa	city ratio		0.65			3						
Actuated Cycle Length (s)			240.0	Si	um of lost	time (s)			16.0			
Intersection Capacity Utiliza	ition		66.5%	IC	U Level o	of Service	7		C			
Analysis Period (min)			15									
c Critical Lane Group												

1	\rightarrow	1	1	-	*	1	Ť	1	-	†	4
EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
7	4	7		લ	7	7	ተተተ	7			7
420	5	135	5	15	15	250	2630				365
1900	1900	1900	1900	1900	1900	1900	1900				1900
5.0	5.0	5.0		6.0	4.0	6.0					7.0
0.95	0.95	1.00		1.00							1.00
1.00	1.00	0.91		1.00	1.00	1.00					0.97
1.00	1.00	1.00		1.00							1.00
1.00	1.00	0.85		1.00							0.85
0.95	0.95	1.00									1.00
1681	1687	1434		1841							1536
0.95	0.95	1.00		0.99	1.00	0.95					1.00
1681	1687	1434		1841	1583	1770	5085				1536
0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92		0.92
	5	147	5	16	16	272	2859	22	82	1386	397
	0	83	0	0	15	0	0	8	0	0	191
	229	64	0	21	1	272	2859		82	1386	206
		43						31			2
Split	NA	Perm	Split	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
			3	3		5	2		1	6	
		4			3			2			6
41.3	41.3	41.3		7.1	7.1	43.3	152.9	152.9	14.7	124.3	124.3
		41.3		7.1	9.1	43.3	154.9	153.9	16.7	126.3	124.3
		0.17		0.03	0.04	0.18	0.65	0.64	0.07	0.53	0.52
		5.0		6.0	6.0	6.0	7.0	7.0			7.0
		4.0		3.0	3.0	5.0	6.0	6.0	3.0	6.0	6.0
		246		54	60	319	3281	840	123	2675	795
				c0.01		c0.15	c0.56		0.05	0.27	
		0.04		TO YE	0.00			0.01			0.13
0.81	0.79			0.39	0.01	0.85	0.87	0.02	0.67	0.52	0.26
				114.3	111.1	95.3	34.5	15.6	108.9	37.0	32.2
				1.00	1.00	1.22	0.62	1.00	1.06	1.00	1.79
				4.6	0.1	9.9	1.5	0.0	12.3		0.8
				118.9	111.2	125.7	22.8	15.6	128.3		58.3
F	F	F		F	F	F	C	В	F		E
	104.6			115.6			31.6				
	F			F			C			D	
		44.8	Н	CM 2000	Level of	Service		D			-
city ratio											
							-				3
ition		94.5%	IC	U Level	of Service)		F			
		15				Sec.					43
	420 1900 5.0 0.95 1.00 1.00 0.95 1681 0.95 1681 0.92 457 0 233 Split 4 41.3 41.3 0.17 5.0 4.0 289 c0.14 0.81 95.5 1.00 15.8 111.3 F	## A 1.3	## Company Com	## Company of Company	## Company Com	## Company Com	## Company Com	## Company Text	BEBL BBT BBR WBL WBT WBR NBL NBT NBR	BBL BBT BBR WBL WBT WBR NBL NBT NBR SBL	BBL BBT BBR WBL WBT WBR NBL NBT NBR SBL SBT

Intersection					h karan	7	a de			CENTRE THE COM
nt Delay, s/veh	0.2									
Movement	EBL	EBT	F 30	Sec.	WBT	WE	3R	SBL	SBR	
Vol, veh/h	5	295	7.	D. Pro	795	5 4	40	5	0	
Conflicting Peds, #/hr	0	0			()	0	0	0	
Sign Control	Free	Free			Free	e Fre	ee	Stop	Stop	
RT Channelized	-	None				- Nor	ne	-	None	
Storage Length	100						1	0		
Veh in Median Storage, #	+ -	0			()	-	0	-	
Grade, %		0			()	-	0	-	Later than "A
Peak Hour Factor	92	92			92	2 9	92	92	92	
Heavy Vehicles, %	2	2		J. Jani	2	2	2	2	2	NEW PROPERTY.
Mvmt Flow	5	321			864	1 4	43	5	0	
A CALL		The same	US E	10	F 13.9					the production of
Major/Minor	Major1	N. C.	17/10	ENTA	Major2	2	100	Minor2	e Park	
Conflicting Flow All	908	0					0	1218	886	THE PARTY OF THE P
Stage 1	-	-					-	886	-	
Stage 2		700	- 17	100	may 17 7 th	9		332	THE SHAPE	
Critical Hdwy	4.12	-	-				-	6.42	6.22	
Critical Hdwy Stg 1		11114		1-1		7 7 7 7	-	5.42		
Critical Hdwy Stg 2		-					-	5.42		
Follow-up Hdwy	2.218	7		101	The Water		-	3.518	3.318	The second second
Pot Cap-1 Maneuver	750							199	343	
Stage 1			1	1 1 3	E 111111111111111111111111111111111111	373		403		
Stage 2		-						727		
Platoon blocked, %	10000		Charles	13/57	E BOOK				10000	
Mov Cap-1 Maneuver	750	-	-120		THE REAL PROPERTY.		-	198	343	
Mov Cap-2 Maneuver	700	-	1 37	7 - 3	-		-	198	040	
Stage 1		-		7		1000	-	403	-	
Stage 2		100	45		the special section		1517	722		
Olago 2					Parks 10			122		
Approach	EB	100			WE	3	SAVE	SB	7. 7.500	state of the state of the
HCM Control Delay, s	0.2				(23.7		
HCM LOS	- 14 - 1 - 1	5					TH	C		THE STATE OF THE S
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR SE		15	10.11	(Chillish		
Capacity (veh/h)	750	-	-	-	198					
HCM Lane V/C Ratio	0.007		No.		.027			The state of		A PARTY OF
HCM Control Delay (s)	9.8	-	1.5	-	23.7					
HCM Lane LOS	A	11/1/2	1	12 127	C			The state of the s	100	
HCM 95th %tile Q(veh)	0	-	-	-	0.1					

Intersection					0 0					
Int Delay, s/veh	0.1									
								5	1-1 May 20	
Movement	EBL	EBT			WBT	WBR		SBL	SBR	
Vol, veh/h	10	315	-		670	25		0	0	
Conflicting Peds, #/hr	0	0			0	0		0	0	
Sign Control	Free	Free		Maria Sa	Free	Free	5	Stop	Stop	
RT Channelized	-	None			-	None		-	None	
Storage Length	100	14		The state of		-	4 0 20 1	0		
Veh in Median Storage, #	-	0			0	-		0	-	
Grade, %		0	1	N N	0			0		
Peak Hour Factor	92	92			92	92		92	92	
Heavy Vehicles, %	2	2	Shirt .		2	2		2	2	
Mvmt Flow	11	342			728	27		0	0	
			0 - 11	1 P		GIIQU Y		AL THE		
Major/Minor	Major1		15		Major2	617	Mir	nor2		
Conflicting Flow All	755	0		m Canal	-	0		106	742	
Stage 1	-	-				-		742	-	
Stage 2	SING S	75 2	TEX	TO THE PARTY OF	The Name of	Were -		364	The series	1
Critical Hdwy	4.12	-				-		5.42	6.22	
Critical Hdwy Stg 1			1. 30	All Carl		SA S		5.42		11
Critical Hdwy Stg 2	-	-		79111	-	-		5.42	-	
Follow-up Hdwy	2.218	11.72	NO F IS	ME TO	N MANUE	300	3.	518	3.318	
Pot Cap-1 Maneuver	855	-				-		233	416	
Stage 1		-	Party.	15 101	198 3	-	S Jin	471	No. Alex	10
Stage 2		-				-		703	-	
Platoon blocked, %			MARK		100	-				
Mov Cap-1 Maneuver	855	-			-	-		230	416	
Mov Cap-2 Maneuver				No.	19	7. 1. 19		230		
Stage 1	-	-			-	-		471	-	
Stage 2						-		694		
Approach	EB		in a		WB			SB		
HCM Control Delay, s	0.3				0			0		
HCM LOS				1133				Α		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR SBL	.n1			W = 1		
Capacity (veh/h)	855	-	-	-	-					
HCM Lane V/C Ratio	0.013	-	-	F-1	Land M.	Fine	A CHARLES			1
HCM Control Delay (s)	9.3	-	-	-	0					
HCM Lane LOS	Α	1145	-		Α					
HCM 95th %tile Q(veh)	0	-	-	-	-					

Intersection			6151		N d	是信息		ALL THE
Int Delay, s/veh	1.7							
		- 2		3	1			The later
Movement	Way Take	EBT	EBR	120	WBL	WBT	NBL	NBR
Vol, veh/h	S S LOLE	90	0	100	75	200	0	5
Conflicting Peds, #/hr		0	0		0	0	0	0
Sign Control	3111-111	Free	Free		Free	Free	Stop	Stop
RT Channelized		-	None		-	None	-	None
Storage Length	A 31 15 10	-	1		100		0	
Veh in Median Storage, #		0	-		-	0	0	-
Grade, %		0			1000	0	0	
Peak Hour Factor		92	92		92	92	92	92
Heavy Vehicles, %		2	2		2	2	2	2
Mvmt Flow		98	0		82	217	0	5
	100	155				1		129 1
Major/Minor		Major1	256	S Table	Major2	Se 5-17	Minor1	Sant same
Conflicting Flow All	Silvery Co.	0	0	V to let	98	0	478	98
Stage 1		-	-		-	-	98	-
Stage 2	Tall I			the sense	4		380	11.3 4.50
Critical Hdwy		-	-		4.12	-	6.42	6.22
Critical Hdwy Stg 1		No. 1/2		Part C	100		5.42	
Critical Hdwy Stg 2		-	-		-	-	5.42	
Follow-up Hdwy	STATE OF			C EN S	2.218		3.518	3.318
Pot Cap-1 Maneuver		-	-		1495	-	546	958
Stage 1	BAN BA	-	-				926	
Stage 2		-	-		-	-	691	
Platoon blocked, %	A TOTAL		44	192	3045	1 1 10	The Table of the T	The latest
Mov Cap-1 Maneuver		-	-		1495	-	516	958
Mov Cap-2 Maneuver			Mary Land		The same		516	Charles of the
Stage 1		-			-	-	926	
Stage 2		7			13.		653	The state of
Approach		EB	Sec.	8.3	WB		NB	Property.
HCM Control Delay, s		0			2.1		8.8	
HCM LOS	1330.75			WEST TO		STORES OF THE	0.0 A	Marie Villa
					The state of		Α	of section 1
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	E570 Dec	A CONTRACTOR OF THE	19 (127 -
Capacity (veh/h)	958	-		1495	-		A STATE OF THE STA	
HCM Lane V/C Ratio	0.006	100	1000	0.055			Service Arms American	Section 1
HCM Control Delay (s)	8.8	-	-	7.5	-	-	No to be the second	
HCM Lane LOS	Α.	-	7	Α.				
HCM Lane LOS	A	-						

	*	-	-	1	-	*	1	1	1	1	1	1
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SB
Lane Configurations	1/1/	444		ሻሻ	ተተተ	77	7	^		77	^	7
Volume (veh/h)	750	650	10	230	415	540	55	345	130	630	350	65
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		1.0
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	1.0
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1863	1863	1863	1900	1863	1863	186
Adj Flow Rate, veh/h	815	707	11	250	451	533	60	375	18	685	380	44
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	0.9
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	
Cap, veh/h	896	1876	29	318	995	1153	78	523	25	751	1154	163
Arrive On Green	0.26	0.36	0.36	0.09	0.20	0.20	0.04	0.15	0.15	0.22	0.33	0.3
Sat Flow, veh/h	3442	5159	80	3442	5085	2787	1774	3439	165	3442	3539	277
Grp Volume(v), veh/h	815	464	254	250	451	533	60	192	201	685	380	44
Grp Sat Flow(s), veh/h/ln	1721	1695	1849	1721	1695	1393	1774	1770	1834	1721	1770	138
Q Serve(g_s), s	30.4	13.4	13.4	9.4	10.4	18.4	4.4	13.7	13.8	25.7	10.7	10.
Cycle Q Clear(g_c), s	30.4	13.4	13.4	9.4	10.4	18.4	4.4	13.7	13.8	25.7	10.7	10.
Prop In Lane	1.00	10.1	0.04	1.00		1.00	1.00		0.09	1.00		1.0
Lane Grp Cap(c), veh/h	896	1233	672	318	995	1153	78	269	279	751	1154	163
V/C Ratio(X)	0.91	0.38	0.38	0.78	0.45	0.46	0.77	0.72	0.72	0.91	0.33	0.2
Avail Cap(c_a), veh/h	1039	1233	672	935	1458	1407	509	628	650	831	1154	163
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	1.0
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	1.0
Uniform Delay (d), s/veh	47.5	31.1	31.1	58.8	47.0	28.1	62.7	53.4	53.5	50.6	33.7	13.
Incr Delay (d2), s/veh	10.6	0.2	0.4	4.3	0.3	0.3	14.3	3.5	3.5	13.5	0.2	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.
%ile BackOfQ(50%),veh/ln	15.8	6.3	6.9	4.7	4.9	7.1	2.5	6.9	7.3	13.7	5.3	4.
LnGrp Delay(d),s/veh	58.1	31.3	31.4	63.1	47.4	28.4	77.0	57.0	57.0	64.0	33.9	13.
LnGrp LOS	E	C	C	E	D	C	E	E	E	E	C	3
Approach Vol, veh/h	_	1533	0		1234			453			1512	
Approach Delay, s/veh		45.5	-		42.4			59.6	-		41.5	-13
Approach LOS		D			D			E			D	
4.							_					
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	33.9	26.2	18.3	54.2	10.8	49.2	40.5	31.9				
Change Period (Y+Rc), s	5.0	6.0	6.0	6.0	5.0	6.0	6.0	6.0				35
Max Green Setting (Gmax), s	32.0	47.0	36.0	42.0	38.0	41.0	40.0	38.0				-
Max Q Clear Time (g_c+l1), s	27.7	15.8	11.4	15.4	6.4	12.7	32.4	20.4				
Green Ext Time (p_c), s	1.2	3.3	0.8	12.0	0.1	7.8	2.1	5.6				
Intersection Summary												
HCM 2010 Ctrl Delay			44.8									
HCM 2010 LOS			D									
Notes												
User approved changes to righ	nt turn tv	ne										

	1	\rightarrow	-	1	-	1	1	†	-	1	Ţ	4
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	CDE
Lane Configurations	4	7		7	*	7	7	444	NOIN	T		SBF
Volume (veh/h)	105	170	65	180	75	295	35	810	120	320	1100	FI
Number	3	8	18	7	4	14	5	2	120	1	6	55
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	10
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00	0	1.00	1.00	U	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1863	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	114	185	59	196	82	69	38	880	116	348	1196	57
Adj No. of Lanes	1	1	0	1	1	1	1	3	0	1	3	3/
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	0.92
Cap, veh/h	434	440	140	319	606	515	48	1249	164	391	2327	111
Arrive On Green	0.33	0.33	0.33	0.33	0.33	0.33	0.03	0.27	0.27	0.22	0.47	0.47
Sat Flow, veh/h	1231	1355	432	1131	1863	1583	1774	4550	597	1774	4974	237
Grp Volume(v), veh/h	114	0	244	196	82	69	38	655	341	348		
Grp Sat Flow(s), veh/h/ln	1231	0	1787	1131	1863	1583	1774	1695	1757	1774	815	438
Q Serve(g_s), s	7.2	0.0	10.7	16.4	3.1	3.1	2.1	17.4	17.5	19.0	1695	1821
Cycle Q Clear(g_c), s	10.3	0.0	10.7	27.1	3.1	3.1	2.1	17.4	17.5	19.0	16.9	16.9
Prop In Lane	1.00		0.24	1.00	0.1	1.00	1.00	11.4	0.34	1.00	16.9	16.9
Lane Grp Cap(c), veh/h	434	0	581	319	606	515	48	930	482	391	1586	0.13
V/C Ratio(X)	0.26	0.00	0.42	0.61	0.14	0.13	0.79	0.70	0.71	0.89	0.51	852 0.51
Avail Cap(c_a), veh/h	636	0	874	505	912	775	354	982	509	780	1795	964
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	0.00
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	27.5	0.0	26.4	37.0	23.8	23.8	48.4	32.7	32.7	37.8	18.7	1.00
Incr Delay (d2), s/veh	0.3	0.0	0.5	1.9	0.1	0.1	23.8	2.2	4.2	7.0	0.3	18.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.5
%ile BackOfQ(50%),veh/ln	2.5	0.0	5.4	5.3	1.6	1.4	1.4	8.4	9.0	10.0	7.9	0.0
LnGrp Delay(d),s/veh	27.8	0.0	26.9	38.9	23.9	23.9	72.2	34.8	36.9	44.8	18.9	8.5 19.2
LnGrp LOS	C		C	D	C	C	E	C	D D	D D	10.9	19.2 B
Approach Vol, veh/h		358			347		_	1034	D	U	1601	D
Approach Delay, s/veh	16	27.2			32.4			36.9				
Approach LOS		С			C			D			24.6 C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	28.1	33.5		38.6	8.7	52.8	4	38.6				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	44.0	29.0		49.0	20.0	53.0		49.0				72-51
Max Q Clear Time (g_c+l1), s	21.0	19.5		29.1	4.1	18.9		12.7				
Green Ext Time (p_c), s	1.0	8.0		3.5	0.0	21.7		3.8				
ntersection Summary						0000						
ICM 2010 Ctrl Delay			29.5								100	
1CM 2010 LOS			C									-

ntersection		11		1		1 10				100
nt Delay, s/veh 8.	3				-					10 May 10
	land of the state of	Mr. John	No.							See To the
Movement		ВТ	EBR		WBL	WBT		NBL	NBR	
Vol, veh/h	10 mm	5	5		145	5		10	210	
Conflicting Peds, #/hr		0	0		0	0		0	0	
Sign Control	F	ree	Free		Free	Free		Stop	Stop	
RT Channelized		-	None		-	None		-	None	
Storage Length	17-18-		-			H) FOR		0		
Veh in Median Storage, #		0	-		-	0		0	-	
Grade, %	The same	0	100			0		0		Supple States
Peak Hour Factor		92	92		92	92		92	92	
Heavy Vehicles, %		2	2		2	2		2	2	19 5 160
Mymt Flow		5	5		158	5		11	228	
A COLOR OF STREET	L. Carre		17.19	FIFT					State of the	1000
Major/Minor	Ma	jor1	100000	M	lajor2	100	5-73-	Minor1		
	IVIC	0	0		11	0		329	8	
Conflicting Flow All		-	-		-	-		8	-	
Stage 1		5200					100	321	A STATE OF THE STA	185: 31
Stage 2			-	10000	4.12	-		6.42	6.22	
Critical Hdwy		In la s		The state of			I STORY	5.42	-	
Critical Hdwy Stg 1	All de all les				-			5.42	-	
Critical Hdwy Stg 2	Production of	-150	COLUMN TO SERVICE	3 7 79	2.218	All S	311-1	3.518	3.318	ATTLE TO
Follow-up Hdwy					1608	-		665	1074	
Pot Cap-1 Maneuver		TO LO		-/57	1000	J 123	diam'r.	1015	ALCO STATE	
Stage 1		_			-	-		735	-	
Stage 2	F 1994 TO	12000		1000	11.8			Harris and	-	- 1
Platoon blocked, %		-	12.133		1608	-	line book	599	1074	
Mov Cap-1 Maneuver	F. 175 (2.5)	7 3 3	PI S	14 %	-			599	-	71
Mov Cap-2 Maneuver		-			-	-	25.50	1015	-	
Stage 1		183		11-1	1 36	10000	almane.	662	4 1000	THE
Stage 2	Market State									
MORNING CO.		ED		-	WB	S-11-	-	NB		
Approach		EB			7.2			9.5	The state of the s	
HCM Control Delay, s		0	NAME OF		1.2	211	100	Α.	44100	200
HCM LOS		31-	-	100	. 7					
	NDI =4	EDT	EDD	WDI	WBT			GOIDS'ES	(= 1 h & s	
Minor Lane/Major Mymt		EBT	EBR	1608	VVDI					
Capacity (veh/h)	1037	-	-	0.098			1 100	Anta cali		
HCM Lane V/C Ratio	0.231	10.5		7.5	0					
HCM Control Delay (s)	9.5	•	-	7.5 A	A		2000		APRIL STATE	35.75
HCM Lane LOS	A			0.3			100			
HCM 95th %tile Q(veh)	0.9	-	-	0.3						

Intersection								1/11-11		113-1				
Int Delay, s/veh	4.8	No. of the last	73117,7	5 70173				-	-7/11/5	100	4.00			
Movement	EBL	EBT	EBR	9	WBL	WBT	WBR		NBL	NBT	NBR	SBL	SBT	SBI
Vol, veh/h	185	680	0		0	420	20		0		0	20	0	13
Conflicting Peds, #/hr	0	0	0		0	0	0		0		0	0		(
Sign Control	Free	Free	Free	17 -11	Free	Free	Free	The said	Stop	-	Stop	Stop		Stop
RT Channelized	-	-	None		_	-	None		-		None	-	otop	
Storage Length	September 1	u/e	100	1		1 4	A THE PLANE	ACCRECATE VALUE OF THE PARTY NAMED IN				111		
Veh in Median Storage, #	-	0				0				0	-		0	
Grade, %		0		- TO THE	100	0		1-1-1-1		District Co.	17 0151	and the second	0	7
Peak Hour Factor	92	92	92		92	92	92		92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	Jewy .	2	2	2		2		2	2		2
Mvmt Flow	201	739	0	No.	0	457	22		0	0	0	22	0	147
Major/Minor	Major1			1/2-11	Major2	Control of			Minaud			A # O		
Conflicting Flow All	478	0	^	1		0	0		Minor1	1010	700	Minor2	4000	100
AND THE RESIDENCE OF THE PARTY		0	0		739	0	0	1	1682	1619	739	1608	1608	467
Stage 1	-	-						_	1141	1141	-	467	467	
Stage 2	4.40		1 1 3	4	4.40			11-1	541	478	-	1141	1141	
Critical Hdwy	4.12		-		4.12				7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1		1 .	1				-		6.12	5.52	-	6.12	5.52	
Critical Hdwy Stg 2	0.040		-		-		-		6.12	5.52	-	6.12	5.52	
Follow-up Hdwy	2.218	-		Jack	2.218	-	-	200	3.518	4.018	3.318	3.518		3.318
Pot Cap-1 Maneuver	1084				867		-		75	103	417	84	105	596
Stage 1					- 11 0	-	-		244	275		576	562	
Stage 2		-					-		525	556	-	244	275	
Platoon blocked, %		-	-	2000	200	16 1114								
Mov Cap-1 Maneuver	1084	-	-		867	-	-		43	71	417	63	72	596
Mov Cap-2 Maneuver	1	-			-		-		43	71	-10-1	63	72	
Stage 1	-	-	-			-			167	188	-	395	562	
Stage 2					16	16	*	30	396	556		167	188	- 6
Approach	EB		12,510		WB	1	i.co		NB	The state of		SB		
HCM Control Delay, s	1.9				0				0			34.4		
HCM LOS	11113	1				-70	3.80		A			D		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	MOT	WPD	CDI n4		10000				
						WBT	WBR		100	1				1
Capacity (veh/h)					867	-	-	285	100					
HCM Cantrol Polov (a)		0.186	-	-	-			0.591		الناب				
HCM Control Delay (s)	0	9.1	0		0		-	34.4						
HCM Lane LOS	Α	A	Α	-	A	-	-	D						
HCM 95th %tile Q(veh)	-	0.7	-	-	0	-	-	3.5						

Intersection		6.0	-				SHOW OF
Intersection Int Delay, s/veh	0.6						
int Delay, s/ven	0.0	5.5			1110		
Movement		EBT	EBR	WBL	WBT	NBL	NBR
Vol, veh/h		740	15	15		10	20
Conflicting Peds, #/hr		0	0	(0	0
Sign Control	1. 24. 5	Free	Free	Free	THE RESERVE AND ADDRESS OF THE PERSON NAMED IN COLUMN TWO IN COLUMN TO THE PERSON NAMED IN COLUMN TWO IN COLUMN TW	Stop	Stop
RT Channelized		-	None		None	-	None
Storage Length		10 6		50		0	
Veh in Median Storage,	#	0	-			0	
Grade, %	BUILT HAVE	0	1		- 0	0	
Peak Hour Factor		92	92	92	92	92	92
Heavy Vehicles, %		2	2	1	2 2	2	2
Mymt Flow		804	16	16	467	11	22
RELEASE STATE					1200		
Major/Minor		Major1	1	Major2	2	Minor1	4000
Conflicting Flow All	Tree House	0	0	821	0	1313	813
Stage 1		-	-		-	813	
Stage 2		-	1			500	
Critical Hdwy		-	-	4.12	2 -	6.42	6.22
Critical Hdwy Stg 1						5.42	
Critical Hdwy Stg 2		-			-	5.42	-
Follow-up Hdwy		-	-	2.218		3.518	3.318
Pot Cap-1 Maneuver		-	-	808	3 -	175	378
Stage 1		-	100			436	
Stage 2		-	-			609	
Platoon blocked, %					1/2/3/		Sage All
Mov Cap-1 Maneuver			-	808	3 -	172	378
Mov Cap-2 Maneuver		-	1 1			172	- Purchase
Stage 1		-	-			436	
Stage 2		-			-	597	
						110	
Approach		EB		WE		NB	
HCM Control Delay, s		0		0.3	3	20.2	
HCM LOS		1000	5.1	- Parties	Jan 1	C	
	NDI-4	CDT	CDD	WDI WD		W-1-18-18	STATE AND ADDRESS.
Minor Lane/Major Mym		EBT	EBR	WBL WB			Skilling
Capacity (veh/h)	270		-				you says
HCM Lane V/C Ratio	0.121						100000
HCM Control Delay (s)	20.2				-		563 73
HCM Lane LOS	C		-		100	and the second	
HCM 95th %tile Q(veh)	0.4	-		0.1	-		

Intersection		To the		A STATE OF	TAME	rill An	70 1			"TIME		ASE THE		
Int Delay, s/veh	0.1					-								
	100			Def 1	11 71		111	11111111111		1 20				10
Movement	EBL	EBT	EBR		WBL	WBT	WBR	1	NBL	NBT	NBR	SBL	SBT	SBF
Vol, veh/h	5	730	0		0	435	5		0	0	0	0	0	(
Conflicting Peds, #/hr	0	0	0		0	0	0		0	0	0	0	0	(
Sign Control	Free	Free	Free		Free	Free	Free	S	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None		1 (4)	-	None		-	-	None	-	-	None
Storage Length	10	-	-		-	-			-	-	0.00	-		
Veh in Median Storage, #		0	-			0	-		-	0	-	-	0	
Grade, %	-	0	-			0	00 10		-	0	7	-	0	1713
Peak Hour Factor	92	92	92		92	92	92		92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	1450	2	2	2	And I	2	2	2	2		
Mvmt Flow	5	793	0		0	473	5		0	0	0	0	0	
TO Please Market	11-1-12	11313	MER		HAR			11						May
Major/Minor	Major1	M.D.	WAR!	M	ajor2		e TO	Min	or1		- 1	Minor2	6.31	200
Conflicting Flow All	478	0	0	21120	793	0	0		280	1282	793	1280	1280	476
Stage 1	-	-	-		-	-	-		804	804	-	476	476	
Stage 2		1	-	No. of	1995	-	71		476	478	-	804	804	
Critical Hdwy	4.12	-	-		4.12		-		7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1		-	-		A PIE	1	-		5.12	5.52	-	6.12	5.52	
Critical Hdwy Stg 2		-	_		-		-		5.12	5.52		6.12	5.52	
Follow-up Hdwy	2.218	-	2	2	2.218	100			518	4.018	3.318	3.518		3 318
Pot Cap-1 Maneuver	1084	-	_		828	-	-		143	165	389	143	166	589
Stage 1			7. 32		1		4.7		377	396	-	570	557	000
Stage 2		-			-				570	556		377	396	
Platoon blocked, %		L	1	0000	100		-		010	000		011	000	10000
Mov Cap-1 Maneuver	1084	-	-		828	-	-	-	142	164	389	142	165	589
Mov Cap-2 Maneuver	1001	3-42	3775		-		-		142	164	-	142	165	503
Stage 1			-		-	_			374	393		565	557	
Stage 2	VEN WITE	1 12	5316	THE REAL PROPERTY.	1		PH VI ST		570	556	11	374	393	
otago 2					-10				010	000	15	014	000	
Approach	EB	1880	31.00	637	WB	486		Certific	NB	100000	ENT TO	SB	-	
HCM Control Delay, s	0.1				0				0	1 10		0		
HCM LOS	U.1		-	-		77:31		-	A	1131		A		-9.31
TOM LOO									A			Л		-
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR 1	WBL	WBT	WBR S	Bl n1						
Capacity (veh/h)	-	1084	-	-	828	-	-	-						
HCM Lane V/C Ratio		0.005	25-31		-				1	753	800			
HCM Control Delay (s)	0	8.3	0		0	-		0				Secretary,		3 1
HCM Lane LOS	A	Α	A		A		- 2	A		-				-
TOW Lane LOS	A	A	A		A	-		A						

Intersection	1			Charles Control		Film		10 M
Int Delay, s/veh	0.8							
				11,450		Maria .		
Movement	EBL	EBT	2 11	1505	WBT	WBR	SBL	SBR
Vol, veh/h	0	760		De la	435	5	30	5
Conflicting Peds, #/hr	0	0			0	0	0	0
Sign Control	Free	Free			Free	Free	Stop	Stop
RT Channelized	-	None			-	None	-	None
Storage Length	100	- 0 -					0	
Veh in Median Storage, #	-	0			0	-	0	-
Grade, %		0			0		0	
Peak Hour Factor	92	92			92	92	92	92
Heavy Vehicles, %	2	2	buil	114-12	2	2	2	2
Mvmt Flow	0	826			473	5	33	5
A STATE OF THE STA	7. 0				Alexander of	1473		
Major/Minor	Major1	N.			Major2		Minor2	
Conflicting Flow All	478	0	31 1			0	1302	476
Stage 1	-	-			-	-	476	-
Stage 2	1150 52				Victor A	100	826	
Critical Hdwy	4.12	-			-	-	6.42	6.22
Critical Hdwy Stg 1						1.7-	5.42	AND THE
Critical Hdwy Stg 2	-	-			-	-	5.42	-
Follow-up Hdwy	2.218			10 40		-	3.518	3.318
Pot Cap-1 Maneuver	1084	-				-	177	589
Stage 1		10 180	11. 11.			-	625	
Stage 2	-	-			-	-	430	-
Platoon blocked, %	9 1 1 1 1 2					10.	September 1	
Mov Cap-1 Maneuver	1084	-			-	-	177	589
Mov Cap-2 Maneuver				Philippin		-	177	
Stage 1	-	-			-	-	625	-
Stage 2	Tiles:	15/1	all la			-	430	
Approach	EB				WB		SB	MEDIC
HCM Control Delay, s	0				0		27.6	
HCM LOS		-				- EN	D	1911
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR SE				and the state of t
Capacity (veh/h)	1084	-			197	14 10 10 10		
HCM Lane V/C Ratio	1		10-3		.193	150,0	199	14/07
HCM Control Delay (s)	0	-	-	and the second second	27.6	4 - 4		
HCM Lane LOS	A	101 8			The Part of the Pa	-1-1-1	ar ann a sport	
HCM 95th %tile Q(veh)	0	-	-	-	0.7			

Intersection				The state of		MARKET	0/20		17/02	Value of		Carried St	100	
Int Delay, s/veh	2.3													
					1			100	1 10	100			at sit	
Movement	EBL	EBT	EBR		WBL	WBT	WBR		NBL	NBT	NBR	SBL	SBT	SBF
Vol, veh/h	10	765	0	100	0	415	20	VIN	0	0	0	50	0	20
Conflicting Peds, #/hr	0	0	0		0	0	0		0	0	0	0	0	(
Sign Control	Free	Free	Free		Free	Free	Free	1	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None		-	-	None		-	-	None	-	-	None
Storage Length	100	-	-		1		-				-	Number 11 -	100	
Veh in Median Storage, #	-	0	-		-	0	-		-	0	-	-	0	
Grade, %		0			-	0	-		-	0	7		0	HE AVE
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	832	0		0	451	22		0	0	0	54	0	22
THE PARTY AND	Marchail	girte!	THE T				11 1					45.6	Marily	
Major/Minor	Major1	100	C. P.	M	lajor2	10,15		D. S	Minor1		STATE	Minor2		100
Conflicting Flow All	473	0	0	The same	832	0	0		1326	1326	832	1315	1315	462
Stage 1	-	-	-		-		-		853	853	-	462	462	
Stage 2		170	1 75		1	11- 2	-	53.55	473	473		853	853	1000
Critical Hdwy	4.12	-	0.40		4.12		-		7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1		101	1	187			1	344	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	1 4	10/40	A	2.218	-		1779	3.518	4.018	3.318	3.518		3.318
Pot Cap-1 Maneuver	1089	-	-		801	-	-		133	156	369	135	158	600
Stage 1	HAIL TA	1	1		-	1/2		12 14 1	354	376		580	565	
Stage 2	-	-	-		-	-			572	558	-	354	376	
Platoon blocked, %	11/200	- 1	-	5/39	100	-		The Parket			1550		11123	-
Mov Cap-1 Maneuver	1089	-	-		801	-	-		127	154	369	134	156	600
Mov Cap-2 Maneuver	THE PLAN	-	-	West I		116	17 6	1	127	154		134	156	
Stage 1		-	-		-		-		350	372	-	574	565	
Stage 2		-	-		-			-	551	558		350	372	-
Approach	EB				WB				NB		7	SB		
HCM Control Delay, s	0.1				0				0			41.6		-
HCM LOS			-	- "					A			E		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR :	SBLn1						
Capacity (veh/h)	-	1089	-	-	801	-	-	172						
HCM Lane V/C Ratio		0.01		-		-	- 12	0.442						
HCM Control Delay (s)	0	8.3	-	-	0	4		41.6						
HCM Lane LOS	A	Α	-	- 9	Α	-	-	E						
HCM 95th %tile Q(veh)		0		-	0	-	-	2						

	*	-	7	1	-	1	1	†	-	1	+	1
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	7	1		7	^	75	7	^	7	7	44	7
Volume (veh/h)	50	335	485	155	215	250	205	715	100	170	910	30
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	54	364	341	168	234	74	223	777	30	185	989	8
Adj No. of Lanes	1	2	0	1	1	1	1	2	1	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	70	449	402	195	603	513	252	1163	520	214	1087	486
Arrive On Green	0.04	0.25	0.25	0.11	0.32	0.32	0.14	0.33	0.33	0.12	0.31	0.31
Sat Flow, veh/h	1774	1770	1583	1774	1863	1583	1774	3539	1583	1774	3539	1583
Grp Volume(v), veh/h	54	364	341	168	234	74	223	777	30	185	989	8
Grp Sat Flow(s), veh/h/ln	1774	1770	1583	1774	1863	1583	1774	1770	1583	1774	1770	1583
	3.9	24.7	26.2	11.9	12.4	4.2	15.8	24.2	1.7	13.1	34.4	0.5
Q Serve(g_s), s Cycle Q Clear(g_c), s	3.9	24.7	26.2	11.9	12.4	4.2	15.8	24.2	1.7	13.1	34.4	0.5
	1.00	24.1	1.00	1.00	12.4	1.00	1.00	27.2	1.00	1.00	01.1	1.00
Prop In Lane	70	449	402	195	603	513	252	1163	520	214	1087	486
Lane Grp Cap(c), veh/h	0.77	0.81	0.85	0.86	0.39	0.14	0.89	0.67	0.06	0.86	0.91	0.02
V/C Ratio(X)	374	636	569	249	603	513	360	1163	520	360	1133	507
Avail Cap(c_a), veh/h 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
the state of the s		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		45.5	56.1	33.5	30.7	53.9	37.0	29.4	55.3	42.7	30.9
Uniform Delay (d), s/veh	60.9	44.9	8.3	21.2	0.4	0.1	16.8	1.5	0.0	10.8	10.6	0.0
Incr Delay (d2), s/veh	15.8	5.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0			6.5	1.9	8.9	12.0	0.0	7.1	18.4	0.0
%ile BackOfQ(50%),veh/ln	2.2	12.8	12.4	7.0		30.9	70.7	38.5	29.5	66.1	53.2	30.9
LnGrp Delay(d),s/veh	76.7	50.2	53.8	77.3	33.9 C	30.9 C	70.7 E	30.5 D	29.5 C	00.1 E	D D	00.5 C
LnGrp LOS	E	D	D	E		C	С		C		1182	U
Approach Vol, veh/h		759			476			1030				
Approach Delay, s/veh		53.7			48.7			45.2			55.1	1
Approach LOS		D			D			D			E	
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	21.4	48.1	20.0	38.5	24.2	45.3	11.1	47.5				
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	26.0	41.0	18.0	46.0	26.0	41.0	27.0	37.0				
Max Q Clear Time (g_c+l1), s	15.1	26.2	13.9	28.2	17.8	36.4	5.9	14.4				
Green Ext Time (p_c), s	0.4	10.3	0.2	4.3	0.4	2.9	0.1	6.7				
Intersection Summary												
HCM 2010 Ctrl Delay			51.0									
HCM 2010 LOS			D									

	1	-	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	7	1	77	1,6	ተተተ	7	44	ተተተ	7
Volume (vph)	230	225	250	15	220	150	215	870	15	350	1545	220
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	3345	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	3345	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)	250	245	272	16	239	163	234	946	16	380	1679	239
RTOR Reduction (vph)	0	0	68	0	0	113	0	0	8	0	0	73
Lane Group Flow (vph)	160	335	204	16	239	50	234	946	8	380	1679	166
Turn Type	Split	NA	Perm	Split	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	3	3	Marie Contract	4	4		5	2		1	6	
Permitted Phases			3			4	-		2			6
Actuated Green, G (s)	36.9	36.9	36.9	34.1	34.1	34.1	21.6	112.9	112.9	31.1	122.4	122.4
Effective Green, g (s)	38.9	38.9	38.9	36.1	36.1	36.1	23.6	115.9	113.9	33.1	125.4	123.4
Actuated g/C Ratio	0.16	0.16	0.16	0.15	0.15	0.15	0.10	0.48	0.47	0.14	0.52	0.51
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)	260	542	256	266	280	419	337	2455	751	473	2656	813
v/s Ratio Prot	0.10	0.10		0.01	c0.13	170	0.07	0.19	THE REAL PROPERTY.	c0.11	c0.33	
v/s Ratio Perm			c0.13			0.02			0.00			0.10
v/c Ratio	0.62	0.62	0.80	0.06	0.85	0.12	0.69	0.39	0.01	0.80	0.63	0.20
Uniform Delay, d1	93.6	93.6	96.8	87.4	99.4	88.2	104.7	39.4	33.3	100.3	40.9	31.6
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.14	0.93	1.18
Incremental Delay, d2	6.1	3.0	17.8	0.2	23.3	0.3	6.1	0.5	0.0	9.4	1.1	0.6
Delay (s)	99.7	96.7	114.6	87.6	122.6	88.5	110.8	39.9	33.3	123.7	39.0	37.9
Level of Service	F	F	F	F	F	F	F	D	C	F	D	D
Approach Delay (s)		103.6			108.0			53.7			52.9	
Approach LOS		F			F			D			D	
Intersection Summary												
HCM 2000 Control Delay			66.3	Н	CM 2000	Level of	Service		E			
HCM 2000 Volume to Capac	city ratio		0.73									- 17
Actuated Cycle Length (s)			240.0		um of lost				16.0			
Intersection Capacity Utilizat	tion		69.5%	IC	U Level	of Service			C			
Analysis Period (min)			15									
c Critical Lane Group												- 1

	*	-	7	1	+	1	1	†	-	1	+	1
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	7	ર્લ	7		र्स	7	1	ተተተ	7	7	444	7
Volume (vph)	440	40	135	35	35	25	125	1510	60	75	2635	385
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		0.98	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1681	1699	1434		1817	1583	1770	5085	1311	1770	5085	1536
Flt Permitted	0.95	0.96	1.00		0.98	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1681	1699	1434		1817	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)	478	43	147	38	38	27	136	1641	65	82	2864	418
RTOR Reduction (vph)	0	0	82	0	0	25	0	0	27	0	0	189
Lane Group Flow (vph)	258	263	65	0	76	2	136	1641	38	82	2864	229
Confl. Peds. (#/hr)			43						31			2
Turn Type	Split	NA	Perm	Split	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	4	4		3	3		5	2		1	6	
Permitted Phases			4			3			2			6
Actuated Green, G (s)	44.1	44.1	44.1		15.4	15.4	25.1	140.6	140.6	15.9	131.4	131.4
Effective Green, g (s)	44.1	44.1	44.1		15.4	17.4	25.1	142.6	141.6	17.9	133.4	131.4
Actuated g/C Ratio	0.18	0.18	0.18		0.06	0.07	0.10	0.59	0.59	0.07	0.56	0.55
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)	308	312	263		116	114	185	3021	773	132	2826	840
v/s Ratio Prot	0.15	c0.15			c0.04		c0.08	0.32		0.05	c0.56	
v/s Ratio Perm	100	110	0.05			0.00			0.03			0.15
v/c Ratio	0.84	0.84	0.25		0.66	0.02	0.74	0.54	0.05	0.62	1.01	0.27
Uniform Delay, d1	94.5	94.6	83.8		109.7	103.4	104.2	29.2	20.8	107.8	53.3	28.9
Progression Factor	1.00	1.00	1.00		1.00	1.00	0.90	1.15	2.12	0.98	0.99	1.44
Incremental Delay, d2	18.4	18.9	0.7		12.5	0.1	7.1	0.3	0.0	8.7	20.3	0.8
Delay (s)	112.9	113.6	84.5		122.3	103.4	100.5	33.7	44.2	113.8	73.1	42.4
Level of Service	F	F	F		F	F	F	C	D	F	E	D
Approach Delay (s)		106.9			117.3			39.0			70.2	
Approach LOS		F			F			D			E	
Intersection Summary												
HCM 2000 Control Delay			65.5	H	CM 2000	Level of	Service		E			
HCM 2000 Volume to Capa	acity ratio		0.92									
Actuated Cycle Length (s)			240.0		um of los				22.0			
Intersection Capacity Utiliza	ation		99.4%	IC	U Level	of Service)		F			
Analysis Period (min)			15								- 3	

c Critical Lane Group

Intersection	10.00			1.11		1,00				Ade II A
Int Delay, s/veh	1	6.4,60				Aut of			A SQUARE CONTRACTOR	
Mayomaat	EDI	CDT	Automotive		141				A T TELEVISION OF THE	
Movement	EBL	EBT				_	WBR	SBL	SBR	
Vol, veh/h	0	810	195	2011	4	30	5	35	5	I THE PARTY
Conflicting Peds, #/hr	0	0				0	0	0	0	
Sign Control	Free	Free		1	Fr	CONTRACTOR OF THE PARTY OF THE	Free	Stop	Stop	SE CONTRACTOR
RT Channelized		None				- 1	None	-	None	
Storage Length	100	-	110			2		0		
Veh in Median Storage, #	-	0				0		0	-	
Grade, %		0	6.16	S. Jane		0		0		The state of
Peak Hour Factor	92	92				92	92	92	92	
Heavy Vehicles, %	2	2	15,1			2	2	2	2	
Mvmt Flow	0	880			4	67	5	38	5	
Mrs is feel the man						182				11 1 2 2 2
Major/Minor	Major1	100	100	12 75.4	Majo	or2	W. Coll	Minor2	10 12 1 1 1 C	State of the said
Conflicting Flow All	473	0		ATT L	adjust 10	-	0	1350	470	No trail
Stage 1	-	-				-	-	470	-	
Stage 2	March .	4		2 11	1 110-	120		880	1000	South a styl
Critical Hdwy	4.12	-					-	6.42	6.22	
Critical Hdwy Stg 1	All Man			de de	THE TE	-	1323	5.42		T. C. S. S. S. S.
Critical Hdwy Stg 2	-	-				-	-	5.42	-	
Follow-up Hdwy	2.218	Mile	1 115	1- 11-11		-	32	3.518	3.318	
Pot Cap-1 Maneuver	1089	-				-	-	166	594	
Stage 1		2	4 11	3000	03/10/25	-3	-	629	-	-/
Stage 2		-				-	-	406		
Platoon blocked, %		1 02		13:30	1918			SEAN THE SEASON	The state of the s	
Mov Cap-1 Maneuver	1089	-				-	-	166	594	
Mov Cap-2 Maneuver	1000	1	7	1000		20		166	334	1000
Stage 1	-	-				-	-	629		
Stage 2	1111	743	617	11 11 -				406	The state of the	
				- 1		2770	TO MAKE THE	400	A THE SEASON	and the second
Approach	EB	100	Vesto		IV.	/B	3	SB	er or de	The water
HCM Control Delay, s	0	-	the state of the	Constitution of the last		0	A Company of the Comp	30.9		
HCM LOS		Torde Aug				U		30.9 D	The state of the s	
IOIII EOO			30-1			1	3515	U	10000	
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR S	RI n1	405				What is not
Capacity (veh/h)	1089	-	-	- VVDICO	182		-			The state of the s
HCM Lane V/C Ratio	1009	S. F.			0.239	- 11			1 300 100	
HCM Control Delay (s)	0	-			30.9	17	1	11	1 10 17 18	
HCM Lane LOS	A	3 - 0	-	-		1000	19 21			
HCM 95th %tile Q(veh)		1 12	1,15		D	30.15		2 / 1/2 - 3 - 3	and the state of	Carly Horas Garage
TOW Sour wife Q(ven)	0	-	-	-	0.9					

ntersection	WILL IN	(Unit			1		839			2001				
nt Delay, s/veh	0.6													
Movement	EBL	EBT		Tella"	M	/BT	WBR		SBL	SE	3R			
/ol, veh/h	0	695				435	0		20		10			
Conflicting Peds, #/hr	0	0				0	0		0		0			
Sign Control	Free	Free			F	ree	Free		Stop	St	ор		-11-15	
RT Channelized	-	None				-	None		-	No	ne			
Storage Length	100	I Section				1	-		0					311
/eh in Median Storage, #	ŧ -	0				0	- 1		0		-			perior
Grade, %	7	0	AL AL			0	TU:		0					
Peak Hour Factor	92	92				92	92		92		92			
Heavy Vehicles, %	2	2				2	2		2		2	1000		
Mvmt Flow	0	755				473	0		22		11	1011		
Strategic Strate							US ST	2			15 10			
Major/Minor	Major1	N POPE	7715	Care	Mai	jor2		N	linor2	14.0				
Conflicting Flow All	473	0				-	0	-	1228	4	73		0182	
Stage 1	-	-				-	-		473					
Stage 2	SPACE.		Mary a		Dane		500	100	755		-			
Critical Hdwy	4.12	-				-	-		6.42	6.	.22			
Critical Hdwy Stg 1	B-35.5			KCO TO				Cylinder.	5.42		W			
Critical Hdwy Stg 2	-	-				-			5.42		-			
Follow-up Hdwy	2.218								3.518	3.3	318			
Pot Cap-1 Maneuver	1089	-				-	-		197	5	91			
Stage 1	5 5 5 8		1		TOTAL BUILDING	-	-		627					
Stage 2		-				-	-		464		-			
Platoon blocked, %		3000	75-11	Silvery.	5311	-	2							
Mov Cap-1 Maneuver	1089	-				-	-		197	5	591			
Mov Cap-2 Maneuver					Tel Tree	-			197		-	A ball	111	
Stage 1	-					-	-		627					
Stage 2	-		Y.			014	1	J P.	464	1. 1.			Jones -	
Approach	EB				-1123	WB			SB	la la la				
HCM Control Delay, s	0					0			21.3					
HCM LOS	THE THE		4,41			2101		1	C					Ni.
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR S	BLn1					200		700		
Capacity (veh/h)	1089	LUI -	-	-	253									
HCM Lane V/C Ratio	1003				0.129	927			V Balloni				The state of	-5
HCM Control Delay (s)	0		-		21.3									
HCM Lane LOS	A				C	3 3 5	Jun 11	100	1		3//	110	11-	-
HCM 95th %tile Q(veh)	0	3	300 334		0.4	-2166	1 -	141						

Intersection			2010	WOLK !		dial 1			to the same	and the life	
nt Delay, s/veh	2										
		-	Name of					1			
Movement		EBT	EBR	438	WBL	WBT	NE	3L	NBR		R
Vol, veh/h		210	0		5	150		0	85	The state of the s	Ti
Conflicting Peds, #/hr		0	0		0	0		0	0		
Sign Control		Free	Free		Free	Free	Sto	ор	Stop	Part In 1975	
RT Channelized		-	None		-	None		-	None		
Storage Length			-		100	11/14/2		0	1611		100
Veh in Median Storage, #		0	-		-	0		0	-		
Grade, %		0	-	The last		0	1000	0		The second	
Peak Hour Factor		92	92		92	92	(92	92		
Heavy Vehicles, %		2	2		2	2		2	2		7 3
Mvmt Flow		228	0		5	163		0	92		
	100	10,15		EN IN		PF.	S. March	A.F.	mail to	Spring to the	10
Major/Minor	N	Major1	1000	1	Major2	A STATE	Mino	r1	2000		0/13
Conflicting Flow All	1916	0	0	715	228	0	40		228		
Stage 1		-	-		-	-	22		-		
Stage 2		1 34	S.B.	-	1		17				PI
Critical Hdwy					4.12	-	6.4		6.22		
Critical Hdwy Stg 1	1	Sur.		415		A Section	5.4	12	BATTE OF THE PARTY	Ser Charles	01-
Critical Hdwy Stg 2		-	-		-	-	5.4	12			
Follow-up Hdwy		-	1000		2.218		3.5	18	3.318		-
Pot Cap-1 Maneuver		- 4			1340	-	60		811		
Stage 1	100		308	S. C. C.	1103	VI PAR	8	10		The state of the s	30
Stage 2		-	-		-	0.2	. 85		-		
Platoon blocked, %	THE PARTY OF	900	1		1000	12.51	SPECIAL REPORT	A PARTY	1.00	A LICENSE	10
Mov Cap-1 Maneuver		-	-		1340		60)2	811		
Mov Cap-2 Maneuver	Andrew A	Was.	15/2	TO STATE OF THE PARTY OF THE PA		6 4	60		W. Const		24
Stage 1		-	-		-	-	8				-
Stage 2					1		85		- 101	ation by the property	177
Approach	Fyralia	EB			WB		N	IB	100 300	EK 2 (2) 1 1 1 1	
HCM Control Delay, s		0			0.2			10			
HCM LOS		2 16				510 78		В	39.0	N. STEEL ST.	-
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	-			Sant Day	a-bed	
Capacity (veh/h)	811	-	-		-						
HCM Lane V/C Ratio	0.114	-	1	0.004	-			1	Marie C		W.
HCM Control Delay (s)	10	-	-	7.7	-						
HCM Lane LOS	В	11/4	-	A					The state of the		-
HCM 95th %tile Q(veh)	0.4	-	-	0	-						

	1	-	7	1	-	*	1	1	1	1	1	1
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBI
Lane Configurations	44	ተተጉ		77	ተተተ	77	7	1		44	^	77
Volume (veh/h)	870	805	10	230	485	585	55	370	130	625	370	65
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		1.0
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	1.0
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1863	1863	1863	1900	1863	1863	186
Adj Flow Rate, veh/h	946	875	11	250	527	582	60	402	5	679	402	42
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	0.9
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	
Cap, veh/h	986	2054	26	310	1019	1145	78	541	7	724	1125	168
Arrive On Green	0.29	0.40	0.40	0.09	0.20	0.20	0.04	0.15	0.15	0.21	0.32	0.3
Sat Flow, veh/h	3442	5176	65	3442	5085	2787	1774	3580	44	3442	3539	277
Grp Volume(v), veh/h	946	573	313	250	527	582	60	199	208	679	402	42
Grp Sat Flow(s), veh/h/ln	1721	1695	1851	1721	1695	1393	1774	1770	1855	1721	1770	138
Q Serve(g_s), s	41.1	18.6	18.7	10.8	14.0	23.6	5.1	16.3	16.3	29.5	13.3	10.
Cycle Q Clear(g_c), s	41.1	18.6	18.7	10.8	14.0	23.6	5.1	16.3	16.3	29.5	13.3	10.
Prop In Lane	1.00	10.0	0.04	1.00		1.00	1.00		0.02	1.00		1.0
Lane Grp Cap(c), veh/h	986	1345	734	310	1019	1145	78	268	280	724	1125	168
V/C Ratio(X)	0.96	0.43	0.43	0.81	0.52	0.51	0.77	0.74	0.74	0.94	0.36	0.2
Avail Cap(c_a), veh/h	997	1345	734	997	1272	1284	456	606	635	748	1125	168
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	1.0
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	1.0
Uniform Delay (d), s/veh	53.3	33.3	33.3	67.8	54.2	33.3	71.9	61.6	61.6	59.0	39.9	14.
Incr Delay (d2), s/veh	19.3	0.2	0.4	4.9	0.4	0.4	14.9	4.0	3.9	19.0	0.2	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	0.1
%ile BackOfQ(50%),veh/ln	22.2	8.8	9.6	5.4	6.6	9.1	2.8	8.3	8.7	16.0	6.5	4.
LnGrp Delay(d),s/veh	72.6	33.5	33.7	72.7	54.6	33.7	86.7	65.7	65.5	78.0	40.1	14.
LnGrp LOS	E	C	C	E	D	C	F	E	Е	E	D	E
Approach Vol, veh/h	_	1832		_	1359			467			1504	
Approach Delay, s/veh		53.7			48.9			68.3			49.9	
Approach LOS		D			D			E			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	37.0	29.0	19.7	66.2	11.6	54.3	49.5	36.4				
Change Period (Y+Rc), s	5.0	6.0	6.0	6.0	5.0	6.0	6.0	6.0				
Max Green Setting (Gmax), s	33.0	52.0	44.0	38.0	39.0	46.0	44.0	38.0				
Max Q Clear Time (g_c+l1), s	31.5	18.3	12.8	20.7	7.1	15.3	43.1	25.6				
Green Ext Time (p_c), s	0.5	3.7	0.9	11.2	0.1	8.1	0.4	4.8				
Intersection Summary												
HCM 2010 Ctrl Delay			52.7									
HCM 2010 LOS			D									

User approved changes to right turn type.

	1	→	+	1	+	1	1	1	1	1	+	1
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBF
Lane Configurations	7	1		7	^	7	*	^^		ሻሻ	11	00,
Volume (veh/h)	145	230	75	205	145	325	40	890	130	320	1180	13
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	(
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00	0	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	158	250	73	223	158	106	43	967	129	348	1283	137
Adj No. of Lanes	1	1	0	1	1	1	1	3	0	2	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	440	542	158	338	729	619	55	1412	188	443	1906	203
Arrive On Green	0.39	0.39	0.39	0.39	0.39	0.39	0.03	0.31	0.31	0.13	0.41	0.41
Sat Flow, veh/h	1111	1386	405	1052	1863	1583	1774	4542	604	3442	4667	498
Grp Volume(v), veh/h	158	0	323	223	158	106	43	721	375	348	932	488
Grp Sat Flow(s),veh/h/ln	1111	0	1791	1052	1863	1583	1774	1695	1756	1721	1695	1775
Q Serve(g_s), s	11.7	0.0	14.2	21.2	6.0	4.6	2.6	19.8	19.9	10.4	23.9	23.9
Cycle Q Clear(g_c), s	17.7	0.0	14.2	35.5	6.0	4.6	2.6	19.8	19.9	10.4	23.9	23.9
Prop In Lane	1.00		0.23	1.00		1.00	1.00	18181	0.34	1.00	20.0	0.28
Lane Grp Cap(c), veh/h	440	0	701	338	729	619	55	1054	546	443	1384	725
V/C Ratio(X)	0.36	0.00	0.46	0.66	0.22	0.17	0.78	0.68	0.69	0.79	0.67	0.67
Avail Cap(c_a), veh/h	517	0	825	412	858	730	334	1054	546	1424	1690	885
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	27.4	0.0	24.0	37.2	21.5	21.1	51.1	32.1	32.1	44.9	25.7	25.7
Incr Delay (d2), s/veh	0.5	0.0	0.5	2.8	0.1	0.1	20.3	1.8	3.6	3.1	0.8	1.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.7	0.0	7.1	6.4	3.1	2.0	1.6	9.5	10.1	5.2	11.3	12.0
LnGrp Delay(d),s/veh	27.9	0.0	24.5	40.1	21.7	21.3	71.4	33.9	35.7	48.0	26.5	27.2
LnGrp LOS	С		C	D	C	C	E	C	D	D	C	C
Approach Vol, veh/h		481			487			1139			1768	
Approach Delay, s/veh		25.6			30.0			35.9		-	30.9	
Approach LOS		C			С			D			С	
Timer	1	2	3	4	5	6	7	8			5-10	
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	19.7	39.1		47.6	9.3	49.4		47.6				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	44.0	29.0		49.0	20.0	53.0		49.0			-	
Max Q Clear Time (g_c+l1), s	12.4	21.9		37.5	4.6	25.9		19.7			1	
Green Ext Time (p_c), s	1.3	6.4		4.1	0.1	17.6		5.8				- 1
ntersection Summary		6										-
HCM 2010 Ctrl Delay			31.6									
HCM 2010 LOS			C									

Intersection			1998		THE SECTION	
	0					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Vol, veh/h	0	0	215	5	5	95
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-		-	None
Storage Length	Janes Village	110110			0	
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0		William .	0	0	7 1
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2		2	2	2	2
Mymt Flow	0	0	234	5	5	103
VIVIII I IOW					ALIE VIEST	
Major/Minor	Major1		Major2		Minor1	The second
Conflicting Flow All	0	0	0	0	473	0
	U	-	-	-	0	-
Stage 1 Stage 2	THE STATE OF THE PARTY OF THE P				473	
Critical Hdwy	A CONTRACTOR	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1					5.42	Vinter S
Critical Hdwy Stg 2		-	-	-	5.42	-
Follow-up Hdwy	100		2.218		3.518	3.318
Pot Cap-1 Maneuver		-		-	550	-
Stage 1				M 7 (4.5)		
Stage 2		-	_	-	627	-
Platoon blocked, %		S4. (2)	S. Albert wa			
				-	550	-
Mov Cap-1 Maneuver Mov Cap-2 Maneuver			8800		550	21
Stage 1			in realizable par			-
Stage 2		10-0	N. Carlot		627	
Slaye 2					4-0	
Approach	EB		WB	F. 42	NB	100
HCM Control Delay, s	(_				
HCM LOS	THE STATE OF		The National Control		The state of the state of	CI STORY
Minor Lane/Major Mvmt	NBLn1 EB1	EBR	WBL WBT			
Capacity (veh/h)	-					
HCM Lane V/C Ratio	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1			TO THE	Name of Albertaile	
HCM Control Delay (s)	-	-				
HCM Lane LOS				1000		negri la
HCM 95th %tile Q(veh)	-					

Intersection	HE HOLD					175	100	Ji ath						
Int Delay, s/veh	7.7													
	1 15/15							11/11/11			- 6			
Movement	EBL	EBT	EBR	" Light"	WBL	WBT	WBR	200	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	80	320	0	but 18	0	800	20		0	0	0	15	0	195
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	-	100	-	38 70		1	TIME.	No.	-	-	-		-	
Veh in Median Storage, #	-	0	-		-	0			-	0	-		0	
Grade, %	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	0	1		-	0	100		-	0	1-11		0	REG.
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	87	348	0		0	870	22		0	0	0	16	0	212
				Tage !		d and		V						
Major/Minor	Major1	1000	Fr 180	N	lajor2		1100	SIFE	Minor1			Minor2		FER
Conflicting Flow All	891	0	0		348	0	0	1	1508	1413	348	1402	1402	880
Stage 1		-	-		-	-			522	522	-	880	880	
Stage 2		-	7/11/2	HEREIN	100	1000		437	986	891	1 112	522	522	000
Critical Hdwy	4.12	-	-		4.12				7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1		-	-	-01		- 192	10 12	-	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	5/152		1-1	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	761	-	-		1211	-	-		99	138	695	117	140	346
Stage 1		-	The state of		N PS	4	1	2751	538	531	mnizi	342	365	900
Stage 2		-	-		-				298	361		538	531	
Platoon blocked, %		-	2	180	100	11 2		70					-	
Mov Cap-1 Maneuver	761	-	-		1211		-		34	118	695	104	120	346
Mov Cap-2 Maneuver			1 3 12	- they	1000	150			34	118		104	120	
Stage 1		-	-		-	-	-	- Control	462	456	-	293	365	
Stage 2		-	- 121	A. V. L.	-	11112	-	100	115	361	-	462	456	
Approach	EB	LIE.		Make	WB		112	"NE	NB	17.	100	SB	0-76	6. 3
HCM Control Delay, s	2.1				0				0			48.1		
HCM LOS						15,00		-30	Α	1971		Е		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR		F-10	Marie Control		bearing the same		
Capacity (veh/h)	-	761	2	-	1211	-	-	297						
HCM Lane V/C Ratio		0.114		1	1	19 32	1	0.769			-Hali-	Butter		1
HCM Control Delay (s)	0	10.3	0	-	0	-		48.1						
HCM Lane LOS	А	В	Α		A		-	E		-11	7 15			
HCM 95th %tile Q(veh)	-	0.4	-	-	0	-	-	5.9		-				

ntersection					12.13		Carried St.			
nt Delay, s/veh	0.4		-1000000			de type att				
		- 01	1 Day	20.11	D. A.Y				319.5	un en
Movement	4.1	EBT	EBR		WBL	WBT	1	VBL	NBR	100
Vol, veh/h		325	10		25	845		10	5	
Conflicting Peds, #/hr		0	0		0	0		0	0	
Sign Control		Free	Free		Free	Free	S	Stop	Stop	
RT Channelized		-	None		-	None		-	None	
Storage Length		-	-		50			0		
Veh in Median Storage, #		0	-		-	0		0	-	
Grade, %		0	-			0		0		
Peak Hour Factor		92	92		92	92		92	92	
Heavy Vehicles, %	THE PARTY	2	2		2	2		2	2	
Mvmt Flow		353	11		27	918		11	5	
	A 300 TO	Big		1-13		Ent Talk		-		
Major/Minor	N	lajor1	11500	N	Major2	100	Min	or1	The said	
Conflicting Flow All		0	0	-111-113	364	0	1	332	359	
Stage 1		-	-		-	-		359	-	
Stage 2		1	MAN .	1.7	-		Marie Land Control	973	The sales	- MI -
Critical Hdwy		-	-		4.12	-	6	5.42	6.22	
Critical Hdwy Stg 1	3 / 3 3 3	-	dil.	181			5	5.42	-1-	
Critical Hdwy Stg 2		-	-			-	5	5.42	-	
Follow-up Hdwy		-	9 1 -	10 - 15	2.218		3.	518	3.318	
Pot Cap-1 Maneuver		-	-		1195	-		170	685	
Stage 1		-	12	11	-	1		707		No. of the last
Stage 2		-	-		-	-		366	-	
Platoon blocked, %		-	10.00		-100	1-1-1		2 E E		
Mov Cap-1 Maneuver		-	-		1195	-		166	685	
Mov Cap-2 Maneuver		(in the			-		100	166	-	
Stage 1		-	-		-	-		707	-	
Stage 2		-	-		18.0	1	THE PARTY	358		1-1-1
Approach	UH BIED	EB		100	WB			NB		
HCM Control Delay, s		0			0.2		2	22.5		
HCM LOS		FALL	-	100	11/2	-		C		
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	5			100	
Capacity (veh/h)	222	-		1195	-					
HCM Lane V/C Ratio	0.073	-		0.023	-	995	10000	10/10/19		SE TOP
HCM Control Delay (s)	22.5		-	8.1	-					
HCM Lane LOS	C		11 -	A		1	1	1171	1 1914	Tollar .
HCM 95th %tile Q(veh)	0.2	-		0.1	-					

Intersection				TO B										
Int Delay, s/veh	0				1 -4									
Movement	EBL	EBT	EBR		WBL	WBT	WBR		NBL	NBT	NBR	SBL	SBT	SBI
Vol, veh/h	0	330	0		0	895	0		0	0	0	0	0	
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	
RT Channelized		-	None		-	-	None		-	-	None	Clop	- Otop	
Storage Length		- 4	-				-		-					
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	92
Heavy Vehicles, %	2	2	2		2	2	2		2	2	2	2	2	
Mvmt Flow	0	359	0		0	973	0		0	0	0	0	0	
Major/Minor	Major1	TIREC.	17:5%		Major2	2	000	C S	Minor1			Minor2		
Conflicting Flow All	973	0	0	-	359	0	0		1332	1332	359	1332	1332	973
Stage 1	-	-	-						359	359	-	973	973	010
Stage 2	-	100	14			-	-		973	973		359	359	-
Critical Hdwy	4.12		-		4.12				7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-		-		-		-		6.12	5.52		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	-	-		3.518	4.018	3.318	3.518		3.318
Pot Cap-1 Maneuver	709	-	-		1200	-	-		131	154	685	131	154	306
Stage 1		4	-		-		-		659	627		303	330	
Stage 2	-	-	-				-		303	330	-	659	627	
Platoon blocked, %		-	- 57	383			-				27-11			
Mov Cap-1 Maneuver	709	-	-		1200				131	154	685	131	154	306
Mov Cap-2 Maneuver		-	-			-	-		131	154	-	131	154	
Stage 1		-	-			-	-		659	627		303	330	
Stage 2		-	+		-	-	-		303	330	100	659	627	-
Approach	EB				WB			6.1	NB	- 333		SB	- 11:	
HCM Control Delay, s	0				0				0			0		
HCM LOS					80				A			A	10	4
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR SE	3Ln1					7.75	
Capacity (veh/h)	-	709	-	-	1200	-	-	-						-
HCM Lane V/C Ratio		-	4	-	1200		- 38							-
HCM Control Delay (s)	0	0		-	0			0						1
HCM Lane LOS	A	A	-		A	-	-	A						
HCM 95th %tile Q(veh)	-	0		-	0	-	-	-						

Intersection	C'ST				4		3.10	7 J. S. D.		
nt Delay, s/veh	8.0	E9 36			1000	1150				-5-5/11/2
Movement	EBL	EBT				WBT	WBR	SBL	SBR	
/ol, veh/h	5	325				870	25	20	15	
Conflicting Peds, #/hr	0	0				0	0	0	0	
Sign Control	Free	Free		83.73		Free	Free	Stop	Stop	2 2 0
RT Channelized		None				-	None	-	None	
Storage Length	100	140110	PA C	The last			110110	0	Control of the	
/eh in Median Storage, #	100	0				0	-	0		
Grade, %	25 3	0	01753	100	7,540	0		0	The Contract	
Peak Hour Factor	92	92				92	92	92	92	
Heavy Vehicles, %	2	2	mark.	100		2	2	2	2	THE STATE OF THE S
Nymt Flow	5	353		AND REAL PROPERTY.		946	27	22	16	
WINCE TOW	3		1000		-				TETAL	
Major/Minor	Major1	15/195	10.55	200	M	ajor2	21323	Minor2		7 7 7
Conflicting Flow All	973	0	To Tave	La Paris	3410	-	0	1323	959	
Stage 1	313	-				_	-	959	-	
Stage 2	£ 10.00		-1000			2	11.	364	100	12-1
critical Hdwy	4.12				A STATE OF THE PARTY OF	-	-	6.42	6.22	
Critical Hdwy Stg 1	4.12			35	131	1	Sec. d.	5.42	1./-	
Critical Hdwy Stg 2		-	1			-	-	5.42	-	
Follow-up Hdwy	2.218			100	100	910		3.518	3.318	
Pot Cap-1 Maneuver	709					-	-	172	312	
Stage 1	103	W T 2 2 2	5-51	9 11 20 1	SEL SE	11/6	2000	372		
Stage 2	-	-	2000		N. /	-	-	703	-	
Platoon blocked, %	CINE CO.			7-10-73		3.4		Marie de la Colonia		1000
Mov Cap-1 Maneuver	709	-				-	-	171	312	
Mov Cap-1 Maneuver	103		Syren	65. 1	1 9 6		3/7/1	171		
Stage 1		SL TEN				-		372	-	
Stage 2		- 2	1 411	11/2	15 6 5 16		814	698		5 12
Approach	EB			10		WB		SB	,	
HCM Control Delay, s	0.2					0		25.7		
ICM LOS		15/17	1					D		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR S				and the same	8 SOF 5 L	
Capacity (veh/h)	709	-	-	-	212					
ICM Lane V/C Ratio	0.008	-	-		0.179	177.00		III and the	ASSESSMENT OF THE PARTY OF THE	
HCM Control Delay (s)	10.1		-	-	25.7					
HCM Lane LOS	В	-	-	-	D		111		The second	The state of
HCM 95th %tile Q(veh)	0	-	-	-	0.6					

Int Delay, s/veh	10													
mit Dolay, or ron	1.2													
Movement	EBL	EBT	EBR	100	WBL	WBT	WBR	TARK!	NBL	NBT	NBR	SBL	SBT	SBF
Vol, veh/h	10	325	0	11.37	0	875	40	-	0	0	0	25	0	15
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	100					1 4	1000				1			THE S
Veh in Median Storage, #	-	0	-		-	0	-		-	0	-	-	0	
Grade, %		0	19.1-		-	0	100	TRI		0	100	-	0	10 3 2
Peak Hour Factor	92	92	92		92	92	92		92	92	92	92	92	
Heavy Vehicles, %	2	2	2		2	2	2	7/5/1	2	2	2	2	2	
Mvmt Flow	11	353	0		0	951	43		0	0	0	27	0	
State of the state of	No desire				1		415	15/31		MA		ALC: NO		100
Major/Minor	Major1		K. C.	M	lajor2		W. T.		Minor1	191		Minor2	1374	100
Conflicting Flow All	995	0	0		353	0	0		1356	1370	353	1348	1348	973
Stage 1	-	-	-		-		-		375	375	-	973	973	0.0
Stage 2				S 15 100		The same	-	100	981	995		375	375	AT BA
Critical Hdwy	4.12				4.12	-			7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	111/1				1772	1			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	1 32		Trulia d	2.218	17	14		3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	695	-	-		1206		-		126	146	691	128	151	306
Stage 1	PER SHIPS	114			1200	NAME OF THE PERSON NAME OF THE P	100	1	646	617	-	303	330	000
Stage 2		-	-						300	323		646	617	
Platoon blocked, %		-	190	E 107		315	1 2	170	000	020	may be to	040	017	
Mov Cap-1 Maneuver	695	-			1206	-			118	144	691	126	149	306
Mov Cap-2 Maneuver	-			300	1200			10	118	144	-	126	149	300
Stage 1		-					-		636	607		298	330	
Stage 2			H H H	308	-	9-5			284	323		636	607	
							-							
Approach	EB	Second 1	Min.	200	WB				NB	7.11		SB		
HCM Control Delay, s	0.3				0				0			35.2		
HCM LOS			April 1						A			E		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT		WBL	WBT	WBR :				-11			
Capacity (veh/h)	-	695		-	1206	4	-	162						
HCM Lane V/C Ratio	-		-	-	1=1	3	-	0.268						7
HCM Control Delay (s)	0	10.3	-	-	0	-	-							
HCM Lane LOS	Α	В		-	A		1 2	E						
HCM 95th %tile Q(veh)	-	0	-	-	0		-	1						

	۶	-	*	1	-	1	1	†	1	1	+	1
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	4	^	7	7	^	7	44	^	7	7	^	7
Volume (veh/h)	50	375	535	200	265	275	250	785	110	195	975	30
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	C
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	54	408	353	217	288	94	272	853	24	212	1060	8
Adj No. of Lanes	1	1	1	1	1	1	2	2	1	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	71	483	410	244	665	565	331	1013	453	240	1151	515
Arrive On Green	0.04	0.26	0.26	0.14	0.36	0.36	0.10	0.29	0.29	0.14	0.33	0.33
Sat Flow, veh/h	1774	1863	1583	1774	1863	1583	3442	3539	1583	1774	3539	1583
Grp Volume(v), veh/h	54	408	353	217	288	94	272	853	24	212	1060	8
Grp Sat Flow(s), veh/h/ln	1774	1863	1583	1774	1863	1583	1721	1770	1583	1774	1770	1583
Q Serve(g_s), s	4.0	27.4	28.0	15.8	15.5	5.4	10.2	29.9	1.4	15.5	38.0	0.5
Cycle Q Clear(g_c), s	4.0	27.4	28.0	15.8	15.5	5.4	10.2	29.9	1.4	15.5	38.0	0.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	71	483	410	244	665	565	331	1013	453	240	1151	515
V/C Ratio(X)	0.77	0.85	0.86	0.89	0.43	0.17	0.82	0.84	0.05	0.88	0.92	0.02
Avail Cap(c_a), veh/h	431	721	613	310	665	565	470	1013	453	336	1181	529
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	62.7	46.3	46.6	55.9	32.3	29.0	58.5	44.2	34.1	56.0	42.8	30.2
Incr Delay (d2), s/veh	15.7	6.0	8.0	22.0	0.4	0.1	7.7	6.5	0.0	17.9	11.6	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	2.3	14.9	13.1	9.3	8.1	2.4	5.2	15.5	0.6	8.8	20.4	0.2
LnGrp Delay(d),s/veh	78.4	52.3	54.6	77.9	32.7	29.1	66.2	50.7	34.1	73.9	54.4	30.2
LnGrp LOS	E	D	D	E	C	C	E	D	C	E	D	C
Approach Vol, veh/h		815			599			1149			1280	
Approach Delay, s/veh		55.0	9		48.5		200	54.1			57.5	
Approach LOS		Е			D			D			E	
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	23.8	43.7	24.1	40.2	18.7	48.9	11.2	53.0				
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	25.0	37.0	23.0	51.0	18.0	44.0	32.0	42.0				
Max Q Clear Time (g_c+l1), s	17.5	31.9	17.8	30.0	12.2	40.0	6.0	17.5				
Green Ext Time (p_c), s	0.3	4.3	0.3	4.1	0.5	2.8	0.1	6.4				
Intersection Summary												
HCM 2010 Ctrl Delay			54.5									4
HCM 2010 LOS			D									

	*	\rightarrow	-	1	+		1	†	-	1	+	1
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBF
Lane Configurations	N.	414	7	19	↑	77	44	^ ^^	7	44	^ ^	17
Volume (vph)	250	245	290	15	275	185	270	1065	15	360	1775	240
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	3345	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	3345	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)	272	266	315	16	299	201	293	1158	16	391	1929	261
RTOR Reduction (vph)	0	0	72	0	0	110	0	0	9	0	0	75
Lane Group Flow (vph)	174	364	243	16	299	91	293	1158	7	391	1929	186
Turn Type	Split	NA	Perm	Split	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	3	3	-	4	4	Harm	5	2		1	6	
Permitted Phases			3			4			2	•		6
Actuated Green, G (s)	40.2	40.2	40.2	36.8	36.8	36.8	25.2	106.4	106.4	31.6	112.8	112.8
Effective Green, g (s)	42.2	42.2	42.2	38.8	38.8	38.8	27.2	109.4	107.4	33.6	115.8	113.8
Actuated g/C Ratio	0.18	0.18	0.18	0.16	0.16	0.16	0.11	0.46	0.45	0.14	0.48	0.47
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)	283	588	278	286	301	450	389	2317	708	480	2453	750
v/s Ratio Prot	0.11	0.11	13/0/3	0.01	c0.16		0.09	0.23		c0.11	c0.38	100
v/s Ratio Perm			c0.15			0.03			0.00	00.11	00.00	0.12
v/c Ratio	0.61	0.62	0.88	0.06	0.99	0.20	0.75	0.50	0.01	0.81	0.79	0.25
Uniform Delay, d1	91.4	91.5	96.3	85.1	100.5	87.2	103.1	46.0	36.8	100.2	51.8	37.6
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.15	0.92	1.07
Incremental Delay, d2	5.6	2.8	26.6	0.2	50.0	0.5	8.0	0.8	0.0	10.1	2.6	0.8
Delay (s)	97.0	94.3	122.9	85.3	150.4	87.7	111.2	46.8	36.8	125.1	50.0	41.2
Level of Service	F	F	F	F	F	F	F	D	D	F	D	D
Approach Delay (s)		105.4			124.0			59.5	-		60.5	
Approach LOS		F			F			E			Е	
Intersection Summary								-				
HCM 2000 Control Delay			73.4	Н	CM 2000	Level of S	Service		E			
HCM 2000 Volume to Capac	city ratio		0.85		CHARLES AND A	200	mei e					3333
Actuated Cycle Length (s)			240.0	Su	ım of lost	time (s)			16.0			
ntersection Capacity Utilizat	tion		79.2%		U Level o				D			31
Analysis Period (min)			15									
Critical Lane Group	III C	-				-		-				

11: Ft Weaver Rd & Renton Rd

	1	-	*	1	-	1	1	1	1	1	1	1
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	*	ર્ન	7		4	7	T	**	7	7	ተተተ	7
Volume (vph)	450	40	125	35	35	30	130	1760	65	80	2845	450
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		0.98	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1681	1698	1434		1817	1583	1770	5085	1311	1770	5085	1536
Flt Permitted	0.95	0.96	1.00		0.98	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1681	1698	1434		1817	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)	489	43	136	38	38	33	141	1913	71	87	3092	489
RTOR Reduction (vph)	0	0	81	0	0	31	0	0	28	0	0	223
Lane Group Flow (vph)	264	268	55	0	76	2	141	1913	43	87	3092	266
Confl. Peds. (#/hr)			43						31			2
Turn Type	Split	NA	Perm	Split	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	4	4		3	3		5	2		1	6	
Permitted Phases		-	4			3			2			6
Actuated Green, G (s)	44.6	44.6	44.6		15.4	15.4	25.6	139.6	139.6	16.4	130.4	130.4
Effective Green, g (s)	44.6	44.6	44.6		15.4	17.4	25.6	141.6	140.6	18.4	132.4	130.4
Actuated g/C Ratio	0.19	0.19	0.19		0.06	0.07	0.11	0.59	0.59	0.08	0.55	0.54
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)	312	315	266		116	114	188	3000	768	135	2805	834
v/s Ratio Prot	0.16	c0.16			c0.04		c0.08	c0.38		0.05	c0.61	
v/s Ratio Perm		2000	0.04		177	0.00	THE PARTY OF		0.03			0.17
v/c Ratio	0.85	0.85	0.21		0.66	0.02	0.75	0.64	0.06	0.64	1.10	0.32
Uniform Delay, d1	94.4	94.5	82.7		109.7	103.4	104.1	32.3	21.3	107.6	53.8	30.3
Progression Factor	1.00	1.00	1.00		1.00	1.00	0.88	1.15	2.07	0.98	0.99	1.42
Incremental Delay, d2	19.3	19.9	0.5		12.5	0.1	7.6	0.4	0.1	10.0	52.1	1.0
Delay (s)	113.6	114.3	83.2		122.3	103.5	99.4	37.7	44.1	115.1	105.5	44.0
Level of Service	F	F	F		F	F	F	D	D	F	F	
Approach Delay (s)		107.7			116.6			42.0			97.5	
Approach LOS		F	L. Fig.		F			D			F	3 - 1
Intersection Summary												
HCM 2000 Control Delay			80.9	H	ICM 2000	Level of	Service	Edward	F			- 3
HCM 2000 Volume to Capa	city ratio		0.98						00.0			-
Actuated Cycle Length (s)			240.0			t time (s)			22.0		- 50	
Intersection Capacity Utiliza	ation		103.8%	10	CU Level	of Service	9		G			
Analysis Period (min)			15									

Intersection Int Delay, s/veh	0.6		1200		ii ii		IL Lab			
int Delay, s/ven	0.0		100	25		men	11-15			41 -14
Movement	EBL	EBT		- 7	W	ВТ	WBR	SBL	SBR	
Vol, veh/h	5	350		. 11		15	25	20	5	
Conflicting Peds, #/hr	0	0				0	0	0	0	
Sign Control	Free	Free		3	Fi	ree	Free	Stop	Stop	100
RT Channelized	-	None				-	None	-	None	
Storage Length	100	-			1919	-	STATE OF STREET	0		CIL
Veh in Median Storage, #		0				0	-	0		
Grade, %		0				0	2.	0	-	
Peak Hour Factor	92	92				92	92	92	92	
Heavy Vehicles, %	2	2			10000	2	2	2	2	
Mvmt Flow	5	380			9	95	27	22	5	
			-	10	The It	70	1391			
Major/Minor	Major1			New York	Majo	or2	1	Minor2	Part of	
Conflicting Flow All	1022	0				-	0	1399	1008	
Stage 1		-				-	-	1008	-	
Stage 2			Sec.	all res	-	-		391		
Critical Hdwy	4.12	-				-	-	6.42	6.22	
Critical Hdwy Stg 1	-	-				-	-	5.42	100	
Critical Hdwy Stg 2	-	-				-	-	5.42		
Follow-up Hdwy	2.218	-			34	-	-	3.518	3.318	
Pot Cap-1 Maneuver	679	-				-	-	155	292	
Stage 1		-	-	-		-		353		
Stage 2	-	-				-	-	683	-	
Platoon blocked, %		-	11/19	1		10	-	3000		
Mov Cap-1 Maneuver	679					-	-	154	292	
Mov Cap-2 Maneuver	-				13.33	-	-	154	-	
Stage 1	-	-				-	-	353		
Stage 2		-		aures.		-		678	1-1-2	R
						540				
Approach	EB	1 29			V	VB		SB		-640
HCM Control Delay, s	0.1					0		30.2		
HCM LOS			1	1	la la constitución de la constit			D		
Minor Lane/Major Mvmt	EBL	EBT	WBT	IMPD (CDI n1				-,	
				WBR S			Direction of			
Capacity (veh/h)	679	-		(DESIGN	170					
HCM Lane V/C Ratio	0.008	7	-	-	0.16		200	Bar Barrey		10-250
HCM Lane LOS	10.3	-	-	-	30.2					
	В	-	- 7		D					5
ICM 95th %tile Q(veh)	0	-	-	-	0.6					

Intersection		Salar D		Ted I						
Int Delay, s/veh	0.5									1000
		11 5 0				2 11			7.12 · 115.	1000
Movement	EBL	EBT			WBT	WBR	SBL			4
Vol, veh/h	5	325			805	20	15			3.41
Conflicting Peds, #/hr	0	0			0	0	0			
Sign Control	Free	Free			Free	Free	Stop	Stop		19
RT Channelized		None			-	None		None		
Storage Length	100						0	hire joek		
Veh in Median Storage, #	-	0			0	-	0			
Grade, %		0			0		0			10/4
Peak Hour Factor	92	92			92	92	92			
Heavy Vehicles, %	2	2			2	2	2			Det:
Mvmt Flow	5	353			875	22	16	11		
	Nº S		(gla)				ALCONO.			100
Major/Minor	Major1	3 7 7 7		5556	Major2	9.00	Minor2		The second	200
Conflicting Flow All	897	0		NIVE TO	61 File	0	1250	886	Della R	Me
Stage 1	-	-			-	-	886		.,	
Stage 2		1000		No. of the last		distribution.	364		A CONTRACTOR	12.35
Critical Hdwy	4.12				-	-	6.42			
Critical Hdwy Stg 1	100	2.6					5.42			
Critical Hdwy Stg 2		-			-	-	5.42	THE REAL PROPERTY AND ADDRESS OF THE PERSON NAMED IN		
Follow-up Hdwy	2.218				-10-0-		3.518		W 19 7 TO 18	
Pot Cap-1 Maneuver	757	_			-	-	191			
Stage 1		SUNSE	100		01776		403			877
Stage 2		-	4		-	-	703			
Platoon blocked, %	ST THE		3443	N. W. San Was	A STOR	T (25		Contractor		
Mov Cap-1 Maneuver	757	-			-		190	343		10000
Mov Cap-1 Maneuver	101	1000	118 8	THE PARTY		11000	190		W. S. Legis,	1
Stage 1		-	A CONTRACTOR		_	-	403			
Stage 2		Service .	HE S	1 0 0 0		All Inc	698			
Olage 2										
Approach	EB		0540		WB		SB	Table 1		
HCM Control Delay, s	0.1				0		22.7			
HCM LOS	TANK DE LA COLOR	150	1- 1		1000	1000	C			
HOW LOO				A CONTRACTOR		100				
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR SBLn		163			e Pirki	
Capacity (veh/h)	757	-		- 23						
HCM Lane V/C Ratio	0.007			- 0.118		1330	Despair Silvin			J. S. R.
HCM Control Delay (s)	9.8	-	-	- 22.7		503911	Total International			
HCM Lane LOS	3.0 A	1000	50	- (-	1			1
HCM 95th %tile Q(veh)	0	-	-	- 0.4						

Intersection		44.5		79-170	N7.6 1. 21		456
Int Delay, s/veh 3	.2						
Movement	EB	EBR	WBL	WBT	NBL	NBR	3 4 14 1
Vol, veh/h	9:		55		0	125	The same
Conflicting Peds, #/hr		0	0		0	0	
Sign Control	Free	Free	Free	Free	Stop	Stop	10 N- 45
RT Channelized		- None		None	-	None	
Storage Length	The second second		100		0	-	TOTAL S
Veh in Median Storage, #	() -		0	0	-	
Grade, %) -	-	0	0		Name and
Peak Hour Factor	92	92	92	92	92	92	
Heavy Vehicles, %		2 2	2	2	2	2	1-1
Mvmt Flow	103	0	60	234	0	136	
			31.41		THE PARTY		
Major/Minor	Major*	The s	Major2	0.04	Minor1	The state of	STARL DE
Conflicting Flow All	(103		456	103	111
Stage 1		-	-		103	-	
Stage 2	Marie Control		1		353	-	the second second
Critical Hdwy			4.12	-	6.42	6.22	
Critical Hdwy Stg 1			110-10	-	5.42	0.22	
Critical Hdwy Stg 2					5.42	-	- 6
Follow-up Hdwy		1	2.218	The same	3.518	3.318	
Pot Cap-1 Maneuver			1489		562	952	
Stage 1				The same of the sa	921		1
Stage 2				-	711	-	
Platoon blocked, %	1 - 1 / 1	11 712				7.	200
Mov Cap-1 Maneuver		-	1489		539	952	
Mov Cap-2 Maneuver	4 11 11 11				539	27 2 3 2 30 -	Service of
Stage 1					921	-	
Stage 2	The Control of			Calculation of	682		The state of the
Approach	EE	NEW Y	WB	HE WELL	NB		Sta 48/5
HCM Control Delay, s	0		1.5		9.4		
HCM LOS			1.0	1 7 27	A	7	
District Control of the Control of t							
Minor Lane/Major Mvmt	NBLn1 EBT	EBR	WBL WBT	100000		Margaret Co.	CARL TEC
Capacity (veh/h)	952 -		1489 -				and the latest the sales
HCM Lane V/C Ratio	0.143		0.04 -		-		-
HCM Control Delay (s)	9.4		7.5 -				
HCM Lane LOS	Α -		Α -				
HCM 95th %tile Q(veh)	0.5 -		0.1 -				

	*	-	1	1	-	*	1	†	-	1	1	1
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SB
Lane Configurations	ሻሻ	ተተጉ		77	ተተተ	77	7	1		44	^	7
Volume (veh/h)	680	700	5	120	860	540	5	105	15	435	140	46
Number	7	4	14	3	8	18	5	2	12	1	6	1
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		1.0
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	1.0
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1863	1863	1863	1900	1863	1863	186
Adj Flow Rate, veh/h	739	761	5	130	935	587	5	114	3	473	152	3
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	0.9
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	
Cap, veh/h	855	2379	16	206	1362	1196	9	335	9	556	890	139
Arrive On Green	0.25	0.46	0.46	0.06	0.27	0.27	0.01	0.10	0.10	0.16	0.25	0.2
Sat Flow, veh/h	3442	5213	34	3442	5085	2787	1774	3524	92	3442	3539	27
Grp Volume(v), veh/h	739	495	271	130	935	587	5	57	60	473	152	3
	1721	1695	1857	1721	1695	1393	1774	1770	1846	1721	1770	138
Grp Sat Flow(s), veh/h/ln	21.7	9.8	9.8	3.9	17.4	16.1	0.3	3.2	3.2	14.1	3.6	6
Q Serve(g_s), s			9.8	3.9	17.4	16.1	0.3	3.2	3.2	14.1	3.6	6
Cycle Q Clear(g_c), s	21.7	9.8			17.4	1.00	1.00	3.2	0.05	1.00	3.0	1.0
Prop In Lane	1.00	4540	0.02	1.00	1000		9	168	176	556	890	13
ane Grp Cap(c), veh/h	855	1548	848	206	1362	1196	0.55	0.34	0.34	0.85	0.17	0.3
V/C Ratio(X)	0.86	0.32	0.32	0.63	0.69	0.49	201	636	664	716	1607	19
Avail Cap(c_a), veh/h	1237	1548	848	1237	1828	1452	-			1.00	1.00	1.0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.0
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		30.9	14
Uniform Delay (d), s/veh	38.0	18.3	18.3	48.6	34.7	21.8	52.5	44.7	44.7	43.1	0.1	
Incr Delay (d2), s/veh	4.6	0.1	0.2	3.2	0.7	0.3	42.2	1.2	1.1	7.8		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	0
%ile BackOfQ(50%),veh/ln	10.8	4.6	5.1	2.0	8.2	6.2	0.3	1.6	1.7	7.3	1.7	2
LnGrp Delay(d),s/veh	42.6	18.4	18.5	51.7	35.4	22.1	94.7	45.9	45.9	50.8	31.0	15
_nGrp LOS	D	В	В	D	D	C	F	D	D	D	С	
Approach Vol, veh/h		1505			1652			122			943	
Approach Delay, s/veh		30.3			32.0			47.9			35.6	-
Approach LOS		C			С			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	23.1	16.1	12.3	54.3	6.5	32.6	32.3	34.3				
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	22.0	38.0	38.0	38.0	12.0	48.0	38.0	38.0				
Max Q Clear Time (g_c+l1), s	16.1	5.2	5.9	11.8	2.3	8.8	23.7	19.4				
Green Ext Time (p_c), s	0.9	3.1	0.4	17.1	0.0	3.2	2.5	8.9				-
ntersection Summary												
HCM 2010 Ctrl Delay			32.6									
HCM 2010 LOS			С									
A CONTRACTOR OF THE CONTRACTOR												

	1	-	1	1	-	4	1	1	-	1	+	1
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	7	1>		7	^	75	ħ	ተተጉ		44	^^	
Volume (veh/h)	90	140	20	315	200	410	60	1130	475	275	580	75
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	98	152	19	342	217	139	65	1228	462	299	630	69
Adj No. of Lanes	1	1	0	1	1	1	1	3	0	2	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	347	590	74	422	677	576	84	1357	509	380	2028	220
Arrive On Green	0.36	0.36	0.36	0.36	0.36	0.36	0.05	0.37	0.37	0.11	0.44	0.44
Sat Flow, veh/h	1021	1624	203	1209	1863	1583	1774	3645	1367	3442	4658	505
Grp Volume(v), veh/h	98	0	171	342	217	139	65	1142	548	299	457	242
Grp Sat Flow(s), veh/h/ln	1021	0	1827	1209	1863	1583	1774	1695	1621	1721	1695	1774
Q Serve(g_s), s	9.0	0.0	7.7	32.4	9.8	7.2	4.2	37.4	37.5	9.9	10.3	10.5
Cycle Q Clear(g_c), s	18.8	0.0	7.7	40.1	9.8	7.2	4.2	37.4	37.5	9.9	10.3	10.5
Prop In Lane	1.00		0.11	1.00	0.0	1.00	1.00	07.1	0.84	1.00	10.0	0.28
Lane Grp Cap(c), veh/h	347	0	664	422	677	576	84	1262	604	380	1476	772
V/C Ratio(X)	0.28	0.00	0.26	0.81	0.32	0.24	0.77	0.90	0.91	0.79	0.31	0.31
Avail Cap(c_a), veh/h	351	0	670	426	684	581	257	1273	609	1028	1794	938
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	33.6	0.0	26.2	40.3	26.9	26.0	55.2	34.8	34.9	50.8	21.6	21.6
Incr Delay (d2), s/veh	0.4	0.0	0.2	11.2	0.3	0.2	13.8	9.3	17.4	3.6	0.1	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.6	0.0	3.9	12.1	5.1	3.2	2.4	19.1	19.7	4.9	4.8	5.2
LnGrp Delay(d),s/veh	34.1	0.0	26.4	51.5	27.1	26.2	68.9	44.1	52.3	54.4	21.7	21.9
LnGrp LOS	C		C	D	C	C	E	D	D	D	C	C
Approach Vol, veh/h		269			698		_	1755			998	0
Approach Delay, s/veh		29.2			38.9			47.6			31.5	-
Approach LOS		C			D			D			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	18.9	49.6		48.6	11.6	57.0		48.6				
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	1000			-31
Max Q Clear Time (g_c+l1), s	11.9	39.5		42.1	6.2	12.5		20.8				
Green Ext Time (p_c), s	1.0	4.1		0.5	0.1	30.4		4.9				
Intersection Summary												
HCM 2010 Ctrl Delay			40.3	1	10 20		-					-
HCM 2010 LOS			D									

Intersection		18.15	309					
	8.5							
					11 14			
Movement		EBT	EBR	115	WBL	WBT	NBL	NBR
Vol, veh/h		5	5		160	5	10	230
Conflicting Peds, #/hr		0	0		0	0	0	0
Sign Control		Free	Free		Free	Free	Stop	Stop
RT Channelized		-	None		-	None	-	None
Storage Length		3-	-		7		0	
Veh in Median Storage, #		0	-		-	0	0	-
Grade, %		0				0	0	
Peak Hour Factor		92	92		92	92	92	92
Heavy Vehicles, %	THE ST	2	2		2	2	2	2
Mymt Flow		5	5		174	5	11	250
		er elig	8					
Major/Minor	N	Najor1	10		Major2	F . 5 . 6 1	Minor1	
Conflicting Flow All	Page 1	0	0		11	0	361	8
Stage 1		-	-		-	-	8	-
Stage 2			-		500		353	CHANGE STREET
Critical Hdwy		-	-		4.12	-	6.42	6.22
Critical Hdwy Stg 1		-					5.42	
Critical Hdwy Stg 2		-	-		-		5.42	-
Follow-up Hdwy	19 19 19		-	The state of the s	2.218		3.518	3.318
Pot Cap-1 Maneuver			-		1608	-	638	1074
Stage 1		-			110		1015	
Stage 2		-	-		-	-	711	
Platoon blocked, %			-					
Mov Cap-1 Maneuver		-	-		1608	-	568	1074
Mov Cap-2 Maneuver	10	-	5 0-				568	4.39
Stage 1		-	-		-	-	1015	-
Stage 2	3.7		-		100	11 - 5	634	
Approach		EB			WB		NB	
HCM Control Delay, s		0			7.3		9.6	
HCM LOS			100	100		- 100	А	
	NDI 4			MIDI	MOT	A COURT		
Minor Lane/Major Mvmt	NBLn1	EBT	EBR		WBT	200	La English	
Capacity (veh/h)	1036	-		1608			20 6 10 a	
HCM Lane V/C Ratio	0.252			0.108	-	E PERIOD I	The second	
HCM Control Delay (s)	9.6	-	-	2	0	10000		
HCM Lane LOS	A		COLUMN TO	A	A	100		
HCM 95th %tile Q(veh)	1	-	-	0.4	-			

Intersection		100		(5)							1/15	100		
Int Delay, s/veh	5.4	1277	11 -1 -											
Movement	EBL	EBT	EBR	٧	VBL	WBT	WBR		NBL	NBT	NBR	SBL	SBT	SBF
Vol, veh/h	205	725	0		0	445	20		0	0	0	20	0	
Conflicting Peds, #/hr	0	0	0		0	0	0		0	0	0	0	0	
Sign Control	Free	Free	Free	F	ree	Free	Free		Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-		None		-	-	None		-	-	None	-	-	-
Storage Length	-	-			-	-	-		-		-		-	
Veh in Median Storage, #	-	0			-	0			-	0	-		0	
Grade, %	-	0	- 1		-	0	- 2		6	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	
Mvmt Flow	223	788	0		0	484	22		0	0	0	22	0	
Major/Minor	Major1		EUE	Maj	ior2	176.2			Minor1			Minor2		
Conflicting Flow All	505	0	0		788	0	0		1807	1739	788	1729	1729	495
Stage 1	-	-	-		-	-	-		1234	1234	700	495	495	
Stage 2		-							573	505	-	1234	1234	
Critical Hdwy	4.12	-		/	1.12	-	-		7.12	6.52	6.22	7.12	6.52	
Critical Hdwy Stg 1	7.12	-	-	-	- 12	-			6.12	5.52	0.22	6.12	5.52	
Critical Hdwy Stg 2		-			-	- 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	
Pot Cap-1 Maneuver	1060		-		831	-	-		61	87	391	69	88	575
Stage 1	1000		1		-	100		-	216	249	001	556	546	313
Stage 2					-				505	540	-	216	249	
Platoon blocked, %							- 2		000	010		210	240	
Mov Cap-1 Maneuver	1060	-	-		831	-			31	54	391	49	55	575
Mov Cap-2 Maneuver	1000	-	18 8		-	- 0	- 4		31	54	-	49	55	010
Stage 1					-		-		135	156	-	348	546	
Stage 2	-				-	-			367	540	-	135	156	1
Approach	EB				WB	18		4.	NB			SB	2 13	
	2				0		UALUF G	A Design						-1-05
HCM Control Delay, s HCM LOS	2				U				0 A			49 E	9	
Minortonalities	ND! -4	FDI	FDT	EDD	(D)	MOT	MOD	001 1						
Minor Lane/Major Mvmt	NBLn1	EBL	EBT		/BL	WBT		SBLn1					Leid.	
Capacity (veh/h)	-	1060	-	- 8	831	-	-	250						
HCM Lane V/C Ratio		0.21	3	-	191	-		0.717						
HCM Control Delay (s)	0	9.3	0	-	0	-	-	49						
HCM Lane LOS	Α	Α	A		Α									= 10
HCM 95th %tile Q(veh)	-	0.8	-	-	0	-	-	4.9						

Intersection								
Int Delay, s/veh 0).7							
Control English		1	1		3			
Movement	100	EBT	EBR		WBL	WBT	NBL	NBR
Vol, veh/h	The state of	790	15		15	465	10	25
Conflicting Peds, #/hr		0	0		0	0	0	0
Sign Control		Free	Free		Free	Free	Stop	Stop
RT Channelized		-	None		-	None	-	None
Storage Length			-	-	50		0	
Veh in Median Storage, #		0	-		-	0	0	-
Grade, %		0				0	0	
Peak Hour Factor		92	92		92	92	92	92
Heavy Vehicles, %	William 10	2	2		2	2	2	2
Mvmt Flow		859	16		16	505	11	27
stale the state of		0.46						
Major/Minor	N	lajor1			Major2		Minor1	PATE !
Conflicting Flow All		0	0	100	875	0	1405	867
Stage 1		-	-		-	-	867	-
Stage 2	A Company		-	MARK	-	-	538	
Critical Hdwy		-	-		4.12	-	6.42	6.22
Critical Hdwy Stg 1	The second	-	6	11/10/1			5.42	
Critical Hdwy Stg 2		-	-		-	-	5.42	-
Follow-up Hdwy			-		2.218	15.00	3.518	3.318
Pot Cap-1 Maneuver		-	-		771	-	154	352
Stage 1		-	100		11/21/2	1 - 1 - 1	411	
Stage 2			-		-	-	585	-
Platoon blocked, %			1979					
Mov Cap-1 Maneuver			-		771	-	151	352
Mov Cap-2 Maneuver	2559	-			-		151	
Stage 1			-		-	-	411	-
Stage 2		-	-		W. /-		573	to an are
Approach		EB	100	10 to 1	WB		NB	
HCM Control Delay, s		0			0.3		21.6	
HCM LOS		E. C.	100	100	4 3 3	1	C	E. FILL SHOP
	ND: 4	CCT		MEN	IAIDT			
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT			and the same
Capacity (veh/h)	255	-	-	771	-			
HCM Lane V/C Ratio	0.149			0.021		3 100		
HCM Control Delay (s)	21.6		-	9.8	-	-		
HCM Lane LOS	C			A				
HCM 95th %tile Q(veh)	0.5	-	-	0.1	-			

Intersection			Line.			311			T			1339	E Oct	
Int Delay, s/veh 0	.1													
			100											
Movement	EBL	EBT	EBR		WBL	WBT	WBR		NBL	NBT	NBR	SBL	SBT	SBF
Vol, veh/h	5	785	0		0	475	5		0	0	0	0	0	(
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		1 - 12	-		-	-			-		-		-	
Veh in Median Storage, #	7.5	0	-		-	0	_		-	0	-	- 4	0	
Grade, %	-	0	-		-	0	+		-	0	-		0	
Peak Hour Factor	92	92	92		92	92	92		92	92	92	92	92	92
Heavy Vehicles, %	2	2	2		2	2	2		2	2	2	2	2	2
Mvmt Flow	5	853	0		0	516	5		0	0	0	0	0	(
Major/Minor	Major1			N	Najor2	V	- Ten	Mi	nor1	AL B	Flate	Minor2		2.50
Conflicting Flow All	522	0	0		853	0	0		1383	1386	853	1383	1383	519
Stage 1			-			-			864	864	-	519	519	
Stage 2	-	-	- 16		-	- 0.			519	522	-	864	864	
Critical Hdwy	4.12	-	-		4.12	-	-		7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-			-	-		6.12	5.52		6.12	5.52	0,2,
Critical Hdwy Stg 2	-		-		-	-	-		6.12	5.52		6.12	5.52	
Follow-up Hdwy	2.218	-	-		2.218	-			.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1044		-		786				121	143	359	121	144	557
Stage 1		-	-				-		349	371		540	533	
Stage 2			-		-	-	-		540	531		349	371	
Platoon blocked, %		-	- 3			12			Will			33333		1501
Mov Cap-1 Maneuver	1044		-		786				120	142	359	120	143	557
Mov Cap-2 Maneuver		-	-		-	-	-	- 19	120	142		120	143	
Stage 1			-		-	- 2	-		346	368		535	533	
Stage 2	-	-			-	4	2		540	531	-	346	368	
Approach	EB		1000		WB			1000	NB	1119		SB		200
HCM Control Delay, s	0.1				0				0			0	-	
HCM LOS	0.1				0				A			A	111	
TOM EOU		-							A			^		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR SB	l n1						
Capacity (veh/h)	-	1044	-	LDIN -	786	-	- VIDIT OL							
HCM Lane V/C Ratio				_					-	-				-
HCM Control Delay (s)	0	8.5	0	-	0	-	- 5	0						
HCM Lane LOS	A	0.5 A	A	-	A		-	A						
TOW Lake LOS	A	0	A	-	A		-	A						

Int Delay, s/veh 1. Movement	.5								
Movement									
Agramont				15 (15)	1		The state of		the special section
viovernent	EBL	EBT			WBT	WBR	SBL	SBR	rile disc
Vol, veh/h	5	810			470	20	45	10	
Conflicting Peds, #/hr	0	0			0	0	0	0	
Sign Control	Free	Free			Free	Free	Stop	Stop	
RT Channelized	-	None			-	None	-	None	
Storage Length	100	-	300	1183	25		0	de la companya della companya della companya de la companya della	
Veh in Median Storage, #	-	0			0	-	0	-	
Grade, %	-	0	The St		0	1	0		
Peak Hour Factor	92	92			92	92	92	92	
Heavy Vehicles, %	2	2	113	A DESCRIPTION	2	2	2	2	
Mymt Flow	5	880			511	22	49	11	
	A STATE		318	and the second			1111		
Major/Minor	Major1			2000	Major2		Minor2		
Conflicting Flow All	533	0	Spinis	II GH		0	1413	522	
Stage 1	-	-					522	-	
Stage 2	-	-		CT CLEAN			891		
Critical Hdwy	4.12	-			-	-	6.42	6.22	
Critical Hdwy Stg 1	TO SHIP			5.5	1115		5.42		
Critical Hdwy Stg 2	-	-			-	-	5.42	-	
Follow-up Hdwy	2.218		445	and the same		18.33	3.518	3.318	
Pot Cap-1 Maneuver	1035	-			-	-	152	555	
Stage 1	1000	201 2		Service 1		17 72	595	100000	A STATE OF THE STA
Stage 2			1			-	401	-	
Platoon blocked, %	BTE S	1000	the W	the state of the	SE DE	1000 - 10	and the same		N 100 100 100 100 100 100 100 100 100 10
Mov Cap-1 Maneuver	1035	-				-	151	555	
Mov Cap-2 Maneuver	1000				9 515	12	151	The Park of the Park	
Stage 1		-				-	595	-	
Stage 2		CE TRUE	11/2/	1000	375.	5.20	399	SECRETARY SELVEN	RELEASE.
Olage 2		200							
Approach	EB				WB		SB	I STATE OF	
HCM Control Delay, s	0.1				0		36.1		
HCM LOS	0.1	100		A 12 18 18			E		The state of the s
TOW LOS									
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR SBLr	11			S10 211	
Capacity (veh/h)	1035	LDI -	-	- 17					
HCM Lane V/C Ratio	0.005			- 0.34		50 77 501			
HCM Control Delay (s)	8.5	-		- 36			1 10 15		
HCM Lane LOS	0.5 A	CONTRACTOR OF THE PARTY OF THE		- 30		11-		April 18 San	
HCM 95th %tile Q(veh)	0		-0.075		.4		A Company	The second second	

Intersection		Tarrel I	100			33	3124						
Int Delay, s/veh	5.5												
Movement	EBL	EBT	EBR	WBL	WBT	WBR		NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	15	820	0	0		45		0	0	0	70	0	
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		-	
Storage Length	100	-	-		-	-		- 0		-		-	
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	92
Heavy Vehicles, %	2	2	2	2	2	2		2	2	2	2	2	2
Mvmt Flow	16	891	0	0	500	49		0	0	0	76	0	22
Major/Minor	Major1			Major2				Minor1			Minor2		SIE!
Conflicting Flow All	549	0	0	891		0		1459	1473	891	1448	1448	524
Stage 1	040	-	-	001		-		924	924	031	524	524	
Stage 2	1000			500	_	- 2		535	549		924	924	
Critical Hdwy	4.12			4.12				7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-			7.12		2		6.12	5.52	0.22	6.12	5.52	
Critical Hdwy Stg 2			_			-		6.12	5.52		6.12	5.52	
Follow-up Hdwy	2.218	-	1	2.218	-				4.018	3.318		4.018	
Pot Cap-1 Maneuver	1021	-	-	761		-		107	127	341	109	131	553
Stage 1			-		-		1	323	348	-	537	530	
Stage 2		-	-		-	-		529	516	-	323	348	
Platoon blocked, %		- 1	100		-	-		-	0.0		020	010	
Mov Cap-1 Maneuver	1021	-	-	761	-	-		102	125	341	108	129	553
Mov Cap-2 Maneuver	-	2	4			-		102	125		108	129	
Stage 1	-	-	-		-			318	343		529	530	-
Stage 2		- #	- 2	-	1	-		508	516	-	318	343	
Approach	EB			WB	Q			NB		T. T.	SB		
HCM Control Delay, s	0.2			0				0			85.8		
HCM LOS	0.2			U	- 3			A		W-	65.6 F		
Minor Long/Maior Maria	NDI -4	EDI	CDT	EDD WE	MIDT	MADE	ODL 4			S 1		Marin .	
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR WBL			SBLn1	Service Services		and the same			- "'
Capacity (veh/h)		1021	-	- 761		-	132						
HCM Lane V/C Ratio	-	0.016	-				0.741			-	1975		
HCM Control Delay (s)	0	8.6	-	- 0		-							
HCM Lane LOS	Α	A		- A			F	33.3					
HCM 95th %tile Q(veh)		0	-	- 0	-		4.3						

	*	-	1	1	+	1	1	†	1	1	+	1
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBF
Lane Configurations	*	↑	7	4	^	7	77	^	7	7	44	7
Volume (veh/h)	10	170	215	100	380	290	505	1265	245	175	805	60
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	(
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	11	185	30	109	413	80	549	1375	159	190	875	17
Adj No. of Lanes	1	1	1	1	1	1	2	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	18	351	298	134	473	402	646	1451	649	218	1222	547
Arrive On Green	0.01	0.19	0.19	0.08	0.25	0.25	0.19	0.41	0.41	0.12	0.35	0.35
Sat Flow, veh/h	1774	1863	1583	1774	1863	1583	3442	3539	1583	1774	3539	1583
Grp Volume(v), veh/h	11	185	30	109	413	80	549	1375	159	190	875	17
Grp Sat Flow(s), veh/h/ln	1774	1863	1583	1774	1863	1583	1721	1770	1583	1774	1770	1583
Q Serve(g_s), s	0.7	10.6	1.9	7.2	25.1	4.7	18.2	44.4	7.8	12.4	25.4	3.0
Cycle Q Clear(g_c), s	0.7	10.6	1.9	7.2	25.1	4.7	18.2	44.4	7.8	12.4	25.4	0.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	18	351	298	134	473	402	646	1451	649	218	1222	547
V/C Ratio(X)	0.60	0.53	0.10	0.81	0.87	0.20	0.85	0.95	0.24	0.87	0.72	0.03
Avail Cap(c_a), veh/h	180	582	495	180	582	495	1163	1495	669	255	1222	547
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	58.3	43.3	39.7	53.9	42.3	34.7	46.4	33.7	22.9	51.0	33.7	25.6
Incr Delay (d2), s/veh	28.2	1.2	0.1	18.1	11.8	0.2	3.2	12.7	0.2	23.8	2.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	5.6	0.8	4.2	14.5	2.1	9.0	24.1	3.4	7.6	12.7	0.4
LnGrp Delay(d),s/veh	86.5	44.5	39.9	72.0	54.1	34.9	49.7	46.4	23.1	74.8	35.7	25.7
LnGrp LOS	F	D	D	E	D	C	D	D	C	E	D	C
Approach Vol, veh/h		226			602			2083			1082	
Approach Delay, s/veh		45.9			54.8			45.5			42.4	
Approach LOS		D			D			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	20.5	54.5	15.0	28.3	28.2	46.9	7.2	36.1				
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	17.0	50.0	12.0	37.0	40.0	27.0	12.0	37.0				
Max Q Clear Time (g_c+l1), s	14.4	46.4	9.2	12.6	20.2	27.4	2.7	27.1				
Green Ext Time (p_c), s	0.1	2.2	0.1	4.2	2.0	0.0	0.0	2.9				
Intersection Summary												
HCM 2010 Ctrl Delay			46.1			1737	18					
HCM 2010 LOS			D									

	1	-	•	-	+	1	1	1	-	1	+	1
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	1	414	7	7	^	77	1,1	ተተተ	7	44	ተተተ	7
Volume (vph)	355	170	235	60	260	315	245	1460	10	220	1210	170
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	3306	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	3306	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)	386	185	255	65	283	342	266	1587	11	239	1315	185
RTOR Reduction (vph)	0	0	61	0	0	202	0	0	6	0	0	75
Lane Group Flow (vph)	193	378	194	65	283	140	266	1587	5	239	1315	110
Turn Type	Split	NA	Perm	Split	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	3	3		4	4		5	2		1	6	
Permitted Phases			3			4			2			6
Actuated Green, G (s)	36.1	36.1	36.1	41.4	41.4	41.4	23.1	116.6	116.6	20.9	114.4	114.4
Effective Green, g (s)	38.1	38.1	38.1	43.4	43.4	43.4	25.1	119.6	117.6	22.9	117.4	115.4
Actuated g/C Ratio	0.16	0.16	0.16	0.18	0.18	0.18	0.10	0.50	0.49	0.10	0.49	0.48
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)	255	524	251	320	336	503	359	2534	775	327	2487	761
v/s Ratio Prot	0.12	0.11	- 33	0.04	c0.15		c0.08	c0.31		0.07	0.26	
v/s Ratio Perm			c0.12			0.05			0.00		0.20	0.07
v/c Ratio	0.76	0.72	0.77	0.20	0.84	0.28	0.74	0.63	0.01	0.73	0.53	0.14
Uniform Delay, d1	96.5	95.9	96.8	83.6	95.0	84.8	104.3	43.9	31.3	105.6	42.2	34.8
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.85	1.53	3.84
Incremental Delay, d2	14.2	5.9	15.7	0.7	18.7	0.6	8.0	1.2	0.0	7.7	0.8	0.4
Delay (s)	110.7	101.9	112.5	84.3	113.7	85.4	112.3	45.1	31.3	98.0	65.2	133.7
Level of Service	F	F	F	F	F	F	F	D	С	F	E	F
Approach Delay (s)		107.2			96.9			54.6	10000	-	77.0	
Approach LOS		F			F			D			Е	
Intersection Summary					3.753				5.77		- 40	
HCM 2000 Control Delay			76.4	Н	CM 2000	Level of	Service		Е			
HCM 2000 Volume to Capa	city ratio		0.71		-							
Actuated Cycle Length (s)			240.0	S	um of lost	time (s)			16.0			
Intersection Capacity Utiliza	ation		71.5%		CU Level o			-	C	-		
Analysis Period (min)			15									
c Critical Lane Group			- 2									

	1	-	-	1	+	*	1	1	-	1	+	1
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBF
Lane Configurations	7	4	7		र्स	7	1	ተተተ	7	7	ተተተ	ř
Volume (vph)	470	5	125	10	15	15	330	2675	20	80	1570	440
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		0.98	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1681	1687	1434		1826	1583	1770	5085	1311	1770	5085	1536
Flt Permitted	0.95	0.95	1.00		0.98	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1681	1687	1434		1826	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)	511	5	136	11	16	16	359	2908	22	87	1707	478
RTOR Reduction (vph)	0	0	81	0	0	15	0	0	8	0	0	256
Lane Group Flow (vph)	255	261	55	0	27	1	359	2908	14	87	1707	222
Confl. Peds. (#/hr)			43						31			2
Turn Type	Split	NA	Perm	Split	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	4	4		3	3		5	2		1	6	
Permitted Phases			4	-		3			2			6
Actuated Green, G (s)	45.2	45.2	45.2		7.8	7.8	51.4	148.3	148.3	14.7	111.6	111.6
Effective Green, g (s)	45.2	45.2	45.2		7.8	9.8	51.4	150.3	149.3	16.7	113.6	111.6
Actuated g/C Ratio	0.19	0.19	0.19		0.03	0.04	0.21	0.63	0.62	0.07	0.47	0.46
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)	316	317	270		59	64	379	3184	815	123	2406	714
v/s Ratio Prot	0.15	c0.15			c0.01		c0.20	c0.57		0.05	0.34	
v/s Ratio Perm	- 100		0.04		100	0.00	17460	1-10	0.01			0.14
v/c Ratio	0.81	0.82	0.20		0.46	0.01	0.95	0.91	0.02	0.71	0.71	0.3
Uniform Delay, d1	93.2	93.6	82.2		114.0	110.4	93.0	39.2	17.3	109.3	50.1	40.2
Progression Factor	1.00	1.00	1.00		1.00	1.00	1.30	0.63	1.00	1.05	0.98	1.68
Incremental Delay, d2	14.7	16.4	0.5		5.5	0.1	18.6	2.3	0.0	16.5	1.8	1.
Delay (s)	107.9	110.0	82.7		119.6	110.5	139.8	27.0	17.3	131.7	51.1	68.7
Level of Service	F	F	F		F	F	F	C	В	F	D	E
Approach Delay (s)		103.5			116.2			39.3			57.9	
Approach LOS		F	33		F			D			E	
Intersection Summary												
HCM 2000 Control Delay			53.3	Н	CM 2000	Level of	Service		D			
HCM 2000 Volume to Capa	acity ratio		0.90									
Actuated Cycle Length (s)			240.0		um of los				22.0	1933		
Intersection Capacity Utiliza	ation		96.0%	IC	U Level	of Service)		F			
Analysis Period (min)			15									

Intersection			S. M.	1200	STAN COM	Lucia	100		articles at
nt Delay, s/veh	1.9								
Movement	EBL	EBT	15		WBT	WBR	SBI	L SBR	ALC: THE RES
Vol, veh/h	5	885	To all		505				
Conflicting Peds, #/hr	0	0			0	ALC: UNKNOWN		0 0	
Sign Control	Free	Free	The same	1	Free	Free			P. C. BERT
RT Channelized	-	None				THE STREET		- None	
Storage Length	100			11	Servicine.	District Control		0	
Veh in Median Storage, #	-	0			0) -	
Grade, %	1	0	333	12000	0)	- Company
Peak Hour Factor	92	92			92	92	92	2 92	
Heavy Vehicles, %	2	2	277	S. F. B.	2			2 2	
Mvmt Flow	5	962			549	27	54		
THE REAL PROPERTY.	(C)	ET THE	W.	SUR!		TO S			
Major/Minor	Major1	UST ST		700 - 510	Major2	200	Minor) = -//-	A STATE OF THE STA
Conflicting Flow All	576	0		Parker - Park	iviajorz	0			
	5/0	NAME OF TAXABLE PARTY.	- 37	SHOR		-			
Stage 1			170-000	Les Maries	E. Hilliam Co.	-	563 973		
Stage 2	4.12	10 C 10 C 10 C				1			
Critical Hdwy	4.12	-	THE CASE	THE REAL PROPERTY.			0.11		
Critical Hdwy Stg 1			-4-1				0111		
Critical Hdwy Stg 2	0.040					-	5.42		
Follow-up Hdwy	2.218	1	-	100			0.010		
Pot Cap-1 Maneuver	997	-	ray		-		128		
Stage 1	11016				1. 16.		570		
Stage 2	-	-				110000	366	· -	
Platoon blocked, %	007	-	1	1 3		1830			
Mov Cap-1 Maneuver	997	-		- Continue	-	-	127		
Mov Cap-2 Maneuver		10 E		1	and the state of	300	127		100
Stage 1	-	-		A Property of		-	570		
Stage 2		-	15.00			7	364		to the time of the time of the
		COPINS OF		-	10.00	Possel Income			
Approach	EB	20,000	911	Valley II	WB		SE		- 10 M
HCM Control Delay, s	0				0		50.8		
HCM LOS	100					100	F		Manager 1
Minor Lane/Major Mvmt	EDI	EDT	MPT	W/DD CI	DI n1	PRESENTA.		-48.50	
	EBL		WBT	WBR SI		100			Mary State
Capacity (veh/h)	997	-	Own Division	-	136				
HCM Control Polocica	0.005				0.44			Aller Hills	
HCM Control Delay (s)	8.6		-	THE RESERVE AND ADDRESS OF THE PERSON NAMED IN	50.8				
HCM Lane LOS	A	100	100	1.7	F	March.	and the same		Nicoland Control
HCM 95th %tile Q(veh)	0	-	-	-	2				

Intersection			(0)					MILES !	
Int Delay, s/veh 1	1.1								
	A 51.3								
Movement	EBL	EBT	II de la company		V	VBT	WBR	SBL	SBR
Vol, veh/h	10	735	1100		- Oath	455	20	35	15
Conflicting Peds, #/hr	0	0				0	0	0	0
Sign Control	Free	Free	11/2 11		F	Free	Free	Stop	Stop
RT Channelized	-	None				-	None		None
Storage Length	100		5	1, 378		1 -		0	
Veh in Median Storage, #	-	0				0	-	0	-
Grade, %	M IN Y	0		11/2	3 5 12	0	15 1/1-21	0	V.
Peak Hour Factor	92	92				92	92	92	92
Heavy Vehicles, %	2	2	W. 310		S her	2	2	2	2
Mymt Flow	11	799				495	22	38	16
		11915							
Major/Minor	Major1			THE	Ma	ajor2		Minor2	
Conflicting Flow All	516	0	To the same			-	0	1326	505
Stage 1	-	-	1			-	-	505	_
Stage 2		Name and			5 (15)	Geo.	100	821	The state of
Critical Hdwy	4.12	-	THE STATE OF		CONT. No. of Cont.	-	-	6.42	6.22
Critical Hdwy Stg 1	ALTERNATION OF THE PARTY OF THE		V-1		4	(TA)	5	5.42	
Critical Hdwy Stg 2	-	-		3	2 2 3 4	-	-	5.42	-
Follow-up Hdwy	2.218	1 28	-	-1,11	100		5,357	3.518	3.318
Pot Cap-1 Maneuver	1050	-				-	-	172	567
Stage 1	1000		= 100		\$ - 8 to 10	- 2	-	606	38 / 1 1 1 1 Com
Stage 2	-	-			As I San	-	-	432	-
Platoon blocked, %	E	00000				-	-	The second	113
Mov Cap-1 Maneuver	1050	-	-			-	-	170	567
Mov Cap-2 Maneuver	1000		* EUROPE				18 373	170	THE COMP
Stage 1	-	-				-	-	606	
Stage 2	54158		2.16	S. J. FE		-	-	427	
Approach	EB	8 5 5			300	WB		SB	To the state of
HCM Control Delay, s	0.1					0		27.3	
HCM LOS			1					D	41
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBRS	BLn1	Sal L			
Capacity (veh/h)	1050	-	-	-	215				
HCM Lane V/C Ratio	0.01	I DA	-		0.253				4
HCM Control Delay (s)	8.5	-	-	-	27.3				
HCM Lane LOS	A	1100	1 11-1		D				
HCM 95th %tile Q(veh)	0	-	-	-	1				

Int Delay, s/veh 3	3.8									
	No.		100	0956					Marie V. No.	
Movement	all saces	EBT	EBR		WBL	WBT	N	BL	NBR	30000
Vol, veh/h	H	230	0		140	165		0	135	
Conflicting Peds, #/hr		0	0		0	0	Marian Marian	0	0	
Sign Control	STATE OF THE PARTY.	Free	Free	PHONE .	Free	Free	St	ор	Stop	and the state of the
RT Channelized		-	None		and the second	None		-	None	
Storage Length		100		-14-54	100	-	A CLESSEE AND	0	12 TO - 18	l purchase
Veh in Median Storage, #		0	-	,	-	0		0	-	
Grade, %		0	10-	VII. SUE	- 0-	0		0		
Peak Hour Factor		92	92	The state of the s	92	92		92	92	
Heavy Vehicles, %		2	2		2	2		2	2	
Mvmt Flow		250	0		152	179		0	147	
			Ti su		and y			Serve.		100 P. C.
Major/Minor	1 N	Major1	Transie .	N	Najor2	940747	Mino	or1	- 15 Table	
Conflicting Flow All		0	0	1236	250	0		34	250	Hall Hall To
Stage 1		-	-		-	-		50	-	
Stage 2	F- 1-	7 .				-		84		White of the same
Critical Hdwy		-	-		4.12			42	6.22	
Critical Hdwy Stg 1			The Date	Strong St	11/14	19 3 19		42		
Critical Hdwy Stg 2		-	-		-	-		42	-	- I - I - I - I - I - I - I - I - I - I
Follow-up Hdwy			-	Teres	2.218	E ST	3.5	18	3.318	
Pot Cap-1 Maneuver		-	-		1316	-		87	789	
Stage 1	1000		-	1		TO FOR	7	92		1777 17/15
Stage 2		-	-		- 14	-		20		
Platoon blocked, %	The state of	2	3	P. Article		1	A STATE OF THE STA	The same	Section 1	
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APPENDIX E

A Technical Memorandum for Honouliuli WWTP Facilities Plan

TECHNICAL MEMORANDUM

Estimates of Parameters for Use in Traffic Impact Analysis Report

Background

A Facilities Plan for the Honouliuli Wastewater Treatment Plant (WWTP) is being developed. As part of the Facilities Plan development, an environmental impact statement (EIS) is being prepared. One component of the EIS is a traffic impact analysis report (TIAR).

The TIAR require certain data inputs including the level and timing of projected activities for the site.

This technical memorandum provides the following data items for use by the TIAR:

- Number of WWTP employees for the existing and potential ultimate operational scenarios;
- Estimated years of peak construction and ultimate operation;
- Estimated construction activity for peak year of construction during the AM and PM peak hour traffic time periods. The construction activity information provided includes truck trips and construction worker count.

The sources of information used to provide these data items come from the Honouliuli WWTP Facilities Plan. Data sources referenced in this technical memorandum are:

- Evaluation of Services Technical Memorandum Item 12.1- August 2012
- Honouliuli WWTP Site Lavout Phase 1 Plan
- Figure 5-3: Anticipated Schedule for Two Construction Packages
- Biosolids Processing and Phase 2 Capacity expansion are additional separate packages that will also be executed during the planning period.
- Construction man-hour estimate from Task 12.N cost estimate

Number of Honouliuli WWTP Employees

Existing WWTP Employees

<u>Table 3-1. Honouliuli WWP Current Staffing Levels</u> from the Evaluation of Services Technical Memorandum – Item 12.1 – August 2012 documents the current staffing level at the Honouliuli WWTP at 39 full time equivalent (FTE) positions.

Potential Future WWTP Employees

There are several potential future scenarios of future employment at the Honouliuli WWTP. For the purposes of the EIS, the potential future scenario which involves relocation major components of the City and County of Honolulu wastewater staff to Honouliuli will be used. Based on <u>Table 4-1 Functional Areas Estimated Staffing and Estimated Footprint</u> the projected future WWTP employees are estimated at 320 FTE positions.

Table 1 summarizes the existing and projected future employment at the Honouliuli WWTP.



Table 1

Number of Honouliuli WWTP Employees

Scenario	Number of Employees (FTE)		
Existing	39		
Projected Ultimate	320		
Notes: FTE = full-time equivalents			

Benchmark Years

The benchmark years that will be used for the TIAR are:

- Peak year of construction
- Year of operation

Peak Year of Construction

There are, potentially, four construction packages:

- Phase 1 Package 1
- Phase 1 Package 2
- Biosolids Processing
- Phase 2

Based on the <u>Construction man-hour estimate from Task 12.N cost estimate</u>, Phase 1-Package 1 will involve the largest man-hour effort of the four construction packages. Assuming that the peak year of construction would occur at the midpoint of the Package 1 construction, the man-hour estimate documents this as the year 2021.

Year of Operation

For the purposes of the EIS, the year of operation will be assumed to be the year when the non-process staff relocation to Honouliuli WWTP is complete. Based on the schedule indicated by the <u>Construction man-hour estimate from Task 12.N cost</u> estimate, Package 2, the non-process facilities, will be complete by 2027.

Assuming that Package 2 occurs according to this schedule and assuming it takes about 2 to 3 years to fully relocate and assimilate non-process staff to Honouliuli WWTP, a reasonable year of operation to be analyzed would be 2030.

Table 2 summarizes the Benchmark Years for use by the TIAR.

Table 2

Benchmark Years for TIAR

Scenario	Benchmark Year		
Peak Year of Construction	2021		
Year of Operation	2030		
Notes: Based on Construction Man-Hour Estimate from Task 12-N Cost Estimate			

Intensity of Construction Activity

Two items related to construction activity are estimated:

- Construction worker count
- Number of truck trips

For the purposes of the TIAR, the time periods of interest are the AM and PM peak traffic hours of adjacent street traffic. These time periods are used because they represent the time periods when the greatest amounts of the surrounding community traffic are traveling. Therefore any traffic generated by the project, in this case the construction associated with the project, would impact the greatest amount of community traffic during these periods.

Construction Worker Count

The peak year of construction has been identified as the year 2021 assuming that midpoint of Phase 1 – Package 1 construction represents that maximum construction activity for the Honouliuli WWTP expansion. The estimated peak construction staffing for Package 1 is 185 construction workers. Typically, not all employees arrive and leave during the same hour. However to make the analysis conservative, all employees are assumed to arrive and leave within the same hours. The other three packages have much less earthwork and reinforced concrete construction so the peak conditions from Phase 1 – Package 1 will govern. All the other projects will have a lower construction worker count.

State of Hawai'i Department of Transportation (HDOT) traffic counts at Station B72007600297-Fort Weaver Road between Geiger Road and Kolowaka Road were reviewed to determine peaking characteristics of traffic in the 'Ewa area. This data was dated August 15, 2011. The bi-directional AM peak hour occurred from 6:30 AM to 7:30 AM with the makai-bound AM peak hour occurring from 6:45 AM to 7:45 AM. The makai-bound direction would be the direction impacted by construction workers driving to the Honouliuli WWTP site. Given that construction often begins very early in the day, it is likely that most construction workers inbound to Honouliuli WWTP would miss the AM peak hour associated with the commuter peak. However, to be conservative, the inbound construction workers are assumed to arrive during the AM peak hour.

The bi-directional PM peak commuter hour at the same count station occurred between 5:00 PM and 6:00 PM. Construction workers leaving the Honouliuli WWTP would leave much earlier than this peak hour. However, the mauka-bound directional peak hour occurred between 3:00 PM and 4:00 PM. Although the traffic volume involved in this directional peak hour is about half the amount of the directional peak during PM peak commuter hour, it is possible that the 3:00 PM to 4:00 PM peak could experience some

impact from the departing construction workers. Therefore, for construction impacts, this 3:00 PM to 4:00 PM time period should be the PM peak hour analyzed. The later commuter peak is not likely to be affected by the construction traffic, and if the TIAR elects to evaluate the commuter PM peak hour, then the construction worker impact should be assumed to be zero.

Table 3 summarizes these estimates.

Number of Truck Trips

The number of truck trips generated during the AM and PM peak hours would vary greatly from day to day, depending on the type of construction activity occurring. The maximum truck trip activity would occur during either a concrete pour or during export of excess soil from the site. Although there is a large amount of construction in Package 1, concrete pours are likely to be divided into segments. It is estimated that a typical segment could handle 4 cement trucks per hour generating 8 truck trips per hour (4 in each direction). The other three packages have much less earthwork and reinforced concrete construction so the peak conditions from Phase 1 – Package 1 will govern. All the other projects will have a lower construction vehicle count than the values listed below.

In either case, it would be very common for the contractor to avoid the peak hours or the specs could mandate that the contractor avoid the peak hours. Even in the unlikely scenario that concrete trucks or dump trucks do not avoid the peak hours, it is likely that these activities would probably generate only 4 truck trips each way (8 truck trips total) during the peak hour.

Table 3 Construction Activity

Item	AM Peak Hour (6:30 – 7:30 AM)	PM Peak Hour (3:00 – 4:00 PM)
Construction Worker Count	185ª	185/0ª
Truck Trips (two-way volume)*	8 vph	8 vph ^b

Notes: Based on Construction Man-Hour Estimate from Task 12-N Cost Estimate

*Truck trips are two-way trips. There are 4 vph into the site and 4 vph out of the site. vph=vehicles per hour.

^a Construction workers would be inbound during the AM peak hour and outbound during the PM peak hour. This analysis assumes 1 vehicle trip per construction worker. Construction workers might overlap with the commuter AM peak hour, but would be in the opposite direction from the peak commuter direction. To be conservative, the construction worker arrivals are shown as occurring during the AM peak hour of adjacent street traffic. Construction workers leaving the site would miss the PM peak commuter hour. The could coincide with the directional PM peak hour in the mauka-bound direction which occurs between 3 PM and 4 PM. This peak is half the traffic volume of the commuter peak. If the TIAR evaluates this mid-afternoon peak, then the outbound construction workers would be 185. If the PM peak commuter hour is evaluated, the outbound construction workers would be 0.

^b It is not likely that these truck trips would occur during the commuter peak hours, but if they did, this would be the estimated volumes.

Appendix G
Economic and Fiscal Impacts, AECOM, November 2014

Appendix G.
Economic and Fiscal Impacts

Appendix G.

Economic and Fiscal Impacts

This report analyzes the potential economic and fiscal impacts of the proposed upgrading of the Honouliuli Wastewater Treatment Plant (WWTP), and relocating of non-process related functions and facilities from the Sand Island WWTP and other locations to the Honouliuli WWTP. The analysis estimates the economic impacts of the project, which cover expenditures and sales, employment, and payroll, and the fiscal impacts of the project on revenues of the State of Hawaii. The impacts from the project would occur both in the construction period and on an annual basis during operations.

G.1 Methodology

Construction period impacts are estimated using projected construction costs, and annual operations impacts are estimated using projected operations costs. In this analysis, these costs are transformed into economic and fiscal impacts by multiplying the costs or spending by multipliers from the 2007 Hawaii inter-county input-output (I-O) model updated by the Department of Business, Economic Development, and Tourism (DBEDT) in 2014 (DBEDT, 2014), as well as the 2007 Hawaii state I-O model updated by DBEDT in 2013 (DBEDT, 2013). The Hawaii state I-O model measures how money flows through the state through purchases and sales (inputs and outputs) that businesses and households make. It measures what comes in, through purchases that businesses and households make that come from outside of the state, or imports; and what goes out, through sales and services, or exports. The inter-county I-O model measures how money flows among various economic sectors within each county and between counties.

Economic and fiscal impacts were evaluated for both the initial change in the economy as a result of the project – in other words, the new money spent by the project and the new people employed – as well as the impacts of those changes on the overall economy of the City and County of Honolulu. New spending from project construction and operations would create sales for businesses, new employment (jobs), and earnings (wages). The new spending would ripple through the economy, creating direct (or initial), indirect (or successive), and induced effects. In the context of the project, these are characterized as follows:

- Direct effects measure the volume of economic activity initially produced by constructing and operating the project.
- Indirect effects measure the economic activity produced by the purchases of inputs from local industries necessary to construct and operate the project.
- Induced effects measure the economic activity produced by the construction spending by households that results from changes in earnings through the direct and indirect effects of the project.

I-O model multipliers are used to enable a fairly accurate analysis without difficult and costly survey taking. While the advantages outweigh the disadvantages, it is important to understand the following limitations of using any multipliers:

- One assumption is the accuracy of the data used. To perform the analysis, assumptions are used as a best guess of construction costs and future spending.
- Another assumption is that there are no supply constraints. For example, if operation of the project creates a
 greater need for energy, the price of energy could go up. However, for the analysis, there is no adjustment for
 this potential cost increase.
- Use of I-O model multipliers also assumes that all businesses of the same type conduct business the same way, using a certain number of employees and a certain amount of raw materials to produce sales. In reality, some companies may have ways to use fewer employees or raw materials.

Finally, there is no way of knowing exactly when an effect will occur. If a purchase is made, for example, in 2012 or in 2030, that does not mean that effects would occur in the same year. An effect may not occur for several years or may be spread over several years. In most cases, however, it is reasonable to assume that the greatest effect will occur in the year after money is spent.

G.2 Economic and Fiscal Impacts of Construction

The project would construct process and non-process facilities at the Honouliuli WWTP. The construction expenditures would result in one-time increases in economic output, employment, and earnings, and one-time increases in fiscal revenues of the state. The economic impacts of project construction would include the impact of expenditures on construction materials, and on earnings of construction workers and professional service providers during the construction period. Construction costs were used to estimate economic and fiscal impacts during the construction period.

The project would cost an estimated \$760 million to complete, inclusive of the costs of upgrading the Honouliuli WWTP and the costs of constructing facilities at the Honouliuli WWTP required to relocate non-process related functions to the plant. This amount includes both hard and soft costs. Hard costs comprise the construction materials and construction labor, while soft costs comprise engineering, commissioning, legal, and fiscal expenses not directly involved in the construction. Engineering, commissioning, legal, and fiscal costs were estimated to be 20 percent of the hard costs (AECOM, 2014b), or approximately 16.7 percent of the total construction costs. **Table G-1** shows the estimated hard costs, soft costs, and total costs of constructing the project.

Table G-1. Construction Costs

		Cost	
		%	\$
Hard Costs	Heavy and Civil Engineering Construction	83.3	633,333,333
Soft Costs	Architectural and Engineering Services	16.7	126,666,667
Total Constru	ction Costs	100.0	760,000,000

Source: AECOM, 2014c.

Multipliers for heavy and civil engineering construction were applied to hard costs; whereas, multipliers for architectural and engineering services were applied to the soft costs. **Table G-2** shows the resulting economic and fiscal impacts. On a one-time basis, project construction would have an estimated total economic impact of \$1.6 billion in output, supporting a total of approximately 13,430 jobs, earnings of \$520 million, and fiscal revenues of \$70 million. The state taxes in the 2007 I-O model predominantly comprise general excise and use tax, and individual income tax, which together account for about 79 percent of total state taxes, as well as 11 other categories of taxes that represent lesser portions of the tax revenues of the state.