# Appendix J: Traffic and Circulation

# J-1: Expanded Traffic and Circulation Analysis

# Expanded Traffic and Circulation Analysis Prepared for the Draft EIR County of San Luis Obispo Los Osos Wastewater Proposed Project



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### TABLE OF CONTENTS

Preface	V
5.8 - Traffic and Circulation	
5.8.1 - Introduction	5.8-1
5.8.2 - Environmental Setting	5.8-1
Street Network	5.8-3
Roadway Operations	5.8-4
Intersection Operations	5.8-7
5.8.3 - Regulatory Setting	5.8-8
5.8.4 - Thresholds of Significance	
Other Thresholds	
5.8.5 - Analysis	5.8-9
Traffic Increase and Level of Service Standards	5.8-9
Air Traffic Patterns	5.8-25
Traffic Hazards	5.8-26
Emergency Access	5.8-27
Parking Capacity	5.8-28
Conflict with Alternative Transportation	5.8-29
Conflict with Local Goals and Policies	5.8-30

### LIST OF TABLES

Table 5.8-1: Signalized Intersection Level of Service Definitions
Table 5.8-2: Unsignalized Intersection Level of Service Definitions
Table 5.8-3: Level of Service for Roadway Segments
Table 5.8-4: Existing Roadway Operations
Table 5.8-5: Existing Intersection Operations
Table 5.8-6: Existing plus Proposed Project 1 Roadway Operations5.8-10
Table 5.8-7: Existing plus Proposed Project 1 Intersection Operations
Table 5.8-8: Existing plus Proposed Project 2 Roadway Operations5.8-12
Table 5.8-9: Existing plus Proposed Project 2 Intersection Operations
Table 5.8-10: Existing plus Proposed Project 3 Roadway Operations5.8-13
Table 5.8-11: Existing plus Proposed Project 3 Intersection Operations
Table 5.8-12: Existing plus Proposed Project 4 Roadway Operations5.8-15
Table 5.8-13: Existing plus Proposed Project 4 Roadway Operations5.8-15
Table 5.8-14: Cumulative and Cumulative plus Proposed Project 1 Roadway Operations
Table 5.8-15: Cumulative plus Proposed Project 1 A.M. Peak Hour Intersection Operations5.8-17
Table 5.8-16: Cumulative plus Proposed Project 1 P.M. Peak Hour Intersection Operations5.8-18
Table 5.8-17: Cumulative and Cumulative plus Proposed Project 2 Roadway Operations
Table 5.8-18: Cumulative plus Proposed Project 2 A.M. Peak Hour Intersection Operations5.8-19
Table 5.8-19: Cumulative plus Proposed Project 2 P.M. Peak Hour Intersection Operations5.8-19

Table 5.8-20: Cumulative and Cumulative plus Proposed Project 3 Roadway Operations 5.8-20
Table 5.8-21: Cumulative plus Proposed Project 3 A.M. Peak Hour Intersection Operations 5.8-20
Table 5.8-22: Cumulative plus Proposed Project 3 A.M. Peak Hour Intersection Operations 5.8-21
Table 5.8-23: Cumulative and Cumulative plus Proposed Project 4 Roadway Operations 5.8-22
Table 5.8-24: Cumulative plus Proposed Project 4 A.M. Peak Hour Intersection Operations 5.8-22
Table 5.8-25: Cumulative plus Proposed Project 4 P.M. Peak Hour Intersection Operations 5.8-23
Table 5.8-26: Consistency of the Proposed Projects with Traffic and Transportation Goals and         Policies         5.8-31

### LIST OF EXHIBITS

Exhibit 5.8-1: Stud	y Area Roadways an	d Intersections5	5.8-5
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### PREFACE

This Expanded Traffic and Circulation Analysis corresponds to Section 5.8, Traffic and Circulation, of the Los Osos Wastewater Proposed Project Draft EIR. For readability and reference, the numbering system for headings and page numbers in the following environmental analysis uses the same section number as that used in the Draft EIR.

This Expanded Traffic and Circulation Analysis of the Los Osos Wastewater Proposed Project Draft EIR is a summary of a compendium of knowledge regarding traffic and circulation issues statewide, as well as those issues applicable to San Luis Obispo County and specifically Los Osos. Since the body of knowledge is considerable and contained in numerous appendices, it would be difficult to present it entirely in this document and in a manner that is easily understood by the reader. In order to aid the reader in locating background information, this section is formatted to facilitate the retrieval of appended information by presenting the reader with references that address the issue at hand.

### **5.8 - TRAFFIC AND CIRCULATION**

### 5.8.1 - Introduction

This section provides a summary of the analysis contained within the Traffic Study prepared for the Los Osos Wastewater Project (LOWWP) by Associated Transportation Engineers in October 2008. The Traffic Study evaluates the potential traffic impacts of the LOWWP on existing and future traffic operations in Los Osos. The study methodology is consistent with the California Department of Transportation (Caltrans) and County of San Luis Obispo. This section provides information regarding existing and future traffic conditions within the LOWWP study-area and recommends mitigations where necessary. Two evaluations are presented for the LOWWP. Potential impacts related to "on-going" operations after the project is built are assessed based on the traffic that would be generated by employee and maintenance vehicle trips required to operate and maintain the system. Potential impacts related to construction of the project are also assessed. The following is a list of information reviewed in preparation of this section.

- Los Osos Wastewater Treatment Proposed Project, San Luis Obispo County, California Traffic and Circulation Study. October 7, 2008. Associated Transportation Engineers. This information is located in Appendix J-2 of the Draft EIR appendices.
- Estero Area Plan. November 2002. San Luis Obispo County Department of Planning and Building. This document is not contained in the EIR appendices, but is instead available for review at the San Luis Obispo County Department of Planning and Building. Pursuant to CEQA Guidelines Section 15150, this document is hereby incorporated by reference.
- 3. San Luis Obispo County General Plan. Transportation Plan. June 1979. San Luis Obispo County Department of Planning and Building. This document is not contained in the EIR appendices, but is instead available for review at the San Luis Obispo County Department of Planning and Building. Pursuant to CEQA Guidelines Section 15150, this document is hereby incorporated by reference.

### 5.8.2 - Environmental Setting

### Methodology

The Traffic Study, prepared for the Los Osos Wastewater Project, utilizes existing traffic counts, published average daily traffic (ADT) volumes, and data from San Luis Obispo County Department of Public Works.

### Performance Measures and Standards

A level of service (LOS) designation is the generally accepted measure utilized for determining the quality of operation of either a roadway segment or intersection. There are six LOS categories ranging from LOS A, free flowing traffic to LOS F, bumper-to-bumper traffic. The volume to capacity ratio (V/C) measures the percentage of actual traffic volume on a roadway compared to the

total traffic capacity of that roadway and also corresponds with LOS designations. Existing peak hour volumes were counted in September 2008 for this study.

Table 5.8-1 and Table 5.8-2 below identify LOS criteria for both unsignalized and signalized intersections and Table 5.8-3 identifies LOS criteria for roadway segments. As shown in Table 5.8-1, performance criteria are determined in relation to the average control delay at an unsignalized intersection expressed in the average vehicle delay in seconds per vehicle (sec/veh), which corresponds to a specific LOS. Each constrained movement has a level of service rating, and there is an overall level of service rating for unsignalized intersection. As shown in Table 5.8-2, performance at signalized intersections is determined by calculating the vehicle/capacity (v/c) ratio, that is translated into a sec/veh peak hour delay that ultimately corresponds to a specified LOS. In particular, a v/c ratio refers to the total volume of traffic on a roadway in relation to the designated capacity that a roadway may accommodate based upon the roadway design. Lastly, as shown in Table 5.8-3, the LOS for roadway segments is determined by the v/c ratio.

LOS	Delay	V/C/ Ratio	Definition
A	< 10.0	< 0.60	Progression is extremely favorable. Most vehicles arrive during the green phase. Many vehicles do not stop at all.
В	10.1 – 20.0	0.61 – 0.70	Good progression, short cycle lengths, or both. More vehicles stop than with LOS A, causing higher levels of delay.
С	20.1 - 35.0	0.71 – 0.80	Only fair progression, longer cycle lengths, or both, result in higher cycle lengths. Cycle lengths may fail to serve queued vehicles, and overflow occurs. Number of vehicles stopped is significant, though many still pass through intersections without stopping.
D	35.1 - 55.0	0.81 – 0.90	Congestion becomes more noticeable. Unfavorable progression, longer cycle lengths and high v/c ratios result in longer delays. Many vehicles stop, and the proportion of vehicles not stopping declines. Individual cycle failures are noticeable.
E	55.1 - 80.0	0.91 – 1.00	High delay values indicate poor progression, long cycle lengths and high v/c ratios. Individual cycle failures are frequent.
F	> 80.0	> 1.00	Considered unacceptable for most drivers, this level occurs when arrival flow rates exceed the capacity of lane groups, resulting in many individual cycle failures. Poor progression and long cycle lengths may also contribute to high delay levels.
Source: Assoc	ciated Transportation E	Engineers, November	2008

Table 5.8-1: Signalized I	ntersection Leve	l of Service	Definitions
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LOS	Control Delay Seconds per Vehicle	
А	< 10.0	
В	10.1 – 15.0	
С	15.1 – 25.0	
D	25.1 - 35.0	
Е	35.1 - 50.0	
F	> 50.0	
Source: Associated Transportation Engineers, November 2008.		

#### Table 5.8-2: Unsignalized Intersection Level of Service Definitions

#### Table 5.8-3: Level of Service for Roadway Segments

LOS	V/C/ Ratio	
А	< 0.60	
В	0.61 - 0.70	
С	0.71 - 0.80	
D	0.81 - 0.90	
Е	0.91 - 1.00	
F	> 1.00	
Source: Associated Transportation Engineers, November 2008.		

### **Street Network**

The Los Osos area is served by a street network composed of arterial streets, collector streets, and local streets. Exhibit 5.8-1 shows the traffic study area by illustrating the streets and intersections that are evaluated. The study area streets and intersections were selected based on their potential to accommodate a substantial amount of the projected project traffic volumes. The following provides a brief discussion of the street network.

Los Osos Valley Road - is a two-lane principal arterial that traverses the agricultural lands between Los Osos and the City of San Luis Obispo. Within the community of Los Osos the roadway widens to four lanes between Lariat Drive and Bush Drive. A combination of two-way left-turn lanes and leftturn pockets are provided along Los Osos Valley Road within the community. LOVR would provide access to the Proposed Project sites.

**South Bay Boulevard** - is a two-lane principal arterial that connects the community of Los Osos with the City of Morro Bay to the north. The LOVR/South Bay Boulevard intersection is controlled by a traffic signal.

**Turri Road -** is a two-lane rural roadway that extends north of LOVR and westerly to its connection to South Bay Boulevard. Turri Road would provide access to the Tonini sprayfield site on the west side of the roadway. Turri Road is controlled by stop-signs at the LOVR and South Bay Boulevard intersections and is located outside of the Urban Reserve Line.

**Broderson Avenue** - is a two-lane collector street that extends south of LOVR. Broderson Avenue serves the adjacent residential neighborhood and becomes a dirt road south of Highland Drive. Broderson Avenue would provide access to the proposed leachfield disposal site. Broderson Avenue is controlled by a stop-sign at the LOVR intersection.

**9th Street** - is a north-south two-lane collector street that extends between Santa Ysabel Avenue on the north and LOVR on the south. The roadway continues as Bayview Heights Drive south of LOVR. The LOVR/9th Street intersection is signalized.

**10th Street -** is a north-south two-lane collector street that extends between Santa Ysabel Avenue on the north and LOVR on the south. The LOVR/10th Street intersection is signalized.

### **Roadway Operations**

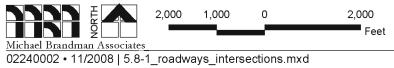
Existing ADT volumes were obtained from the San Luis Obispo County Department of Public Works. Table 5.8-4 shows the existing ADT volumes and the capacities for the study area roadway segments. Roadway capacities were derived from the Estero Area Plan prepared by San Luis Obispo County. As shown, the existing traffic volumes are within the design capacities of the area roadways.

Roadway Segment	Classification	Capacity	Existing ADT	LOS
Broderson Avenue s/o LOVR	2-Lane Local	14,400 ADT	800 ADT	А
LOVR e/o Broderson Road	2-Lane Arterial	18,000 ADT	12,100 ADT	В
LOVR w/o South Bay Boulevard	4-Lane Arterial	35,900 ADT	16,300 ADT	А
LOVR e/o South Bay Boulevard	4-Lane Arterial	35,900 ADT	17,100 ADT	А
Turri Road n/o LOVR	2-Lane Local	14,400 ADT	400 ADT	А
Source: Associated Transportatio	n Engineers, November 2008	3.		

Table 5.8-4:	Existing	Roadway	Operations
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Source: AirPhoto USA, San Luis Obispo County GIS Data, and MBA GIS Data.



## Exhibit 5.8-1 Study Area Roadways and Intersections

COUNTY OF SAN LUIS OBISPO • LOS OSOS WASTEWATER PROJECT TRAFFIC AND CIRCULATION EXPANDED ANALYSIS SECTION

### **Intersection Operations**

Because traffic flow on street networks is most constrained at intersections, detailed traffic flow analyses focus on the operating conditions of critical intersections during peak travel periods. "Levels of Service" (LOS) A through F are used to rate operations, with LOS A indicating free flow operations and LOS F indicating congested operations. San Luis Obispo County considers LOS D as the minimum acceptable operating standard for the planning area within the Urban Reserve Line. Therefore, levels of service LOS A, B, C, and D are acceptable and levels of service LOS E and F are not acceptable. The County considers LOS C as the minimum acceptable operating standard for rural areas and therefore LOS A, B and C are acceptable and LOS D, E and F are not acceptable. As shown in Table 5.8-5 the existing intersection operations are within the design capacities of the area intersections.

Levels of service were calculated for the study-area intersections using the methodology outlined in the Highway Capacity Manual (HCM). The County's LOS D standard applies to the overall average delay per vehicle at signalized intersections, as well as to each of the constrained movements at unsignalized intersections for urban areas, while the County's standard of LOS C applies to rural areas.

Except for the Los Osos Valley Road (LOVR)/Turri Road intersection, all of the study area intersections are located within the urban area (within the Urban Reserve Line). The intersection of LOVR/Turri Road is located within the rural area because it is located east of the Urban Reserve Line.

Intersection	Control	LOS	
intersection		A.M Peak Hour	P.M. Peak Hour
LOVR/Broderson Avenue Westbound Los Osos Valley Northbound Broderson Overall LOS	Stop Sign	LOS A LOS B LOS B	LOS A LOS A LOS A
LOVR/9 <sup>th</sup> Street	Signal	LOS B	LOS A
LOVR/10 <sup>th</sup> Street	Signal	LOS A	LOS B
LOVR/South Bay Boulevard	Signal	LOS C	LOS C
LOVR/ Turri Road Eastbound Los Osos Valley Southbound Turri Overall LOS	Stop Sign	LOS A LOS C LOS C	LOS B LOS C LOS C

Table 5.8-5: Existing	Intersection	Operations
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### 5.8.3 - Regulatory Setting

Based on a review of the County of San Luis Obispo General Plan, there are one goal and one policy that address traffic and transportation related issues. The one goal and one policy relevant to the project are presented below.

### San Luis Obispo Regional Transportation Plan

#### **Transportation Plan Goals and Policies**

The goals and policies for the County Transportation Plan were taken from the Regional Transportation Plan. The following goals and policies were found to be applicable to Proposed Projects 1 through 4:

#### Bikeway Element:

The goal of this element is to serve as a guide to governmental agencies and private developers, to meet the following cyclist goal:

4. To increase the efficiency of facilities for the cyclist, as well as to lessen or eliminate the cyclist's conflict with the motorists for the use of the streets and highways of the County.

The applicable policy established in the Circulation Element of the Estero Area Plan is listed below:

B2 Maintain Los Osos Valley Road east of the urban reserve line as a two-lane highway with operational improvements.

### 5.8.4 - Thresholds of Significance

According to the CEQA Guidelines' Appendix G Environmental Checklist, to determine whether transportation and traffic impacts are significant environmental effects, the following questions are analyzed and evaluated. Would the Proposed Project:

- a.) Cause an increase in traffic, which is substantial in relation to the existing traffic load and capacity of the street system, either individually or cumulatively, exceed a level of service standard established by the county congestion management agency for designated roads or highways?
- b.) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?
- c.) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?
- d.) Result in inadequate emergency access?
- e.) Result in inadequate parking capacity?

### **Other Thresholds**

For the purpose of the Proposed Project, the following threshold has been added. To evaluate the Proposed Project's consistency with applicable goals, policies, and regulations related to traffic and circulation:

f.) Would the Proposed Project conflict with local goals and policies related to traffic and transportation?

The County of San Luis Obispo uses a performance standard to determine whether the projected traffic generation is substantial and therefore significant. A significant traffic impact occurs when the level of service (LOS) at roadways and intersections is at LOS D or worse for areas within the urban reserve line. This standard is a decrease of a level of service to LOS D or worse at roadways and intersections. A significant traffic impact occurs when the level of service at roadways and intersections is at LOS E or worse for urban areas and LOS D or worse for rural areas.

### 5.8.5 - Analysis

This section analyzes Proposed Projects 1 through 4. The analysis includes a discussion of Proposed Project- specific and cumulative impacts, provides mitigation measures where required, and concludes with a determination of level of significance after mitigation.

### Traffic Increase and Level of Service Standards

5.8-A:

The project could cause an increase in traffic, which is substantial in relation to the existing traffic load and capacity of the street system or either individually or cumulatively exceed a level of service standard established by the county congestion management agency for designated roads or highways.

### Project-Specific Impact Analysis

#### Proposed Project 1

#### Short-term Construction Impacts

The street network in the community of Los Osos currently operates at LOS C or better. The construction activities associated with Proposed Project 1 would be located throughout the entire community. Construction of the collection system, and facilities at the treatment plant site and disposal site, would generate additional traffic on the roadways and intersections within the community of Los Osos. Construction activities would be temporary, lasting 16-24 months throughout the community but construction activities at any specific location along the collection system may be a few weeks. The construction activities at the treatment plant and disposal sites could extend up to 16 to 24 months. Trips generated by the construction activities include employees traveling to and from the construction sites and material/equipment deliveries. Employee trips would typically occur during the A.M. and P.M. peak hour periods and generate approximately 286 average daily trips (ADT), while equipment and material deliveries would occur throughout the entire day with a total of approximately 289 ADT. These construction activities would result in temporary lane

closures and limited access to residences and businesses that may cause short-term significant impacts on the existing capacity of the roadways and intersections.

#### Long-term Operational Impacts

Trip generation estimates were developed for Proposed Project 1 based on the number of employees and their commute trips plus the trips associated with operations and maintenance of the proposed facilities (maintenance trips, material delivery trips, product delivery trips, etc.). Proposed Project 1 is forecasted to generate approximately 58 average daily trips in the long-term, with approximately 15 trips occurring during the A.M. Peak Hour and approximately 15 trips occurring during the P.M. peak hour.

Traffic generated by Proposed Project 1 was distributed onto the study-area street network based on the location of the proposed facilities, consideration of the most logical travel routes to/from the Proposed Project site, and existing traffic patterns. The majority of trip distribution would occur within the community of Los Osos (60 percent) with the remaining distributions occurring along South Bay Boulevard north of the community of Los Osos (15 percent) and LOVR east of the community of Los Osos (25 percent).

Table 5.8-6 lists the Existing plus Proposed Project 1 roadway volumes and identifies the impacts of the traffic additions based on County standards.

		Average Daily Traffic				
Roadway Segment	Existing	Proposed Project Added	Existing plus Proposed Project	Capacity	LOS	Significant Impact?
Broderson s/o LOVR	800 ADT	0 ADT	800 ADT	14,400 ADT	А	No
LOVR e/o Broderson Rd	12,100 ADT	24 ADT	12,124 ADT	18,000 ADT	В	No
LOVR w/o South Bay Blvd	16,300 ADT	24 ADT	16,324 ADT	35,900 ADT	А	No
LOVR e/o South Bay Blvd	17,100 ADT	44 ADT	17,144 ADT	35,900 ADT	А	No
Turri Road n/o LOVR	400 ADT	0 ADT	400 ADT	14,400 ADT	А	No
Source: Associated Transp	ortation Engineers	, November 2	008.			

Table 5.8-6: Existing plus Proposed Project 1 Roadway Operations

The data presented in Table 5.8-6 show that Existing plus Proposed Project 1 volume forecasts are within the design capacities of the area roadways and these roadways would operate at LOS B or better. Proposed Project 1 roadway impacts would be less than significant based on County standards.

In addition to roadways, intersections were evaluated. Table 5.8-7 shows the Existing plus Proposed Project 1 level of service forecasts for study area intersections and identifies the significance of Proposed Project-added traffic based on County standards. As shown in Table 5.8-7, the study area intersection would operate at LOS C or better after the addition of project traffic. Therefore, implementation of Proposed Project 1 would result in less than significant impacts on study area intersections based on County standards.

Intersection	Control Delay /		/LOS	Significant	
intersection	Control	A.M. Peak P.M. Pea		Impact?	
LOVR/Broderson Avenue Westbound LOVR Northbound Broderson Overall LOS	Stop Sign	LOS A LOS B LOS B	LOS A LOS B LOS A	No	
LOVR/9th Street	Signal	LOS B	LOS A	No	
LOVR/10th Street	Signal	LOS A	LOS B	No	
LOVR/South Bay Boulevard	Signal	LOS C	LOS C	No	
LOVR/Turri Road Eastbound LOVR Southbound Turri Overall LOS	Stop Sign	LOS A LOS C LOS C	LOS B LOS C LOS C	No	
Source: Associated Transportation	Engineers, Nove	mber 2008.	1	1	

#### Proposed Project 2

#### Short-term Construction Impacts

Construction of Proposed Project 2 would result in similar impacts as those discussed under Proposed Project 1. Employee trips would typically occur during the A.M. and P.M. peak hour periods and generate approximately 222 ADT, while equipment and material deliveries would occur throughout the entire day with a total of approximately 225 ADT. Similar to Proposed Project 1, the additional short-term daily trips generated by construction under Proposed Project 2 would result in temporary lane closures and limited access to residences and businesses that may cause short-term significant impacts on the existing capacity of the roadways and intersections.

#### Long-term Operational Impacts

Trip generation estimates were developed for Proposed Project 2 based on the number of employees and their commute trips plus the trips associated with operations and maintenance of the proposed facilities (maintenance trips, material delivery trips, product delivery trips, etc.). Proposed Project 2 is forecasted to generate approximately 52 average daily trips in the long-term, with approximately 14 trips occurring during the A.M. Peak Hour and approximately 14 trips occurring during the P.M. peak hour.

Traffic generation would result in the same impacts as those discussed under Proposed Project 1.

Table 5.8-8 lists the Existing plus Proposed Project 2 roadway volumes and identifies the impacts of the traffic additions based on County standards.

		Aver				
Roadway Segment	Existing	Proposed Project Added	Existing plus Proposed Project	Capacity	LOS	Significant Impact?
Broderson s/o LOVR	800 ADT	0 ADT	800 ADT	14,400 ADT	А	No
LOVR e/o Broderson Rd	12,100 ADT	21 ADT	12,121 ADT	18,000 ADT	В	No
LOVR w/o South Bay Blvd	16,300 ADT	21 ADT	16,321 ADT	35,900 ADT	А	No
LOVR e/o South Bay Blvd	17,100 ADT	39 ADT	17,139 ADT	35,900 ADT	А	No
Turri Road n/o LOVR	400 ADT	0 ADT	400 ADT	14,400 ADT	А	No
Source: Associated Transp	ortation Engineers	, November 2	008.		·	·

#### Table 5.8-8: Existing plus Proposed Project 2 Roadway Operations

The data presented in Table 5.8-8 show that Existing plus Proposed Project 2 volume forecasts are within the design capacities of the area roadways and these roadways operate at LOS B or better. Proposed Project 2 roadway impacts would be less than significant based on County standards.

In addition to roadways, intersections were evaluated. Table 5.8-9 shows the Existing plus Proposed Project 2 level of service forecasts for study area intersections and identifies the significance of Proposed Project-added traffic based on County standards. As shown in Table 5.8-9, the study area intersections would operate at LOS C or better after the addition of project traffic. Therefore, implementation of Proposed Project 2 would result in less than significant impacts on study area intersections based on County standards.

Table 5.8-9: Existing plus Propos	sed Project 2 Intersection Operations

Intersection	Control	Delay	Significant	
	Control	A.M. Peak	P.M. Peak	Impact?
LOVR/Broderson Avenue Westbound LOVR Northbound Broderson Overall LOS	Stop Sign	LOS A LOS B LOS B	LOS A LOS B LOS A	No
LOVR/9th Street	Signal	LOS B	LOS A	No
LOVR/10th Street	Signal	LOS A	LOS B	No
LOVR/South Bay Boulevard	Signal	LOS C	LOS C	No

Intersection	Control	Delay / LOS		
	Control	A.M. Peak	P.M. Peak	Impact?
LOVR/Turri Road Eastbound LOVR Southbound Turri Overall LOS	Stop Sign	LOS A LOS C LOS C	LOS B LOS C LOS C	No

#### Table 5.8-9 (Cont.): Existing plus Proposed Project 2 Intersection Operations

#### Proposed Project 3

#### Short-term Construction Impacts

Construction of Proposed Project 3 would result in similar impacts as those discussed under Proposed Project 1. Employee trips would typically occur during the A.M. and P.M. peak hour periods and generate approximately 222 ADT, while equipment and material deliveries would occur throughout the entire day with a total of approximately 225 ADT. Similar to Proposed Project 1, the additional short-term daily trips generated by construction under Proposed Project 3 would result in temporary lane closures and limited access to residences and businesses that may cause short-term significant impacts on the existing capacity of the roadways and intersections.

#### Long-term Operational Impacts

Trip generation of Proposed Project 3 would result in the same impacts as those discussed under Proposed Project 2.

Table 5.8-10 lists the Existing plus Proposed Project 3 roadway volumes and identifies the impacts of the traffic additions based on County standards.

		Average Daily Traffic				
Roadway Segment	Existing	Proposed Project Added	Existing plus Proposed Project	Capacity	LOS	Significant Impact?
Broderson s/o LOVR	800 ADT	0 ADT	800 ADT	14,400 ADT	А	No
LOVR e/o Broderson Rd	12,100 ADT	21 ADT	12,121 ADT	18,000 ADT	В	No
LOVR w/o South Bay Blvd	16,300 ADT	21 ADT	16,321 ADT	35,900 ADT	А	No
LOVR e/o South Bay Blvd	17,100 ADT	39 ADT	17,139 ADT	35,900 ADT	А	No
Turri Road n/o LOVR	400 ADT	0 ADT	400 ADT	14,400 ADT	А	No
Source: Associated Transporta	ation Engineers, Nov	ember 2008.			-	

Table 5.8-10: Existing plus Proposed Project 3 Roadway Operations

The data presented in Table 5.8-10 show that Existing plus Proposed Project 3 volume forecasts are within the design capacities of the area roadways and these roadways would operate at LOS B or better. Proposed Project 3 roadway impacts would be less than significant based on County standards.

In addition, to roadways, intersections were evaluated. Table 5.8-11 shows the Existing plus Proposed Project 3 level of service forecasts for study area intersections and identifies the significance of Proposed Project-added traffic based on County standards. As shown in Table 5.8-11, the study area intersections would operate at LOS C or better after the addition of project traffic. Therefore, implementation of Proposed Project 3 would result in less than significant impacts on study area intersections based on County standards.

Intersection	Control	Delay /	LOS	Significant
Intersection	Control	A.M. Peak	P.M. Peak	Impact?
LOVR/Broderson Avenue Westbound LOVR Northbound Broderson Overall LOS	Stop Sign	LOS A LOS B LOS B	LOS A LOS B LOS A	No
LOVR/9th Street	Signal	LOS B	LOS A	No
LOVR/10th Street	Signal	LOS A	LOS B	No
LOVR/South Bay Boulevard	Signal	LOS C	LOS C	No
LOVR/Turri Road Eastbound LOVR Southbound Turri Overall LOS	Stop Sign	LOS A LOS C LOS C	LOS B LOS C LOS C	No
Overall LOS Source: Associated Transportation	Engineers Nove		LOS C	

Table 5.8-11: Existing plus Proposed Project 3 Intersection Operations

#### **Proposed Project 4**

#### Short-term Construction Impacts

Construction of Proposed Project 4 would result insimiliar impacts as those discussed under Proposed Project 1. Employee trips would typically occur during the A.M. and P.M. peak hour periods and generate approximately 222 ADT, while equipment and material deliveries would occur throughout the entire day with a total of approximately 227 ADT. Similar to Proposed Project 1, the additional daily trips generated by construction would result in temporary lane closures and limited access to residences and businesses that may cause short-term significant impacts on the existing capacity of the roadways and intersections.

#### Long-term Operational Impacts

Trip generation estimates were developed for Proposed Project 4 based on the number of employees and their commute trips plus the trips associated with operations and maintenance of the proposed facilities (maintenance trips, material delivery trips, product delivery trips, etc.). Proposed Project 4 is forecasted to generate approximately 46 average daily trips in the long-term, with approximately 13 trips occurring during the A.M. Peak Hour and approximately 13 trips occurring during the P.M. peak hour.

Traffic generation would result in the same impacts as those discussed under Proposed Project 1.

Table 5.8-12 lists the Existing plus Proposed Project 4 roadway volumes and identifies the impacts of the traffic additions based on County standards.

		Average Daily Traffic				
Roadway Segment	Existing	Proposed Project Added	Existing plus Proposed Project	Capacity	LOS	Significant Impact?
Broderson s/o LOVR	800 ADT	0 ADT	800 ADT	14,400 ADT	А	No
LOVR e/o Broderson Rd	12,100 ADT	18 ADT	12,118 ADT	18,000 ADT	В	No
LOVR w/o South Bay Blvd	16,300 ADT	18 ADT	16,318 ADT	35,900 ADT	A	No
LOVR e/o South Bay Blvd	17,100 ADT	35 ADT	17,135 ADT	35,900 ADT	А	No
Turri Road n/o LOVR	400 ADT	16 ADT	416 ADT	14,400 ADT	A	No
Source: Associated Transp	ortation Engineers	, November 2	008.			

 Table 5.8-12: Existing plus Proposed Project 4 Roadway Operations

The data presented in Table 5.8-12 show that Existing plus Proposed Project 4 volume forecasts are within the design capacities of the area roadways and these roadways would operate at LOS B or better. Proposed Project 4 roadway impacts would be less than significant based on County standards.

In addition to roadways, intersections were evaluated. Table 5.8-13 shows the Existing plus Proposed Project 4 level of service forecasts and identifies the significance of Proposed Project-added traffic based on County standards. As shown in Table 5.8-13, the study area intersections would operate at LOS C or better after the addition of project traffic. Therefore, implementation of Proposed Project 4 would result in less than significant impacts on study area intersections based on County standards.

Intersection	Control	Delay /	LOS	Significant
	Control	A.M. Peak	P.M. Peak	Significant Impact?
LOVR/Broderson Avenue Westbound LOVR Northbound Broderson Overall LOS	Stop Sign	LOS A LOS B LOS B	LOS A LOS B LOS A	No

Intersection	Control	Delay	Significant	
	Control	A.M. Peak	P.M. Peak	Impact?
LOVR/9th Street	Signal	LOS B	LOS A	No
LOVR/10th Street	Signal	LOS A	LOS B	No
LOVR/South Bay Boulevard	Signal	LOS C	LOS C	No
LOVR/Turri Road Eastbound LOVR Southbound Turri Overall LOS	Stop Sign	LOS A LOS C LOS B	LOS B LOS C LOS C	No

#### Table 5.8-13 (Cont.): Existing plus Proposed Project 4 Roadway Operations

#### **Cumulative Impact Analysis**

Related projects within the greater cumulative project area are detailed in Section 4.2 and Exhibit 4.2-1 in the Draft EIR. Three of the nine related projects (Los Osos CSD Waterline Replacement, Los Osos Valley Road Palisades Storm Drain, and AT&T Cable) physically overlap with the study area for the proposed project but are either completed or expected to be completed by the time that construction of the proposed project is anticipated to begin (2010). Six of the nine related projects (State Park Marina Renovation, Morro Bay Wastewater Treatment Plant, Dredging of Morro Bay, CMC Wastewater Treatment Plant, Phase II Steam Generator Replacement at Diablo, and Spent Fuel Storage Facility at Diablo) have no physical overlap with the proposed project. The two related Diablo projects are in fact nearly 7 miles south of Los Osos.

Since there are no related projects that would contribute to cumulative impacts, the proposed projects would not contribute to short-term cumulative construction traffic impacts. Traffic growth rates in the vicinity of the Los Osos Community were evaluated to assess potential long-term traffic impacts. These growth rates may reflect increases in population without new development. Based on a review of the growth rates, a one percent annual growth factor was used to forecast future traffic volumes for the Los Osos area in order to account for potential growth in the surrounding areas. The growth factor was developed based on historical traffic growth in the Los Osos area and applied for a period of 10 years to represent cumulative conditions.

#### **Proposed Project 1**

#### Cumulative Roadway Impacts.

Table 5.8-14 lists the Cumulative and Cumulative plus Proposed Project 1 long-term roadway volumes and identifies cumulative impacts. As shown, all of the area roadways would operate within their respective capacities under Cumulative plus Proposed Project 1 conditions. Proposed Project 1 would contribute less than significant cumulative impacts to roadways based on County standards.

	Average Daily Traffic					
Roadway Segment	Cumulative	Proposed Project Added	Cumulative plus Proposed Project	Capacity	LOS	Significant Impact?
Broderson s/o LOVR	900 ADT	12 ADT	912 ADT	14,400 ADT	А	No
LOVR e/o Broderson Rd	13,500 ADT	24 ADT	13,524 ADT	18,000 ADT	С	No
LOVR w/o South Bay Blvd	18,200 ADT	24 ADT	18,224 ADT	35,900 ADT	А	No
LOVR e/o South Bay Blvd	19,300 ADT	44 ADT	19,344 ADT	35,900 ADT	А	No
Turri Road n/o LOVR	450 ADT	5 ADT	455 ADT	14,400 ADT	А	No
Source: Associated Transp	ortation Engineers	s, November 20	008.			

#### Table 5.8-14: Cumulative and Cumulative plus Proposed Project 1 Roadway Operations

#### Cumulative Intersection Impacts.

Cumulative and Cumulative plus Proposed Project 1 long-term levels of service for the study-area intersections are shown in Table 5.8-15 and Table 5.8-16. As shown, all of the area intersections would operate at LOS C or better under Cumulative plus Proposed Project 1 conditions. Proposed Project 1 would contribute less than significant cumulative impacts to intersections based on County standards.

Table 5.8-15: Cumulative plus Proposed Project 1 A.M. Peak Hour Intersection Operations

Intersection	Control	Delay	Significant	
		Cumulative	Cumulative plus Proposed Project	Impact?
LOVR/Broderson Avenue Westbound LOVR Northbound Broderson Overall LOS	Stop Sign	LOS A LOS B LOS B	LOS A LOS B LOS B	No
LOVR/9th Street	Signal	LOS B	LOS B	No
LOVR/10th Street	Signal	LOS A	LOS A	No
LOVR/South Bay Boulevard	Signal	LOS C	LOS C	No
LOVR/Turri Road Eastbound LOVR Southbound Turri Overall LOS	Stop Sign	LOS A LOS C LOS C	LOS A LOS C LOS C	No

Source: Associated Transportation Engineers, November 2008.

	Control	Delay /	Significant	
Intersection		Cumulative	Cumulative plus Proposed Project	Impact?
LOVR/Broderson Avenue Westbound LOVR Northbound Broderson Overall LOS	Stop Sign	LOS A LOS B LOS A	LOS A LOS B LOS A	No
LOVR/9th Street	Signal	LOS A	LOS A	No
LOVR/10th Street	Signal	LOS B	LOS B	No
LOVR/South Bay Boulevard	Signal	LOS C	LOS C	No
LOVR/Turri Road Eastbound LOVR Southbound Turri Overall LOS	Stop Sign	LOS B LOS C LOS C	LOS B LOS C LOS C	No
	Engineers. Novemb	LOS C		

#### Table 5.8-16: Cumulative plus Proposed Project 1 P.M. Peak Hour Intersection Operations

#### **Proposed Project 2**

#### Cumulative Roadway Impacts.

Table 5.8-17 lists the Cumulative and Cumulative plus Proposed Project 2 long-term roadway volumes and identifies cumulative impacts. As shown, all of the area roadways would operate within their respective capacities under Cumulative plus Proposed Project 2 conditions. Proposed Project 2 would contribute less than significant cumulative impacts to roadways that are less than significant based on County standards.

		Average Daily Traffic				
Roadway Segment	Cumulative	Proposed Project Added	Cumulative plus Proposed Project	Capacity	LOS	Significant Impact?
Broderson s/o LOVR	900 ADT	10 ADT	910 ADT	14,400 ADT	А	No
LOVR e/o Broderson Rd	13,500 ADT	21 ADT	13,521 ADT	18,000 ADT	C	No
LOVR w/o South Bay Blvd	18,200 ADT	21 ADT	18,221 ADT	35,900 ADT	А	No
LOVR e/o South Bay Blvd	19,300 ADT	39 ADT	19,339 ADT	35,900 ADT	А	No
Turri Road n/o LOVR	450 ADT	5 ADT	455 ADT	14,400 ADT	А	No
Source: Associated Transp	ortation Engineers	, November 20				

Table 5.8-17: Cumulative and Cumulative plus Proposed Project 2 Roadway Operations

#### Cumulative Intersection Impacts.

Cumulative and Cumulative plus Proposed Project 2 long-term levels of service for the study-area intersections are shown in Table 5.8-18 and Table 5.8-19. As shown, all of the area intersections would operate at LOS C or better under Cumulative plus Proposed Project 2 conditions. Proposed Project 2 would contribute less than significant cumulative impacts to intersections based on County standards.

	Delay	Significant	
Control	Cumulative	Cumulative plus Proposed Project	Impact?
Stop Sign	LOS A LOS B LOS B	LOS A LOS B LOS B	No
Signal	LOS B	LOS B	No
Signal	LOS A	LOS A	No
Signal	LOS C	LOS C	No
Stop Sign	LOS A LOS C LOS C	LOS A LOS C LOS C	No
	Stop Sign Signal Signal Signal	ControlCumulativeStop SignLOS A LOS BSignalLOS BSignalLOS ASignalLOS CStop SignLOS C	CumulativeCumulative plus Proposed ProjectStop SignLOS A LOS B LOS BLOS A LOS BSignalLOS A LOS ALOS BSignalLOS A LOS ALOS ASignalLOS CLOS CStop SignLOS A LOS CLOS A LOS C

#### Table 5.8-19: Cumulative plus Proposed Project 2 P.M. Peak Hour Intersection Operations

		Delay /	Significant	
Intersection	Control	Cumulative	Cumulative plus Proposed Project	Impact?
LOVR/Broderson Avenue Westbound LOVR Northbound Broderson Overall LOS	Stop Sign	LOS A LOS B LOS A	LOS A LOS B LOS A	No
LOVR/9th Street	Signal	LOS A	LOS A	No
LOVR/10th Street	Signal	LOS B	LOS B	No
LOVR/South Bay Boulevard	Signal	LOS C	LOS C	No
LOVR/Turri Road Eastbound LOVR Southbound Turri Overall LOS	Stop Sign	LOS B LOS C LOS C	LOS B LOS C LOS C	No
Source: Associated Transportation	Engineers, Novem	ber 2008.	1	

#### **Proposed Project 3**

#### Cumulative Roadway Impacts.

Table 5.8-20 lists the Cumulative and Cumulative plus Proposed Project 3 long-term roadway volumes and identifies cumulative impacts. As shown, all of the area roadways would operate within their respective capacities under Cumulative plus Proposed Project 3 conditions. Proposed Project 3 would contribute less than significant cumulative impacts to roadways based on County standards.

Table 5.8-20: Cumulative and Cumulative plus Proposed Proje	ect 3 Roadway Operations
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	Average Daily Traffic					
Roadway Segment	Cumulative	Proposed Project Added	Cumulative plus Proposed Project	Capacity	LOS	Significant Impact?
Broderson s/o LOVR	900 ADT	10 ADT	910 ADT	14,400 ADT	А	No
LOVR e/o Broderson Rd	13,500 ADT	21 ADT	13,521 ADT	18,000 ADT	C	No
LOVR w/o South Bay Blvd	18,200 ADT	21 ADT	18,221 ADT	35,900 ADT	А	No
LOVR e/o South Bay Blvd	19,300 ADT	39 ADT	19,339 ADT	35,900 ADT	А	No
Turri Road n/o LOVR	450 ADT	5 ADT	455 ADT	14,400 ADT	А	No
Source: Associated Transp	ortation Engineers	, November 20	008.			

#### Cumulative Intersection Impacts.

Cumulative and Cumulative plus Proposed Project 3 long-term levels of service for the study-area intersections are shown in Table 5.8-21 and Table 5.8-22. As shown, all of the area intersections would operate at LOS C or better under Cumulative plus Proposed Project 3 conditions. Proposed Project 3 would contribute less than significant cumulative impacts to intersections based on County standards.

Table 5.8-21: Cumulative plus Proposed Project 3 A.M. Peak H	lour Intersection Operations
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Intersection		Delay /	Significant	
	Control	Cumulative	Cumulative plus Proposed Project	Impact?
LOVR/Broderson Avenue Westbound LOVR Northbound Broderson Overall LOS	Stop Sign	LOS A LOS B LOS B	LOS A LOS B LOS B	No
LOVR/9th Street	Signal	LOS B	LOS B	No
LOVR/10th Street	Signal	LOS A	LOS A	No
LOVR/South Bay Boulevard	Signal	LOS C	LOS C	No

Intersection		Delay	Significant	
	Control	Cumulative	Cumulative plus Proposed Project	Impact?
LOVR/Turri Road Eastbound LOVR Southbound Turri Overall LOS	Stop Sign	LOS A LOS C LOS C	LOS A LOS C LOS C	No

#### Table 5.8-21 (Cont.): Cumulative plus Proposed Project 3 A.M. Peak Hour Intersection Operations

#### Table 5.8-22: Cumulative plus Proposed Project 3 A.M. Peak Hour Intersection Operations

	Control	Delay /	Significant	
Intersection		Cumulative	Cumulative plus Proposed Project	Impact?
LOVR/Broderson Avenue Westbound LOVR Northbound Broderson Overall LOS	Stop Sign	LOS A LOS B LOS A	LOS A LOS B LOS A	No
LOVR/9th Street	Signal	LOS A	LOS A	No
LOVR/10th Street	Signal	LOS B	LOS B	No
LOVR/South Bay Boulevard	Signal	LOS C	LOS C	No
LOVR/Turri Road Eastbound LOVR Southbound Turri Overall LOS	Stop Sign	LOS B LOS C LOS C	LOS B LOS C LOS C	No
Source: Associated Transportation	Engineers, Novemb	ber 2008.	1	

Proposed Project 4

#### Cumulative Roadway Impacts.

Table 5.8-23 lists the Cumulative and Cumulative plus Proposed Project 4 long-term roadway volumes and identifies cumulative impacts. As shown, all of the area roadways would operate within their respective capacities under Cumulative plus Proposed Project 4 conditions. Proposed Project 4 would contribute less than significant cumulative impacts to roadways based on County standards.

	Average Daily Traffic					
Roadway Segment	Cumulative	Proposed Project Added	Cumulative plus Proposed Project	Capacity	LOS	Significant Impact?
Broderson s/o LOVR	900 ADT	9 ADT	909 ADT	14,400 ADT	А	No
LOVR e/o Broderson Rd	13,500 ADT	18 ADT	13,518 ADT	18,000 ADT	C	No
LOVR w/o South Bay Blvd	18,200 ADT	18 ADT	18,218 ADT	35,900 ADT	А	No
LOVR e/o South Bay Blvd	19,300 ADT	35 ADT	19,335 ADT	35,900 ADT	А	No
Turri Road n/o LOVR	450 ADT	16 ADT	466 ADT	14,400 ADT	А	No
Source: Associated Transp	Source: Associated Transportation Engineers, November 2008.					

#### Cumulative Intersection Impacts.

Cumulative and Cumulative plus Proposed Project 4 long-term levels of service for the study-area intersections are shown in Table 5.8-24 and Table 5.8-25. As shown, all of the area intersections would operate at LOS C or better under Cumulative plus Proposed Project 4 conditions. Proposed Project 4 would contribute less than significant cumulative impacts to intersections based on County standards.

Table 5.8-24: Cumulative plus Proposed Project 4 A.M. Peak Hour Intersection Operations

	Control	Delay	Significant	
Intersection		Cumulative	Cumulative plus Proposed Project	Impact?
LOVR/Broderson Avenue Westbound LOVR Northbound Broderson Overall LOS	Stop Sign	LOS A LOS B LOS B	LOS A LOS B LOS B	No
LOVR/9th Street	Signal	LOS B	LOS B	No
LOVR/10th Street	Signal	LOS A	LOS A	No
LOVR/South Bay Boulevard	Signal	LOS C	LOS C	No
LOVR/Turri Road Eastbound LOVR Southbound Turri Overall LOS	Stop Sign	LOS A LOS C LOS C	LOS A LOS C LOS B	No

	Control	Delay /	Significant	
Intersection		Cumulative	Cumulative plus Proposed Project	Impact?
LOVR/Broderson Avenue Westbound LOVR Northbound Broderson Overall LOS	Stop Sign	LOS A LOS B LOS A	LOS A LOS B LOS A	No
LOVR/9th Street	Signal	LOS A	LOS A	No
LOVR/10th Street	Signal	LOS B	LOS B	No
LOVR/South Bay Boulevard	Signal	LOS C	LOS C	No
LOVR/Turri Road Eastbound LOVR Southbound Turri Overall LOS	Stop Sign	LOS B LOS C LOS C	LOS B LOS C LOS C	No

#### Table 5.8-25: Cumulative plus Proposed Project 4 P.M. Peak Hour Intersection Operations

#### **Mitigation Measures**

#### **Project-Specific**

Proposed Project 1

5.8-A1

Prior to construction, a traffic management plan shall be prepared for review and approval by the County of San Luis Obispo Traffic Department. The traffic management plan shall be based on the type of roadway, traffic conditions, duration of construction, physical constraints, nearness of the work zone to traffic and other facilities (bicycle, pedestrian, driveway access, etc.). The traffic management plan shall include:

- Advertisement. An advertisement campaign informing the public of the proposed construction activities should be developed. Advertisements should occur prior to beginning work and periodically during the course of project construction.
- b) Property Access. Access to parcels along the construction area shall be maintained to the greatest extent feasible. Affected property owners shall receive advance notice of work adjacent to their property access and when driveways would be potentially closed.
- c) Schools. Any construction adjacent to schools shall ensure that access is maintained for vehicles, pedestrians, and bicyclists, particularly at the beginning and end of the school day.
- d) Buses, Bicycles and Pedestrians. The work zone shall provide for passage by buses, bicyclists and pedestrians, particularly in the vicinity of schools.

e) Intersections. Traffic control (i.e. use of flag men) shall be used at intersections that are determined to be unacceptably congested due to construction traffic.

Proposed Project 2 Implementation of Mitigation Measures 5.8-A1 is required.

Proposed Project 3 Implementation of Mitigation Measures 5.8-A1 is required.

Proposed Project 4 Implementation of Mitigation Measures 5.8-A1 is required.

#### Cumulative

*Proposed Project 1* No mitigation measures are required.

*Proposed Project 2* No mitigation measures are required.

*Proposed Project 3* No mitigation measures are required.

Proposed Project 4 No mitigation measures are required.

#### Level of Significance After Mitigation

**Project-Specific** *Proposed Project 1* Less than significant.

Proposed Project 2 Less than significant.

Proposed Project 3 Less than significant.

Proposed Project 4 Less than significant.

#### Cumulative

Proposed Project 1 Less than significant.

Proposed Project 2 Less than significant. Proposed Project 3 Less than significant.

Proposed Project 4 Less than significant.

### **Air Traffic Patterns**

5.8-B: The project would not result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks.

#### **Project-Specific Impact Analysis**

#### Proposed Projects 1 through 4

The nearest airport to Proposed Projects 1 through 4 is the San Luis Obispo County Airport located approximately 14 miles to the east. Due to this distance, no change in air traffic patterns is anticipated with Proposed Project development and/or operation; nor does the Proposed Project involve any uses that would result in a change in air traffic patterns. Therefore, no impacts are expected.

#### **Cumulative Impact Analysis**

#### Proposed Projects 1 through 4

Since Proposed Projects 1 through 4 would not impact air traffic patterns, they would not contribute to any cumulative impact on air traffic patters.

#### **Mitigation Measures**

**Project-Specific** *Proposed Projects 1 through 4* No mitigation measures are required.

#### Cumulative

Proposed Projects 1 through 4 No mitigation measures are required.

#### Level of Significance After Mitigation

**Project-Specific** *Proposed Projects 1 through 4* No impact.

**Cumulative** *Proposed Projects 1 through 4* No impact.

#### **Traffic Hazards**

5.8-C:

The project may substantially increase traffic hazards?

#### **Project-Specific Impact Analysis**

#### Proposed Projects 1 through 4

The proposed facilities do not include any hazardous features and implementation of the Proposed Projects 1 through 4 would not affect public safety or increase hazards due to a design feature or incompatible uses. However, the construction of pipelines along roadways may generate short-term hazards to motorists and cyclists due to temporary lane closures, limited access to residences and businesses, and increase project truck traffic. It is noted that construction of the pipeline would affect limited areas for relatively short time periods (i.e. construction would not affect the entire street system within the community for the entire 2-year period). Therefore, short-term significant traffic impacts could occur during relatively short time periods at any one location during construction activities.

#### **Cumulative Impact Analysis**

#### Proposed Project 1 through 4

Related projects within the greater cumulative project area are detailed in Section 4.2 and Exhibit 4.2-1 in the Draft EIR. Three of the nine related projects (Los Osos CSD Waterline Replacement, Los Osos Valley Road Palisades Storm Drain, and AT&T Cable) physically overlap with the study area for the proposed project but are either completed or expected to be completed by the time that construction of the proposed project is anticipated to begin (2010). Six of the nine related projects (State Park Marina Renovation, Morro Bay Wastewater Treatment Plant, Dredging of Morro Bay, CMC Wastewater Treatment Plant, Phase II Steam Generator Replacement at Diablo, and Spent Fuel Storage Facility at Diablo) have no physical overlap with the proposed project. The two related Diablo projects are in fact nearly 7 miles south of Los Osos.

Since there are no related projects that would contribute to cumulative construction traffic hazard impacts, implementation of Proposed Projects 1 through 4 would not contribute to cumulative traffic hazard impacts.

#### **Mitigation Measures**

**Project-Specific**  *Proposed Projects 1 through 4* Implementation of Mitigation Measure 5.8-A1 is required.

#### Cumulative

*Proposed Project 1 through 4* No mitigation measures are required.

#### Level of Significance After Mitigation

**Project-Specific** 

Proposed Project 1 through 4 Less than significant.

**Cumulative** Proposed Project 1 through 4 No impact.

## **Emergency Access**

5.8-D: The project would result in adequate emergency access.

#### **Project-Specific Impact Analysis**

#### Proposed Projects1 through 4

The long-term operation of the proposed facilities will not affect emergency access. However, the construction of pipelines along roadways may limit emergency access, due to temporary lane closures and limited access to residences and businesses. It is noted that construction of the pipeline would affect limited areas for relatively short time periods (i.e. construction would not affect the entire street system within the community for the entire 2-year period). However, potential impacts to emergency access during construction activities would be considered less than significant.

#### **Cumulative Impact Analysis**

#### Proposed Projects1 through 4

Related projects within the greater cumulative project area are detailed in Section 4.2 and Exhibit 4.2-1 in the Draft EIR. Three of the nine related projects (Los Osos CSD Waterline Replacement, Los Osos Valley Road Palisades Storm Drain, and AT&T Cable) physically overlap with the study area for the proposed project but are either completed or expected to be completed by the time that construction of the proposed project is anticipated to begin (2010). Six of the nine related projects (State Park Marina Renovation, Morro Bay Wastewater Treatment Plant, Dredging of Morro Bay, CMC Wastewater Treatment Plant, Phase II Steam Generator Replacement at Diablo, and Spent Fuel Storage Facility at Diablo) have no physical overlap with the proposed project. The two related Diablo projects are in fact nearly 7 miles south of Los Osos.

Since there are no related projects that would contribute to cumulative impacts on emergency access during short-term construction, implementation of Proposed Projects 1 through 4 would not contribute to cumulative impact on emergency access.

#### **Mitigation Measures**

**Project-Specific** *Proposed Projects 1 through 4* No mitigation measures are required.

### Cumulative

*Proposed Projects 1 through 4* No mitigation measures are required.

## Level of Significance After Mitigation

**Project-Specific** *Proposed Projects 1 through 4* Less than significant.

**Cumulative** Proposed Projects 1 through 4 No impact.

# Parking Capacity

5.8-E: The project would result in adequate parking capacity.

## Project-Specific Impact Analysis

#### Proposed Projects 1 through 4

Nominal parking facilities would be required at the proposed treatment facilities, and the design of these facilities would include adequate parking for Proposed Projects 1 through 4. Detailed plans for the proposed facilities would include parking that will comply with the San Luis Obispo Municipal Code. Therefore, the Proposed Projects 1 through 4 would result in no impacts on future parking facilities.

## **Cumulative Impact Analysis**

## Proposed Projects 1 through 4

Since Proposed Projects 1 through 4 would provide adequate parking facilities, they would not contribute to potential cumulative impacts on parking.

## **Mitigation Measures**

**Project-Specific** *Proposed Projects 1through 4* No mitigation measures are required.

## Cumulative

*Proposed Project 1 through 4* No mitigation measures are required.

# Level of Significance After Mitigation

## **Project-Specific** Proposed Projects 1 through 4 No impact.

#### Cumulative

Proposed Projects 1 through 4 No impact.

## **Conflict with Alternative Transportation**

5.8-F:

The project may conflict with adopted policies, plans, or programs supporting alternative transportation (e.g. bus turnouts, bicycle racks).

## Project-Specific Impact Analysis

#### Proposed Projects 1 through 4

The construction of pipelines along roadways may conflict with the Route 12 bus route, due to temporary lane closures and short-term closures or displacement of bus stops. The following streets used by RTA Route 12 may be impacted by the construction of Proposed Projects 1 through 4 due to lane closures and limited access to residents and businesses:

- 2<sup>nd</sup> Street
- 7<sup>th</sup> Street
- 10<sup>th</sup> Street
- 11<sup>th</sup> Street
- Los Osos Valley Road
- Pine Street
- Ramona Avenue
- Santa Ynez
- Santal Ysabel Avenue
- South Bay Boulevard

It is noted that construction of the pipeline would affect limited areas for relatively short time periods (i.e. construction would not affect the entire street system within the community for the entire 2-year period). These impacts on existing bus stops along Route 12 would be temporary; however, they are considered potentially significant.

## **Cumulative Impact Analysis**

## Proposed Projects 1 through 4

Related projects within the greater cumulative project area are detailed in Section 4.2 and Exhibit 4.2-1 in the Draft EIR. Three of the nine related projects (Los Osos CSD Waterline Replacement, Los Osos Valley Road Palisades Storm Drain, and AT&T Cable) physically overlap with the study area for the proposed project but are either completed or expected to be completed by the time that construction of the proposed project is anticipated to begin (2010). Six of the nine related projects (State Park Marina Renovation, Morro Bay Wastewater Treatment Plant, Dredging of Morro Bay, CMC Wastewater Treatment Plant, Phase II Steam Generator Replacement at Diablo, and Spent Fuel Storage Facility at Diablo) have no physical overlap with the proposed project. The two related Diablo projects are in fact nearly 7 miles south of Los Osos. Since there are no related projects that would contribute to cumulative impacts, implementation of Proposed Projects 1 through 4 would not contribute to cumulative impacts on alternative transportation systems such as the bus system. Therefore, Proposed Projects 1 through 4 would result in no cumulative impacts on alternative transportation systems.

### **Mitigation Measures**

#### **Project-Specific**

Proposed Projects 1 through 4 Implementation of Mitigation Measures 5.8-A1 is required.

#### Cumulative

Proposed Projects 1 through 4 No mitigation measures are required.

#### Level of Significance After Mitigation

**Project-Specific** *Proposed Projects 1 through 4* Less than significant.

#### Cumulative

Proposed Projects 1 through 4 No impact.

## **Conflict with Local Goals and Policies**

5.8-G: The project may conflict with local goals and policies relating to traffic and transportation.

## Project-Specific Impact Analysis

#### Proposed Projects 1 through 4

Table 5.8-26 provides a discussion of the project's consistency with the County's policies contained in the San Luis Obispo County General Plan and the Estero Area Plan. As discussed in Table 5.8-26, the proposed projects may not be consistent with the applicable goal and policy without mitigation, due to impacts associated with construction activities.

#### Table 5.8-26: Consistency of the Proposed Projects with Traffic and Transportation Goals and Policies

	Proposed Project Consistency					
Goals and Policies	s and Policies Proposed Proposed Proposed Project 2 Project 3					
<b>Bikeway Element</b> <b>Goal 4:</b> To increase the efficiency of facilities for the cyclist, as well as to lessen or eliminate the cyclist's conflict with the motorists for the use of the streets and highways of the County.	temporary lane closu	ipelines along roadwar res and limited access to consistent with this goa	to residences and busir			
Circulation Element Estero Are Plan Policy B2: Maintain Los Osos Valley Road east of the urban reserve line as a two- lane highway with operational improvements.	closures along Los O	ipelines along roadwa sos Valley Road east o y conflict with this pol	f the Urban Reserve L	1 2		

## **Cumulative Impact Analysis**

#### Proposed Projects 1 through 4

Related projects within the greater cumulative project area are detailed in Section 4.2 and Exhibit 4.2-1 in the Draft EIR. Three of the nine related projects (Los Osos CSD Waterline Replacement, Los Osos Valley Road Palisades Storm Drain, and AT&T Cable) physically overlap with the study area for the proposed project but are either completed or expected to be completed by the time that construction of the proposed project is anticipated to begin (2010). Six of the nine related projects (State Park Marina Renovation, Morro Bay Wastewater Treatment Plant, Dredging of Morro Bay, CMC Wastewater Treatment Plant, Phase II Steam Generator Replacement at Diablo, and Spent Fuel Storage Facility at Diablo) have no physical overlap with the proposed project. The two related Diablo projects are in fact nearly 7 miles south of Los Osos.

Since there are no related projects that would contribute to cumulative impacts on circulation goals and policies, implementation of Proposed Projects 1 through 4 would not contribute to cumulative impacts on circulation goals and policies.

## **Mitigation Measures**

#### **Project-Specific**

Proposed Projects 1 through 4 Implementation of Mitigation Measures 5.8-A1 is required.

#### Cumulative

*Proposed Projects 1 through 4* No mitigation measures are required.

# Level of Significance After Mitigation

**Project-Specific** Proposed Projects 1 through 4 Less than significant.

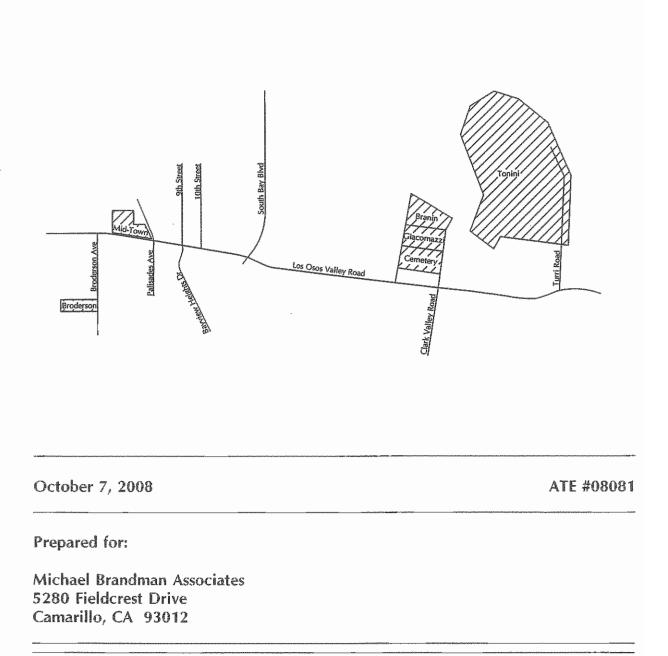
#### Cumulative

Proposed Projects 1 through 4 No impact.

J-2: Traffic and Circulation Study

# LOS OSOS WASTEWATER TREATMENT PROJECT SAN LUIS OBISPO COUNTY, CALIFORNIA

# **TRAFFIC & CIRCULATION STUDY**





# ASSOCIATED TRANSPORTATION ENGINEERS

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Since 1978

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# TRAFFIC AND CIRCULATION STUDY FOR THE LOS OSOS WASTEWATER TREATMENT PROJECT, SAN LUIS OBISPO COUNTY

Associated Transportation Engineers (ATE) has prepared the following traffic study for the Los Osos Wastewater Treatment Project, located in the Los Osos area of San Luis Obispo County. The traffic study contains an evaluation of the potential traffic impacts associated with each of the four project alternatives. The traffic study also includes an assessment of the construction-related traffic impacts that would result during the construction phase of the project.

We appreciate the opportunity to assist you with the project.

Associated Transportation Engineers

Scott A. Schell, AICP, PTP Principal Transportation Planner

TRANSPORTATION AND CIRCULATION	1
PROJECT DESCRIPTION	1
EXISTING CONDITIONS Street Network Roadway Operations Intersection Operations	3 4
IMPACT THRESHOLDS	7
Project 3	7 7 16 24 32
POTENTIAL IMPACTS - CONSTRUCTION	40
REFERENCES AND PERSONS CONTACTED	42
TECHNICAL APPENDIX	43

# CONTENTS

# TABLES

Table 1	Existing Roadway Operations	4
Table 2	Existing Intersection Operations	7
Table 3	Trip Generation - Project 1	8
Table 4	Trip Distribution - Project 1	8
Table 5	Existing + Project 1 Roadway Operations	10
Table 6	Existing + Project 1 Intersection Operations	10
Table 7	Cumulative and Cumulative + Project 1 Roadway Operations	12
Table 8	Cumulative + Project 1 A.M. Peak Hour Intersection Operations	15
Table 9	Cumulative + Project 1 P.M. Peak Hour Intersection Operations	15
Table 10	Trip Generation - Project 2	16
Table 11	Trip Distribution - Project 2	16
Table 12	Existing + Project 2 Roadway Operations	18
Table 13	Existing + Project 2 Intersection Operations	18
Table 14	Cumulative and Cumulative + Project 2 Roadway Operations	20
Table 15	Cumulative + Project 2 A.M. Peak Hour Intersection Operations	23
Table 16	Cumulative + Project 2 P.M. Peak Hour Intersection Operations	23
Table 17	Trip Generation - Project 3	24
Table 18	Trip Distribution - Project 3	24
Table 19	Existing + Project 3 Roadway Operations	26
Table 20	Existing + Project 3 Intersection Operations	26
Table 21	Cumulative and Cumulative + Project 3 Roadway Operations	28
Table 22	Cumulative + Project 3 A.M. Peak Hour Intersection Operations	31
Table 23	Cumulative + Project 3 P.M. Peak Hour Intersection Operations	31
Table 24	Trip Generation - Project 4	32
Table 25	Trip Distribution - Project 4	32
Table 26	Existing + Project 4 Roadway Operations	34
Table 27	Existing + Project 4 Intersection Operations	34
Table 28	Cumulative and Cumulative + Project 4 Roadway Operations	36
Table 29	Cumulative + Project 4 A.M. Peak Hour Intersection Operations	39
Table 30	Cumulative + Project 4 P.M. Peak Hour Intersection Operations	39

# FIGURES

Figure 1	Location of Project Sites/Existing Street Network	2
Figure 2	Existing Traffic Volumes	5
Figure 3	Intersection Traffic Controls and Lane Geometries	6
Figure 4	Project 1 - Trip Distribution and Assignment	9
Figure 5	Existing + Project 1 Traffic Volumes	11
Figure 6	Cumulative Traffic Volumes	13
Figure 7	Cumulative + Project 1 Traffic Volumes	14
Figure 8	Project 2 - Trip Distribution and Assignment	17
Figure 9	Existing + Project 2 Traffic Volumes	19
Figure 10	Cumulative Traffic Volumes	21
Figure 11	Cumulative + Project 2 Traffic Volumes	22
Figure 12	Project 3 - Trip Distribution and Assignment	25
Figure 13	Existing + Project 3 Traffic Volumes	27
Figure 14	Cumulative Traffic Volumes	29
Figure 15	Cumulative + Project 3 Traffic Volumes	30
Figure 16	Project 4 - Trip Distribution and Assignment	33
Figure 17	Existing + Project 4 Traffic Volumes	35
Figure 18	Cumulative Traffic Volumes	37
Figure 19	Cumulative + Project 4 Traffic Volumes	38

# TRANSPORTATION AND CIRCULATION

This following section contains an analysis of potential traffic impacts associated with the Los Osos Wastewater Treatment Project. This section provides information regarding existing and future traffic conditions within the project study-area and recommends mitigations where necessary. Traffic analyses are provided for each of the four Proposed Projects on an equal basis. Two evaluations are presented for the Proposed Projects. Potential impacts related to "on-going" operations after the project is built are assessed based on the traffic that would be generated by employee and fleet vehicle trips required to operate and maintain the system. Potential impacts related to construction of the project are also assessed.

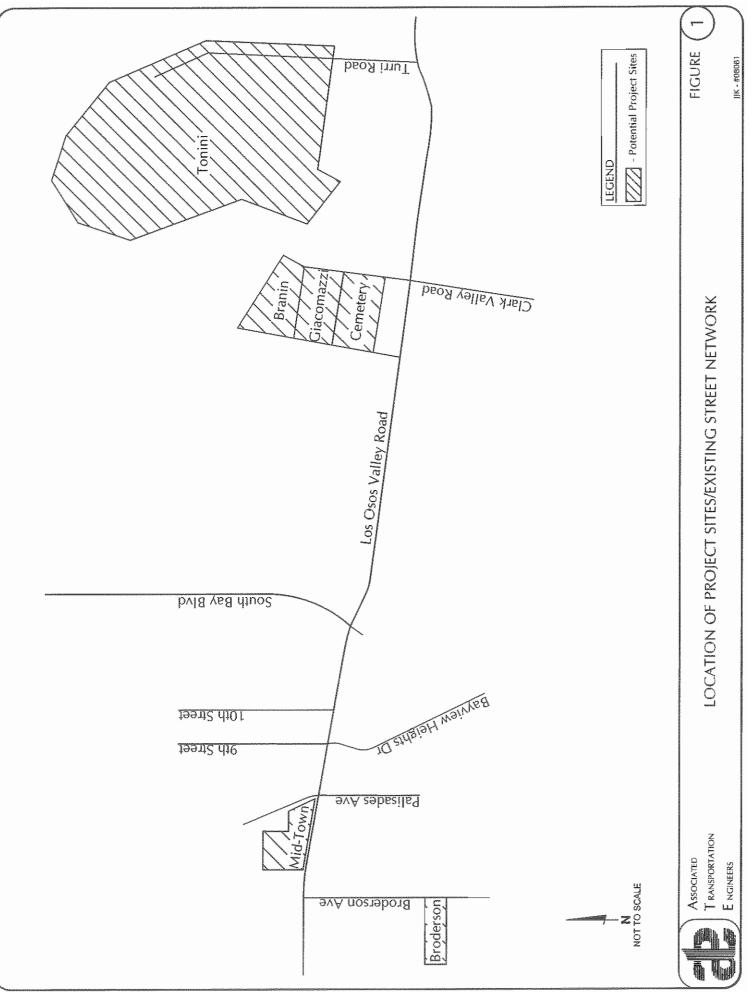
# PROJECT DESCRIPTION

The four projects are briefly described below and the project sites are shown on Figure 1. The Broderson site is located south of the Los Osos Valley Road (LOVR)/Broderson intersection and the Mid-Town site is located northwest of the LOVR/Palisades Avenue intersection in the western part of the community. The Cemetery/Giacomazzi/Branin site is located northwest of the LOVR/Clark Valley Road intersection and the Tonini site is located northwest of the LOVR/Turri Road intersection in the eastern part of the community.

**Proposed Project 1** includes a combination Septic Tank Effluent Pumps (STEP)/Septic Tank Effluent Gravity (STEG) collection system and a facultative pond wastewater treatment facility that provides secondary level treatment. The raw water conveyance system carries the collected wastewater from the Mid-Town central collection point to the combined Cemetery/Giacomazzi/Branin wastewater treatment plant site. Treated effluent can be stored in the seasonal storage pond on the combined Cemetery/Giacomazzi/Branin site or sent directly through the treated effluent conveyance system to the Broderson leachfield and/or the Tonini sprayfields.

**Proposed Project 2** includes a gravity sewerage collection system and an Oxidation Ditch/Biolac wastewater treatment facility that provides secondary level treatment. The raw water conveyance system carries the collected wastewater from the Mid-Town pump station to the Giacomazzi wastewater treatment plant site. Treated effluent can be sent directly through the treated effluent conveyance system to the Broderson leachfield. Alternatively, some or all of the treated effluent can be sent through the eastern end of the treated effluent conveyance system to the seasonal storage pond on the Tonini site.

**Proposed Project 3** includes a gravity sewerage collection system and an Oxidation Ditch/Biolac wastewater treatment facility that provides secondary level treatment. The raw water conveyance system carries the collected wastewater from the Mid-Town pump station to the combined Giacomazzi/Branin wastewater treatment plant and sprayfield site. Treated effluent can be stored in the seasonal storage pond on the combined Giacomazzi/Branin site or sent directly through the treated effluent conveyance system to the Broderson leachfield and/or the Tonini sprayfields.



**Proposed Project 4** includes a gravity sewerage collection system and a facultative pond wastewater treatment facility that provides secondary level treatment. The raw water conveyance system carries the collected wastewater from the Mid-Town pump station to the combined Tonini wastewater treatment plant site. Treated effluent can be sent directly through the treated effluent conveyance system to the Broderson leachfield. Alternatively, some or all of the treated effluent can be sent to the nearby Tonini sprayfields and or seasonal storage pond on the Tonini site.

# **EXISTING CONDITIONS**

# Street Network

The Los Osos area is served by a street network composed of arterial streets, collector streets, local streets. Figure 1 shows the street network that would serve the four projects and the following text provides a brief discussion of the street network.

<u>LOVR</u> is a two-lane principal arterial which traverses the agricultural lands between Los Osos and the City of San Luis Obispo. Within the community of Los Osos the roadway widens to four lanes between Lariat Drive and Bush Drive. A combination of two-way leftturn lanes and left-turn pockets are provided along LOVR within the community. LOVR would provide access to the project sites.

<u>South Bay Boulevard</u> is a two-lane principal arterial which connects community of Los Osos with the City of Morro Bay to the north. The LOVR/South Bay Boulevard intersection is controlled by traffic signals.

<u>Turri\_Road</u> is a two-lane rural roadway that extends north of LOVR and westerly to it connection to South Bay Boulevard. Turri Road would provide access to the Tonini spray field site on the west side of the roadway. Turri Road is controlled by stop-signs at the LOVR and South Bay Boulevard intersections.

<u>Broderson Avenue</u> is a two-lane collector street that extends south of LOVR. Broderson Avenue serves the adjacent residential neighborhood and becomes a dirt road south of Highland Drive. Broderson Avenue would provide access to the proposed effluent disposal site. Broderson Avenue is controlled by a stop-sign at the LOVR intersection.

<u>9th Street</u> is a north-south two-lane collector street that extends between Santa Ysabel Avenue on the north and LOVR on the south. The roadway continues as Bayview Heights Drive south of LOVR. The LOVR/9th Street intersection is signalized.

<u>10th Street</u> is a north-south two-lane collector street that extends between Santa Ysabel Avenue on the north and LOVR on the south. The LOVR/10th Street intersection is signalized.

# Roadway Operations

Figure 2 illustrates the existing average daily traffic (ADT) volumes for the study-area roadways. Existing ADT volumes were obtained from the San Luis Obispo County Department of Public Works. Table 1 shows the existing ADT volumes and the capacities for the key roadways in the project study area. Roadway capacities were derived from the Estero Area Plan prepared by San Luis Obispo County. As shown, the Existing traffic volumes are within the design capacities of the area roadways.

Roadway Segment	Classification	Capacity	Existing ADT
Broderson Ave s/o LOVR	2-Lane Local	14,400 ADT	800 ADT
LOVR e/o Broderson Road	2-Lane Arterial	18,000 ADT	12,100 ADT
LOVR w/o South Bay Blvd	4-Lane Arterial	35,900 ADT	16,300 ADT
LOVR e/o South Bay Blvd	4-Lane Arteria!	35,900 ADT	17,100 ADT
Turri Road n/o LOVR	2-Lane Local	14,400 ADT	400 ADT

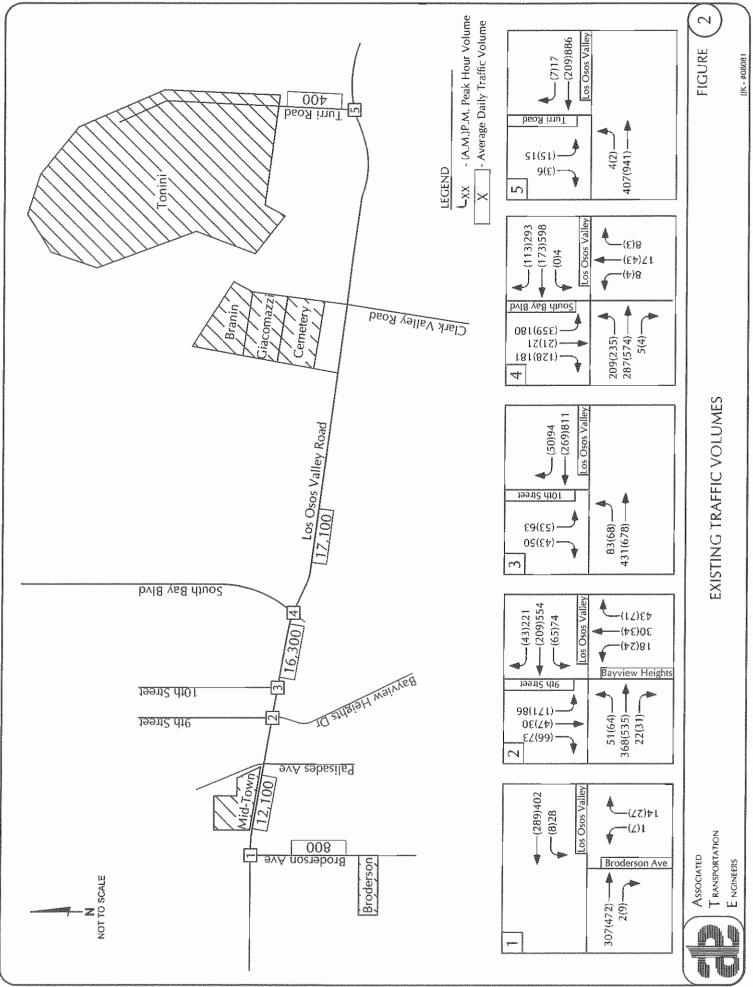
	Table 1	
Existing	Roadway	Operations

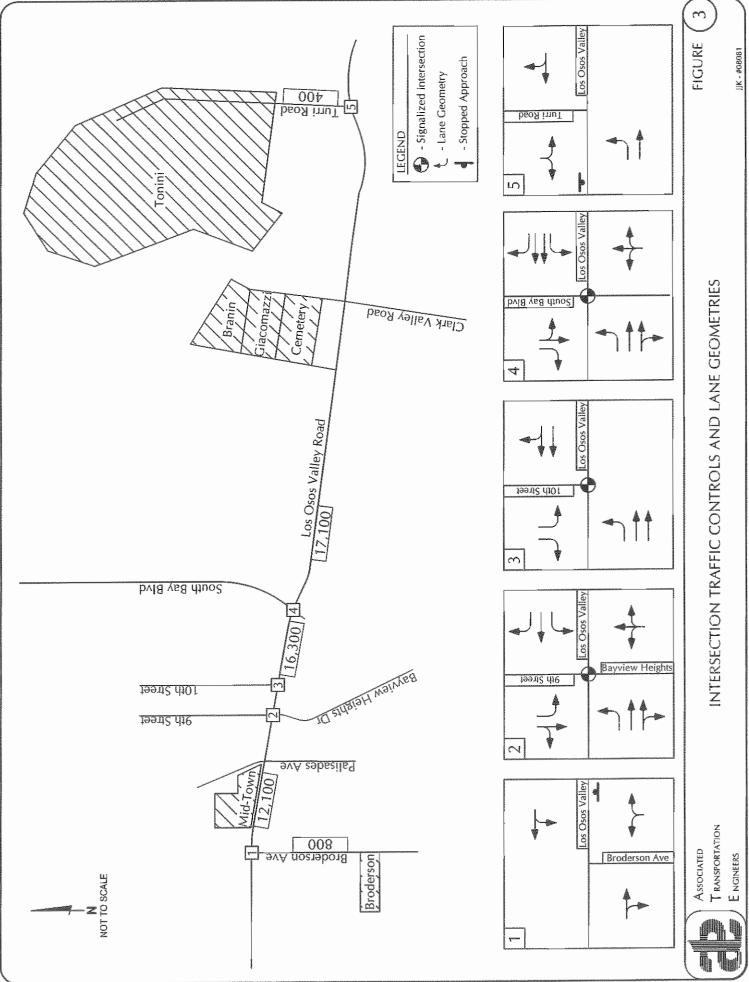
# Intersection Operations

Because traffic flow on street networks is most constrained at intersections, detailed traffic flow analyses focus on the operating conditions of critical intersections during peak travel periods. "Levels of Service" (LOS) A through F are used to rate operations, with LOS A indicating free flow operations and LOS F indicating congested operations (more complete definitions of levels of service are included in the Technical Appendix). San Luis Obispo County considers LOS D as the minimum acceptable operating standard for most of the roadways and intersection within the Los Osos planning area. LOS C is the standard for the LOVR/Turri Road intersection since it is located outside of the Urban Reserve Line.

The Existing A.M. and P.M. peak hour traffic volumes at the study-area intersections are shown on Figure 2. Existing peak hour volumes were counted in September 2008 for this study. Figure 3 shows the study-area intersections, the existing traffic controls and the intersection lane geometries. Levels of service were calculated for the study-area intersections using the methodology outlined in the Highway Capacity Manual (HCM).<sup>1</sup> The County's LOS D standard applies to the overall average delay per vehicle at *signalized* intersections, while the LOS D standard applies to each of the constrained movements at *unsignalized* intersections. Thus, each constrained movement has a level of service rating and there also is an overall level of service rating for unsignalized intersection.

Highway Capacity Manual, Transportation Research Special Report 209, National Research Council, 2000.





Existing levels of service (LOS) for the key intersections are shown on Table 2. The data presented in Table 2 show that the key intersections operate at LOS C or better during the peak hour periods, which meets the County's standards.

		Delay / LOS		
Intersection	Control	A.M. Peak Hour	P.M. Peak Hour	
LOVR/Broderson Avenue Westbound Los Osos Valley Northbound Broderson Overall LOS	Stop Sign	0.7 Sec/LOS A 13.1 Sec/LOS B 10.6 Sec/LOS B	0.8 Sec/LOS A 10.7 Sec/LOS A 4.2 Sec/LOS A	
LOVR/9th Street	Signal	12.6 sec/LOS B	5.4 sec/LOS A	
LOVR/10th Street	Signal	9.0 sec/LOS A	15.9 sec/LOS B	
LOVR/South Bay Boulevard	Signal	22.4 sec/LOS C	21.9 sec/LOS C	
LOVR/Turri Road Eastbound Los Osos Valley Southbound Turri Overall LOS	Stop Sign	7.7 Sec/LOS A 17.1 Sec/LOS C 16.2 Sec/LOS C	10.2 Sec/LOS B 19.0 Sec/LOS C 17.7 Sec/LOS C	

Table 2Existing Intersection Operations

# **IMPACT THRESHOLDS**

The County has adopted LOS D as the minimum standard for most of the roadways and intersection within the Los Osos planning area, with mitigation required for LOS E and LOS F operations. LOS C is the standard for the LOVR/Turri Road intersection since it is located outside of the Urban Reserve Line, with mitigation required for LOS D, LOS E, and LOS F operations.

# POTENTIAL IMPACTS - ON-GOING OPERATIONS

# Project 1

<u>Trip Generation</u>. Trip generation estimates were developed for Project 1 based on the number of employees and their commute trips plus the trips associated with operations and maintenance of the proposed facilities (maintenance trips, material delivery trips, product delivery trips, etc.). Table 3 presents the trip generation forecasts for Project 1.

	ADT		A.M. Peak		P.M. Peak		
Traffic Generator	# Per Day	Rate	Trips	Rate	Trips	Rate	Trips
Employees	11(a)	2.00	22	1.00	11	1.00	11
Operations & Maintenance(a)	18(b)	2.00	36	0.20	4	0.20	4
Total		2	58	L	15	1	15

Table 3 Trip Generation - Project 1

(a) Average number of employee commuters per day.

(b) Average number of vehicles per day for maintenance trips, material delivery trips, product trips, etc.

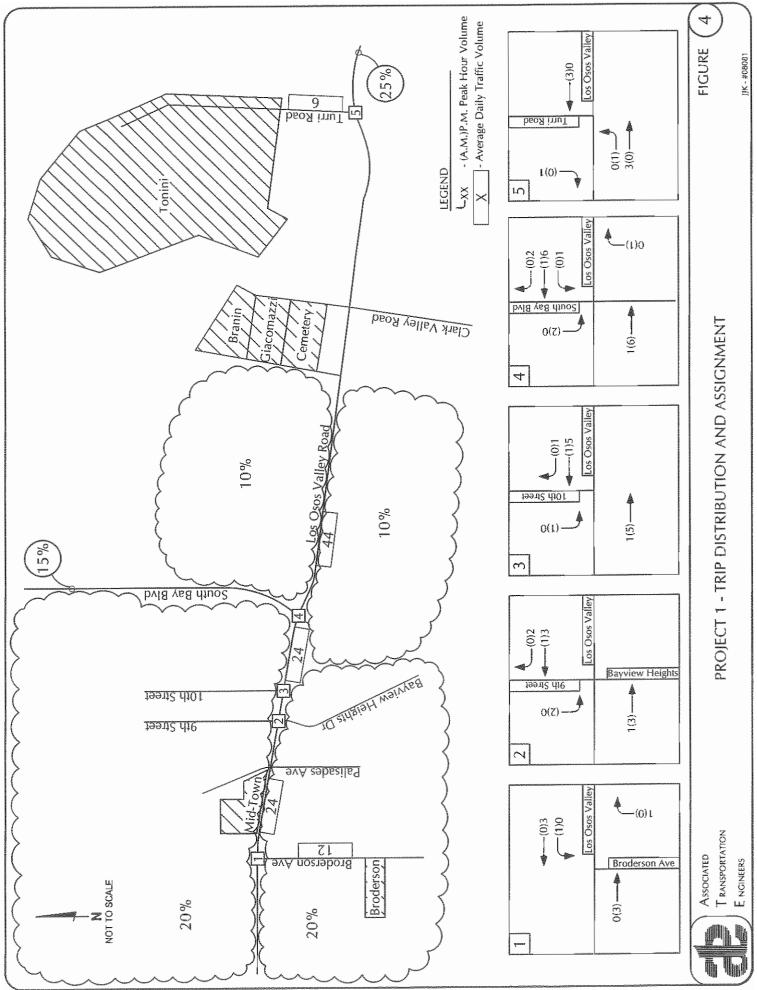
Table 3 shows that Project 1 is forecast to generate 58 average daily trips, with 15 trips occurring during the A.M. Peak Hour and 15 trips occurring during the P.M. peak hour.

<u>Trip Distribution and Assignment</u>. Traffic generated by Project 1 was distributed onto the study-area street network based on the location of the proposed facilities, consideration of the most logical travel routes to/from the project site, and existing traffic patterns. The trip distribution percentages pattern for Project 1 is shown in Table 4. The assignment of Project 1 traffic is displayed on Figure 4.

Table 4 Trip Distribution - Project 1

Origin/Destination	Direction	Percentage
Internal to Los Osos		60%
South Bay Boulevard north of Los Osos	North	15%
LOVR east of Los Osos	East	25%
Total		100%

<u>Project-Specific Roadway Impacts</u>. Table 5 lists the Existing + Project 1 roadway volumes and identifies the impacts of the traffic additions based on County standards.



	Average Daily Traffic						
Roadway Segment	Existing	Project Added	Existing + Project	Capacity	Impact?		
Broderson s/o LOVR	800 ADT	12 ADT	812 ADT	14,400 ADT	No		
LOVR e/o Broderson Rd	12,100 ADT	24 ADT	12,124 ADT	18,000 ADT	No		
LOVR w/o South Bay Blvd	16,300 ADT	24 ADT	16,324 ADT	35,900 ADT	No		
LOVR e/o South Bay Blvd	17,100 ADT	44 ADT	17,144 ADT	35,900 ADT	No		
Turri Road n/o LOVR	400 ADT	6 ADT	406 ADT	14,400 ADT	No		

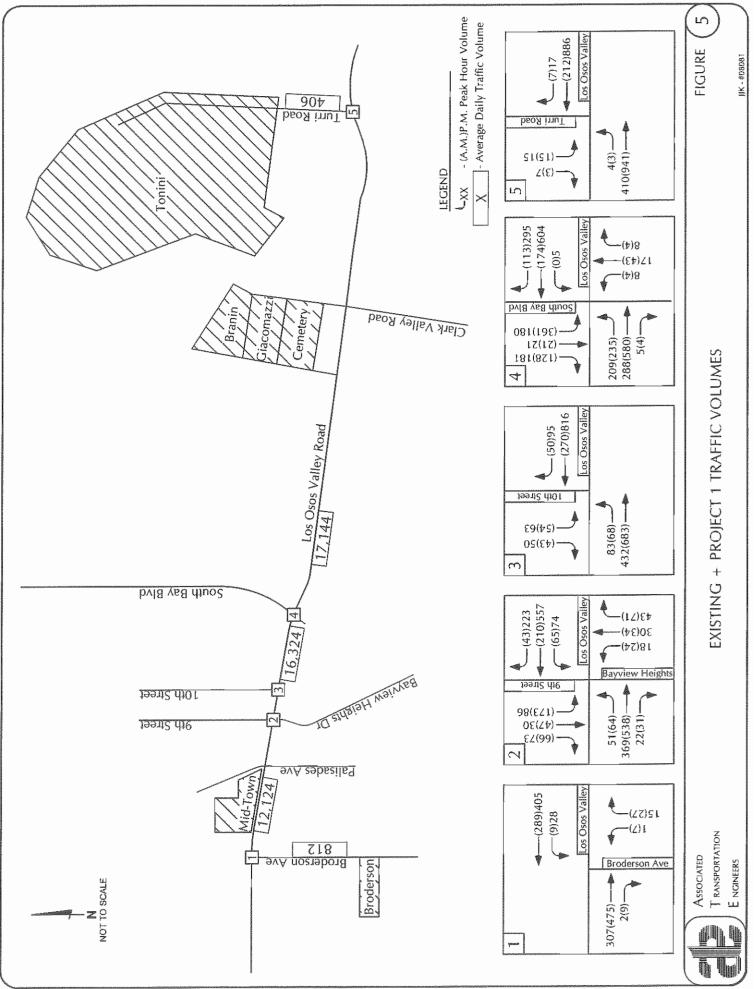
	Tá	ab	le 5	
Existing	 Project	, and the second	Roadway	Operations

The data presented in Table 5 show that Existing + Project 1 volume forecasts are within the design capacities of the area roadways. Project 1 roadway impacts would be less than significant based on County standards.

<u>Project-Specific Intersection Impacts</u>. Levels of service were calculated for key intersections assuming the Existing + Project 1 peak hour traffic volumes shown on Figure 5. Table 6 shows the Existing + Project 1 level of service forecasts and identifies the significance of project-added traffic based on County standards. As shown, the study-area intersections are forecast to operate at LOS C or better under Existing + Project 1 conditions. Project 1 intersection impacts would be less significant based on County standards.

		Delay		
Intersection	Control	A.M. Peak	P.M. Peak	Impact?
LOVR/Broderson Avenue Westbound LOVR Northbound Broderson Overall LOS	Stop Sign	0.4 Sec/LOS A 13.1 Sec/LOS B 10.4 Sec/LOS B	0.8 Sec/LOS A 10.6 Sec/LOS B 4.3 Sec/LOS A	No
LOVR/9th Street	Signal	12.7 sec/LOS B	5.4 sec/LOS A	No
LOVR/10th Street	Signal	9.2 sec/LOS A	15.8 sec/LOS B	No
LOVR/South Bay Boulevard	Signal	22.5 sec/LOS C	21.9 sec/LOS C	No
LOVR/Turri Road Eastbound LOVR Southbound Turri Overall LOS	Stop Sign	7.7 Sec/LOS A 17.1 Sec/LOS C 15.9 Sec/LOS C	10.2 Sec/LOS B 19.0 Sec/LOS C 17.7 Sec/LOS C	No

Table 6Existing + Project 1 Intersection Operations



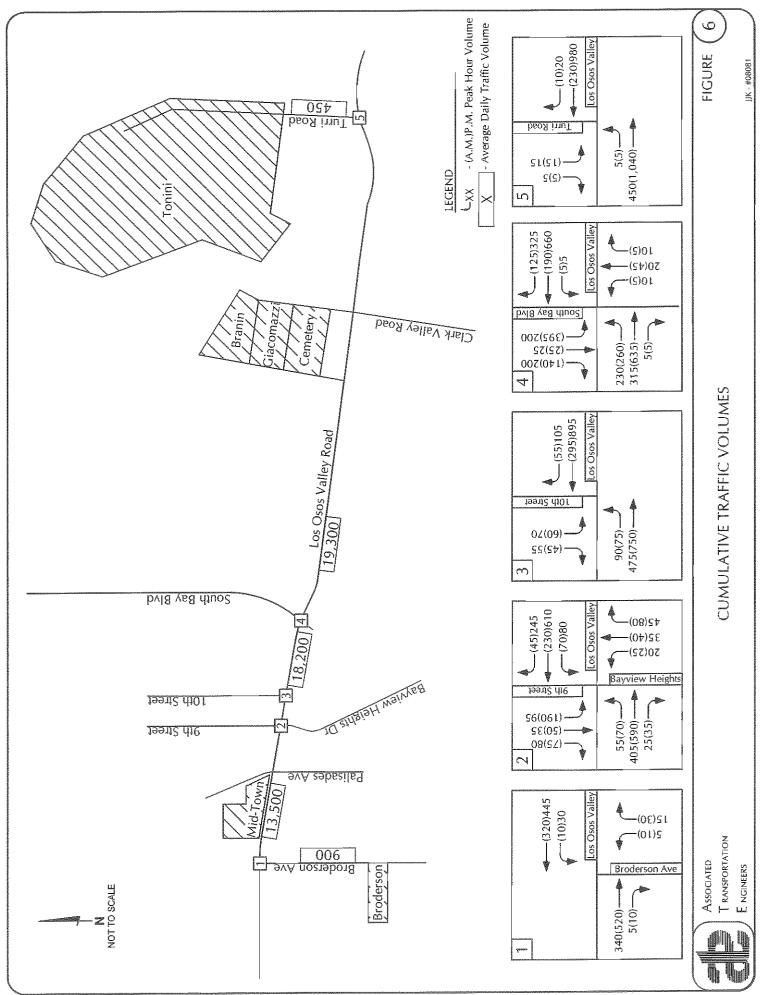
<u>Cumulative Roadway Impacts</u>. Cumulative traffic volumes for the area roadways are presented on Figure 6. The Cumulative traffic volumes were forecast using a 1% annual growth factor, which was developed based on historical traffic growth in the Los Osos area. The growth factor was applied for a period of 10 years to represent cumulative conditions.

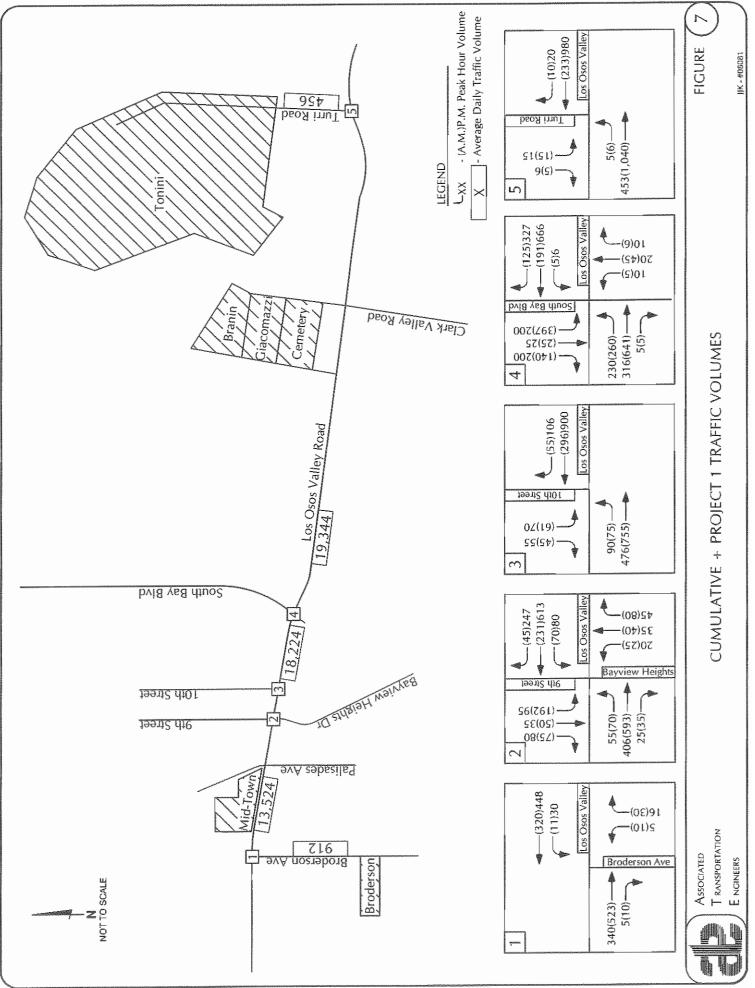
Table 7 lists the Cumulative and Cumulative + Project 1 roadway volumes and identifies cumulative impacts. As shown, all of the area roadways would operate within their respective capacities under Cumulative + Project 1 conditions. Project 1 would not contribute to cumulative roadways impacts based on County standards.

Roadway Segment	Cumulative	Cumulative Project Cumulative Added Project		Capacity	Impact?	
Broderson s/o LOVR	900 ADT	12 ADT	912 ADT	14,400 ADT	No	
LOVR e/o Broderson Rd	13,500 ADT	24 ADT	13,524 ADT	18,000 ADT	No	
LOVR w/o South Bay Blvd	18,200 ADT	24 ADT	18,224 ADT	35,900 ADT	No	
LOVR e/o South Bay Blvd	19,300 ADT	44 ADT	19,344 ADT	35,900 ADT	No	
Turri Road n/o LOVR	450 ADT	6 ADT	456 ADT	14,400 ADT	No	

Table 7Cumulative and Cumulative + Project 1 Roadway Operations

<u>Cumulative Intersection Impacts</u>. Figure 7 shows the Cumulative + Project 1 peak hour traffic volumes. Cumulative and Cumulative + Project levels of service for the study-area intersections are shown in Tables 8 and 9. As shown, all of the area intersections would operate at LOS C or better under Cumulative + Project 1 conditions. Project 1 would not contribute to cumulative intersection impacts based on County standards.





		Delay		
Intersection	Control	Cumulative	Cumulative + Project	Impact?
LOVR/Broderson Avenue Westbound LOVR Northbound Broderson Overall LOS	Stop Sign	0.4 Sec/LOS A 14.3 Sec/LOS B 11.5 Sec/LOS B	0.8 Sec/LOS A 14.4 Sec/LOS B 11.3 Sec/LOS B	No
LOVR/9th Street	Signal	11.6 sec/LOS B	11.6 sec/LOS B	No
LOVR/10th Street	Signal	9.7 sec/LOS A	9.6 sec/LOS A	No
LOVR/South Bay Boulevard	Signal	28.4 sec/LOS C	28.5 sec/LOS C	No
LOVR/Turri Road Eastbound LOVR Southbound Turri Overall LOS	Stop Sign	7.8 Sec/LOS A 17.9 Sec/LOS C 16.0 Sec/LOS C	7.8 Sec/LOS A 18.0 Sec/LOS C 15.5 Sec/LOS C	No

Table 8Cumulative + Project 1 A.M. Peak Hour Intersection Operations

Table 9								
Cumulative	4	Project	and a	P.M.	Peak	Hour	Intersection	Operations

		Delay		
Intersection	Control	Cumulative	Cumulative + Project	Impact?
LOVR/Broderson Avenue Westbound LOVR Northbound Broderson Overall LOS	Stop Sign	0.8 Sec/LOS A 12.5 Sec/LOS B 5.5 Sec/LOS A	0.8 Sec/LOS A 12.4 Sec/LOS B 5.6 Sec/LOS A	No
LOVR/9th Street	Signal	5.6 sec/LOS A	5.6 sec/LOS A	No
LOVR/10th Street	Signal	14.9 sec/LOS B	14.9 sec/LOS B	No
LOVR/South Bay Boulevard	Signal	23.8 sec/LOS C	24.0 sec/LOS C	No
LOVR/Turri Road Eastbound LOVR Southbound Turri Overall LOS	Stop Sign	10.7 Sec/LOS B 21.1 Sec/LOS C 19.2 Sec/LOS C	10.7 Sec/LOS A 21.1 Sec/LOS C 19.2 Sec/LOS C	No

# Project 2

<u>Trip Generation</u>. Trip generation estimates were developed for Project 2 based on the number of employees and their commute trips plus the trips associated with operations and maintenance of the proposed facilities (maintenance trips, material delivery trips, product delivery trips, etc.). Table 10 presents the trip generation forecasts for Project 2.

		ADT		A.M. Peak		P.M. Peak	
Traffic Generator	# Per Day	Rate	Trips	Rate	Trips	Rate	Trips
Employees	11(a)	2.00	22	1.00	11	1.00	11
Operations & Maintenance(a)	15(b)	2.00	30	0.20	3	0.20	3
Total			52		14		14

	Table 10	
Trip	<b>Generation - Project</b>	2

(a) Average number of employee commuters per day.

(b) Average number of vehicles per day for maintenance trips, material delivery trips, product trips, etc.

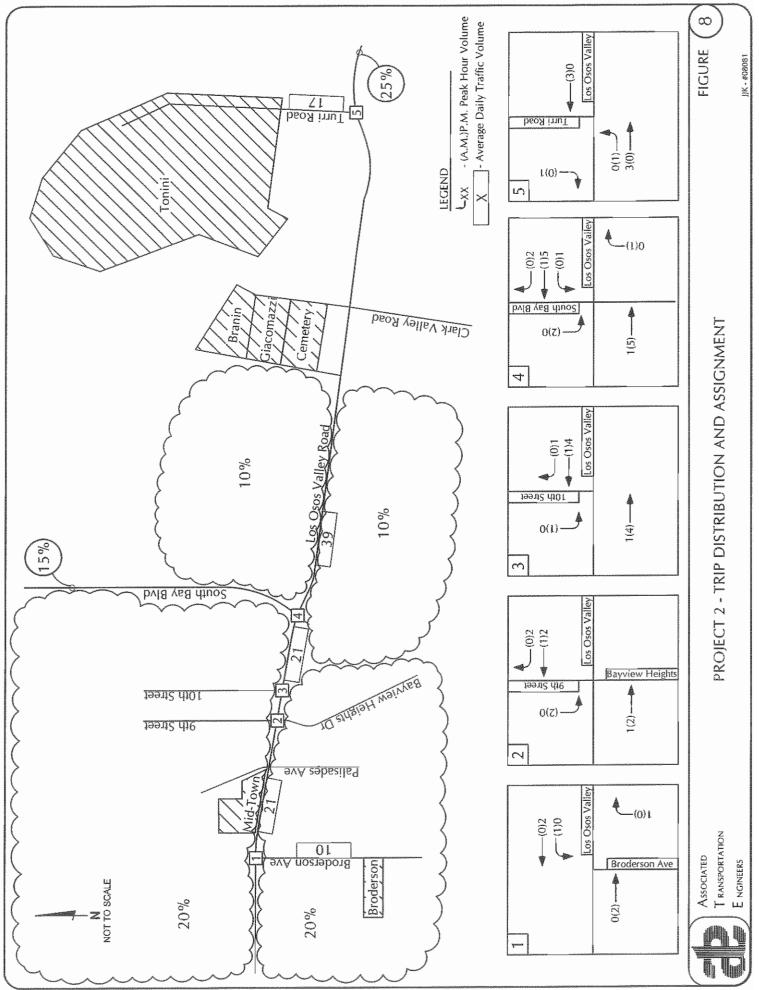
Table 10 shows that Project 2 is forecast to generate 52 average daily trips, with 14 trips occurring during the A.M. Peak Hour and 14 trips occurring during the P.M. peak hour.

<u>Trip Distribution and Assignment</u>. Traffic generated by Project 2 was distributed onto the study-area street network based on the location of the proposed facilities, consideration of the most logical travel routes to/from the project site, and existing traffic patterns. The trip distribution percentages pattern for Project 2 is shown in Table 11. The assignment of Project 2 traffic is displayed on Figure 8.

# Table 11 Trip Distribution - Project 2

Origin/Destination	Direction	Percentage
Internal to Los Osos South Bay Boulevard north of Los Osos LOVR east of Los Osos	- North East	60% 15% 25%
Total		100%

<u>Project-Specific Roadway Impacts</u>. Table 12 lists the Existing + Project 2 roadway volumes and identifies the impacts of the traffic additions based on County standards.



	A MAR 2001 CONTROL OF A MAR 2001 CONTROL OF A MAR 2001				
Roadway Segment	Existing	Project Added	Existing + Project	Capacity	Impact?
Broderson s/o LOVR	800 ADT	10 ADT	810 ADT	14,400 ADT	No
LOVR e/o Broderson Rd	12,100 ADT	21 ADT	12,121 ADT	18,000 ADT	No
LOVR w/o South Bay Blvd	16,300 ADT	21 ADT	16,321 ADT	35,900 ADT	No
LOVR e/o South Bay Blvd	17,100 ADT	39 ADT	17,139 ADT	35,900 ADT	No
Turri Road n/o LOVR	400 ADT	17 ADT	417 ADT	14,400 ADT	No

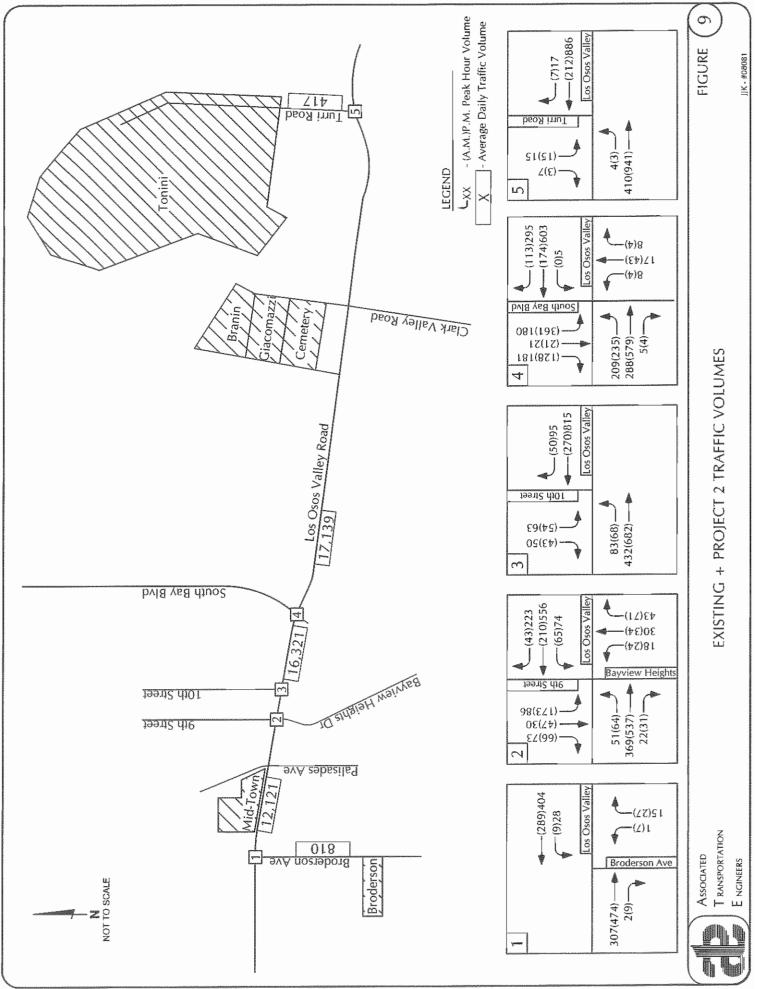
Table 12 Existing + Project 2 Roadway Operations

The data presented in Table 12 show that Existing + Project 2 volume forecasts are within the design capacities of the area roadways. Project 2 roadway impacts would be less than significant based on County standards.

<u>Project-Specific Intersection Impacts</u>. Levels of service were calculated for key intersections assuming the Existing + Project 2 peak hour traffic volumes shown on Figure 9. Table 13 shows the Existing + Project 2 level of service forecasts and identifies the significance of project-added traffic based on County standards. As shown, the study-area intersections are forecast to operate at LOS C or better under Existing + Project 2 conditions. Project 2 intersection impacts would be less significant based on County standards.

		Delay		
Intersection	Control	A.M. Peak	P.M. Peak	Impact?
LOVR/Broderson Avenue Westbound LOVR Northbound Broderson Overall LOS	Stop Sign	0.4 Sec/LOS A 13.1 Sec/LOS B 10.4 Sec/LOS B	0.8 Sec/LOS A 10.6 Sec/LOS B 4.3 Sec/LOS A	No
LOVR/9th Street	Signal	12.7 sec/LOS B	5.4 sec/LOS A	No
LOVR/10th Street	Signal	9.2 sec/LOS A	15.8 sec/LOS B	No
LOVR/South Bay Boulevard	Signal	22.5 sec/LOS C	21.9 sec/LOS C	No
LOVR/Turri Road Eastbound LOVR Southbound Turri Overall LOS	Stop Sign	7.7 Sec/LOS A 17.1 Sec/LOS C 15.9 Sec/LOS C	10.2 Sec/LOS B 19.0 Sec/LOS C 17.7 Sec/LOS C	No

Table 13Existing + Project 2 Intersection Operations



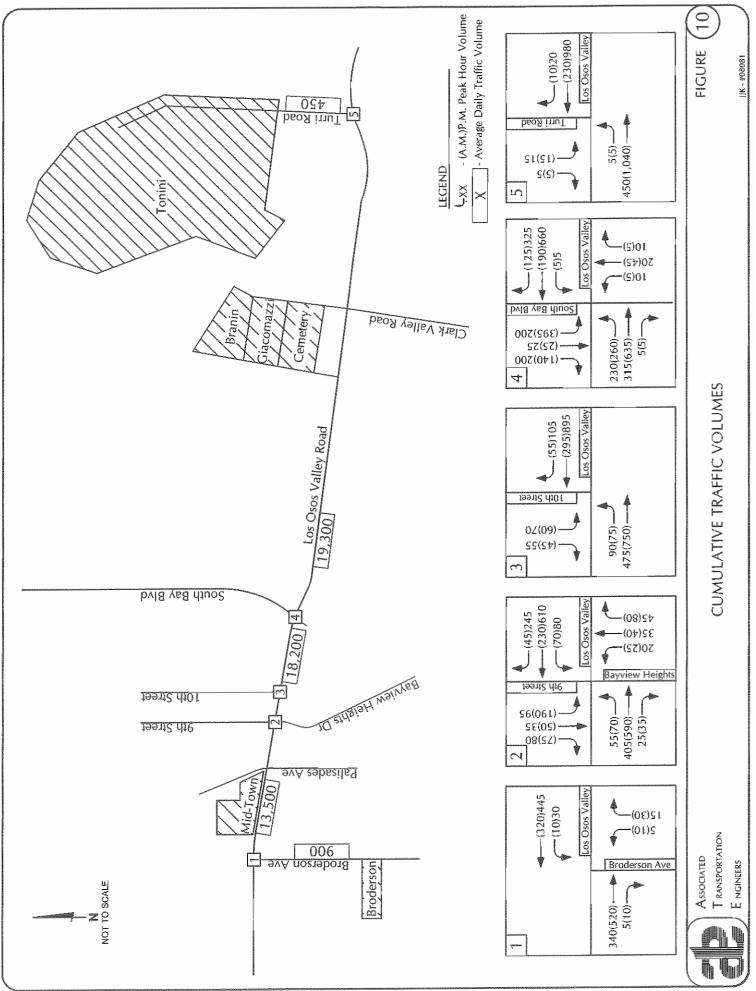
<u>Cumulative Roadway Impacts</u>. Cumulative traffic volumes for the area roadways are presented on Figure 10. The Cumulative traffic volumes were forecast using a 1% annual growth factor, which was developed based on historical traffic growth in the Los Osos area. The growth factor was applied for a period of 10 years to represent cumulative conditions.

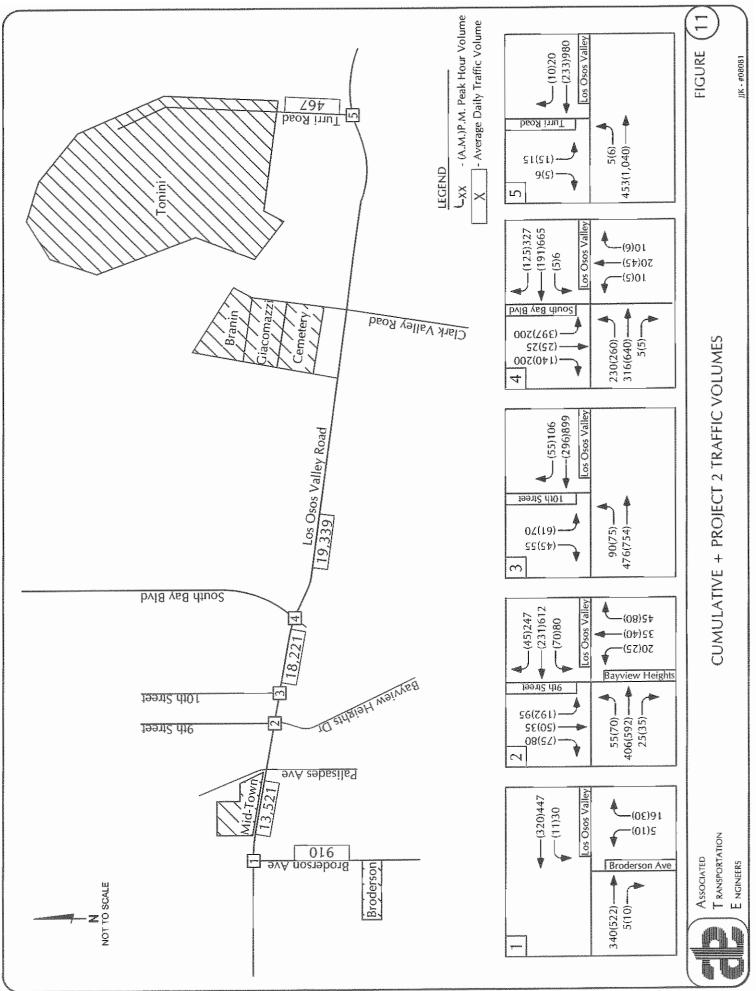
Table 14 lists the Cumulative and Cumulative + Project 2 roadway volumes and identifies cumulative impacts. As shown, all of the area roadways would operate within their respective capacities under Cumulative + Project 2 conditions. Project 2 would not contribute to cumulative roadways impacts based on County standards.

Roadway Segment	Cumulative	Cumulative Project Cumulati Added Projec		Capacity	Impact?
Broderson s/o LOVR	900 ADT	10 ADT	910 ADT	14,400 ADT	No
LOVR e/o Broderson Rd	13,500 ADT	21 ADT	13,521 ADT	18,000 ADT	No
LOVR w/o South Bay Blvd	18,200 ADT	21 ADT	18,221 ADT	35,900 ADT	No
LOVR e/o South Bay Blvd	19,300 ADT	39 ADT	19,339 ADT	35,900 ADT	No
Turri Road n/o LOVR	450 ADT	17 ADT	467 ADT	14,400 ADT	No

Table 14Cumulative and Cumulative + Project 2 Roadway Operations

<u>Cumulative Intersection Impacts</u>. Figure 11 shows the Cumulative + Project 2 peak hour traffic volumes. Cumulative and Cumulative + Project levels of service for the study-area intersections are shown in Tables 15 and 16. As shown, all of the area intersections would operate at LOS C or better under Cumulative + Project 2 conditions. Project 2 would not contribute to cumulative intersection impacts based on County standards.





		Delay		
Intersection	Control	Cumulative	Cumulative + Project	Impact?
LOVR/Broderson Avenue Westbound LOVR Northbound Broderson Overall LOS	Stop Sign	0.4 Sec/LOS A 14.3 Sec/LOS B 11.5 Sec/LOS B	0.4 Sec/LOS A 14.3 Sec/LOS B 11.3 Sec/LOS B	No
LOVR/9th Street	Signal	11.6 sec/LOS B	11.6 sec/LOS B	No
LOVR/10th Street	Signal	9.7 sec/LOS A	9.7 sec/LOS A	No
LOVR/South Bay Boulevard	Signal	28.4 sec/LOS C	28.5 sec/LOS C	No
LOVR/Turri Road Eastbound LOVR Southbound Turri Overall LOS	Stop Sign	7.8 Sec/LOS A 17.9 Sec/LOS C 19.7 Sec/LOS C	7.8 Sec/LOS A 18.0 Sec/LOS C 15.5 Sec/LOS C	No

Table 15Cumulative + Project 2 A.M. Peak Hour Intersection Operations

Table 16Cumulative + Project 2 P.M. Peak Hour Intersection Operations

		Delay		
Intersection	Control	Cumulative	Cumulative + Project	Impact?
LOVR/Broderson Avenue Westbound LOVR Northbound Broderson Overall LOS	Stop Sign	0.8 Sec/LOS A 12.5 Sec/LOS B 5.5 Sec/LOS A	0.8 Sec/LOS A 12.4 Sec/LOS B 5.6 Sec/LOS A	No
LOVR/9th Street	Signal	5.6 sec/LOS A	5.6 sec/LOS A	No
LOVR/10th Street	Signal	14.9 sec/LOS B	14.9 sec/LOS B	No
LOVR/South Bay Boulevard	Signal	23.8 sec/LOS C	24.0 sec/LOS C	No
LOVR/Turri Road Eastbound LOVR Southbound Turri Overall LOS	Stop Sign	10.7 Sec/LOS B 21.1 Sec/LOS C 19.2 Sec/LOS C	10.7 Sec/LOS A 21.1 Sec/LOS C 19.2 Sec/LOS C	No

# Project 3

<u>Trip Generation</u>. Trip generation estimates were developed for Project 3 based on the number of employees and their commute trips plus the trips associated with operations and maintenance of the proposed facilities (maintenance trips, material delivery trips, product delivery trips, etc.). Table 17 presents the trip generation forecasts for Project 3.

		ADT		A.M. Peak		P.M. Peak	
Traffic Generator	# Per Day	Rate	Trips	Rate	Trips	Rate	Trips
Employees	11(a)	2.00	22	1.00	11	1.00	11
Operations & Maintenance(a)	15(b)	2.00	30	0.20	3	0.20	3
Total		and a second second	52	Langer and the second	14		14

	Table	17		
Trip	Generation	-	Project	3

(a) Average number of employee commuters per day.

(b) Average number of vehicles per day for maintenance trips, material delivery trips, product trips, etc.

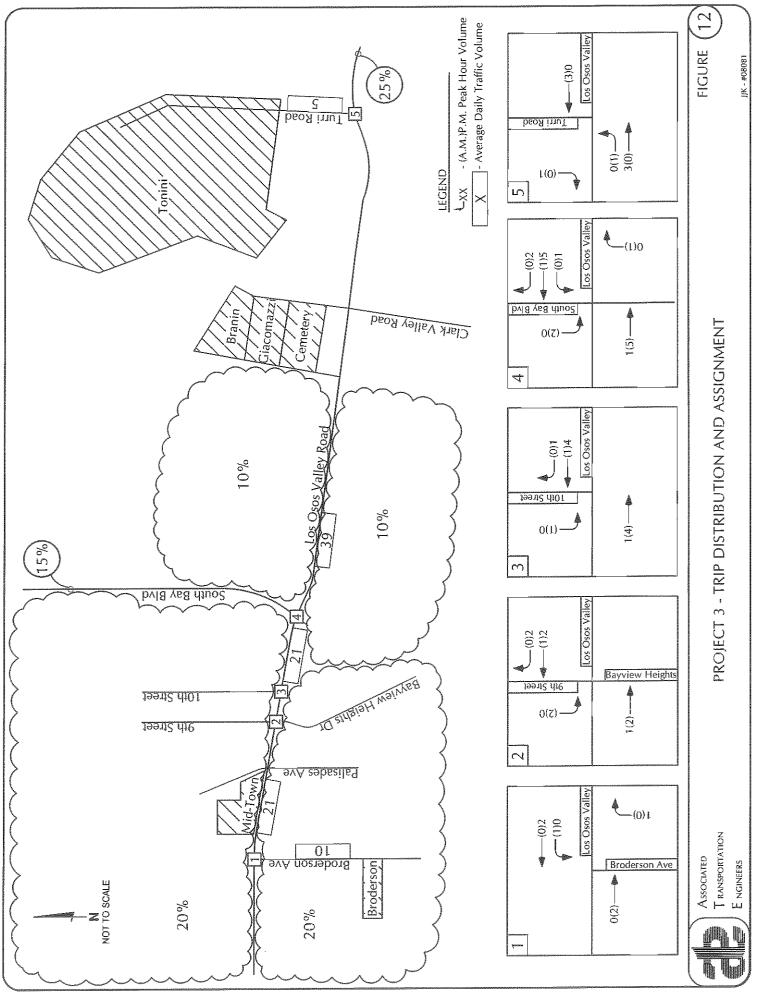
Table 17 shows that Project 3 is forecast to generate 52 average daily trips, with 14 trips occurring during the A.M. Peak Hour and 14 trips occurring during the P.M. peak hour.

<u>Trip Distribution and Assignment</u>. Traffic generated by Project 3 was distributed onto the study-area street network based on the location of the proposed facilities, consideration of the most logical travel routes to/from the project site, and existing traffic patterns. The trip distribution percentages pattern for Project 3 is shown in Table 18. The assignment of Project 3 traffic is displayed on Figure 12.

## Table 18 Trip Distribution - Project 3

Origin/Destination	Direction	Percentage
Internal to Los Osos	_	60%
South Bay Boulevard north of Los Osos	North	15%
LOVR east of Los Osos	East	25%
Total		100%

<u>Project-Specific Roadway Impacts</u>. Table 19 lists the Existing + Project 3 roadway volumes and identifies the impacts of the traffic additions based on County standards.



	Average Daily Traffic						
Roadway Segment	Existing	Project Added	Existing + Project	Capacity	Impact?		
Broderson s/o LOVR	800 ADT	10 ADT	810 ADT	14,400 ADT	No		
LOVR e/o Broderson Rd	12,100 ADT	21 ADT	12,121 ADT	18,000 ADT	No		
LOVR w/o South Bay Blvd	16,300 ADT	21 ADT	16,321 ADT	35,900 ADT	No		
LOVR e/o South Bay Blvd	17,100 ADT	39 ADT	17,139 ADT	35,900 ADT	No		
Turri Road n/o LOVR	400 ADT	5 ADT	405 ADT	14,400 ADT	No		

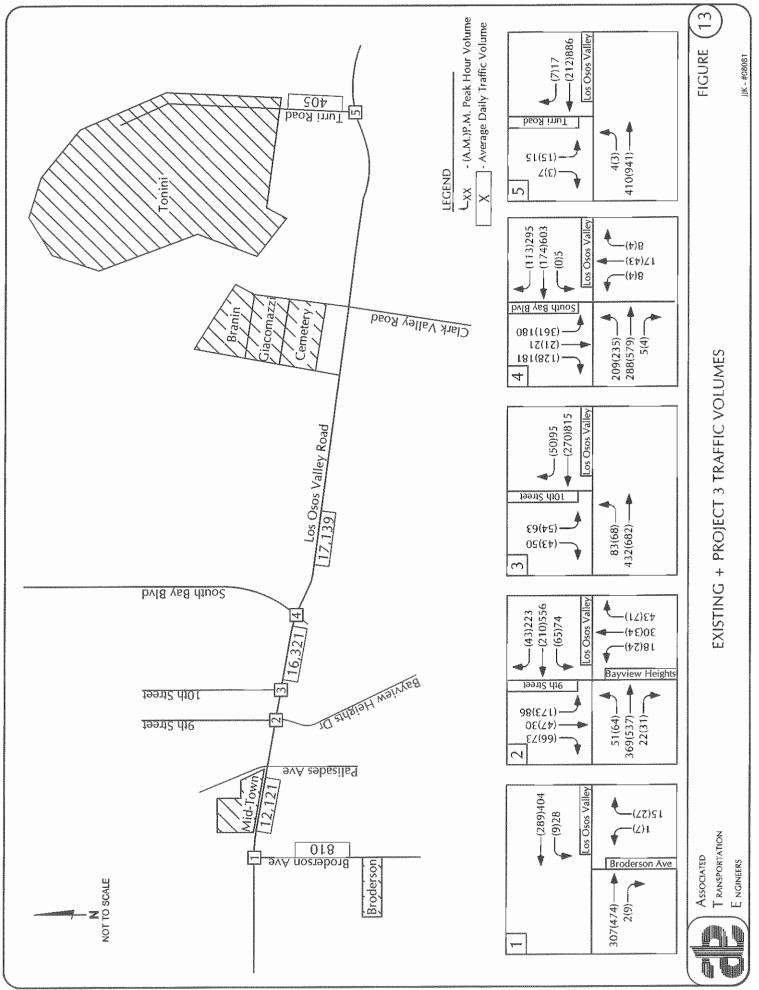
Table 19								
Existing	╋	Project 3	Roadway	Operations				

The data presented in Table 19 show that Existing + Project 3 volume forecasts are within the design capacities of the area roadways. Project 3 roadway impacts would be less than significant based on County standards.

<u>Project-Specific Intersection Impacts</u>. Levels of service were calculated for key intersections assuming the Existing + Project 3 peak hour traffic volumes shown on Figure 13. Table 20 shows the Existing + Project 3 level of service forecasts and identifies the significance of project-added traffic based on County standards. As shown, the study-area intersections are forecast to operate at LOS C or better under Existing + Project 3 conditions. Project 3 intersection impacts would be less significant based on County standards.

		Delay		
Intersection	Control	A.M. Peak	P.M. Peak	Impact?
LOVR/Broderson Avenue Westbound LOVR Northbound Broderson Overall LOS	Stop Sígn	0.4 Sec/LOS A 13.1 Sec/LOS B 10.4 Sec/LOS B	0.8 Sec/LOS A 10.6 Sec/LOS B 4.3 Sec/LOS A	No
LOVR/9th Street	Signal	12.7 sec/LOS B	5.4 sec/LOS A	No
LOVR/10th Street	Signal	9.2 sec/LOS A	15.8 sec/LOS B	No
LOVR/South Bay Boulevard	Signal	22.5 sec/LOS C	21.9 sec/LOS C	No
LOVR/Turri Road Eastbound LOVR Southbound Turri Overall LOS	Stop Sign	7.7 Sec/LOS A 17.1 Sec/LOS C 15.9 Sec/LOS C	10.2 Sec/LOS B 19.0 Sec/LOS C 17.7 Sec/LOS C	No

Table 20Existing + Project 3 Intersection Operations



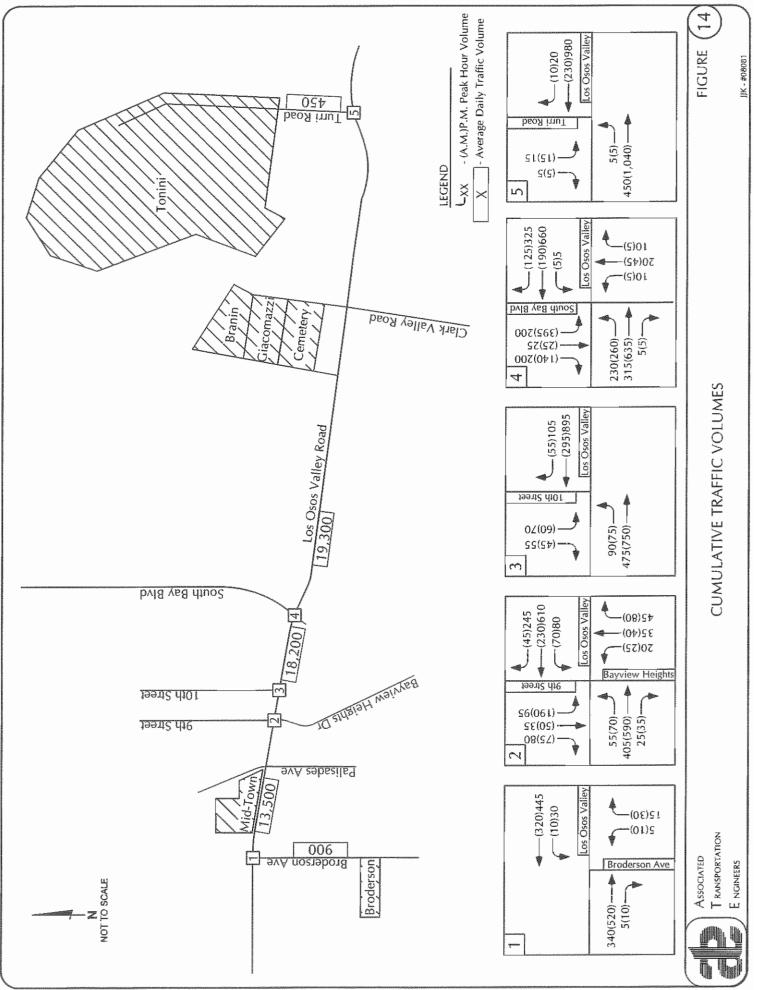
<u>Cumulative Roadway Impacts</u>. Cumulative traffic volumes for the area roadways are presented on Figure 14. The Cumulative traffic volumes were forecast using a 1% annual growth factor, which was developed based on historical traffic growth in the Los Osos area. The growth factor was applied for a period of 10 years to represent cumulative conditions.

Table 21 lists the Cumulative and Cumulative + Project 3 roadway volumes and identifies cumulative impacts. As shown, all of the area roadways would operate within their respective capacities under Cumulative + Project 3 conditions. Project 3 would not contribute to cumulative roadways impacts based on County standards.

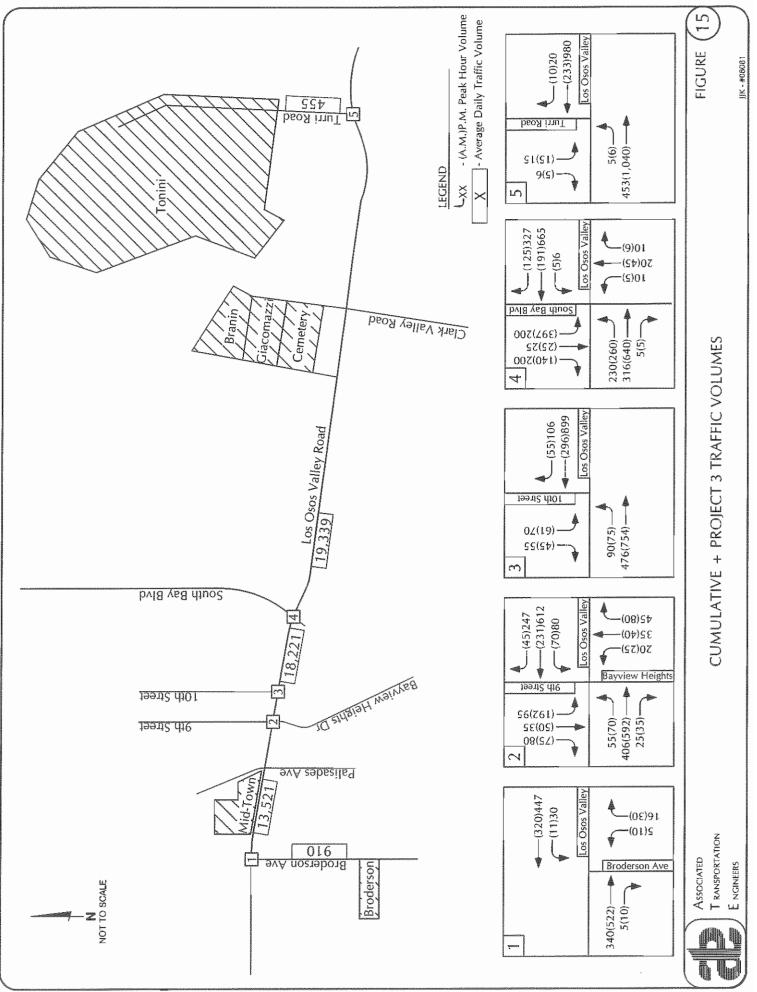
Roadway Segment	Cumulative	Project Added	Cumulative + Project	Capacity	Impact?
Broderson s/o LOVR	900 ADT	10 ADT	910 ADT	14,400 ADT	No
LOVR e/o Broderson Rd	13,500 ADT	21 ADT	13,521 ADT	18,000 ADT	No
LOVR w/o South Bay Blvd	18,200 ADT	21 ADT	18,221 ADT	35,900 ADT	No
LOVR e/o South Bay Blvd	19,300 ADT	39 ADT	19,339 ADT	35,900 ADT	No
Turri Road n/o LOVR	450 ADT	5 ADT	455 ADT	14,400 ADT	No

Table 21Cumulative and Cumulative + Project 3 Roadway Operations

<u>Cumulative Intersection Impacts</u>. Figure 15 shows the Cumulative + Project 3 peak hour traffic volumes. Cumulative and Cumulative + Project levels of service for the study-area intersections are shown in Tables 22 and 23. As shown, all of the area intersections would operate at LOS C or better under Cumulative + Project 3 conditions. Project 3 would not contribute to cumulative intersection impacts based on County standards.



Los Osos Wastewater Treatment Project Traffic and Circulation Study



		Delay		
Intersection	Control	Cumulative	Cumulative + Project	Impact?
LOVR/Broderson Avenue Westbound LOVR Northbound Broderson Overall LOS	Stop Sign	0.4 Sec/LOS A 14.3 Sec/LOS B 11.5 Sec/LOS B	0.4 Sec/LOS A 14.3 Sec/LOS B 11.3 Sec/LOS B	No
LOVR/9th Street	Signal	11.6 sec/LOS B	11.6 sec/LOS B	No
LOVR/10th Street	Signal	9.7 sec/LOS A	9.7 sec/LOS A	No
LOVR/South Bay Boulevard	Signal	28.4 sec/LOS C	28.5 sec/LOS C	No
LOVR/Turri Road Eastbound LOVR Southbound Turri Overall LOS	Stop Sign	7.8 Sec/LOS A 17.9 Sec/LOS C 16.0 Sec/LOS C	7.8 Sec/LOS A 18.0 Sec/LOS C 18.9 Sec/LOS C	No

Table 22Cumulative + Project 3 A.M. Peak Hour Intersection Operations

Table 23								
Cumulative	≁	Project	3	P.M.	Peak	Hour	Intersection	Operations

		Delay		
Intersection	Control	Cumulative	Cumulative + Project	Impact?
LOVR/Broderson Avenue Westbound LOVR Northbound Broderson Overall LOS	Stop Sign	0.8 Sec/LOS A 12.5 Sec/LOS B 5.5 Sec/LOS A	0.8 Sec/LOS A 12.4 Sec/LOS B 5.6 Sec/LOS A	No
LOVR/9th Street	Signal	5.6 sec/LOS A	5.6 sec/LOS A	No
LOVR/10th Street	Signal	14.9 sec/LOS B	14.9 sec/LOS B	No
LOVR/South Bay Boulevard	Signal	23.8 sec/LOS C	24.0 sec/LOS C	No
LOVR/Turri Road Eastbound LOVR Southbound Turri Overali LOS	Stop Sign	10.7 Sec/LOS B 21.1 Sec/LOS C 19.2 Sec/LOS C	10.7 Sec/LOS A 21.1 Sec/LOS C 19.2 Sec/LOS C	No

# Project 4

<u>Trip Generation</u>. Trip generation estimates were developed for Project 4 based on the number of employees and their commute trips plus the trips associated with operations and maintenance of the proposed facilities (maintenance trips, material delivery trips, product delivery trips, etc.). Table 24 presents the trip generation forecasts for Project 4.

		ADT		A.M. Peak		P.M. Peak	
Traffic Generator	# Per Day	Rate	Trips	Rate	Trips	Rate	Trips
Employees	10(a)	2.00	20	1.00	10	1.00	10
Operations & Maintenance(a)	13(b)	2.00	26	0.20	3	0.20	3
Total	annon an	ASAMAB ATTIMU THE STOPPT PARAL	46		13		13

	Table 24	
Trip	<b>Generation - Project</b>	4

(a) Average number of employee commuters per day.

(b) Average number of vehicles per day for maintenance trips, material delivery trips, product trips, etc.

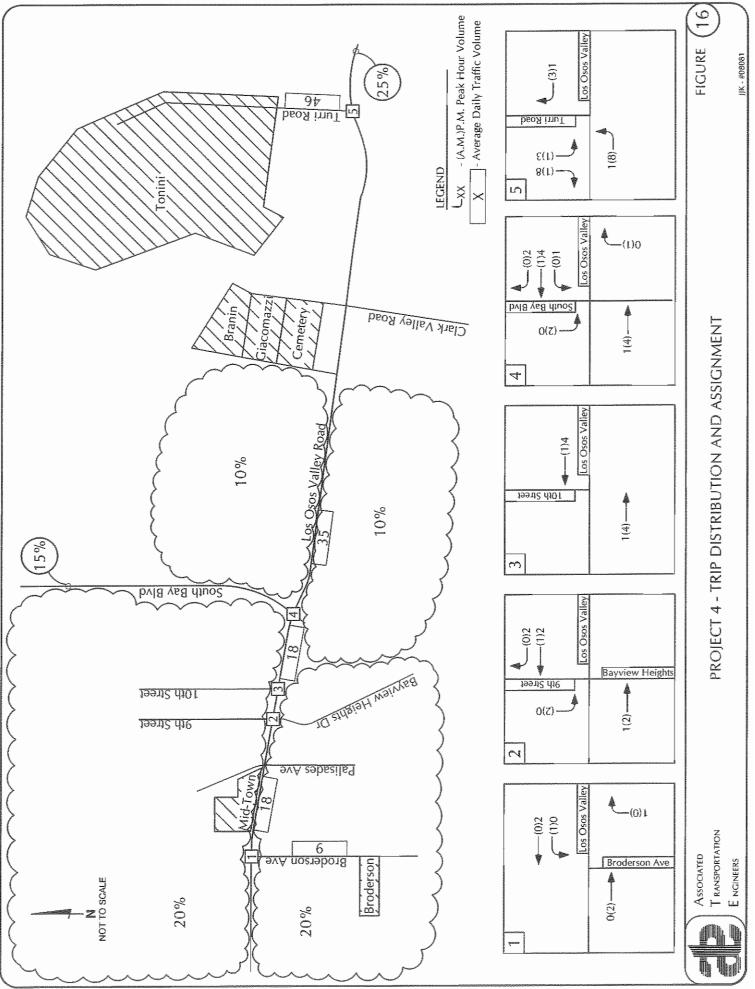
Table 24 shows that Project 4 is forecast to generate 46 average daily trips, with 13 trips occurring during the A.M. Peak Hour and 13 trips occurring during the P.M. peak hour.

<u>Trip Distribution and Assignment</u>. Traffic generated by Project 4 was distributed onto the study-area street network based on the location of the proposed facilities, consideration of the most logical travel routes to/from the project site, and existing traffic patterns. The trip distribution percentages pattern for Project 4 is shown in Table 25. The assignment of Project 4 traffic is displayed on Figure 16.

## Table 25 Trip Distribution - Project 4

Origin/Destination	Direction	Percentage
Internal to Los Osos	-	60%
South Bay Boulevard north of Los Osos	North	15%
LOVR east of Los Osos	East	25%
Total		100%

<u>Project-Specific Roadway Impacts</u>. Table 26 lists the Existing + Project 4 roadway volumes and identifies the impacts of the traffic additions based on County standards.



	Average Daily Traffic					
Roadway Segment	Existing	Project Added	Existing + Project	Capacity	Impact?	
Broderson s/o LOVR	800 ADT	9 ADT	809 ADT	14,400 ADT	No	
LOVR e/o Broderson Rd	12,100 ADT	18 ADT	12,118 ADT	18,000 ADT	No	
LOVR w/o South Bay Blvd	16,300 ADT	18 ADT	16,318 ADT	35,900 ADT	No	
LOVR e/o South Bay Blvd	17,100 ADT	35 ADT	17,135 ADT	35,900 ADT	No	
Turri Road n/o LOVR	400 ADT	46 ADT	446 ADT	14,400 ADT	No	

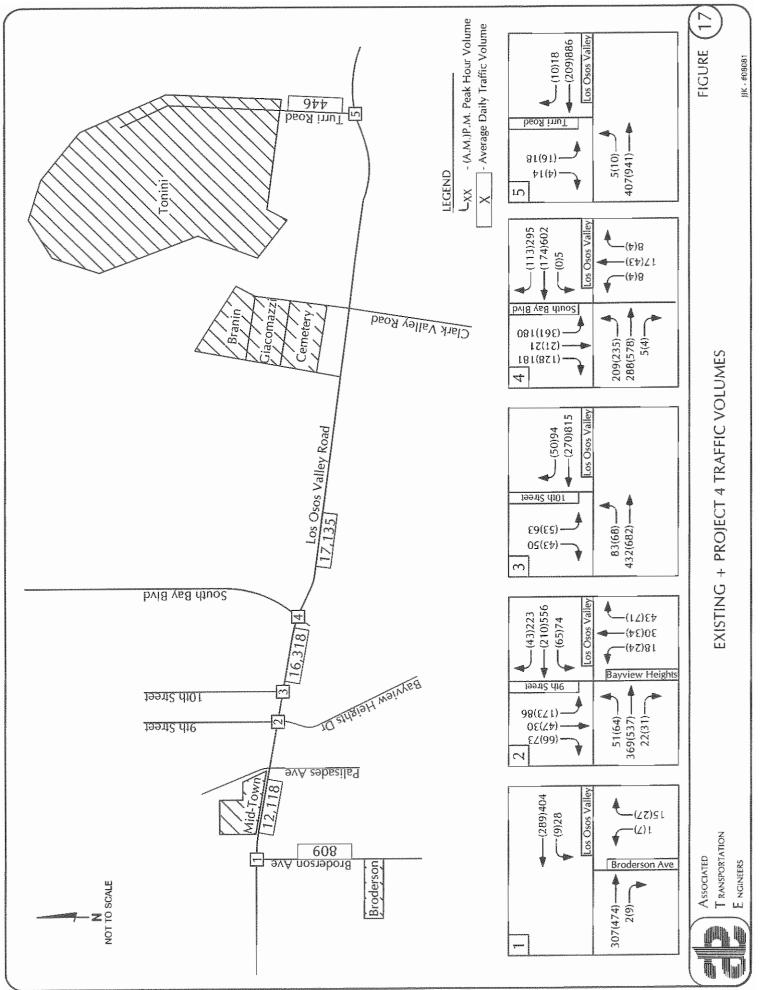
		Table 26	
Existing	÷	Project 4 Roadway Operation	าร

The data presented in Table 26 show that Existing + Project 4 volume forecasts are within the design capacities of the area roadways. Project 4 roadway impacts would be less than significant based on County standards.

<u>Project-Specific Intersection Impacts</u>. Levels of service were calculated for key intersections assuming the Existing + Project 4 peak hour traffic volumes shown on Figure 17. Table 27 shows the Existing + Project 4 level of service forecasts and identifies the significance of project-added traffic based on County standards. As shown, the study-area intersections are forecast to operate at LOS C or better under Existing + Project 4 conditions. Project 4 intersection impacts would be less significant based on County standards.

Table 27					
Existing	+	Project 4	Intersection	Operations	

		Delay / LOS				
Intersection	Control	A.M. Peak	P.M. Peak	Impact?		
LOVR/Broderson Avenue Westbound LOVR Northbound Broderson Overall LOS	Stop Sign	0.4 Sec/LOS A 13.1 Sec/LOS B 10.4 Sec/LOS B	0.8 Sec/LOS A 10.6 Sec/LOS B 4.3 Sec/LOS A	No		
LOVR/9th Street	Signal	12.7 sec/LOS B	5.4 sec/LOS A	No		
LOVR/10th Street	Signal	9.2 sec/LOS A	15.8 sec/LOS B	No		
LOVR/South Bay Boulevard	Signal	22.5 sec/LOS C	21.9 sec/LOS C	No		
LOVR/Turri Road Eastbound LOVR Southbound Turri Overall LOS	Stop Sign	7.8 Sec/LOS A 17.1 Sec/LOS C 14.0 Sec/LOS C	10.2 Sec/LOS B 19.4 Sec/LOS C 18.3 Sec/LOS C	No		



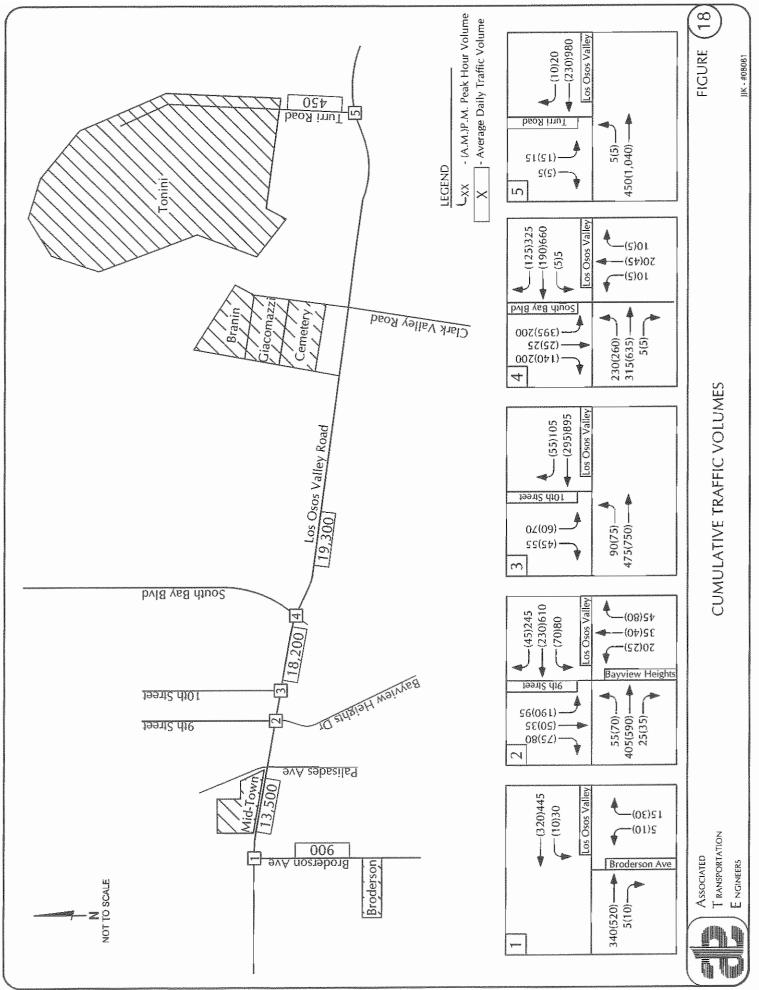
<u>Cumulative Roadway Impacts</u>. Cumulative traffic volumes for the area roadways are presented on Figure 18. The Cumulative traffic volumes were forecast using a 1% annual growth factor, which was developed based on historical traffic growth in the Los Osos area. The growth factor was applied for a period of 10 years to represent cumulative conditions.

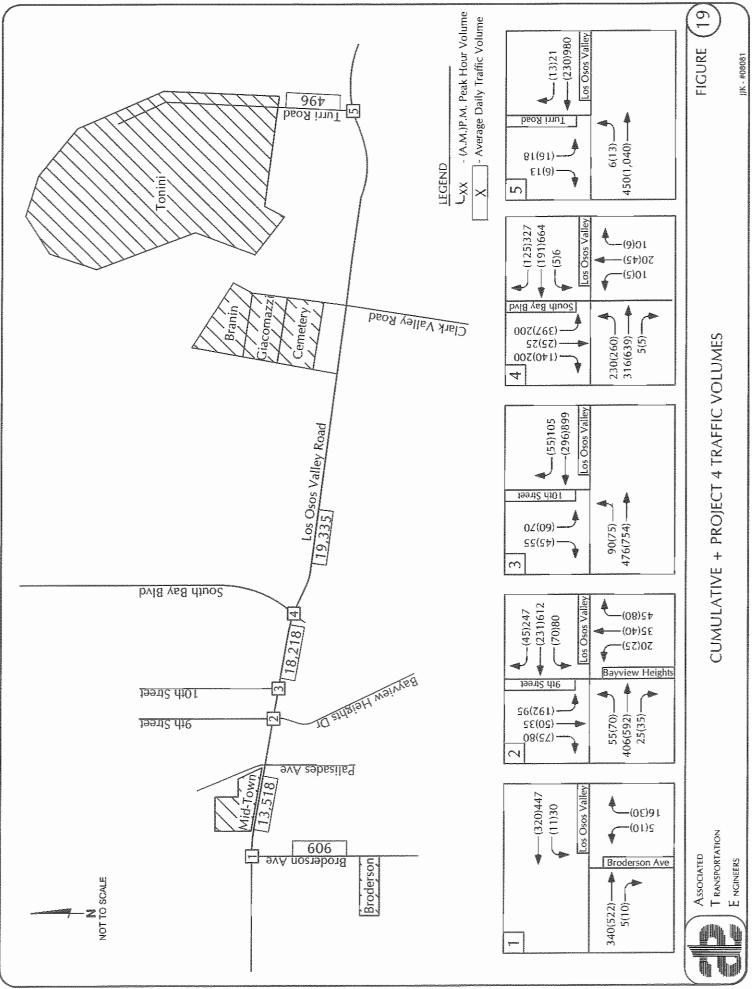
Table 28 lists the Cumulative and Cumulative + Project 4 roadway volumes and identifies cumulative impacts. As shown, all of the area roadways would operate within their respective capacities under Cumulative + Project 4 conditions. Project 4 would not contribute to cumulative roadways impacts based on County standards.

Roadway Segment	Cumulative	Project Cumulative + Added Project		Capacity	Impact?
Broderson s/o LOVR	900 ADT	9 ADT	909 ADT	14,400 ADT	No
LOVR e/o Broderson Rd	13,500 ADT	18 ADT	13,518 ADT	18,000 ADT	No
LOVR w/o South Bay Blvd	18,200 ADT	18 ADT	18,218 ADT	35,900 ADT	No
LOVR e/o South Bay Blvd	19,300 ADT	35 ADT	19,335 ADT	35,900 ADT	No
Turri Road n/o LOVR	450 ADT	46 ADT	446 ADT	14,400 ADT	No

Table 28Cumulative and Cumulative + Project 4 Roadway Operations

<u>Cumulative Intersection Impacts</u>. Figure 19 shows the Cumulative + Project 4 peak hour traffic volumes. Cumulative and Cumulative + Project levels of service for the study-area intersections are shown in Tables 29 and 30. As shown, all of the area intersections would operate at LOS C or better under Cumulative + Project 4 conditions. Project 4 would not contribute to cumulative intersection impacts based on County standards.





	Delay / LOS			
Intersection	Control	Cumulative	Cumulative + Project	Impact?
LOVR/Broderson Avenue Westbound LOVR Northbound Broderson Overall LOS	Stop Sign	0.4 Sec/LOS A 14.3 Sec/LOS B 11.5 Sec/LOS B	0.4 Sec/LOS A 14.3 Sec/LOS B 11.3 Sec/LOS B	No
LOVR/9th Street	Signal	11.6 sec/LOS B	11.6 sec/LOS B	No
LOVR/10th Street	Signal	9.7 sec/LOS A	9.7 sec/LOS A	No
LOVR/South Bay Boulevard	Signal	28.4 sec/LOS C	28.5 sec/LOS C	No
LOVR/Turri Road Eastbound LOVR Southbound Turri Overall LOS	Stop Sign	7.8 Sec/LOS A 17.9 Sec/LOS C 16.0 Sec/LOS C	7.8 Sec/LOS A 18.1 Sec/LOS C 14.3 Sec/LOS C	No

Table 29Cumulative + Project 4 A.M. Peak Hour Intersection Operations

				Т	able 3	30		
Cumulative	╉	Project	4	P.M.	Peak	Hour	Intersection	Operations

		Delay / LOS		
Intersection Control		Cumulative	Cumulative + Project	Impact?
LOVR/Broderson Avenue Westbound LOVR Northbound Broderson Overall LOS	Stop Sign	0.8 Sec/LOS A 12.5 Sec/LOS B 5.5 Sec/LOS A	0.8 Sec/LOS A 12.4 Sec/LOS B 5.6 Sec/LOS A	No
LOVR/9th Street	Signal	5.6 sec/LOS A	5.6 sec/LOS A	No
LOVR/10th Street	Signal	14.9 sec/LOS B	14.8 sec/LOS B	No
LOVR/South Bay Boulevard	Signal	23.8 sec/LOS C	24.0 sec/LOS C	No
LOVR/Turri Road Eastbound LOVR Southbound Turri Overall LOS	Stop Sign	10.7 Sec/LOS B 21.1 Sec/LOS C 19.2 Sec/LOS C	10.7 Sec/LOS A 21.7 Sec/LOS C 19.8 Sec/LOS C	No

# POTENTIAL IMPACTS - CONSTRUCTION

Construction of the treatment plant, solids processing facilities, storage pond, spray field facilities, and the waste water collection system will generate additional traffic on the roadways and intersections within the community of Los Osos (all four projects). Construction activities would be temporary, lasting 16-24 months. Trips generated by the construction activities include employees traveling to and from the construction sites and material/equipment deliveries. Employee trips would typically occur during the A.M. and P.M. peak hour periods, while equipment and material deliveries would occur throughout the entire day.

As reviewed in previous sections of this report, the street network in the community of Los Osos currently operates at LOS C or better. The construction activities associated with the project would be located throughout the entire community and would not significantly degrade the existing levels of service.

Construction of the collection and disposal systems would result in temporary lane closures and limited access to residences and businesses. The impact would be short-term and temporary, lasting for approximately 2 years. It is noted that construction of the pipeline would affect limited areas for relatively short time periods (i.e. construction would not affect the entire street system within the community for the entire 2-year period). When the normal function of a roadway is disrupted, temporary traffic control planning must provide for continued movements of traffic, pedestrians, bicyclists, transit operations, and access to property/utilities. A traffic management plan is recommended to minimize impacts to the local street network during the project construction period. The traffic management plan should include:

- 1) Advertisement. An ad campaign informing the public of the proposed construction activities should be developed. Advertisements should occur prior to beginning work and periodically during the course of the project.
- 2) Property Access. Access to parcels along the construction area should be maintained to the greatest extent feasible. Affected property owners should receive advance notice of work adjacent to their property access and when driveways would be potentially closed.
- 3) Schools. Any construction adjacent to schools should ensure that access is maintained for vehicles, and pedestrians and bicyclists, particularly at the beginning and end of the school day.
- 4) Bicycles & Pedestrians. The work zone should provide for passage by bicyclists and pedestrians, particularly in the vicinity of schools.

The District will be required to prepare a Traffic Control Plan once the design of pipeline construction is completed since encroachment permits will need to be obtained from the County for work within the County's right-of-ways. The encroachment permit process will include the need to develop traffic control plans for areas where construction occurs within the roadway bed, where traffic lanes will be restricted or closed, or where there may be potential impacts to other facilities along the route (bicycles, pedestrian, driveway access, etc.). The traffic control plan should be based on the type of roadway, traffic conditions, duration of construction, physical constraints, nearness of the work zone to traffic and other facilities (bicycles, pedestrian, driveway access, etc.).

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## **REFERENCES AND PERSONS CONTACTED**

## **Associated Transportation Engineers**

Scott A. Schell, AICP, PTP, Principal Transportation Planner Dan Dawson, PTP, Supervising Transportation Planner Matthew Farrington, Transportation Planner I Josh Kohlhaas, Traffic Technician II

### References

<u>Highway Capacity Manual</u>, Highway Research Board Special Report 209, Transportation Research Board, National Research Council, 2000.

Traffic Volumes, County of San Luis Obispo, Engineering Department, 1993-2001.

TECHNICAL APPENDIX

CONTENTS:

LEVEL OF SERVICE DEFINITIONS

TRAFFIC COUNT DATA

GROWTH FACTOR WORKSHEETS

INTERSECTION LEVEL OF SERVICE CALCULATION WORKSHEETS

LEVEL OF SERVICE DEFINITIONS

# Signalized Intersection Level of Service Definitions

LOS	Delay <sup>a</sup>	V/C Ratio	Definition
A	< 10.0	< 0.60	Progression is extremely favorable. Most vehicles arrive during the green phase. Many vehicles do not stop at all.
В	10.1 - 20.0	0.61 - 0.70	Good progression, short cycle lengths, or both. More vehicles stop than with LOS A, causing higher levels of delay.
С	20.1 - 35.0	0.71 - 0.80	Only fair progression, longer cycle lengths, or both, result in higher cycle lengths. Cycle lengths may fail to serve queued vehicles, and overflow occurs. Number of vehicles stopped is significant, though many still pass through intersection without stopping.
D	35.1 - 55.0	0.81 - 0.90	Congestion becomes more noticeable. Unfavorable progression, long cycle lengths and high v/c ratios result in longer delays. Many vehicles stop, and the proportion of vehicles not stopping declines. Individual cycle failures are noticeable.
E	55.1 - 80.0	0.91 - 1.00	High delay values indicate poor progression, long cycle lengths and high v/c ratios. Individual cycle failures are frequent
F	> 80.0	> 1.00	Considered unacceptable for most drivers, this level occurs when arrival flow rates exceed the capacity of lane groups, resulting in many individual cycle failures. Poor progression and long cycle lengths may also contribute to high delay levels.

<sup>a</sup> Average control delay per vehicle in seconds.

## Unsignalized Intersection Level of Service Definitions

The HCM<sup>1</sup> uses control delay to determine the level of service at unsignalized intersections. Control delay is the difference between the travel time actually experienced at the control device and the travel time that would occur in the absence of the traffic control device. Control delay includes deceleration from free flow speed, queue move-up time, stopped delay and acceleration back to free flow speed.

LOS	Control Delay Seconds per Vehicle
A	< 10.0
В	10.1 - 15.0
C	15.1 - 25.0
D	25.1 - 35.0
E	35.1 - 50.0
F	> 50.0

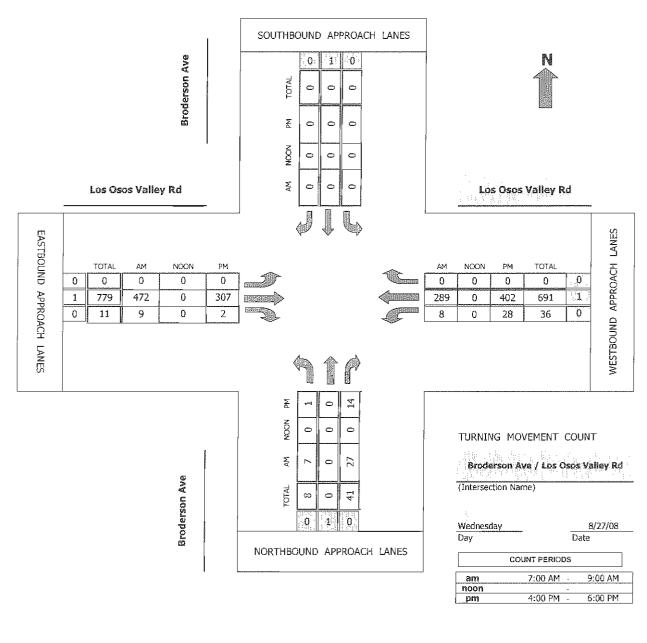
<sup>1</sup> Highway Capacity Manual, National Research Board, 2000

TRAFFIC COUNT DATA

## Intersection Turning Movement Prepared by:

#### National Data & Surveying Services

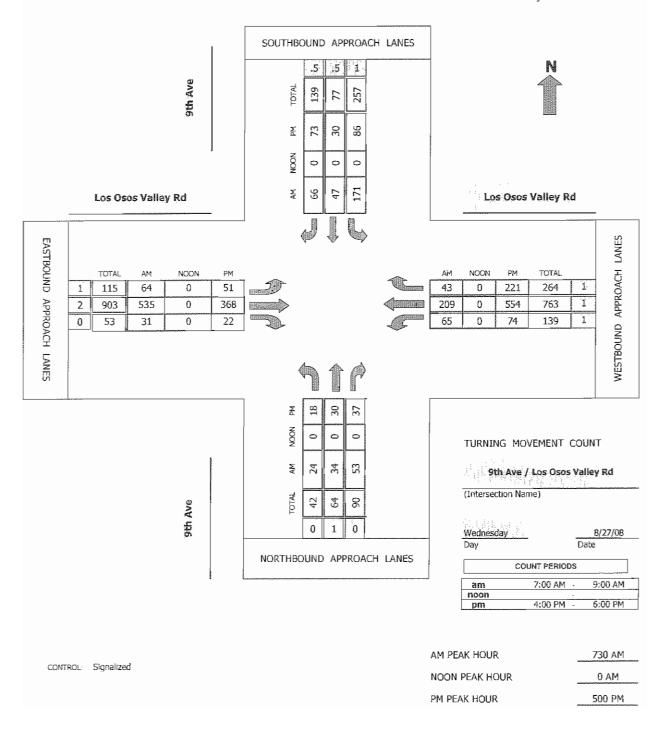
#### TMC Summary of Broderson Ave/Los Osos Valley Rd



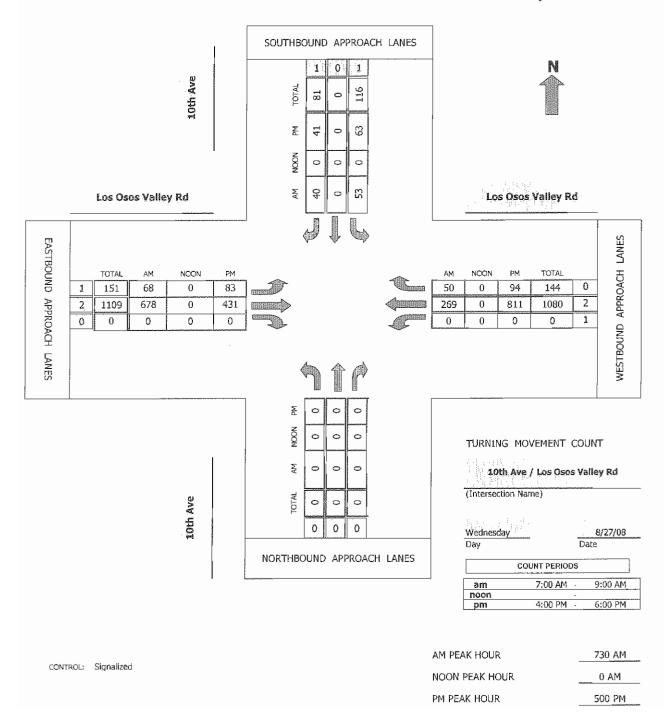
CONTROL:	1-Way Stop (NB)
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AM PEAK HOUR	745 AM
Noon Peak Hour	0 AM
PM PEAK HOUR	415 PM

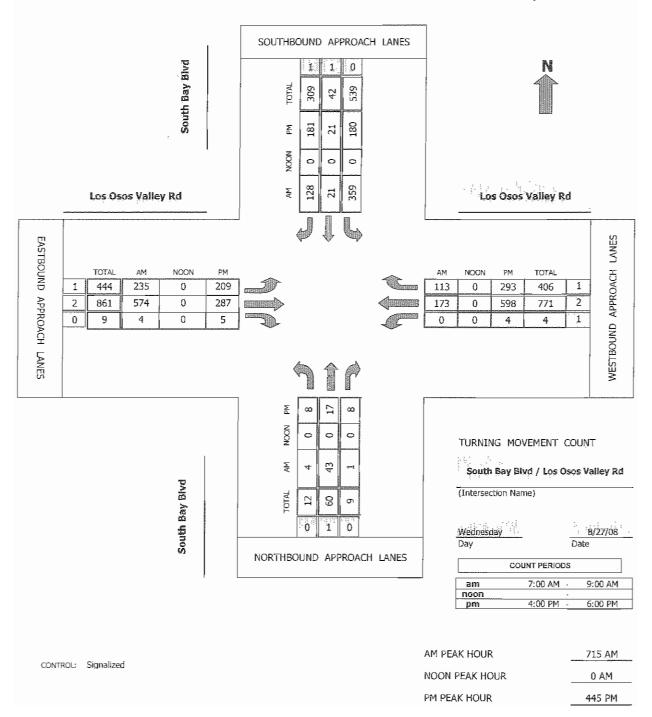
#### TMC Summary of 9th Ave/Los Osos Valley Rd



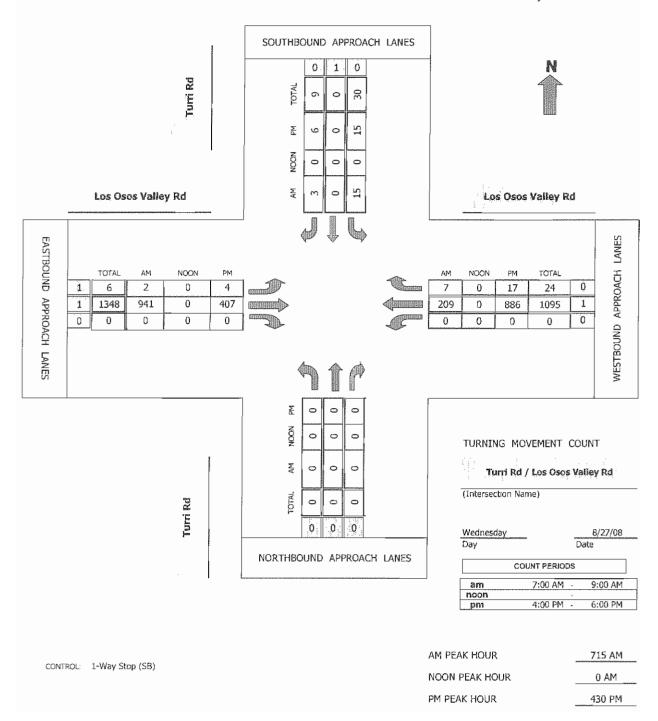
#### TMC Summary of 10th Ave/Los Osos Valley Rd



#### TMC Summary of South Bay Blvd/Los Osos Valley Rd



#### TMC Summary of Turri Rd/Los Osos Valley Rd



GROWTH FACTOR WORKSHEETS

# ADT Growth Factor Calculations

Location Description	Location #	Dav of week	Year	ADT	Growth Rate
Los Osos Vallev Rd.		Saturday	1993	5100	
(East of Pecho Road)	3100	Saturday	2000	5500	0.0%
Los Osos Valley Rd.	COVO	Wednesday	1994	5351	707 0
(West of Palisades Ave.)	2432	Tuesday	2001	5434	0, 1, 70
Los Osos Valley Rd.		Tue/Wed*	1994	10407	
(West of Bush Drive)	0/10	Thursday	2007	12099	0% Z° 1
Los Osos Valley Rd.		Friday	1989	13669	
(West of S. Bay Blvd.)	0210	Friday	2000	14539	0.0.0
Los Osos Valley Road	CO NO	Friday	1987	13088	000
(at Los Osos Creek)	0400	Friday	2000	14539	V.O.V
			A	Average Growth Rate:	0.6%
	W NAMES AND ADDRESS OF A DESCRIPTION OF A D	NALA.	Growth F	Growth Factor Applied Below:	1.0%

\* Based on averaged ADT's.

Constanting of the			
Turri Road	400		450
Broderson Ave.   W. of Bush   W. of S. Bay Blvd.   E. of S. Bay Blvd.	17100		19300
W. of S. Bay Blvd.		16300	18200
W. of Bush		12100	13500
Broderson Ave.	8	800	006
Year	2006	2007	2018

#### **CUMULATIVE TRIP GENERATION**

#### Los Osos Wastewater Project #08081

#### Growth Rate: 1% (All values rounded to the nearest 5)

BRODERSON AV	ENUE/LOS	S OSOS VA	<b>ILLEY RO</b> A	ND						~~		
	1		W. PEAK H	OUR PERI	OD			P.I	И. РЕАК Н	OUR PERI		
YEAR	EBT	EBR	NBL	NBR	WBL	WBT	EBT	EBR	NBL	NBR	WBL	WBT
2008	472	9	7	27	8	289	307	2	1	14	28	402
2018	520	10	10	30	10	320	340	5	5	15	30	445

# 9TH STREET/LOS OSOS VALLEY ROAD

					A.	M. PEAK H	OUR PERI	OD						
YEAR	EBL	EBT	EBR	NBL	NBT	NBR	WBL	WBT	WBR	SBL	SBT	SBR		
2008	64	535	31	24	34	71	65	209	43	171	47	66		
2018	70	590	35	25	40	80	70	230	45	190	50	75		
8		P.M. PEAK HOUR PERIOD												
YEAR	EBL	EBT	EBR	NBL	NBT	NBR	WBL	WBT	WBR	SBL	SBT	SBR		
2008	51	368	22	18	30	43	74	554	221	86	30	73		
2018	55	405	25	20	35	45	80	610	245	95	35	80		

## 10TH STREET/LOS OSOS VALLEY ROAD

		A.I		OUR PERI	OD			P.1	W. PEAK H	OUR PERI	OD	
YEAR	EBL	EBT	WBT	WBR	SBL	SBR	EBL	EBT	WBT	WBR	SBL	SBR
2008	68	678	269	50	53	43	83	431	811	94	63	50
2018	75	750	295	55	60	45	90	475	895	105	70	55

#### SOUTH BAY BOULEVARD/LOS OSOS VALLEY ROAD

					A	M. PEAK H	OUR PERI	OD	λ <b>π</b> .	an a la la camanda la chaitean de la				
YEAR	EBL	EBT	EBR	NBL	NBT	NBR	WBL	WBT	WBR	SBL	SBT	SBR		
2008	235	574	4	4	43	3	0	173	113	359	21	128		
2018	260	635	5	5	45	5	5	190	125	395	25	140		
		P.M. PEAK HOUR PERIOD												
YEAR	EBL	EBT	EBR	NBL	NBT	NBR	WBL	WBT	WBR	SBL	SBT	SBR		
2008	209	287	5	8	17	8	4	598	293	180	21	181		
2018	230	315	5	10	20	10	5	660	325	200	25	200		

TURRI ROAD/LO	S OSOS V	ALLEY RO.	AD						· ·			
			M. PEAK H	<b>OUR PERI</b>	OD			P.I	W. PEAK H	OUR PERI	OD	
YEAR	EBL	EBT	WBT	WBR	SBL	SBR	EBL	EBT	WBT	WBR	SBL	SBR
2008	2	941	209	7	15	3	4	407	886	17	15	6
2018	5	1040	230	10	15	5	5	450	980	20	15	5

INTERSECTION LEVEL OF SERVICE CALCULATION WORKSHEETS

## EXISTING\_A.M. 1: LOVR & Broderson

Movement	EBT	EBR	WBL 1		BL NBR			A second	
Lane Configurations Sign Control	4î Eroo			Ô Free S	₩ top				
Grade	Free 0%			feasi ifi a correct a correct	9 <b>1</b> 21223				
Volume (veh/h)	472		8		576 127. a. 127.				
Peak Hour Factor	0.92	0.92	AND TRACE PARTY AND		.92 0.92	45.2.7			. 2
Hourly flow rate (vph)	513	10			8 29				
Pedestrians			1 I- <u>5</u> I <b>X</b>	and the second	<ul> <li>Market (2000)</li> </ul>	t with an or the start.	example in a second		
Lane Width (ft)					1 * *	e e rigginger		1001	1.5.5
Walking Speed (ft/s)									
Percent Blockage							2		
Right turn flare (veh)									
Median type			2	, No	ne				
Median storage veh)						· • • • • • • • •	2	3	
Upstream signal (ft)						e - Med			
pX, platoon unblocked vC, conflicting volume			523	sta initia	X0 518				
vC1, stage 1 conf vol			525		40 .010	2 YU 13499	a istant in station	5	
vC2, stage 2 conf vol						· . ····.			5 . AL
vCu, unblocked vol			523	8	49 518				also atsa (
tC, single (s)		``		a state				1. 3. 4	• • •
tC, 2 stage (s)					1.4.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1	·* •* · ·			
tF (s)			2.2		3.5 3.3				
p0 queue free %			99		98 95				
cM capacity (veh/h)			1034		26 554	A second			
Direction, Lane #	EB 1	WB 1	NB 1					And the second s	
Volume Total	523	323	37						
Volume Left	0 10	9 0	8						2. 2. 1. 2. 2
Volume Right	1700	1034	29 484		· · · · · ·	्र भेर्न करन	eller an Arraka	s.	
Volume to Capacity	0.31	0.01		高速位着 T r N	nias en añon	[8]\$3. 印.c. 行		2 3 ge - 1 e	
Queue Length 95th (ft)	0.51	0.01	6	ansis .			ì		
Control Delay (s)	0.0	0.3	13.1						
Lane LOS	0,0	A	B					*	:
Approach Delay (s)	0.0		13.1		de hans				
Approach LOS	1 5		В	8 2000 X X X X X		4			
Intersection Summary	An encoder of the second secon	and the second s						And a second sec	
Average Delay			0.7						
	lization	2		ICU I	evel of Ser	vice	A,	( ) (1)	n Qel
Intersection Capacity Util			15					2 G	
			1 1. 3 . 5 . 5		Start, Sol. 181 B	- 「「「「「「」」」	geores, de l'	1 ( 1 A ± 1 ) (A A	St. S.AU
Intersection Capacity Util	• •			(이상감사 30)	1.966.0.0.97	111 I. I.		. ,	17 - 505 C C
Intersection Capacity Util	• •			(1412년 33)	7. MERLEN 1997	(1) (1) (1)			() ( <u>)</u>
Intersection Capacity Util					2003 (1999) - Source States (1997) - So			. ,	·
Intersection Capacity Util	• •			(1410-33) Alternational	af leafactaire a startaire				

# EXISTING\_P.M. 1: LOVR & Broderson

HCM Unsignalized Intersection Capacity Analysis

		*	*		1	p
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	nannannanna P	0.999/10/02/14/99/01		1993(863)	<u>ېر</u>	
Sign Control	Free		;	Free	Stop	
Grade	0%			0%	0%	
Volume (veh/h)	307	2	28	Contraction and a second		14月1日中国国际管理部院属新公会的工作。1997年1997年1997年1997年1997年1997年1997年1997
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	
Hourly flow rate (vph)	334	2	30	437	1	15
Pedestrians Lane Width (ft)		ι.	*	-laiteach	anio stati	in the second state of the
Walking Speed (ft/s)				1.19.850.0	6.58.000	역 18 million 20 million 20 million 19 10 19 19 19 19 19 19 19 19 19 19 19 19 19
Percent Blockage			0.575		34 5.0	······································
Right turn flare (veh)			÷* .	· · · · · · · · ·		
Median type		• •			None	
Median storage veh)		`				
Upstream signal (ft)			•			書稿書與A標準(1)。 (1)。
pX, platoon unblocked			`-		· · · · ·	
vC, conflicting volume			336		833	各 <b>335</b> 音响的特征。在1997年,1997
vC1, stage 1 conf vol					140.11	
vC2, stage 2 conf vol vCu, unblocked vol			336	9699-69 Y	833	<b>33</b> 5
tC, single (s)	, <b>`</b>		4.1		6.4	6.2.国际通信问题。制度主义是它中国的
tC, 2 stage (s)			2919-1		0.4	[ 1999년 1919년 전 1919년 전 1919년 전 1917년 전 1917년 1917년 
tF (s)		• .	2.2		3,5	33.3. 副語語語語語語言語語言言語言。 医子子
p0 queue free %	í si ta		97		100	98
cM capacity (veh/h)			1212		328	<b>703</b>
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	336	467	16			
Volume Left	0	30	1			<ul> <li>a constant and a feature feature and a constant and a feature feature and a feature feature and a feature fea </li> </ul>
Volume Right	2	0	15		a de la dela	新聞權權權權權的。 一次,這個人的人類。
cSH	1700	1212	653			
Volume to Capacity	0.20		0.02			
Queue Length 95th (ft)	0	2 0.8	2		13	Design an and an end of the second
Control Delay (s) Lane LOS	0.0	0.0 A	10.7 B		3 B	
Approach Delay (s)	0.0		10.7	1.454		
Approach LOS	0.0	φ <b>.</b> φ.,	, taanaan B	14.20		(1) 截着電腦開始的時期時期時期時期時期時間。
Intersection Summary		11. International				
A STATE AND A DESCRIPTION OF A DESCRIPTI			0.7			
Average Delay Intersection Capacity U	tilization		0.7 52.3%	in in		A CONTRACTOR
Analysis Period (min)	meanai		ەد 2.5% 15		n rëvë	a of Service and the second
				1.191.17		
				1.244149		11 (A. 1994) (2007) 1 (A. 1994)
		Suta	,	and the second s		1 A
	AW	DE	- 4	· d		Los A
	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	÷				Sec.

EXISTING\_A.M. 2: LOVR & 9th

HCM Signalized Intersection Capacity Analysis

en an	Å		~	ŕ	4		4	Å	P	\$	the second s	ann an
Movement	EBL.	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ĥ	ትኈ		¥,	Ŷ	ř		¢\$>		ሻ	ĥ	
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	
Lane Util. Factor	1.00	0,95		1.00	1.00	1:00		1.00		1.00	1.00	
Frt	1.00	0.99		1.00	1.00	0.85		0.93		1.00	0.91	
Flt Protected	0.95	1.00		0.95	1,00	1.00		0.99		0.95	1.00	
Satd. Flow (prot)	1736	3442		1736	1827	1553		<b>1</b> 676		1736	1667	
Flt Permitted	0.54	1.00		0.29	1.00	1.00		0.95	1 · · · ·	0.67	1.00	지하는 아이들
Satd. Flow (perm)	988	3442		529	1827	1553		1608		1220	1667	
Volume (vph)	64	535	31	65	209	43	24	34	71	171	47	66
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)	70	582	34 i	71	227	47	26	10 <b>37</b> .	8 <b>17</b> 5	186	51	72
RTOR Reduction (vph)	0	9	0	0	0	33	0	33	0	0	30	0
Lane Group Flow (vph)	70	607	0	1.128 KER 1.2 A	2 1.658933431	<ol> <li>Second Shifts</li> </ol>	<b>0</b> .	107	0	186	93 .	0
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%
Turn Type	Perm			Perm		Perm	Perm		생활권	Perm		, e 1 (
Protected Phases		4			8			2			6	
Permitted Phases	4		•		paliéi.	`. ∦ <b>8</b> .	63.H <b>2</b> 3			1034 <b>.6</b> 8		法虚认
Actuated Green, G (s)	17.4	17.4		17.4	17.4	17.4		34.6		34.6	34.6	
Effective Green, g (s)	17.4	17.4	e synthesis	17.4	17.4	17,4	i de la companya de l	34.6	La state a	34.6	34.6	÷ •
Actuated g/C Ratio	0.29	0.29		0.29	0.29	0.29		0.58		0.58	0.58	
Clearance Time (s)	4.0	4.0		4.0	4.0	4.0		4.0		4 0		
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0		3.0		3.0	3.0	
Lane Grp Cap (vph)	287	998		153	530	450		927		704	961	
v/s Ratio Prot		c0.18			0.12						0.06	
v/s Ratio Perm	0.07			0,13	· · · ·	0.01		0.07		c0,15		
v/c Ratio	0.24	0.61		0.46	0.43	0.03		0.12		0.26	0,10	
Uniform Delay, d1	16.3	18.4		17.5	17.3	15.3		5.8		6,3	5.7	t date
Progression Factor	1.00	1.00	, ricitati da d	0.37	0.48	0.05		1.00		1.00	1.00	
Incremental Delay, d2	0.4	· 11:1		2.2	0,5	0.0	`	. 0.3	、統領のない	0.9	0,2	
Delay (s)	16.7	19.4		8.7	8.9	0.7	es - 0.555 1998-10	6.0	1 11 11 11 11 1	7.3	5.9	11 122 11
Level of Service	Ŗ	B,		- A	<u>A</u>		[14] [1], [1] [4]		의 위험 <u>위원</u> (1	n (jÁ.,	er en Alte	時刻で
Approach Delay (s)		19. <b>1</b>		×	7.7	1 . 2		6.0			6.7	
Approach LOS		В	· · ·		A A			A			A	
Intersection Summary		Research			i an					•		
HCM Average Control D	elav		12.6		ICM Le		rvice			the second s	warmen and an owned and an address of	
HCM Volume to Capacit			0.38	• •		1279-2 73-13-23-31-1423-13	(111) (30380 (3893 a)	de la final versión el se	es tal ting "	21 1 23		1 7
Actuated Cycle Length (			60.0	· s	um of l	ostitime	(s)		805	ken de la	÷	s - 25 s
Intersection Capacity Uti		4	45.5%	](	CU Leve	el of Ser	vice		A			
Analysis Period (min)			15	nale	の言語	同时期得	a ng an ng	1				
c Critical Lane Group			2									`

	****	201210000000000000000000000000000000000				armeninini ili sini dalam kandar		-				
	senter the second se		*	1 miles		A.	*	Ť	Þ	1	Ļ	-
Movement	EBL	EBT	EBR	WBL	WBT	WBR	. · :NBL		NBR	SBL	SBT	SBR
Lane Configurations	<b>9</b> 4	<b>ት</b> ኈ		7	个	ř		4		×,	ર્થ	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	AN AREL WEEKSMITTEL	1900	<u>.1</u> 900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0	4.0		4.0		4.0	4.0	
Lane Util, Factor	1:00	0.95		1.00	1.00	<ul> <li>County of County County County</li> </ul>		1.00	New Jerre	1.00		di s
Frt	1.00	0.99		1.00	1.00	0.85		0.94		1.00	0.89	
Flt Protected	0.95	1.00		0.95	1.00	201 D 201		0.99	制作制的	0.95	1.00	
Satd. Flow (prot)	1736	3442		1736	1827	1553		1694		1736	1634	
Fit Permitted	0.36	1,00	a des	0.50	1,00	1.00	1 9 I.	0.94		0.76	1.00	的時期
Satd. Flow (perm)	649	3442		922	1827	1553		1604		1383	1634	
Volume (vph)	51	368	22	74	554	221	18	그는 것 같은 것 같아요.	43	86	30	73
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)	55	400	24	80	602	240	20	33	47	93	33	79
RTOR Reduction (vph)	0	7	0	0	0	88	0	36	0	0	60	0
Lane Group Flow (vph)	55	417	0	. 80	602	152	- 0	64	0	93	52	0
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%
Turn Type	Perm			Perm		Perm	Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	• 4			8	listar (	8	2		ŧ	6		
Actuated Green, G (s)	37.9	37.9		37.9	37.9	37.9		14.1		14.1	14.1	
Effective Green, g (s)	37.9	37,9		37.9	37.9	37.9		14.1	NA BAR	14.1	14.1	
Actuated g/C Ratio	0.63	0.63		0.63	0.63	0.63		0.24		0.24	0.24	
Clearance Time (s)	4.0	4.0			4.0			40	경제 열망 같은	4.0	4.0	
Vehicle Extension (s)	3.0	3.0	1	3.0	3.0	3.0		3.0		3.0	3.0	
Lane Grp Cap (vph)	410	2174		582	1154	981		377		325	384	Line
v/s Ratio Prot		0.12			c0.33						0.03	
v/s Ratio Perm	0,08			0,09		0.10		0.04	et de la	c0,07	-31, B	
v/c Ratio	0.13	0.19		0.14	0.52	0.15		0.17		0.29	0.13	
Uniform Delay, d1	4.4	4.6	in	4 5	6.1	45	n Bart	18.3		18.8	18:1	
Progression Factor	1.00	1.00		0.11	0.21	0.00		1.00		1.00	1.00	
Incremental Delay, d2	0.1	0.0		0.1	0.3	0,0	;	1.0	. h	2.2	0.7	
Delay (s)	4.6	4.7		0.6	1.6	0.1		19.3		21.0	18.9	
Level of Service	A	A :		A	A:	A		В	2.5	Ç	В	
Approach Delay (s)		4.7			1.1			19.3			19.8	
Approach LOS		A			A			B			В	- 19h
Intersection Summary												
HCM Average Control De		ديجيد ومحدود ويتحيد ومتحد ومت	54		ICM1 e	vel of Si	ervice		A			
HCM Volume to Capacity	/ ratio	<ol> <li>(* + 15)</li> </ol>	0.46	1999, 200 APA &	विद्याद निव्य	, e, e, e, e,			(): <b>-</b> 58	15 <u>2</u> 8 .	a status a cons	29 (17) 31V (
Actuated Cycle Length (s					um of l	ost fime	ിടി		8.0		$s^{1}s^{2} = a_{1}a_{2}a_{3}^{2}$	ê gi
Intersection Capacity Util			54.4%	ा स्थ र जनसी है।  {	CU Levi	el of Sei	vice	. <u></u>	A	-		244-3
Analysis Period (min)			15					ant dir.		7. A.A.A.A.A.A.A.A.A.A.A.A.A.A.A.A.A.A.A	A still a start	
c Critical Lano Group			19			30 fa :	544-5458(3) 1	白石的人拼合	eres en re		1.0 - 64	

### EXISTING\_A.M. 3: LOVR & 10th

# / \_ ~ < \ /

Movement	EBT	WBT WBR SBL SBR	
Lane Configurations	<b>Å</b> Å	作み う 『	
Ideal Flow (vphpl) 1900		1900 1900 1900 1900	~ `r维奏明
Total Lost time (s) 4.0	4.0	4.0 4.0 4.0	2 "1
Lane Util. Factor 1.00	0.95	0.95 1.00 1.00 · 1.00	
Frt 1.00	1.00	0.98 1.00 0.85	· ·
Flt Protected 0.95	1.00	100 100 100 100 100 100 100 100 100 100	5 × 5
Satd. Flow (prot) 1736	3471	3390 1736 1553	,
Flt Permitted 0.95	1.00	1.00 0.95 <sup>***</sup> 1.00 <sup>***</sup> ********************************	<b>网络属公布</b> 取1317
Satd. Flow (perm) 1736	3471	3390 1736 1553	
Volume (vph) 68	678	269 50 53 43	És as an companya és a
Peak-hour factor, PHF 0.92	0.92	0.92 0.92 0.92 0.92	
Adj, Flow (vph) 74	737	[1292] 54、58 47 (法编辑) [34]	
RTOR Reduction (vph) 0	0	25 0 0 30	
Lane Group Flow (vph) 74	737	321. 0、58、17611114。月1日前月1日前月1日前月1日前月1日前月1日前月1日前月1日前月1日前月1日前	
Heavy Vehicles (%) 4%	4%	4% 4% 4%	
Turn Type Prot	(		
Protected Phases 7	4	8 6	
Permitted Phases		人。1941年5月,1948年年第 <b>16</b> 6年期前的印刷目标的指定。	
Actuated Green, G (s) 7.0	30.9	19.9 21.1 21.1	
Effective Green, g (s) 7.0	30.9	(19)9時前時間。24月6日にはおいいたい。	
Actuated g/C Ratio 0.12	0.52	0.33 0.35 0.35	
Clearance Time (s) 4.0	4.0		
Vehicle Extension (s) 3.0	3.0	3.0 3.0 3.0	
Lane Grp Cap (vph) 203		1124	
v/s Ratio Prot 0.04	c0.21	0.09 c0.03	
v/s Ratio Perm			1 3 3
v/c Ratio 0.36	0.41		×
Uniform Delay, d1 24.4	9.0	14.8 至少,此何3000月277時期新期傳播傳習的意思。這	
Progression Factor 0.63	0.53		and the state of the latter the
Incremental Delay, d2 1.0	0.1	instant of the relation of the second method of the second state of the second s	이 모르는 별 뒤 관 한번역
Delay (s) 16.5	4.9	14.9 13.4 12.8	
Level of Service B	A	B、学习生活的BPP。物BPP是那种感情的感情的感情也不会。	
Approach Delay (s)	6.0	14.9 13.1	
Approach LOS	А		
Intersection Summary		the second se	
HCM Average Control Delay		9.0 HCM Level of Service	
HCM Volume to Capacity ratio		0.28	
Actuated Cycle Length (s)		60.0 Sum of lost time (s)	
Intersection Capacity Utilization		28.7% ICU Level of Service A	
Analysis Period (mín)	: 1	14.15	
c Critical Lane Group			

### EXISTING\_P.M. 3: LOVR & 10th

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Movement	EBL	EBT	WBT	WBR	SBL	SBR							in an	
Lane Configurations	٢	个个	쒸ኈ		۴	ř								
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900		自己的	na di					
Total Lost time (s)	4.0	4.0	4.0		4.0	4.0								
Lane Util. Factor	1.00	0,95	0.95		1.00	1.00	`			jani.				Qui
Frt	1.00	1.00	0.98		1.00	0.85								
Flt Protected	1.1.1.2.4	1.00	1.00	าสมาราส	0,95	1.00	diad PB		1	1 18 g				
Satd. Flow (prot)	1736	3471	3417		1736	1553								
Flt Permitted	0.95		1.00		0.95			御中枢		ы). 1				a Chairte Car
Satd. Flow (perm)	1736	3471	3417		1736	1553								
Volume (vph)	83	431	811	94	63	50								
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92								
Adj. Flow (vph)	90	468	882	102	68	54							1	2 <sup>2</sup> <sup>2</sup>
RTOR Reduction (vph)	0	0	18	0	· 0	38								
Lane Group Flow (vph)	90	468	966	0	68	16								
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%								
Turn Type	Prot		a ta dala		行政部署	Perm						÷., ,		
Protected Phases	7	4	8		6									
Permitted Phases						6							.e, <sup>1</sup> .:	
Actuated Green, G (s)	7.4	33.7	22.3		18.3	18.3								
Effective Green, g (s)	7.4	33.7	22,3		18,3						. 6			
Actuated g/C Ratio	0.12	0.56	0.37		0.30	0.30								
Clearance Time (s)	4.0	4.0	4.0		4.0							Sel. A		
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0								
Lane Grp Cap (vph)	214	1950	1270	, i i i i i i i i i i i i i i i i i i i	529	474								
v/s Ratio Prot	c0.05	0.13	c0.28		c0.04								,	N
v/s Ratio Perm						The second second second								
v/c Ratio	0.42	0.24	0.76		0.13	0.03								
<ul> <li>Control of the state of the sta</li></ul>	24,3		16.5		15,1		alla se la f	an ang	1999 1997 - 1997 1997 - 1997					81,1
Progression Factor	<b>1</b> .01	1.04	1.00		1.00	1.00								
Incremental Delay, d2	1.3	0,1	2.7		0.5	0.1	· .	8 ×		ale.	2			
Delay (s)	25.9	7.0	19.3		15.6	14.8				· ·				
Level of Service	c kil <b>€</b>	A A	a da <b>B</b> H		B	В				1				1.
Approach Delay (s)		10.0	19.3		15.2									
Approach LOS		<b>. B</b>			an a <b>B</b> :		191		्र ( अस्ते	43, <sup>3</sup> 4		÷.,		
Intersection Summary														
HCM Average Control D	And the second second		15.9	H	CM Lev	/el of S	ervice			B			- Supr	
HCM Volume to Capacit			0.47		যা বিয়ালিয়	1.75 - <b>7</b> 8 - <b>7</b> 7	Second State	naan is siya	ad 1946   50	en ar <u>tim</u> ter	1, 3 1 M J	ST 193-7	1 - MAY 255	2660-1
Actuated Cycle Length (		t, És	60.0	a dia <b>s</b>	um of la	ost time	(s)	$a^{2} \cdot \cdot$		12.0			• • 1	1
Intersection Capacity Ut		,	43.5%		U Leve				*	A				
Analysis Period (min)			15					d a di	国航空	n in the second s	241			
							1.11	. <u>(</u> 1973)	er solar	6 VIV	. 11	1.1.1	N 8	$\Sigma_{\infty} = I$

## EXISTING\_A.M. 4: LOVR & South Bay

HCM Signalized Intersection Capacity Analysis

	<u> </u>		~	6	4	<	4	Ŷ	Þ	1	Ļ	al a construction of the second se
Movement	EBL	EBT	¥ EBR:	. WBL	WBT	WBR	NBL:	NBT	'NBR	SBL	SBT	SBR
	<u>دعد</u> ۲	<u>сы</u> 41-	LOIN	<u>, १९२२म</u> हे	- <u></u> 合合	<u>۲۰۰ ۷۷ (</u> ۲۹	INCH	<u>ाक्ष्</u> रा क्र	HULL	- CCL	<u>્ર</u> ્ન	<u></u>
Lane Configurations	1900		1900	1900	1900	1900	1900	-	1900	1900	1900	1900
ldeal Flow (vphpl) Total Lost time (s)	4.0	4.0	. Iann	Iann	4.0	4.0		4.0	i ann	1900	4.0	4.0
Lane Util. Factor	1.00	0.95		3	0.95	1.00		1.00			1.00	1.00
Frt	1.00	1.00	이 물건물		1.00	0.85		0.99			1.00	0.85
Fit Protected	0.95	1.00	a ol mash		1.00	1.00		1.00	最高なこと		0.95	1.00
Satd. Flow (prot)	1736	3468	1 4.60 (596)		3471	1553	1.54 Y 1947 P	1807	URAN'.		1745	1553
Flt Permitted	0.95	1.00	n te lata	L. Abaana	1.00	1:00	计变法	1.00	r (s. e. e.	1.1.1.1.1.	0,95	1.00
	1736	3468	1.416.4975	TA UNBRU	3471	1553		1807	1.20232003	기원), 언제 3	1745	1553
Satd. Flow (perm)				~				43	L. LA	250	21	128
Volume (vph)	235	574	4	0	173	113	4	Jun 1 asthetic for	3	359		a a claudifaraa
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)	255	624	4	0	188	123		1147	1988 <b>3</b> -	390	23	139
RTOR Reduction (vph)	0	1	0	, 0	0	111	0	3 3:8:3 <b>:-</b> 4.1	0	0	0	95
Lane Group Flow (vph)	255	627	0	0	188	12	sti kQ:	51	0	0	413	44
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%
Turn Type	Prot			Prot		Perm	Split		144	Split		Perm
Protected Phases	7	4	· ·	3	8		2	2	· · · ·	6	6	
Permitted Phases						8		fe a statement and a				6
Actuated Green, G (s)	11.4	21.4			6.0	6.0	te tes estable	7.0	and the second		19.0	19.0
Effective Green, g (s)	11.4	21.4	1. so 1 s		6.0	6.0		7.0		No.	19.0	19.0
Actuated g/C Ratio	0.19	0.36			0.10	0.10		0.12			0.32	0.32
Clearance Time (s)	4.0	4.0			4.0	4.0	· ·	4.0			4.0	4.0
Vehicle Extension (s)	3.0	3.0			3.0	3.0		3.0			3.0	3.0
Lane Grp Cap (vph)	333	1249			351	157	t in c	213			558	497
v/s Ratio Prot	c0.15	c0.18			0.05			c0.03			c0.24	
v/s Ratio Perm					가 옷을	0.01	갑기험			的轉位	《漆晶琴	0.03
v/c Ratio	0.77	0.50			0.54	0.08		0.24			0.74	0.09
Uniform Delay, d1	22,7	14.8	• • • • • •		25,4	24.2		23.8	`	:	18.0	14 1
Progression Factor	1.00	1.00			1.00	1.00		1.00			1.00	1.00
Incremental Delay, d2	10.1	0.3			1.6	0.2		2.7		c . ] .	8.6	0.4
Delay (s)	32.8	15.2			26.9	24.4	,	26.5			26.6	14.5
Level of Service	C C	B	ise, au	iste i e	C .	C.		C .		, 1 <sup>3</sup> ,1	Ċ	B
Approach Delay (s)		20.3		5 17 11	25.9	1		26.5			23.5	
Approach LOS	• •	C		an a	C						C ·	3 - A - A - A - A - A - A - A - A - A -
Intersection Summary												
Contraction of the second			00.4									
HCM Average Control D			22.4	H		vel of St	ervice	•	C			
HCM Volume to Capacity			0.61	0		a at time -	(-)		12.0			
Actuated Cycle Length (s			59.4		um or l	ost ume	(s)		12,0	2		
Intersection Capacity Util	ilzation		57.0%			el of Sei		i , s a , s à a	B			2
Analysis Period (min)		, , , ,	15				n an the second s		yas in a	(C. <sup>24</sup> - 7,	1 1 1	) 、
c Critical Lane Group												

## EXISTING\_P.M. 4: LOVR & South Bay

HCM Signalized Intersection Capacity Analysis

	A		>	1	4	A.	٩	Ť	P	1	ţ	4
Movement	EBL	EBT	EBR	.WBL		- WBR	- NBL	· NBT	· NBR .	SBL .	SBT	SBR
Lane Configurations	** <u>1</u>	<u>ተ</u> ች		<u>*************************************</u>	<u>ት</u> ት	r r	HERICITELE AND	<u>्रात्राः सम्</u>	270505200000000000000	101111000000000000000000000000000000000	ਕੀ 	ř
	1900	1900	1900	1900	1900	1900	1900		1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	272115115125134	4.0	4.0	4.0	CONTRACTOR (FO	4.0	. storeder .		4.0	4.0
Lane Util, Factor	1.00	0.95		1.00	0.95	1.00		1.00	a da guna	· • •	1.00	1.00
Frt	1.00	1.00	10 gy 9 - 5	1.00	1.00	0.85	By CAU AND ALL	0.97	1.00033.3.0		1.00	0.85
Flt Protected	0.95	1,00	- 合會教会	0.95	1.00	1.00		0.99		Žįž	0,96	1.00
	1736	3463		1736	3471	1553	19 (1963) [A66-19	1743	1.1		1749	1553
Flt:Permitted	0.95	1.00		0,95	1.00	1.00		0.99	adia.		0.96	1.00
Satd. Flow (perm)	1736	3463		1736	3471	1553		1743			1749	1553
Volume (vph)	209	287	5	4	598	293	8	17	8	180	21	181
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)	227	312	5	六 霸 福	650	318	9	18	9	196	23	197
RTOR Reduction (vph)	0	2	0	0	0	230	0	8	0	0	0	163
Lane Group Flow (vph)	227	315	0	4	650	88	<b>0</b>	28	0	0	219	34
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%
Turn Type	Prot	<u> </u>		Prot	1 11 1	Perm	Split	開閉長		Split		Perm
Protected Phases	7	4		3	8		2	2		6	6	
Permitted Phases		1		110.064		<b>8</b> 1. <b>8</b> 1		. Y	n haba		1 IA	6
Actuated Green, G (s)	9.5	25.0		0.4	15.9	15.9		6.0			10.0	10.0
Effective Green, g (s)	9.5	25.0		0.4	15.9	15.9		6.0	A. C.	and a second	10.0	10.0
Actuated g/C Ratio	0.17	0.44		0.01	0.28	0.28		0.10			0.17	0.17
Clearance Time (s)	4.0	4.0		4.0	4.0	4.0		4.0			4.0	4.0
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0		3.0			3.0	3.0
Lane Grp Cap (vph)	287	1508		12	961	430		182			305	271
v/s Ratio Prot c	0.13	0.09		0.00	c0.19			c0.02			c0.13	
v/s Ratio Perm		ŧ			5 6	0.06						0.02
v/c Ratio	0.79	0.21		0.33	0.68	0.20		0.15			0.72	0.13
	23.0	10,1		28.4	18.5	15.9		23.4	All and a second s	N. C	22.4	20.0
Progression Factor	1.00	1.00		1.00	1.00	1.00		1.00			1.00	1.00
	13.8	0.1		15.7	1.9	0.2		1.8		2,2 v.	13.6	1.0
	36.8	10.1		44.0	20.4	16.1		25.2			35.9	21.0
Level of Service	$\mathbf{D}_{\mathrm{s}}$			伝信的		В		<b>C</b>	物建立法			C C
Approach Delay (s)		21.3			19.1			25.2			28.9	
Approach LOS	•	<b>C</b>			B	一、小和国		C			С	
Intersection Summary						·· · · · ·		:				
HCM Average Control Del			21.9	-	Contraction of the local division of the loc	vel of Se	N. 7175 415 7. 171 47. 15. 1					
HCM Volume to Capacity		s ( 21- <sup>2</sup> 2	0.64		105 P. 4 1981.	न् त्य (२५,७१८१२२) हे	1011399999933 1	list Biochters	43 AU 104 77		PT LAB PAR	14 (1993) 1993 1993 1993 1993 1993 1993 1993
Actuated Cycle Length (s)		2	57.4	S	um of l	ost time	(s)		16.0		, '	
Intersection Capacity Utiliz			55.9%	)	CULeve	el of Ser	vice		B			
Analysis Period (min)	,	,	15		er.ce		伊特曼德语	a Newsite,	1	生产性的	<sup>20</sup> - 15.	
c Critical Lane Group		6	C 41 - 474				- 10° 43 76T	1 - 12 (2003)				24.5

## EXISTING\_A.M. 5: LOVR & Turri

HCM Unsignalized Intersection Capacity Analysis

# 1 - - < > /

Movement	EBL	EBT	WBT	WBR	SBL	SBR		
Lane Configurations	ሻ	Ŷ	<b>`</b> }		Ŵ			
Sign Control	· .	Free	Free		Stop			
Grade		0%	0%		0%			
Volume (veh/h)	2	941	209	7	15	3		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92		
Hourly flow rate (vph)	2	1023	227	8	16			
Pedestrians	<u> </u>	1020		Ų.	. 10		11.00	
Lane Width (ft)						ξ	··· ·	
Walking Speed (ft/s)	*			•				i, v v
Percent Blockage								
Right turn flare (veh)								
Median type		<b>`</b> .		. 7	WLTL			
Median storage veh)				· . •	1			-
Upstream signal (ft)			:				Ν.	
pX, platoon unblocked					``	·.		· · ·
vC, conflicting volume	235		. *.		1258	231		e de la companya de l
vC1, stage 1 conf vol	200				231			
vC2, stage 2 conf vol					1027		÷	
vCu, unblocked vol	235		1		1258	231		
tC, single (s)	4.1				6.4	6.2		
tC, 2 stage (s)	/ (****				5.4		~	Λ. Υ
tF (s)	2.2		. · .		0.0	3.3		14
p0 queue free %	100				94	100	*	*
cM capacity (veh/h)	1321				283	803	1	
		ro'o	14/D 4	OD 1			1	a a construction of the second se
Direction, Lane #	EB 1 2	line in an a second second second	WB 1	and the second	<u>.</u>	1	<u></u>	
Volume Total						1 0.187 F.		
Values - L - M		1023	235	20				a shekar i fin sa safir kara sa
Volume Left	2	0	0	16				
Volume Right	2 0	0 0	0 8	16 3				
Volume Right cSH	2 0 1321	0 0 1700	0 8 1700	16 3 318			· · ·	
Volume Right cSH Volume to Capacity	2 0 1321 0.00	0 0 1700 0.60	0 8 1700 0.14	16 3 318 0.06			· · · ·	
Volume Right cSH Volume to Capacity Queue Length 95th (ft)	2 0 1321 0.00 0	0 0 1700 0,60 0	0 8 1700 0.14 0	16 3 318 0.06 5			· · · · · ·	
Volume Right cSH Volume to Capacity Queue Length 95th (ft) Control Delay (s)	2 0 1321 0.00 0 7,7	0 0 1700 0.60	0 8 1700 0.14	16 3 318 0.06 5 17.1			· · · · ·	
Volume Right cSH Volume to Capacity Queue Length 95th (ft) Control Delay (s) Lane LOS	2 0 1321 0.00 0 7,7 A	0 0 1700 0,60 0	0 8 1700 0.14 0 0.0	16 3 318 0.06 5 17.1 C			· · · · ·	
Volume Right cSH Volume to Capacity Queue Length 95th (ft) Control Delay (s) Lane LOS Approach Delay (s)	2 0 1321 0.00 0 7,7	0 0 1700 0,60 0	0 8 1700 0.14 0	16 3 318 0.06 5 17.1 C 17.1			· · · · · ·	
Volume Right cSH Volume to Capacity Queue Length 95th (ft) Control Delay (s) Lane LOS	2 0 1321 0.00 0 7,7 A	0 0 1700 0,60 0	0 8 1700 0.14 0 0.0	16 3 318 0.06 5 17.1 C	·. 33 (*		· · · ·	
Volume Right cSH Volume to Capacity Queue Length 95th (ft) Control Delay (s) Lane LOS Approach Delay (s) Approach LOS Intersection Summary	2 0 1321 0.00 0 7,7 A	0 0 1700 0,60 0	0 8 1700 0.14 0 0.0	16 3 318 0.06 5 17.1 C 17.1	3 <i>3</i> °		· · · · · · · · · · · · · · · · · · ·	
Volume Right cSH Volume to Capacity Queue Length 95th (ft) Control Delay (s) Lane LOS Approach Delay (s) Approach LOS Intersection Summary Average Delay	2 0 1321 0.00 0 7.7 A 0.0	0 0 1700 0,60 0	0 8 1700 0.14 0 0.0	16 3 318 0.06 5 17.1 C 17.1 C	2		· · · · · · · · · · · · · · · · · · ·	
Volume Right cSH Volume to Capacity Queue Length 95th (ft) Control Delay (s) Lane LOS Approach Delay (s) Approach LOS Intersection Summary Average Delay Intersection Capacity U	2 0 1321 0.00 0 7.7 A 0.0	0 0 1700 0;60 0 0,0	0 8 1700 0.14 0 0.0 0.0	16 3 318 0.06 5 17.1 C 17.1 C	2	el of Sei	vice	
Volume Right cSH Volume to Capacity Queue Length 95th (ft) Control Delay (s) Lane LOS Approach Delay (s) Approach LOS Intersection Summary Average Delay	2 0 1321 0.00 0 7.7 A 0.0	0 0 1700 0;60 0 0,0	0 8 1700 0.14 0 0.0 0.0 0.0	16 3 318 0.06 5 17.1 C 17.1 C	2	and the set	vice	
Volume Right cSH Volume to Capacity Queue Length 95th (ft) Control Delay (s) Lane LOS Approach Delay (s) Approach LOS Intersection Summary Average Delay Intersection Capacity U	2 0 1321 0.00 0 7.7 A 0.0	0 0 1700 0;60 0 0,0	0 8 1700 0.14 0 0.0 0.0 0.0 .0 359.5%	16 3 318 0.06 5 17.1 C 17.1 C	2	a of Sei	rvice	Β
Volume Right cSH Volume to Capacity Queue Length 95th (ft) Control Delay (s) Lane LOS Approach Delay (s) Approach LOS Intersection Summary Average Delay Intersection Capacity U	2 0 1321 0.00 0 7.7 A 0.0	0 0 1700 0,60 0,0	0 8 1700 0.14 0 0.0 0.0 0.0 2 0.3 59.5% 15	16 318 0.06 5 17.1 C 17.1 C	CU Leve			
Volume Right cSH Volume to Capacity Queue Length 95th (ft) Control Delay (s) Lane LOS Approach Delay (s) Approach LOS Intersection Summary Average Delay Intersection Capacity U	2 0 1321 0.00 0 7.7 A 0.0	0 0 1700 0,60 0,0	0 8 1700 0.14 0 0.0 0.0 0.0 2 0.3 59.5% 15	16 318 0.06 5 17.1 C 17.1 C	CU Leve			
Volume Right cSH Volume to Capacity Queue Length 95th (ft) Control Delay (s) Lane LOS Approach Delay (s) Approach LOS Intersection Summary Average Delay Intersection Capacity U	2 0 1321 0.00 0 7.7 A 0.0	0 0 1700 0,60 0,0	0 8 1700 0.14 0 0.0 0.0 0.0 2 0.3 59.5% 15	16 3 318 0.06 5 17.1 C 17.1 C	CU Leve			
Volume Right cSH Volume to Capacity Queue Length 95th (ft) Control Delay (s) Lane LOS Approach Delay (s) Approach LOS Intersection Summary Average Delay Intersection Capacity U	2 0 1321 0.00 0 7.7 A 0.0	0 0 1700 0,60 0,0	0 8 1700 0.14 0 0.0 0.0 0.0 2 0.3 59.5% 15	16 318 0.06 5 17.1 C 17.1 C	CU Leve			

Synchro 6 Report

## EXISTING\_P.M. 5: LOVR & Turri

# 1 - + + 1 1

Movement	EBL	EBT	WBT	WBR	SBL	SBR		
Lane Configurations	ň	个	ß		¥			
Sign Control		Free	Free		Stop		2	4
Grade		0%	0%		0%			6
Volume (veh/h)	4	407	886	17	15	6		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92		
Hourly flow rate (vph)	4	442	963	18	16	- 7 -		
Pedestrians								
Lane Width (ft)	c stra		· ·	sin ei			and the second	
Walking Speed (ft/s)								
Percent Blockage				. 1	с. <sup>1</sup> .			4
Right turn flare (veh)								
Median type			· ·	Ţ	WLTL			
Median storage veh)					1			
Upstream signal (ft)		• •			1.1	a inter	States and the states of the s	Sec. 2. Sec. Sec. Sec. Sec. Sec. Sec. Sec. Sec
pX, platoon unblocked					( ( 0.0.)		×	
vC, conflicting volume	982				1423	972	한 물건이 가지 않는	
vC1, stage 1 conf vol					972	1	•	
vC2, stage 2 conf vol	000			19 19 19	451	11 - Carlos		
vCu, unblocked vol	982				1423	972 6:2		
tC, single (s)	4.1	s +2		· . · · ·	6.4 5.4	6.2		a na shini tikani ka washa
tC, 2 stage (s)	2.2		·			3.3		the second second
tF (s) p0 queue free %	99			1.1.20	94	98		
cM capacity (veh/h)	695							
			~		Z1 -	304	고등학교 전 여기 정도 가지 않는	te Master e Constante de Carlos de Constante de Constante de Constante de Constante de Constante de Constante d
			1115 4		271	304		
Direction, Lane #**,	<u>. E6 1 ·</u>	EB 2	WB 1	SB.1		304		
Direction, Lane #**_>>>. Volume Total	<u>. EB 1 ·</u> 4	442	982	23		304		
Direction, Lane #**, Volume Total Volume Left	<u>. EB 1-</u> 4 4	442 0	982 0	23 16		304		
Direction, Lane #**, **** Volume Total Volume Left Volume Right	<u>. E6 1</u> 4 4 0	442 0 0	982 0 18	23 16 7		304		
Direction, Lane #**, Art ** Volume Total Volume Left Volume Right cSH	EB 1 4 4 0 695	442 0 0 1700	982 0 18 1700	23 16 7 280		304		
Direction, Lane # ** ,	EB 1 4 0 695 0,01	442 0 0 1700 0.26	982 0 18 1700 0.58	23 16 7 280 0.08		304		
Direction, Lane # ', Volume Total Volume Left Volume Right cSH Volume to Capacity Queue Length 95th (ft)	EB 1 4 0 695 0.01 0	442 0 0 1700 0.26 0	982 0 18 1700 0.58 0	23 16 7 280 0.08 7		304		
Direction, Lane #**,	EB 1 4 0 695 0.01 0 10.2	442 0 0 1700 0.26	982 0 18 1700 0.58	23 16 7 280 0.08 7 19.0		304		
Direction, Lane #**,	EB 1 4 0 695 0.01 0 10.2 B	442 0 0 1700 0.26 0	982 0 18 1700 0.58 0 0.0	23 16 7 280 0.08 7 19.0 C		304		
Direction, Lane # '', Arthouse Volume Total Volume Left Volume Right cSH Volume to Capacity Queue Length 95th (ft) Control Delay (s) Lane LOS Approach Delay (s)	EB 1 4 0 695 0.01 0 10.2	442 0 0 1700 0.26 0	982 0 18 1700 0.58 0	23 16 7 280 0.08 7 19.0 C 19.0		304		
Direction, Lane # '' _^ Volume Total Volume Left Volume Right cSH Volume to Capacity Queue Length 95th (ft) Control Delay (s) Lane LOS Approach Delay (s) Approach LOS	EB 1 4 0 695 0.01 0 10.2 B	442 0 0 1700 0.26 0	982 0 18 1700 0.58 0 0.0	23 16 7 280 0.08 7 19.0 C				
Direction, Lane # '', Arthouse Volume Total Volume Left Volume Right cSH Volume to Capacity Queue Length 95th (ft) Control Delay (s) Lane LOS Approach Delay (s) Approach LOS	EB 1 4 0 695 0.01 0 10.2 B	442 0 0 1700 0.26 0	982 0 18 1700 0.58 0 0.0 0.0	23 16 7 280 0.08 7 19.0 C 19.0		304		
Direction, Lane # ** ,	EB 1 4 4 0 695 0.01 0 10.2 B 0.1	442 0 1700 0.26 0 0.0	982 0 18 1700 0.58 0 0.0 0.0 0.0	23 16 7 280 0.08 7 19.0 C 19.0 C				
Direction, Lane # ',	EB 1 4 4 0 695 0.01 0 10.2 B 0.1	442 0 1700 0.26 0 0.0	982 0 18 1700 0.58 0 0.0 0.0 0.0 0.0	23 16 7 280 0.08 7 19.0 C 19.0 C				
Direction, Lane # ** ,	EB 1 4 4 0 695 0.01 0 10.2 B 0.1	442 0 1700 0.26 0 0.0	982 0 18 1700 0.58 0 0.0 0.0 0.0	23 16 7 280 0.08 7 19.0 C 19.0 C				
Direction, Lane # ', Volume Total Volume Left Volume Right cSH Volume to Capacity Queue Length 95th (ft) Control Delay (s) Lane LOS Approach Delay (s) Approach Delay (s) Approach LOS Intersection Summary Average Delay Intersection Capacity Ut	EB 1 4 4 0 695 0.01 0 10.2 B 0.1	442 0 1700 0.26 0 0.0	982 0 18 1700 0.58 0 0.0 0.0 0.0 0.0	23 16 7 280 0.08 7 19.0 C 19.0 C				
Direction, Lane # ', Volume Total Volume Left Volume Right cSH Volume to Capacity Queue Length 95th (ft) Control Delay (s) Lane LOS Approach Delay (s) Approach Delay (s) Approach LOS Intersection Summary Average Delay Intersection Capacity Ut	EB 1 4 4 0 695 0.01 0 10.2 B 0.1	442 0 1700 0.26 0 0.0	982 0 18 1700 0.58 0 0.0 0.0 0.0 0.0 0.3 57.7% 15	23 16 7 280 0.08 7 19.0 C 19.0 C	CU Leve	I of Service	Β	
Direction, Lane # ', Volume Total Volume Left Volume Right cSH Volume to Capacity Queue Length 95th (ft) Control Delay (s) Lane LOS Approach Delay (s) Approach Delay (s) Approach LOS Intersection Summary Average Delay Intersection Capacity Ut	EB 1 4 4 0 695 0.01 0 10.2 B 0.1	442 0 1700 0.26 0 0.0	982 0 18 1700 0.58 0 0.0 0.0 0.0 0.0 0.3 57.7% 15	23 16 7 280 0.08 7 19.0 C 19.0 C	CU Leve	I of Service	Β	
Direction, Lane # ',	EB 1 4 4 0 695 0.01 0 10.2 B 0.1	442 0 1700 0.26 0 0.0	982 0 18 1700 0.58 0 0.0 0.0 0.0 0.0 0.3 57.7% 15	23 16 7 280 0.08 7 19.0 C 19.0 C	CU Leve	I of Service	Β	
Direction, Lane # ',	EB 1 4 4 0 695 0.01 0 10.2 B 0.1	442 0 1700 0.26 0 0.0	982 0 18 1700 0.58 0 0.0 0.0 0.0 0.0 0.3 57.7% 15	23 16 7 280 0.08 7 19.0 C 19.0 C	CU Leve		Β	
Direction, Lane # ', Volume Total Volume Left Volume Right cSH Volume to Capacity Queue Length 95th (ft) Control Delay (s) Lane LOS Approach Delay (s) Approach Delay (s) Approach LOS Intersection Summary Average Delay Intersection Capacity Ut	EB 1 4 4 0 695 0.01 0 10.2 B 0.1	442 0 1700 0.26 0 0.0	982 0 18 1700 0.58 0 0.0 0.0 0.0 0.0 0.3 57.7% 15	23 16 7 280 0.08 7 19.0 C 19.0 C	CU Leve	I of Service	Β	

Associated Transportation Eng (ATE) 11/6/2008

#### EXISTING+PROJECT 1\_A.M. 1: LOVR & Broderson

		<b>A</b>	×	- 1	M					
Movement	EBT	EBR	WBL' V	N Coston Which and a cost of the second	>C012425-04-C24011-015-11-01-01-01-01-01-01-01-01-01-01-01-01-		• •			
Lane Configurations Sign Control	4 Free			ৰ শ ree Stor		· 1.4	- stalabi	· Crost		Anna Anna Anna Anna Anna Anna Anna Anna
Grade	0%		、有地的分子							
Volume (veh/h)	475	9	· · · ·	289			A State of the second s			A Contraction of the second se
Peak Hour Factor Hourly flow rate (vph)	0.92 516	0.92 10		).92 0.92 314 8				1. 病医消费。1	( the	
Pedestrians	010	. 10	1975年1月	Ringere er ve	· <u> </u>		局代17 ·		·	el forte.
Lane Width (ft)	1. 1 1	; ;	The second secon							A new constraints
Walking Speed (ft/s) Percent Blockage	,			t i fit initia			· · · · · · · · · · · · ·			
Right turn flare (veh)		· · · ·	i i i i i i i i i i i i i i i i i i i	a sa			이번 이 편 답답하		, 147 - 14 - 147 - 14	
Contraction of the second s				None						
Median storage veh) Upstream signal (ft)				۰, <sup>ب</sup>					× .	经历
pX, platoon unblocked		1					`	a car di Ca		
vC, conflicting volume			526	855	521		· `:	电预知	일문	
vC1, stage 1 conf vol vC2, stage 2 conf vol			· ,							
vCu, unblocked vol		2	526	855	521				*	
tC, single (s)			4	6.4	6.2			5.52		. 8 . er
tF (s)			2.2	3.5	3.3	And the second s	s Gran a			ł.
p0 queue free %		· · · ·	99	98	95		al e c			
cM capacity (veh/h)			1031	323	551					
Direction, Lane #	EB 1 526	WB 1 324	<u>NB1 .</u>							
Volume Left	0 - 10 - 10	3 <u>2</u> 4 10	8 8			성 김 강전 ( A · ) 등 · · ·	1		Sources of a	
Volume Right	10		29							
CSH Volume to Coboolitus 38	1700 0.31	1031 0.01	481	uh shini kan te a s				2.5.73	1930 5.5	,
Volume to Capacity	<u>(0.31</u> 0	0.01	0.000 1993 6	学家中的国际学	· 4.5 (2)	**		1		
Control Delay (s)	0.0		18 1	در د د د	e e se					
Lane LOS	0.0	A	B Landatha Ja	2.5.5.2.2.			× 2	· Madalana -		
Approach Delay (s)	0.0	0.4	日朝時期) B			ι.	4	A Contraction of the second se	25.5	
Intersection Summary				•						

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Average Delay0.7Intersection Capacity Utilization35.5%Analysis Period (min)15

AWD= 10.4 Los B

## EXISTING+PROJECT 1\_P.M. 1: LOVR & Broderson

HCM Unsignalized Intersection Capacity Analysis

	¥ < < < /	
Movement EB	EBR WBL WBT NBL NBR	
Lane Configurations	4 ¥	n na teoreta da programa de la contra de la co
Sign Control	Free Stop	
Grade 0%	0% 0%	
Volume (veh/h)	<b>2</b> 28 清利405 高速 15	
Peak Hour Factor 0.9	0.92 0.92 0.92 0.92 0.92 2 30 30 34 40 1 16	· · · · · · · · · · · · · · · · · · ·
Hourly flow rate (vph) 33 Pedestrians	2 30 440 1 16	
Lane Width (ft)		
Walking Speed (ft/s)	2 2 2 2 2 2 2 1 2 2 2 1 2 2 2 1 2 2 2 1 2 2 2 1 2	
Percent Blockage		
Right turn flare (veh)	s and the second s	
Median type		full fit and the second s
Median storage veh) Upstream signal (ft)		
pX, platoon unblocked	、"你是没有,我们还是了。"	1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1
vC, conflicting volume	336 836 335	
vC1, stage 1 conf vol		
vC2, stage 2 confivol		
vCu, unblocked vol	336 836 335	n it. National and the contract of the state of the state
tC, single (s)	4.1 64 62	
tF.(s)	2,2 3 <b>5</b> 3 <b>5</b>	
p0 queue free %	97 100 98	and a second called the reaction of the second s
cM capacity (veh/h)	1212 326 703	
Direction, Lane # EB	WB1 NB1	
Volume Total 336	471	
Volume Left	30 1	
Volume Right 2		
cSH 1700 Volume to Capacity 0.20	1212 655 0.03 0.03 增速消息只同意新言品。	
Queue Length 95th (ft)	2 2 2 2	於相對意義的意味。 (1)
Control Delay (s)		
Lane LOS	A B	
Approach Delay (s) 0.0		14. 通知的问题:"你们的问题,你们的问题,你们的问题。"
Approach LOS	В	
Intersection Summary		
Average Delay		the first strate in the last
Intersection Capacity Utilizatio Analysis Period (min)	52.5% ICULEVE of Service	國旗部部部部的人民主义
		· · · · · · · · · · · · · · · · · · ·
	· . · · · · · · · · · · · · · · · · · ·	计图 纳尔波姓氏 使变成 化不良 的过去式和过去分词
	1 2 1	A
An	D = 4.3 Lo	5 A
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#### EXISTING+PROJECT 1\_A.M. 2: LOVR & 9th

HCM Signalized Intersection Capacity Analysis

Movement         EBL         EBR         WBL         WBL         WBR         NBL         NBR         SBL         SBR         SBR           Lane Configurations         1<		A		~	6	- Contraction of the second	×,	A	Ŷ	jte-	\$	Ļ	4
Lane Configurations         N         Image: the state of the state	Movement	FRI	FRT	FRR	WRI		WRR	, NBI	NRT	NRR .	SCI.	SRT	SBR
Ideal Flow (vphpl)       1900       100       1.			100 100 100 100 100 100 100 100 100 100		Service and the service of the servi			THE REPORT OF A STREET		THE REPORT OF THE PARTY OF THE	And a state of the		REALEMENT
Total Lost time (s)       4.0<				1000			•	1900				-	1000
Lane Util. Factor       1.00       0.95       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       0.95       0.67       1.00       0.95       1.00       1.00       1.00       1.00       1.00       0.95       0.67       1.00       0       2.02       0.92<				1949	* Just Chandtaina	A2 11 AA 11 A		BUES NUMBER	22111 122 2 2 1 2 12	1299.8	n e tosta se s		199 <b>0</b> 000
Frt       1.00       0.99       1.00       1.00       0.85       0.93       1.00       0.91         Fit Protected       0.95       1.00       0.95       1.00       0.99       0.95       1.00         Satd. Flow (prot)       1736       3443       1736       1827       1553       1676       1736       1667         Flt Permitted       0.54       1.00       0.29       100       1.00       0.95       0.67       1.00         Satd. Flow (perm)       985       3443       525       1827       1553       1608       1220       1667         Volume (vph)       64       538       31       65       240       43       24       34       71       173       47       66         Peak-hour factor, PHF       0.92       <										1. 200			
Fil Protected       0.95       1.00       0.95       1.00       1.00       0.99       0.95       1.00         Satd. Flow (prot)       1736       3443       1736       1827       1553       1676       1736       1667         Flt Permitted       0.54       1.00       0.29       100       100       0.95       0.67       1.00         Satd. Flow (perm)       985       3443       525       1827       1553       1608       1220       1667         Volume (vph)       64       538       31       65       210       433       24       34       71       173       47       66         Peak-hour factor, PHF       0.92				· 전 전 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	A STATE OF A		A NEW YORK AND A STREET	탄력 감가난 남부는	- 4 - 1 - 4 - 4 - 4 - 4 - 4 - 4 - 4 - 4	5 C C C	ALC CONTRACTORS		UL AUGUNE.
Satd. Flow (prot)       1736       3443       1736       1827       1553       1676       1736       1667         Fit Permitted       0.54       1.00       0.29       1.00       1.00       0.95       0.67       1.00         Satd. Flow (perm)       985       3443       525       1827       1553       1608       1220       1667         Volume (wph)       64       538       31       65       210       43       24       34       71       173       47       66         Peak-hour factor, PHF       0.92       0.													
Fit Permitted       0.54       1.00       0.29       1.00       1.00       0.95       0.67       1.00         Satd. Flow (perm)       985       3443       525       1827       1553       1608       1220       1667         Volume (vph)       64       538       31       65       210       43       24       34       71       173       47       66         Peak-hour factor, PHF       0.92       0.93       0       <				STUCE USING SU	1227212121212212211212121		TALL C. STE FORMORY C	ange profit norde.	and senter the second	4 5.43	f bole 256 d works -		0. 1999 BAR
Satd. Flow (perm)         985         3443         525         1827         1553         1608         1220         1667           Volume (vph)         64         538         31         65         210         43         24         34         71         173         47         66           Peak-hour factor, PHF         0.92         0.93         0         1667         4%         4%         4%         4%         4%         4%         4%         4%         4%				e daji						adda			12 B ST
Volume (vph)         64         538         31         65         210         43         24         34         71         173         47         66           Peak-hour factor, PHF         0.92 <t< td=""><td></td><td></td><td>· · · · ·</td><td></td><td>1.1.1.5.71.775</td><td>1111 NO 11124545554418 T</td><td></td><td></td><td><ul> <li>Construction of the second seco</li></ul></td><td>1.241.8825.67</td><td></td><td>THE REPORT OF A</td><td>*</td></t<>			· · · · ·		1.1.1.5.71.775	1111 NO 11124545554418 T			<ul> <li>Construction of the second seco</li></ul>	1.241.8825.67		THE REPORT OF A	*
Peak-hour factor, PHF       0.92 <t< td=""><td></td><td>64</td><td></td><td>े 31</td><td></td><td></td><td></td><td>24</td><td></td><td>71</td><td>COLUMN TWO IS NOT THE OWNER.</td><td>47</td><td>66</td></t<>		64		े 31				24		71	COLUMN TWO IS NOT THE OWNER.	47	66
Adj Flow (vph)       70       585       34       71       228       47       26       37       77       188       51       72         RTOR Reduction (vph)       0       9       0       0       0       33       0       33       0       33       0       30       0         Lane Group Flow (vph)       70       610       0       71       228       14       0       107       0       188       93       0         Heavy Vehicles (%)       4%						1. The Constitution	the second second second						
RTOR Reduction (vph)       0       9       0       0       0       33       0       33       0       0       30       0         Lane Group Flow (vph)       70       610       0       71       228       14       0       107       0       188       93       0         Heavy Vehicles (%)       4%													
Lane Group Flow (vph)       70       610       0       71       228       14       0       107       0       188       93       0         Heavy Vehicles (%)       4% <td< td=""><td></td><td>· · ·</td><td></td><td></td><td>20200 LOUGH (2001) 4-0</td><td>relation of the second</td><td></td><td>1.20 10</td><td>A 11 11 14 14 14 14</td><td>e alle for a consideration of set</td><td></td><td>1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1</td><td>15 15 G 15 G 11</td></td<>		· · ·			20200 LOUGH (2001) 4-0	relation of the second		1.20 10	A 11 11 14 14 14 14	e alle for a consideration of set		1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1	15 15 G 15 G 11
Heavy Vehicles (%)         4%		70	610	: ::::::::::::::::::::::::::::::::::::	71	228		0		0			3. H <b>0</b>
Protected Phases       4       8       2       6         Permitted Phases       4       8       2       6         Actuated Green, G (s)       17.4       17.4       17.4       17.4       17.4       34.6       34.6       34.6         Effective Green, g (s)       17.4       17.4       17.4       17.4       17.4       34.6       34.6       34.6         Actuated g/C Ratio       0.29       0.29       0.29       0.29       0.58       0.58       0.58         Clearance Time (s)       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0         Vehicle Extension (s)       3.0       3.0       3.0       3.0       3.0       3.0       3.0       3.0       3.0         Lane Grp Cap (vph)       286       998       152       530       450       927       704       961         v/s Ratio Prot       c0.18       0.12       0.01       0.07       c0.15       0.06         v/c Ratio       0.24       0.61       0.47       0.43       0.03       0.12       0.27       0.10         Uniform Delay, d1       16.3       18.4       17.5       17.3       15.3 <td></td> <td>4%</td> <td>4%</td> <td></td> <td>4%</td> <td>4%</td> <td></td> <td>4%</td> <td>4%</td> <td>4%</td> <td></td> <td>4%</td> <td>5 K - 2016</td>		4%	4%		4%	4%		4%	4%	4%		4%	5 K - 2016
Protected Phases       4       8       2       6         Permitted Phases       4       8       2       6         Actuated Green, G (s)       17.4       17.4       17.4       17.4       17.4       34.6       34.6       34.6         Effective Green, g (s)       17.4       17.4       17.4       17.4       17.4       34.6       34.6       34.6         Actuated g/C Ratio       0.29       0.29       0.29       0.29       0.58       0.58       0.58         Clearance Time (s)       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0         Vehicle Extension (s)       3.0       3.0       3.0       3.0       3.0       3.0       3.0       3.0       3.0         Lane Grp Cap (vph)       286       998       152       530       450       927       704       961         v/s Ratio Prot       c0.18       0.12       0.01       0.07       c0.15       0.06         v/c Ratio       0.24       0.61       0.47       0.43       0.03       0.12       0.27       0.10         Uniform Delay, d1       16.3       18.4       17.5       17.3       15.3 <td>wanted and the second sec</td> <td>Perm</td> <td></td> <td>TAL STR</td> <td>Perm</td> <td></td> <td>Perm</td> <td>Perm</td> <td></td> <td>지 같다.</td> <td>Perm</td> <td>"唐渊致"</td> <td>3 5.87</td>	wanted and the second sec	Perm		TAL STR	Perm		Perm	Perm		지 같다.	Perm	"唐渊致"	3 5.87
Actuated Green, G (s)       17.4       17.4       17.4       17.4       17.4       17.4       34.6       34.6       34.6         Effective Green, g (s)       17.4       17.4       17.4       17.4       17.4       17.4       34.6       34.6       34.6         Actuated g/C Ratio       0.29       0.29       0.29       0.29       0.58       0.58       0.58         Clearance Time (s)       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0         Vehicle Extension (s)       3.0       3.0       3.0       3.0       3.0       3.0       3.0       3.0       3.0       3.0       3.0         Lane Grp Cap (vph)       286       998       152       530       450       927       704       961         v/s Ratio Prot       c0.18       0.12       0.07       0.06       0.06       0.07       0.06       0.06         v/s Ratio Perm       0.07       0.14       0.01       0.07       c0.15       0.06       0.27       0.10         Uniform Delay, d1       16.3       18.4       17.5       17.3       15.3       5.8       6.4       5.7         Progression Factor			4		<ul> <li>100 ML200 - 541 ;</li> </ul>	8		1. 1917.24	2	8 A.	1	6	18 S. S. S
Actuated Green, G (s)       17.4       17.4       17.4       17.4       17.4       34.6       34.6       34.6         Effective Green, g (s)       17.4       17.4       17.4       17.4       17.4       34.6       34.6       34.6         Actuated g/C Ratio       0.29       0.29       0.29       0.29       0.29       0.58       0.58       0.58         Clearance Time (s)       4.0 </td <td>Permitted Phases</td> <td>. 4</td> <td></td> <td>- 1 - <u>a</u>l<sup>1</sup></td> <td>8</td> <td></td> <td></td> <td>. 2.</td> <td>心的问题</td> <td>" - 新華語言</td> <td>6.</td> <td>11.14</td> <td></td>	Permitted Phases	. 4		- 1 - <u>a</u> l <sup>1</sup>	8			. 2.	心的问题	" - 新華語言	6.	11.14	
Actuated g/C Ratio       0.29       0.29       0.29       0.29       0.29       0.29       0.58       0.58       0.58         Clearance Time (s)       4.0	Actuated Green, G (s)	17.4	17.4		17.4				34.6	, . ,			
Actuated g/C Ratio       0.29       0.29       0.29       0.29       0.29       0.29       0.58       0.58       0.58         Clearance Time (s)       4.0	Effective Green, g (s)	17.4	17.4		17.4	17.4	17.4		34.6		34.6	34.6	li sa sak
Vehicle Extension (s)         3.0		0.29	0.29		0.29	0.29	0.29		0.58		0.58	0.58	
Lane Grp Cap (vph)         286         998         152         530         450         927         704         961           v/s Ratio Prot         c0.18         0.12         0.06         0.07         0.07         0.06         0.06         0.07         0.07         0.06         0.06         0.07         0.07         0.06         0.06         0.07         0.07         0.06         0.06         0.07         0.06         0.06         0.07         0.06         0.07         0.06         0.06 <td>Clearance Time (s)</td> <td>4.0</td> <td>4.0</td> <td></td> <td>4,0</td> <td>4.0</td> <td>4.0</td> <td></td> <td>4.0</td> <td></td> <td>4.0</td> <td>4.0</td> <td></td>	Clearance Time (s)	4.0	4.0		4,0	4.0	4.0		4.0		4.0	4.0	
v/s Ratio Prot       c0.18       0.12       0.06         v/s Ratio Perm       0.07       0.14       0.01       0.07       c0.15         v/c Ratio       0.24       0.61       0.47       0.43       0.03       0.12       0.27       0.10         Uniform Delay, d1       16.3       18.4       17.5       17.3       15.3       15.8       64       5.7         Progression Factor       1.00       1.00       0.38       0.49       0.05       1.00       1.00       1.00         Incremental Delay, d2       0.4       1.1       22       0.6       0.0       0.3       0.9       0.2		3.0			3.0	3.0	3.0		3.0		3.0	3.0	
v/s Ratio Perm0.070.140.010.07c0.15v/c Ratio0.240.610.470.430.030.120.270.10Uniform Delay, d116.318.417.517.315.358645.7Progression Factor1.001.000.380.490.051.001.001.00Incremental Delay, d20.41.1220.60.00.30.90.2		286			152	530	450		927		704	961	
v/c Ratio0.240.610.470.430.030.120.270.10Uniform Delay, d116.318.417.517.315.35.86.45.7Progression Factor1.001.000.380.490.051.001.001.00Incremental Delay, d20.41.1220.60.00.30.90.2			c0.18									0.06	
Uniform Delay, d116.318.417.517.315.35.86.45.7Progression Factor1.001.000.380.490.051.001.001.00Incremental Delay, d20.41.12.20.60.00.30.90.2				Jain .					0.07	的封持		1	
Progression Factor         1.00         1.00         0.38         0.49         0.05         1.00         1.00         1.00           Incremental Delay, d2         0.4         1.1         22         0.6         0.0         0.3         0.9         0.2													
Incremental Delay, d2, 0.4 1.1 22 06 06 0.0 0.0 0.3			18.4						1.1.12.1.20.20.20.2		, we tried follow a	12 I F F	2
the second s				5 15 Jan 16									
Delay (s) 16.7 19.5 8.8 9.0 0.7 6.0 7.3 5.9		1 41 5 50			114/10/04/14	ALCOLOGICAL SETERATION	The State Average Shares		Second States and a second sec			the second second	
										u voute tuntintue tui i e	7.3		1 s., 1 s.
	Level of Service	1 - 18 <b>B</b> -		· · ·	A					國國際同同	s s A		Abr a
	Approach Delay (s)		-					at a staas		Erstativ a			,
Approach LOS A LAST B LAST BAR AGENERATE AND A LAST A		$(T, \tilde{T})$	·R	- 1						計畫加強有什	· · · · · · · · · · · · · · · · · · ·	A	2 3 C
Intersection Summary	Intersection Summary												
HCM Average Control Delay 12.7 HCM Level of Service B	HCM Average Control De	elay	1	12.7		ICM Le	vel of Se	ervice		B		· · · · · · · · · · · · · · · · · · ·	
HCM Volume to Capacity ratio 0.38	HCM Volume to Capacity	ratio						and an an article of a second	- and oracle (			2	
Actuated Cycle Length (s) 60.0 Sum of lest time (s) 80				60.0		um of l	ost time	<b>(s)</b>		8.0	. 1 L		
Intersection Capacity Utilization 45.7% ICU Level of Service A		ization			10	CU Leve	el of Ser	vice					
	Analysis Period (min)			<sup></sup> 15		<b>Nalidia</b>		hannan.	112		11110	rist, Mary	

## EXISTING+PROJECT 1\_P.M. 2: LOVR & 9th

HCM Signalized Intersection Capacity Analysis

en geza e filosofia a su a	الحر	<b></b>	~	¥	4	×.	4	Å	Þ	4	Ŷ	4
Movement	EBL	EBT	EBR:	WBL.	WBT	WBR	NBL	· NBT	NBR	. \$8L	SBT	SBR
Lane Configurations	ሻ	<u>ቀ</u> ኈ		×,	Ŷ			4.		il and the second s	ĥ	
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	
Lane Util. Factor	1.00	0,95	in Set	1.00	1.00	1.00		1,00		1.00	1.00	· .
Frt	1.00	0.99		1.00	1.00	0.85		0.94		1.00	0.89	
Flt Protected	0.95	1.00		0.95	1 00	1.00	L. Ala	0.99		0.95	1.00	
Satd. Flow (prot)	1736	3442		1736	1827	1553		1694		1736	1634	
Flt Permitted	0.35	1,00		0.50	1.00	1.00	이 지하는 것이	0.94	1.5個種	0.76	1.00	
Satd. Flow (perm)	647	3442		921	1827	1553		1603		1383	1634	
Volume (vph)	51	369	22	74	557	223	18	30	43	86	30	73
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)	55	401	24	80	605	242	20	33	47	93	33	79
RTOR Reduction (vph)	0	7	0	0	0	89	0	36	0	0	61	0
Lane Group Flow (vph)	55	418.	<b>0</b> .	80	605	153		64	L.L. FOL	93	51	Ó
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%
Turn Type	Perm	1. 1.54		Perm		Perm	Perm			Perm	· · · · ·	
Protected Phases	4 ·	4			8			2		, ,	6	
Permitted Phases	4		· · ·	8		8 . 18	2			6	1년 조선학교	構成語名の
Actuated Green, G (s)	38.0	38.0		38.0	38.0	38.0		14.0		14.0	14.0	
Effective Green, g (s)	38.0	38.0		38.0	38.0	38.0		14.0	<b>推进的</b>	14.0	14.0	
Actuated g/C Ratio	0.63	0.63		0.63	0.63	0.63		0.23		0.23	0.23	
Clearance Time (s)	4.0	4.0	지율관	4.0	4.0	4.0		4.0	對國際關係	4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0		3.0		3.0	3.0	
Lane Grp Cap (vph)	410	2180		583	1157	984		374		323	381	
v/s Ratio Prot		0.12			c0.33						0.03	
v/s Ratio Perm	0.09			0.09		0.10		0.04		c0.07		
v/c Ratio	0.13	0.19		0.14	0.52	0.16		0.17		0.29	0.13	
Uniform Delay; d1 🔗 🗄	4.4	4.6	國南世國	44	6.0	45		18.4	,	18.9	18.2	
Progression Factor	1,00	1.00		0.12	0.22	0.00		1.00		1.00	1.00	
Incremental Delay, d2	.0,1	0.0	Agial ·	0.1	0.3	0.0		10	國制制	22	07	
Delay (s)	4.6	4.6		0.6	1.6	0.1		19.4		21.1	18.9	
Level of Service	A							B		C	j p i <b>B</b> j	AND I
Approach Delay (s)		4.6			1.1			19.4			19.9	
Approach LOS		А			A						B	
Intersection Summary.				•	Maritika							
HCM Average Control D			5 /			vel of S	ervice		Δ.			
HCM Volume to Capacit			0.46	· · · /, • ·	יאיקיי				E. S. Radia (	12031315	NYEKI WA	
Actuated Cycle Length (			60.0	9	um of t	ostitime	<b>(s)</b>	\$ \$00 @ ~	ชช <b>ุล</b> ค์ (	· 注入的 ·	和可能	82
Intersection Capacity Uti			54.5%	¥,∠ : s : _ )		el of Sei	owense ⊪ rvice	명 안기 [ 문] '	Δ	ŝ		
Analysis Period (min)			15	• विद्युधिह	, in perse						and the state	
c Critical Lane Group			,0					-11111	一別(私行社会)		1.15	

## EXISTING+PROJECT 1\_A.M. 3: LOVR & 10th

Movement	. EBL	EBT WB	ſ⊹•WBR	SBL'	SBR	tin e	and a state of a		4-1 <b>4</b> -1 - 1
Lane Configurations	<u>እ</u> ሻ	<u> </u>	•	tin the second sec	ř	a la bol de sense la sense la sense de	a desende a normalis and de la desenda de		
Ideal Flow (vphpl)	1900	1900 1900	) 1900	1900	1900				
Total Lost time (s)	4.0	4.0 4.0	CALIFORN THE REACTORNEY CALIFORNEY	4.0	4.0		<ul> <li>- Scattered - scheduler 1996</li> </ul>	1 1-1 I Y	
Lane Util. Factor	1.00	0.95 0.9:		1.00	1.00	的的边	建制建筑		
Frt	1.00	1.00 0.98	3	1.00	0.85		and the second second second	· · · · · ·	1
Fit Protected	0.95	1.00 1.00		0.95	1.00	·合约拉,5			_ 1 +
Satd. Flow (prot)	1736	3471 3390	)	1736	1553				
Flt Permitted	0,95	1.00 1.00	ýs compete	0.95	1.00		- iter stalet	建树面之前	al Viduena ant
Satd. Flow (perm)	1736	3471 3390	)	1736	1553				
Volume (vph)	68	683 270	) 50	54	43	And	的复数分子		ALA ( 
Peak-hour factor, PHF	0.92	0.92 0.92	2 0.92	0.92	0.92	1. C. 1. No. 1975 (277), 3-1111 (1995)	erestor in s		
Adj. Flow (vph)	74	742 293	54 (	59	47		復調なった	· .	
RTOR Reduction (vph)	0	0 25	5 0	0	30	oogeenaa ingin segeriya ahaana			
Lane Group Flow (vph)	74	742 322	1 1 0	59	17			*	
Heavy Vehicles (%)	4%	4% 4%	4%	4%	4%				-
Turn Type	Prot		na na series Al series de la series		Perm				
Protected Phases	7	4 8		6		,			
Permitted Phases				SHE P	6	后, 静静云 (4)			
Actuated Green, G (s)	7.0	30.8 19.8		21.2	21.2				
Effective Green, g (s)	7.0	30.8 19.8	國際的制度制作用	21.2	21.2				和新聞和記書的
Actuated g/C Ratio	0.12	0.51 0.33		0.35	0.35				
Clearance Time (s)	4.0	4.0 4.0		4.0	4.0				2 京和書籍開始
Vehicle Extension (s)	3.0	3.0 3.0		3.0	3.0				
Lane Grp Cap (vph)	203	1782 1119		613	549	法事件法			1
v/s Ratio Prot	0.04	c0.21 0.09		c0.03					
v/s Ratio Perm		· · · · · · · · · · · · · · · · · · ·		1.1. 	0.01			kies en	
v/c Ratio	0.36	0.42 0.29		0.10	0.03				
Uniform Delay, d1	24.4	9.0 14.9		13.0	12.7	2 正演翻		all the second	
Progression Factor	0.63	0.55 1.00		1.00	1.00				
Incremental Delay, d2	. 1.0	0.1 0.1	品品基礎訊	0.3	0,1			國際等關於	
Delay (s)	16.4	5.2 15.0		13.3	12.8				
Level of Service	≣`s[≯ <b>B</b> ×	2 14 1 1 1 2 2 2 2 4 2 4 2 4 2 4 2 4 2 4			n an the second s		. 5		
Approach Delay (s)		6.2 15.0		13.1					
Approach LOS	1755	A B	聽見影子中	10 <b>B</b> 4			· · · · ·	÷ *	Č.
Intersection Summary :		••				. i			
HCM Average Control De	av	9.2	HC	CM Lev	el of Si	ervice		<u>,</u>	
HCM Volume to Capacity		0.29	Se futers where where every second of	क्षांसल्यान्सल क्षेत्र	action from the second s	Note ( Starting )			PR. C.
Actuated Cycle Length (s		60.0		m of lo	st time	(s)	8.	0	
Intersection Capacity Utili		28.9%	ICI	U Level			1	4	5-23
Analysis Period (min)		· · · · · · · · · · · · · · · · · · ·	·注: 你认知	11 <sup>20</sup> 17					
c Critical Lane Group		1.61					4 113 BURG C	******	

## EXISTING+PROJECT 1\_P.M. 3: LOVR & 10th

Movement	EBT WB	WBR SBL	SBR: SBR: SBR: SBR: SBR: SBR: SBR: SBR:	
Lane Configurations ካ	<b>ትት ተ</b> 1	× <sup>1</sup>	7	
Ideal Flow (vphpl) 1900	1900 1900	) 1900 1900	1900	
Total Lost time (s) 4.0	4.0 4.0	) 4.0	4.0	
Lane Util. Factor	0.95 0.95	i 1.00	1.00	
Frt 1.00	1.00 0.98		0.85	
Flt Protected	1.00 1.00	0.95	1.00	
Satd. Flow (prot) 1736	3471 3417	1736	1553	
Fit Permitted Concerns 0.95	1.00 1.00	n 1995	1.00	State Barriston
Satd. Flow (perm) 1736	3471 3417	1736	1553	
Volume (vph) 83	432 816	95 63	50	
Peak-hour factor, PHF 0.92	0.92 0.92	0.92 0.92	0.92	
Adj. Flow (vph) 90	470 887	103 68	54	
RTOR Reduction (vph) 0	0 18	0 0	38	· · · · · · · · · · · · · · · · · · ·
Lane Group Flow (vph) 90	470 972	0 68	16	
Heavy Vehicles (%) 4%	4% 4%	4% 4%	4%	
Turn Type Prot		n de la company de la comp	Perm	
Protected Phases 7	4 8			
Permitted Phases			6.0000000000000000000000000000000000000	
Actuated Green, G (s) 7.3	33.7 22.4		18.3	
Effective Green, g (s) 7.3	33.7 22.4	18,3	1831 - 183	
Actuated g/C Ratio 0.12	0.56 0.37	0.30	0.30	
Clearance Time (s) 4.0	4.0 4.0	4.0	400小小小沙沙沙	
Vehicle Extension (s) 3.0	3.0 3.0	3.0	3.0	
Lane Grp Cap (vph) 211	1950 1276	529	474	
v/s Ratio Prot c0.05	0.14 c0.28	c0.04		
v/s Ratio Perm			0.011月的日常的目标的	
v/c Ratio 0.43	0.24 0.76		0.03	
Uniform Delay, d1 24.4	6.7 16.5	e and the second of the second of the second of the second s	14.6	
Progression Factor 1.02	1.01 1.00		1.00	
Incremental Delay, d2	0.1 2.7			
Delay (s) 26.2	6.8 19.2		14.8	
Level of Service C		Ballan B	B	
Approach Delay (s)	9.9 19.2	15.2		
Approach LOS	A B	B B	s.	
Intersection Summary		· · · · · · · · · · ·		
HCM Average Control Delay	15.8	HCM Level	of Service	
HCM Volume to Capacity ratio	0.47	1977 - 1935, 1937, <u>19</u> 76,		- 一、
Actuated Cycle Length (s)	60.0	Sum of lost	( <b>time (s)</b>	2.0
Intersection Capacity Utilization	43.7%	ICU Level o	of Service	A
Analysis Period (min)			國都部進展自然的	
c Critical Lane Group				

#### EXISTING+PROJECT 1\_A.M. 4: LOVR & South Bay

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HCM Signalized Intersection Capacity Analysis

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Movement	EBL	EBT	EBRHV	VBL	WBT	WSR'	NBŁ	: NBT·	NBR .	SBL	SBT	SBR
Lane Configurations	ሻ	<b>ት</b> ጮ		'n	仲个	٣		43			ર્સ	۴
Ideal Flow (vphpl)	1900	1900	1900 1	900	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
Lane Util. Factor	1.00	0.95		Ì.	0.95	1.00		1.00			1.00	1.00
Frt	1.00	1.00			1.00	0.85		0.99			1.00	0.85
Fit Protected	0,95	. 1,00		y a 👘	1.00	1.00		1.00		1. E	0.95	1.00
Satd. Flow (prot)	1736	3468			3471	1553		1802			1745	1553
FIt Permitted	0.95	1,00			1.00	1.00		1,00		。 第44 年 - 1	0.95	1.00
Satd. Flow (perm)	1736	3468			3471	1553	and any states	1802			1745	1553
Volume (vph)	235	580	4	0	174	113	4	43	4	361	21	128
Peak-hour factor, PHF	0.92	0.92		).92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	255	630	4	. <b>0</b> . 1	189	123		47	4	392	23	139
RTOR Reduction (vph)	0	ຸ 1	0	0	0	111	0	4	0	0	0	95
Lane Group Flow (vph)	255	633	<b>.0</b> , i i j	0	189	12	0	51	0	0	415	44
Heavy Vehicles (%)	4%	4%		4%	4%	4%	4%	4%	4%	4%	4%	4%
Turn Type	Prot			Prot	WY 27	Perm	Split			Split		Perm
Protected Phases	, 7	4		3	8		2	2		6	6	2.1-
Permitted Phases		~	こと時日間最			8						6
Actuated Green, G (s)	11.4	21.4			6.0	6.0		7.0	5.3. (M)		19.0	19.0
Effective Green, g (s)	11.4	21.4		ŕ	6.0	60		7.0		8 <sup>3</sup> 2 - 2 - 2	19.0	19:0
Actuated g/C Ratio	0.19	0.36	. 12 . Jardan Phi		0.10	0.10	an is far over 23	0.12		5	0.32	0.32
Clearance Time (s)		4.0			4.0			4.0			4.0	4.0
Vehicle Extension (s)	3.0	3.0	STRUCTURE AND A		3.0	3.0	entrita U.V. 20	3.0	J. P. MAR MORAT	(1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.	3.0	3.0
Lane Grp Cap (vph)	333	1249	家最高能制品。	, )	351	157	限制起为令	212			558	497
v/s Ratio Prot	c0.15	c0.18		. 1941 1	0.05	സ്ക്ക	211	c0.03	a stada a stad		c0.24	
v/s Ratio Perm	0 77		tha i			0.01			일종관동법			0,03
v/c Ratio	0.77 22.7	0.51 14.9	स अस्ति श्रिका जिल्ला	<i>.</i> .	0.54	0.08	ninika. Ya z	0.24	-NALLAR	1.4.3 1. 二	0.74	0.09
Uniform Delay, d1	1.00	14.9			25.4	24.2 1.00		23.8	1. C. F. F.	신입말을	18.0	14.1
Progression Factor	10,1		1.42	1	1.00 1.6			1.00 2.7	list 11	ì	1.00 8.7	1.00
Incremental Delay, d2	32.8	0.3 15.2	9	1.22 (1.163)	27.0	0.2 24.4	1	26.5	tententa la c	60	<b>0</b> .7 26.7	04
Delay (s) Level of Service		IS.Z	. chi il filli, lia lia	8	27.0 Ç	∠4.4 ∵≋∯ <b>0</b> ∰	nithea.	20.5 C	Store At	kelon Baki -	20.7 .C	14.5 B
Approach Delay (s)	ι η i' r <b>φ</b>	20.2	1.49016月月月月月	軟錢	26.0	- 19 <b>14</b> 88		26.5	1313.0	rrpe, the	23.7	iei p
Approach LOS		20.2 C	i sishiri da s	g	20.0	· . Fritten 1	d . NBÚ rách	20.0	2 3	taha tisu		
	,)	V.		817's	<u>ب</u> بي					の設置する	r, C	
Intersection Summary					33.	. : . ;						

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Intersection Summary 22.5 HCM Average Control Delay HCM Level of Service C HCM Volume to Capacity ratio 0.61 59.4 Sum of lost time (s) 12.0 Actuated Cycle Length (s) CULEvel of Service B Intersection Capacity Utilization 57.3% 11年月6月至福祉市高市市主义。 Analysis Period (min)

## EXISTING+PROJECT 1\_P.M. 4: LOVR & South Bay

HCM Signalized Intersection Capacity Analysis

	هر		¥	*		Ą.	٩	Î	p	6	ţ	*
Movement	EBL	EBT	. EBR:	: WBL	· WBT	WBR	NBL	· NBT	NBR ,	SBL	SBT	SBR
Lane Configurations	ኻ	个体	<u></u>	ሻ	<b>养</b> 养	Ĩ		ŵ			4	ľ
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0	4.0		4.0			4.0	4.0
Lane Util, Factor	1,00	0.95		1.00	0.95	N.S. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1.		1.00		•	1.00	1.00
Frt	1.00	1.00		1.00	1.00		,	0.97			1.00	0.85
Fit Protected	0,95	1.00	· · . · .	0.95	1.00			0.99			0.96	1.00
Satd. Flow (prot)	1736	3463		1736	3471	1553	2	1743	1 N. 1		1749	1553
Flt Permitted	0.95	1.00	5. 1999 - 3	0.95	1.00	the second second		0,99		() ·	0.96	1.00
Satd. Flow (perm)	1736	3463		1736	3471	1553		1743			1749	1553
Volume (vph)	209	288	5	5	604	295	8	17	839 839	180	21	181
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
Adj. Flow (vph)	227	313	5	5	657		9	18	9	196	23	197
RTOR Reduction (vph)	0	2	0	0	0	232	0	8	0	0	0	163
Lane Group Flow (vph)	227	316	0.00	5.	657	89.	·拾品】0日	28	a ha <b>q</b> all	0	219	34
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%
Turn Type	Prot			Prot		Perm	Split			Split	TREE 5	Perm
Protected Phases	7	4		3	8		2	2		6	6	
Permitted Phases	<b>.</b> .		• •		1 - A	8	н <sup>а</sup> ман,					<b>O</b>
Actuated Green, G (s)	9.5	25.0		0.4	15.9	15.9	en a statu	6.0	ai istaabtee ee i		10.0	10.0
Effective Green, g (s)	9.5	25.0	이가 영상 방송	0.4	15.9	15.9		60			-10.0	10.0
Actuated g/C Ratio	0.17	0.44	1. 11 1/3	0.01	0.28	0.28		0.10	細胞筋 南原油石	., .	0.17	0.17
Clearance Time (s)	4.0	4.0	「「「「「「「」」	4,0	40	F. L. F. Dowfell, Dec.18		4.0			4.0	4.0
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0		3.0	N 1936 S 201		3.0	3.0
Lane Grp Cap (vph) v/s Ratio Prot	287	1508 0.09		12	961 c0.19	430	가는 것같!	182			305	271
	c0.13	0.09		0.00	60.19	0.00		c0.02			c0.13	0.00
v/s Ratio Perm v/c Ratio	0.79	0.21		0.42	0.68	0.06 0.21		0.15	n still der		0.72	0.02 0.13
Uniform Delay, d1	23.0	10.1		28.4	18.5		taabi si ƙafa	23.4	Robell materia	See. 3	22.4	20.0
Progression Factor	1.00	1.00	i si ,	1.00	1.00	1.00	gur-sa-su	1.00	ALE OF STREET	1999	1.00	1.00
Incremental Delay, d2	13.8	0,1	÷., ·	21.8	2.0	0,2	• ` 1	1.8			13.6	1.0
Delay (s)	36.8	10.1		50.2	20.5	16.2	iets in e	25.2			35.9	21.0
Level of Service	30.0 ∑	. <u>B</u> ``	4.314		20.5 C	iv.z	utanata	20.2 0		ale'sé	uu.u Idik <b>D</b> ∆i	21.0 C
Approach Delay (s)		21.2	1, 1344) (, 1	এ≷েট † থি	19.3	요즘 가지 집합하는	很早期我们的	25.2	ermalendi. Pola	1847-19	28.9	4.1449933.1
Approach LOS		C				い。自動し命			A second se	品店店		
	***		ngussaasid				2255-03230-26640-2207-232223			SENS S BARTRANSS	neeneeneeneeneeneeneeneeneeneeneeneenee	SELECT S
Intersection Summary								1 :-				•
HCM Average Control De					ICM Le	vel of Se	ervice					
HCM Volume to Capacity			0.64			· · · · · · · · · · · · · · · · · · ·	Second Second	191 - Alb. 1	State Const.			
Actuated Cycle Length (s		· · · ·	57.4						16.0		가려물다	
Intersection Capacity Util	ization	ţ	56.0%	)  		el of Ser	(		В			
Analysis Period (min)			15	- (+ 1 - <u>1</u> - 1	128 12116		· · · ·	h e hat	n tre ta ca		. :	A STATE
c Critical Lane Group												

## EXISTING+PROJECT 1\_A.M. 5: LOVR & Turri

HCM Unsignalized Intersection Capacity Analysis

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	_				•			
Movement:	. EBĻ	EBT	WBT-	. WBR . SB	∠ SBR.	State	State Street, State	in the states
Lane Configurations	٣	1	ß	Y	<b>4</b>			
Sign Control	1.	Free	Free			· · ·		2
Grade		0%	0%	0%				
Volume (veh/h)	3	941	212	5 La 5 Sil		· .	al Albert	
Peak Hour Factor	0.92	0.92	0.92					
Hourly flow rate (vph)	3	1023	230	8 10	<u> 3</u>			
Pedestrians		\ \						
Lane Width (ft)					Sec. 2010. 1999			, a l'Anna an
Walking Speed (ft/s)							<b>`</b>	
Percent Blockage Right turn flare (veh)								
Median type				TWLT				
Median storage veh)				T YAL I	- 1			
Upstream signal (ft)					• • • •		1. 1.	
pX, platoon unblocked								
vC, conflicting volume	238		-	1264	234	2	in a second	te arte escritere e
vC1, stage 1 conf vol				234			X F	
vC2, stage 2 conf vol		1.1		1029	) <sup>1</sup> <sup>1</sup>			e Paris Davis
vCu, unblocked vol	238			1264				
tC, single (s)	4.1		- 4 C -	6.4		na str	h de se en de la	s 2 and a start of the
tC, 2 stage (s)				5.4				
tE(s)	2 1 1 2 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	· 43	1. 1. 1. 1.			nder erwich	A Star Star I and a state	
p0 queue free %	100			94				N
cM capacity (veh/h)	1317			282	2 800	a fu a tracito a	n de la checara	
Direction, Lane #	EB 1	EB 2	HEAVENING TO SHOW DRIVELING	SB 1 (16)	Contes and	i ha na 27 ta na	1999 - 1842 - 1994 - 1994 - 1994 - 1994 - 1994 - 1994 - 1994 - 1994 - 1994 - 1994 - 1994 - 1994 - 1994 - 1994 -	
Volume Total	3	1023	238	20	시험소설에서	er ver ville	an'n seedar Ma	
Volume Left	3	0	0	16				
Volume Right	0	0	8	3				
cSH	1317	1700	1700	316				
Volume to Capacity	0.00	0.60	0.14	0.06		* · ·		
Queue Length 95th (ft)	0 7.7	0 • 0.0	0 0,0	5 17.1				
Control Delay (s) Lane LOS	A	0.0	0,0	C C				
Approach Delay (s)	0.0		0.0	17.1				
Approach LOS	0.0		0.0	C				
er an								
Intersection Summary			. *	1. N. N.	·			• • • •
Average Delay Intersection Capacity Uti	lization	,	0.3		vel of Serv	dee	В	
Analysis Period (min)	lization		59.5% 15	ICO Le		lice	Þ	
			15					
							,	
				* 1 Es C	a sta	E - Emore	p. 14	
		3 98. 197	and the second					

Synchro 6 Report

## EXISTING+PROJECT 1\_P.M. 5: LOVR & Turri

HCM Unsignalized Intersection Capacity Analysis

# 1 - + + + +

Movement	EBL	EBT	WBT	WBR	SBL	SBR					
Lane Configurations	×	4	Þ		`s./			***			*
Sign Control		Free	Free		Stop	· .	·	n an shi s	- 25 <sup>1</sup> -	-1	
Grade		0%	0%		0%						
Volume (veh/h)	4	410	886	17	15	7	$\xi \in \mathbb{R}^{n}$	1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1	14. 		1. N
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92					
Hourly flow rate (vph)	4	446	963	18	16	8	المر ار	n ninger og som en s En som en som		- N. 1	an an a
Pedestrians		÷ •									
Lane Width (ft)		· .	1.1.4	2 1 4 -	stand and a standard and a standard		1000	8 19 19 19 19 19 19 19 19 19 19 19 19 19	): Paristant	n an suite Statut	t service and the service of the ser
Walking Speed (ft/s)											
Percent Blockage		. 4		1 m <sup>2</sup> n					· · ·	1000	n an an Nasa
Right turn flare (veh)											
Median type	· · ·			81 a <del> </del>	WLTL	· · ·		· ¢		8 <sup>1</sup>	· · · · .
Median storage veh)					1						
Upstream signal (ft)		· _	··.,					1 A. J.	1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 19	. 18 - 18 - 18 - 18 - 18 - 18 - 18 - 18	1
pX, platoon unblocked											
vC, conflicting volume	982			1777.	1427	972	e martina dal	1.1.28	1. Y 141		
vC1, stage 1 conf vol					972						
vC2, stage 2 conf vol	1. 	e (5. 11)	; · ·	i ar				g est i ve	z i se		
vCu, unblocked vol	982				1427	972					
tC, single (s)	4.1	1 T -	, e e	13 - 2	6.4	6.2	1 - 442	stand and a stand and and a stand and a st	ve vitike	n és işe s	Markey A.
tC, 2 stage (s)					5.4						
t <b>F (s)</b>	2.2	n kek	, ka s	She internet			e de Salid		an an Shri	i sa an ser s	All AN ALL AND
p0 queue free %	99				94	97					
					0						
cM capacity (veh/h)	695	Sec. As a	1. A		271	304	1. 1 - A - A - A - A - A - A - A - A - A -		≩€ 3,1 & ⊂.	$\langle h_{i} \rangle \sim \langle h_{i} \rangle$	e a standard
Direction, Lane #	EB 1;	EB 25	NUMPRIALIZED	SB 1	271		•		in taint 1995 -	navora, analar navarran navad na	en Ander Entre
Direction, Lane #	EB 1; 4	446	982	SB 1 24	271			S. AMER. AND AN A STREET AND A STREET		navora, analar navarran navad na	1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 -
Direction, Lane # Volume Total Volume Left	EB 1 ; 4 4	446 0	982 0	SB 1 24 16	271		•		- <b>621</b> 944	navora, analar navarran navad na	
Direction, Lane # Volume Total Volume Left Volume Right	EB 1; 4 4 0	446 0 0	982 0 18	SB 1 24 16 8	271		•			navora, analar navarran navad na	
Direction, Lane # Volume Total Volume Left Volume Right cSH	EB 1 ( 4 4 0 695	446 0 0 1700	982 0 18 1700	SB 1 24 16 8 280	271		•		- <b>621</b> 944	navora, analar navarran navad na	
Direction, Lane # Volume Total Volume Left Volume Right cSH Volume to Capacity	EB 1 ; 4 4 0 695 0.01	446 0 0 1700 0.26	982 0 18 1700 0.58	SB 1 24 16 8 280 0.09	271		•		- <b>621</b> 944	navora, analar navarran navad na	
Direction, Lane # Volume Total Volume Left Volume Right cSH Volume to Capacity Queue Length 95th (ft)	EB 1 ; 4 0 695 0.01 0	446 0 1700 0.26 0	982 0 18 1700 0.58 0	SB 1 24 16 8 280 0.09 7	271		•		- <b>621</b> 944	navora, analar navarran navad na	
Direction, Lane # Volume Total Volume Left Volume Right cSH Volume to Capacity Queue Length 95th (ft) Control Delay (s)	EB 1 4 4 0 695 0.01 0 10.2	446 0 0 1700 0.26	982 0 18 1700 0.58	SB 1 24 16 8 280 0.09 7 19.0	271		•		- <b>621</b> 944	navora, analar navarran navad na	
Direction, Lane # Volume Total Volume Left Volume Right cSH Volume to Capacity Queue Length 95th (ft) Control Delay (s) Lane LOS	EB 1 ( 4 0 695 0.01 0 10.2 B	446 0 1700 0.26 0	982 0 18 1700 0.58 0 0.0	SB 1 24 16 8 280 0.09 7 19.0 C	271		•		- <b>621</b> 944	navora, analar navarran navad na	
Direction, Lane # Volume Total Volume Left Volume Right cSH Volume to Capacity Queue Length 95th (ft) Control Delay (s) Lane LOS Approach Delay (s)	EB 1 4 4 0 695 0.01 0 10.2	446 0 1700 0.26 0	982 0 18 1700 0.58 0	SB 1 24 16 8 280 0.09 7 19.0 C 19.0	271		•		- <b>621</b> 944	navora, analar navarran navad na	
Direction, Lane # Volume Total Volume Left Volume Right cSH Volume to Capacity Queue Length 95th (ft) Control Delay (s) Lane LOS Approach Delay (s) Approach LOS	EB 1 ( 4 0 695 0.01 0 10.2 B	446 0 1700 0.26 0	982 0 18 1700 0.58 0 0.0	SB 1 24 16 8 280 0.09 7 19.0 C	271		•		- <b>621</b> 944		
Direction, Lane # Volume Total Volume Left Volume Right cSH Volume to Capacity Queue Length 95th (ft) Control Delay (s) Lane LOS Approach Delay (s) Approach LOS	EB 1 ( 4 0 695 0.01 0 10.2 B	446 0 1700 0.26 0	982 0 18 1700 0.58 0 0.0 0.0	SB 1 24 16 8 280 0.09 7 19.0 C 19.0	271		•		- <b>621</b> 944		
Direction, Lane # Volume Total Volume Left Volume Right cSH Volume to Capacity Queue Length 95th (ft) Control Delay (s) Lane LOS Approach Delay (s) Approach LOS Intersection Summary Average Delay	EB 1 4 4 0 695 0.01 0 10.2 B 0.1	446 0 1700 0.26 0 0.0	982 0 18 1700 0.58 0 0.0 0.0 0.0	SB 1 24 16 8 280 0.09 7 19.0 C 19.0 C							
Direction, Lane # Volume Total Volume Left Volume Right cSH Volume to Capacity Queue Length 95th (ft) Control Delay (s) Lane LOS Approach Delay (s) Approach Delay (s) Approach LOS Intersection Summary Average Delay Intersection Capacity U	EB 1 4 4 0 695 0.01 0 10.2 B 0.1	446 0 1700 0.26 0 0.0	982 0 18 1700 0.58 0 0.0 0.0 0.0 0.0	SB 1 24 16 8 280 0.09 7 19.0 C 19.0 C	271 CU Leve				- <b>621</b> 944		
Direction, Lane # Volume Total Volume Left Volume Right cSH Volume to Capacity Queue Length 95th (ft) Control Delay (s) Lane LOS Approach Delay (s) Approach LOS Intersection Summary Average Delay	EB 1 4 4 0 695 0.01 0 10.2 B 0.1	446 0 1700 0.26 0 0.0	982 0 18 1700 0.58 0 0.0 0.0 0.0	SB 1 24 16 8 280 0.09 7 19.0 C 19.0 C							
Direction, Lane # Volume Total Volume Left Volume Right cSH Volume to Capacity Queue Length 95th (ft) Control Delay (s) Lane LOS Approach Delay (s) Approach Delay (s) Approach LOS Intersection Summary Average Delay Intersection Capacity U	EB 1 4 4 0 695 0.01 0 10.2 B 0.1	446 0 1700 0.26 0 0.0	982 0 18 1700 0.58 0 0.0 0.0 0.0 0.0	SB 1 24 16 8 280 0.09 7 19.0 C 19.0 C							
Direction, Lane # Volume Total Volume Left Volume Right cSH Volume to Capacity Queue Length 95th (ft) Control Delay (s) Lane LOS Approach Delay (s) Approach Delay (s) Approach LOS Intersection Summary Average Delay Intersection Capacity U	EB 1 4 4 0 695 0.01 0 10.2 B 0.1	446 0 1700 0.26 0 0.0	982 0 18 1700 0.58 0 0.0 0.0 0.0 0.0	SB 1 24 16 8 280 0.09 7 19.0 C 19.0 C							
Direction, Lane # Volume Total Volume Left Volume Right cSH Volume to Capacity Queue Length 95th (ft) Control Delay (s) Lane LOS Approach Delay (s) Approach Delay (s) Approach LOS Intersection Summary Average Delay Intersection Capacity U	EB 1 4 4 0 695 0.01 0 10.2 B 0.1	446 0 1700 0.26 0 0.0	982 0 18 1700 0.58 0 0.0 0.0 0.0 0.0 0.3 57.7% 15	SB 1 24 16 8 280 0.09 7 19.0 C 19.0 C	CU Leve	of Sei	vice				
Direction, Lane # Volume Total Volume Left Volume Right cSH Volume to Capacity Queue Length 95th (ft) Control Delay (s) Lane LOS Approach Delay (s) Approach Delay (s) Approach LOS Intersection Summary Average Delay Intersection Capacity U	EB 1 4 4 0 695 0.01 0 10.2 B 0.1	446 0 1700 0.26 0 0.0	982 0 18 1700 0.58 0 0.0 0.0 0.0 0.0 0.3 57.7% 15	SB 1 24 16 8 280 0.09 7 19.0 C 19.0 C	CU Leve	of Sei	vice				
Direction, Lane # Volume Total Volume Left Volume Right cSH Volume to Capacity Queue Length 95th (ft) Control Delay (s) Lane LOS Approach Delay (s) Approach Delay (s) Approach LOS Intersection Summary Average Delay Intersection Capacity U	EB 1 4 4 0 695 0.01 0 10.2 B 0.1	446 0 1700 0.26 0 0.0	982 0 18 1700 0.58 0 0.0 0.0 0.0 0.0 0.3 57.7% 15	SB 1 24 16 8 280 0.09 7 19.0 C 19.0 C		of Sei	vice				

### CUMULATIVE\_A.M. 1: LOVR & Broderson

Lane Configurations Sign Control (1917), Grade	⊅ Free 0%			ৰ Free 0%	<b>∀</b> Stop 0%	a a a a a a a a a a a a a a a a a a a	A CONTRACTOR OF A CONTRACTOR OF A CONTRACTOR OF A CONTRACTOR A CONTRAC	Accession	A Second			2
Volume (veh/h) Peak Hour Factor	520 0.92	10 0.92	10 0.92	<b>32</b> 0 0.92	10 0.92	30 0.92						
Hourly flow rate (vph)	565	11		348	0.32 11							
Pedestrians		.*	: 13	SA BAN					a starter a star			
Lane Width (ft) Walking Speed (ft/s)								Par -	والوارية الم			13 L
Percent Blockage					A MARK	$b_{ij} \rightarrow b_{ij}$						and a second sec
Right turn flare (veh)				· , (	REGER	5573. <sup>-</sup>		.ed n'a	35.5			·) ;
Median type Median storage veh)				1 in	None							
Upstream signal (ft)						· · ·	2			بدر م		,
pX, platoon unblocked			<b>FTO</b>	9 (54 E 5 B 5 .	0.40		1235	- 3.21		• •		
vC, conflicting volume vC1, stage 1 conf vol			5/6		940	571	1.1		- ÷		;	`,
vC2, stage 2 conf vol	``											
vCu, unblocked vol			576		940	571						· · · · · · · · · · ·
tC,⊲single (s) tC, 2 stage (s)	y	×	ia:4 <b>,1</b> ,3	Adda Laas	6.4	6.2	i an	ili dilan 'n	s 45.34	under of	l part d'	
tF (s)			2.2		35	3.3	1.14	1,141		2	and a second sec	
p0 queue free %		, ,	99		96	94			1. 1. 1. 1. 1. 1. 		2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	10.23.188
cM capacity (veh/h)		·	987		287	517		1110 1110 1110		And a second sec	and a second sec	
Direction, Lane #	EB 1	WB 1	2011年1月19月45530月1日日13	1. i	•							
Volume Total	576 0	359 11	43 11									
Volume Right	11				5, ,				的病法			
cSH	1700	987	431									
Volume to Capacity	0.34 0	0.01 1	0,10			i Last	,	1.40	물건물건			19 N. 19 19 19 19 19 19 19 19 19 19 19 19 19
Control Delay (s)	0.0	0.4	14.3	*					ł.,	A DE LA DE L		, ×
Lane LOS Approach Delay (s) Approach LOS	0.0	A 0:4	В 14,3 В			200 200 200 200 200 200 200 200 200 200	A DATA AND AND AND AND AND AND AND AND AND AN		2	2	Amate	* 25 ×
Intersection Summary												
Average Delay			0.8			불리배기관관				KENNERSSEN REFERRE		
Intersection Capacity Utili	ization		38,0%	lC	U Level	of Ser	vice		A			
Analysis Period (min)			15	2 19 19 1			(15.3)	Par No.	fet subst	5		1.000
			- 194 A.J.			B					• •	- 17
							_ 0		والنعين			

### CUMULATIVE\_P.M. 1: LOVR & Broderson

HCM Unsignalized Intersection Capacity Analysis

		No.	*	<b>4</b>	*	P			
Movement	EBT	EBR	WBL	WBT	. NBL	NBR		*•	
Lane Configurations	Þ			न्त्राः सं	Y				
Sign Control	Free			Free	Stop				
Grade	0%	-		0%	0%	acument dat	ales onali sela al su su s		eest studie of the
Volume (veh/h) Peak Hour Factor	340 0.92	0.92	30 0.92	445 0.92	5 0.92	15 0.92			
Hourly flow rate (vph)	370	0.92	33	484	0.92	0.92 16			
Pedestrians	010	Ŭ	1	ra konstrukti	(114,030) B (1 <b>67</b> , 24	Party (1974)			
Lane Width (ft)					gald.	N. C. S.			<ul> <li>4</li> <li>4</li> </ul>
Walking Speed (ft/s)									
Percent Blockage								A REAL PROPERTY OF A REAL PROPER	
Right turn flare (veh)	÷ .				None		a a shalala i		
Median type Median storage veh)		. 3		899 - 15	NOTIE				
Upstream signal (ft)				an Éan Al A	della fasta a	agnàraca.			
pX, platoon unblocked			1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1975 (1976) ( A. 1					
vC, conflicting volume			375		921	372			11日1日日日 11日日日 11日日 11日日 11日日 11日日 11日日
vC1, stage 1 conf vol								stantisanti an ini	
vC2, stage 2 conf vol			375		921	372			
vCu, unblocked vol tC, single (s)			375 4.1		921 6.4				
tC, 2 stage (s)			-7,1		19 . A	State.			
tF (s)			2.2		3.5	3.3			
p0 queue free %			97		98	98			
cM capacity (veh/h)			1173		289	669			
Direction, Lane #			BERSTER STREET STREET STREET	Adol March ability Cluster					
	EB 1	WB 1	NB 1					·	
Volume Total	375	516	22						
Volume Total Volume Left	375 0	516 33	22 5			Annalis Research Annalis Rese			
Volume Total Volume Left Volume Right	375 0 5	516 33 0	22 5 16			And Andrewsky (* 1999) Andrewsky (* 1999) An			
Volume Total Volume Left Volume Right	375 0 5 1700	516 33 0 1173	22 5 16 504						
Volume Total Volume Left Volume Right cSH Volume to Capacity	375 0 5	516 33 0	22 5 16						
Volume Total Volume Left Volume Right	375 0 5 1700 0.22	516 33 0 1173 0.03	22 5 16 504 0.04						
Volume Total Volume Left Volume Right Volume to Capacity Queue Length 95th (ft) Control Delay (s) Lane LOS	375 0 5 1700 0.22 0 0.0	516 33 0 1173 0.03 2 0.8 A	22 5 16 504 0.04 3 12.5 B						
Volume Total Volume Left Volume Right cSH Volume to Capacity Queue Length 95th (ft) Control Delay (s) Lane LOS Approach Delay (s)	375 0 5 1700 0.22 0 0.0	516 33 0 1173 0.03 2 0.8	22 5 16 504 0.04 3 12.5						
Volume Total Volume Left Volume Right Volume to Capacity Queue Length 95th (ft) Control Delay (s) Lane LOS	375 0 5 1700 0.22 0 0.0	516 33 0 1173 0.03 2 0.8 A	22 5 16 504 0.04 3 12.5 B						
Volume Total Volume Left Volume Right cSH Volume to Capacity Queue Length 95th (ft) Control Delay (s) Lane LOS Approach Delay (s)	375 0 5 1700 0.22 0 0.0	516 33 0 1173 0.03 2 0.8 A	22 5 16 504 0.04 3 12.5 B						
Volume Total Volume Left Volume Right cSH Volume to Capacity Queue Length 95th (ft) Control Delay (s) Lane LOS Approach Delay (s) Approach LOS Intersection Summary Average Delay	375 0 5 1700 0.22 0 0.0 0.0	516 33 0 1173 0.03 2 0.8 A 0.8	22 5 16 504 0.04 3 12.5 B 12.5 B						
Volume Total Volume Left Volume Right cSH Volume to Capacity Queue Length 95th (ft) Control Delay (s) Lane LOS Approach Delay (s) Approach LOS Intersection Summary Average Delay Intersection Capacity Ut	375 0 5 1700 0.22 0 0.0 0.0	516 33 0 1173 0.03 2 0.8 A 0.8	22 5 16 504 0.04 3 12.5 B 12.5 B 12.5 B 0.8 56.6%						
Volume Total Volume Left Volume Right cSH Volume to Capacity Queue Length 95th (ft) Control Delay (s) Lane LOS Approach Delay (s) Approach LOS Intersection Summary Average Delay	375 0 5 1700 0.22 0 0.0 0.0	516 33 0 1173 0.03 2 0.8 A 0.8	22 5 16 504 0.04 3 12.5 B 12.5 B 12.5 B 0.8 56.6% 15		CU Leve	l of Service		а 	
Volume Total Volume Left Volume Right cSH Volume to Capacity Queue Length 95th (ft) Control Delay (s) Lane LOS Approach Delay (s) Approach LOS Intersection Summary Average Delay Intersection Capacity Ut	375 0 5 1700 0.22 0 0.0 0.0	516 33 0 1173 0.03 2 0.8 A 0.8	22 5 16 504 0.04 3 12.5 B 12.5 B 12.5 B 0.8 56.6% 15		CU Leve	l of Service		а 	
Volume Total Volume Left Volume Right cSH Volume to Capacity Queue Length 95th (ft) Control Delay (s) Lane LOS Approach Delay (s) Approach LOS Intersection Summary Average Delay Intersection Capacity Ut	375 0 5 1700 0.22 0 0.0 0.0	516 33 0 1173 0.03 2 0.8 A 0.8	22 5 16 504 0.04 3 12.5 B 12.5 B 12.5 B 0.8 56.6% 15		CU Leve	l of Service		а 	
Volume Total Volume Left Volume Right cSH Volume to Capacity Queue Length 95th (ft) Control Delay (s) Lane LOS Approach Delay (s) Approach LOS Intersection Summary Average Delay Intersection Capacity Ut Analysis Period (min)	375 0 5 1700 0.22 0 0.0 0.0	516 33 0 1173 0.03 2 0.8 A 0.8	22 5 16 504 0.04 3 12.5 B 12.5 B 12.5 B 0.8 56.6% 15		CU <sup>I</sup> Leve	l of Service		а а а а а а а а а а а а а а	
Volume Total Volume Left Volume Right cSH Volume to Capacity Queue Length 95th (ft) Control Delay (s) Lane LOS Approach Delay (s) Approach LOS Intersection Summary Average Delay Intersection Capacity Ut Analysis Period (min)	375 0 5 1700 0.22 0 0.0 0.0	516 33 0 1173 0.03 2 0.8 A 0.8	22 5 16 504 0.04 3 12.5 B 12.5 B 12.5 B 0.8 56.6% 15		CU <sup>I</sup> Leve	l of Service		а а а а а а а а а а а а а а	
Volume Total Volume Left Volume Right cSH Volume to Capacity Queue Length 95th (ft) Control Delay (s) Lane LOS Approach Delay (s) Approach LOS Intersection Summary Average Delay Intersection Capacity Ut Analysis Period (min)	375 0 5 1700 0.22 0 0.0 0.0	516 33 0 1173 0.03 2 0.8 A 0.8	22 5 16 504 0.04 3 12.5 B 12.5 B 12.5 B 0.8 56.6% 15		CU <sup>I</sup> Leve	l of Service		а а а а а а а а а а а а а а	
Volume Total Volume Left Volume Right cSH Volume to Capacity Queue Length 95th (ft) Control Delay (s) Lane LOS Approach Delay (s) Approach LOS Intersection Summary Average Delay Intersection Capacity Ut Analysis Period (min)	375 0 5 1700 0.22 0 0.0 0.0	516 33 0 1173 0.03 2 0.8 A 0.8	22 5 16 504 0.04 3 12.5 B 12.5 B 12.5 B 0.8 56.6% 15		CU <sup>I</sup> Leve	l of Service		а а а а а а а а а а а а а а	
Volume Total Volume Left Volume Right cSH Volume to Capacity Queue Length 95th (ft) Control Delay (s) Lane LOS Approach Delay (s) Approach LOS Intersection Summary Average Delay Intersection Capacity Ut Analysis Period (min)	375 0 5 1700 0.22 0 0.0 0.0	516 33 0 1173 0.03 2 0.8 A 0.8	22 5 16 504 0.04 3 12.5 B 12.5 B 12.5 B 0.8 56.6% 15		CU <sup>I</sup> Leve	l of Service		а а а а а а а а а а а а а а	

## CUMULATIVE\_A.M. 2: LOVR & 9th

HCM Signalized Intersection Capacity Analysis

2. LO VI ( 0. 001				A CONTRACTOR OF THE OWNER OF THE							11914/// Dimension	
	٨		7	*		Ł	*	Ť	p	1	Ť	1
Movement	EBL	EBT	EBR	WBL	. WBT	WBR	· NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	Ϋ́ς	<b>ተ</b> ጮ		ليو	<b>A</b>	r		<b>6</b> ‡3		٣	ĥ	
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	1999 (1993 - 1995) 1999 (1995 - 1995)	4.0	4.0	
Lane Util, Factor	1.00	0.95		1.00	1.00	1.00	2. MT	1.00		1.00	1.00	8 110
Frt	1.00	0.99		1.00	1.00	0.85		0.93		1.00	0.91	, .
Flt Protected	0.95	1.00		0.95	1.00	1.00		0,99		0,95	1.00	
Satd. Flow (prot)	1736	3442		1736	1827	1553		1676		1736	1662	
FitPermitted	0.54	1.00		0,29	1.00		《福福》	0.95		0.70	1.00	
Satd. Flow (perm)	985	3442		527	1827	1553		1607		1283	1662	
Volume (vph)	70	590	35	70	230	45	25	40	80	190	50	75
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)	76	641	i <b>38</b>	76	250	49	27	43	87	207	54	82
RTOR Reduction (vph)	0	8	0	0	0	32	0	42	0	0	40	0
Lane Group Flow (vph)	76	671	0	76	250	s. 17.	0	115	, <b>0</b> i	207	96	, O
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%
Turn Type	Perm	- 16 T I		Perm	이번, 이번 한	Perm	Perm			Perm	전 종종	
Protected Phases		4			8			2			6	
Permitted Phases	4			<b></b>		<u> </u>	2			6		1. 新教会
Actuated Green, G (s)	21.1	21.1		21.1	21.1	21.1		30.9		30.9	30.9	
Effective Green, g (s)	21.1	21.1		21.1	21,1	21.1		30.9		30.9	30.9	
Actuated g/C Ratio	0.35	0.35		0.35	0.35	0.35		0.52		0.52	0.52	
Clearance Time (s)	4.0	4.0		4.0	4.0			4.0	그 옷 때 안내 뭐	4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0		3.0		3.0	3.0	
Lane Grp Cap (vph)	346	6 6 Y Y Y Y	1 AND IN	185	642	546	an olympia Naffar (19	828		661	856	
v/s Ratio Prot		c0.19			0.14						0.06	
v/s Ratio Perm	0.08	`		0.14		0.01		0.07		c0,16		
v/c Ratio	0.22	0.55		0.41	0.39	0.03		0.14		0.31	0.11	
Uniform Delay, d1	13.7	15.7		14.7	14.6	12,8		7.6		8.4	7.5	. ^ `
Progression Factor	1.00	1.00	5 2 5	0.34	0.53	0.07	1	1.00		1.00	1.00	
Incremental Delay, d2	0.3	0.6		1,4	0.4	1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.		0.3		1.2	0.3	
Delay (s)	14.0	16.2		6.5	8.1	0.9		7.9		9.7	7.8	
Level of Service	В	B		A	A	A	, sa <sup>1</sup> - s	A		٠A	A	;
Approach Delay (s)		16.0			6.8			7.9			8.9	
Approach LOS		.ha₿}e		. e.s.bb.	n He I <b>A</b> d	also bil		A		k lajak di	A	. 14
Intersection Summary				• • •			i. ar	1	•			
HCM Average Control D	elav	100010000000000000000000000000000000000	11.6								NULLER CONSERVE	
HCM Volume to Capacity			0.41			। ना उन्होंने हैं	997 200 33	10년 간 위 공도는		1		5 T
Actuated Cycle Length (s		, 1, 11	60.0	S S	um of le	stime	(s)		80.		·	
Intersection Capacity Uti			53.6%	IC	CU Leve	el of Ser	weszana aster Vice	no antenatoria (	A	司約ション		1.54
Analysis Period (min)			15		1. 3.3	N GRAD	Wile Hore	前機制			()))))))))))))))))))))))))))))))))))))	合。中部
c Critical Lane Group					1	-1.1 × 07 1)	n e sues e Siète II.	1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.	n 1940, MAGN ( )	7	1 27 1 7 2 2	47.683
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#### CUMULATIVE\_P.M. 2: LOVR & 9th

HCM Signalized Intersection Capacity Analysis

	هر	-	*	<b>*</b>	4	*	4	Ť	P	\$	Ť	4
Movement	EBL	EBT	EBR	WBL	• WBT	WBR	, NBL	. NBT.	NBR	SBL	SBT	SBR
Lane Configurations	ሻ	<b>≜</b> ∱≽		4	Å	ſ	331179/30030999	ф	7270 GBGIDAUAAD94	۲	ĥ	5111022191111152
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	
Lane Util. Factor	1.00	0.95		1.00	1.00	1.00	Nexes.	1.00	to gala.	1.00	1.00	
Frt	1.00	0.99		1.00	1.00	0.85		0.94		1.00	0.90	
Flt Protected	0.95	1.00		0.95	1.00	1.00		0.99		0.95	1.00	
Satd. Flow (prot)	1736	3441		1736	1827	1553		1699		1736	1636	
Flt Permitted	0.32		:	0,48	1.00	Statistic Defeating		0.93			1.00	
Satd. Flow (perm)	592	3441		884	1827	1553		1597		1342	1636	
Volume (vph)	,	405	25	80	610	245	1	35	45	95	35	80
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)		440	27	1) ala <b>87</b>	663	266	22	38	49	103	38	87
RTOR Reduction (vph)	· 0	7	0	0	0	94	0	38	0	0	68	0
Lane Group Flow (vph)	60	460	$(a_1, b_2)$	87	663	172	0		0	103	57	0
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%
Turn Type	Perm			Perm		Perm	Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	. 4	`	s :	8		8	<u>2</u>			6		
Actuated Green, G (s)	38.8	38.8		38.8	38.8	38.8	Thursday 1	13.2		13.2	13.2	14 fe 14 - 14 - 1
Effective Green, g (s)	38.8	38.8	. :	38.8	38.8	38,8		13.2		13,2	13.2	
Actuated g/C Ratio	0.65	0.65		0.65	0.65	0.65	74452 43 50 22 8	0.22	5 m	0.22	0.22	
Clearance Time (s)		4.0		4.0	4.0	4.0		4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0		3.0		3.0	3.0	
Lane Grp Cap (vph)	383	2225		572	1181	1004		351	· · · · · · · · · · · · · · · · · · ·	295	360	
v/s Ratio Prot		0.13			c0.36	1 12	w1	SHOL FED ST			0.03	
v/s Ratio Perm	0.10	•••		0.10		0.11	변화가공	0.04		c0.08		
v/c Ratio	0.16	0.21		0.15	0.56	0.17	256 264.	0.20	2	0.35	0.16	
Uniform Delay, d1	4.2	4.3		4.2	5,9	42		19.1	알랐네는	19.8	18,9	
Progression Factor	1.00	1.00		0.13	0.23	0.00	intel interest.	1.00	- Arter	1.00	1.00	
Incremental Delay, d2	0.2	0.0		01	0.4			13		3.2	0,9	•
Delay (s)	4.4	4.4	`	0.6	1.8	0.1	: Sath 1 (6 T 6.24	20.4	anandi 'v i	23.0	19.9	
Level of Service	A	A	2 : 2 : 2 : 2 : 2 : 2 : 2 : 2 : 2 : 2 :		A	A				C	В	
Approach Delay (s)		4.4	* 2	. Alar vî s	1.2	ar e asalas a	ઝોકો છે તેકે, તેક દ	20.4	es ta cata si		21.3	
Approach LOS	*	A	۰ ۱	1990 ( B)	o por <b>A</b> o						atest <mark>e</mark> (s	× 56,89
Intersection Summary	and the state of t	100000000000000000000000000000000000000										
HCM Average Control De		17 (23 (27 1)) 	5,6		ICM Lev	vel of Se	ervice		A	- been all	् िं ल्या हो	
HCM Volume to Capacity			0.51									
Actuated Cycle Length (s			60.0						8.0			
Intersection Capacity Utili	ization	:	57.8%	IC		el of Ser			В			
Analysis Period (min)		:	5 1 <b>F</b>	「お子院」を	N. 83 8 1	그는 사람이 물	5 13 13 13 14 H	1011 1011	1 A.			

Analysis Period (min)

## CUMULATIVE\_A.M. 3: LOVR & 10th

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Movement ·	EBL	EBT	Wet	WBR	SBL	QQD				
Lane Configurations	<u>1998 - 1997</u> 1	<del>(11)</del> 个个	4个 个个			<u>با محمد الم</u>	•			
Ideal Flow (vphpl)	1900	1900	1900	1900			Alessa.			
Total Lost time (s)	4.0	4.0	4.0		4.0	State of the state		283137	CADE AND A	<ul> <li>Fill of the particular</li> </ul>
Lane Util. Factor	1.00	0.95	0.95		1,00			TALAN .	) er ger	Neter Neter
Frt	1.00	1.00	0.98		1.00	(5) AP 111 M to 501 million		na kana sa Kabupatén Kabupatén k		8 - S. 1993. (1
Flt Protected	0.95	1.00	1.00		0.95		a da antes	William.		
Satd. Flow (prot)	1736	3471	3389		1736	1553		a na a la cigaraci		
Flt Permitted	0.95	1.00	1.00		0.95	1.00			i de la composición d En la composición de la	
Satd. Flow (perm)	1736	3471	3389		1736	1553				
Volume (vph)	75	750		55	60	45				
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92					
Adj. Flow (vph)		815	321	60	65	49			1 (1) (2)	
RTOR Reduction (vph)	0	0	27	0	0	32				
Lane Group Flow (vph)	82	815	354	0	65	the state provide rolling	B.A.S. L. L		of have	
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%				
Tum Type	Prot		sta fa	a da c		Perm			1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	
Protected Phases	7	4	8		6		In the other second second			
Permitted Phases		,		+ I		the process contracts				
Actuated Green, G (s)	10.2	30.9	16.7		21.1	21.1	en de Alexander en 1943			the second second
Effective Green, g (s)	10,2	30.9	16.7		21.1	and a serie and a second second				
Actuated g/C Ratio	0.17	0.52	0.28		0.35	0.35	fi etasi: Thei 1-	. WARREN DE L		a state for the state of the
Clearance Time (s)	4.0	4.0	4.0	· -	4.0	4.0				
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0	1.00.00.000.0	Shiri wala ku kar	6.434.434.1874.1	
Lane Grp Cap (vph) v/s Ratio Prot	295 0.05	1788 c0.23	943		610	546		an su l'unit ditt		
v/s Ratio Prot	0.05	CU.23	0.10	a Nevî Ba	c0.04	0.04	anda base	ala shi tar		11-12-13-13-14-15
v/c Ratio	0.28	0.46	0.38	9 WY 49	0.11	0.03				
Uniform Delay, d1	21.7	9.2			13.1	12.8	w	io General Data San		. * M
Progression Factor	0.72	0.51	1.00	997 N. 10	1.00	1.00				
Incremental Delay, d2	0,5	0.2	0.3		0.4	0.1				
Delay (s)	16.1	4.9	17.7	new.ea mer	13.5	12.9	NEARA E ANDA	1996-1997 (J. 1997) 1997 - J. 1997 (J. 1997) 1997 - J. 1997 (J. 1997)		
Level of Service	B	A	В			B	oraciaR			
Approach Delay (s)	· · · · · · · · · · · · · · · · · · ·	5.9	17.7	an 19,619(3).	13.2	12 M 10 <del>7</del> 7 D 44	1011010000	a di buar di Colo		
Approach LOS		A	B		B		natata Mala			- 1 (a
								n dan den se		
Intersection Summary	and the second s		<u> </u>	And the second se	and the second se	and so the second s				
HCM Average Control De		· ·	9.7	and Mr		vel of Ser	vice	A		
HCM Volume to Capacity			0.31		um of l	aat time (	A 1. 1. 1.			
Actuated Cycle Length (s Intersection Capacity Util			60,0 30.7%			ost time (s el of Servi		8.0		
Analysis Period (min)	zauori		30.7% 15	IC IC	JO Leve	el OL SELVI		A A		
c Critical Lane Group			10							

## CUMULATIVE\_P.M. 3: LOVR & 10th

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Movement	EBL	EBT	WBT	WBR	SBL	SBR				
Lane Configurations	ሻ	<del>作</del> 个	<b>ት</b> ፞፞ቇ		<u></u>	- Contraction of the second	CLUGATION PLATER PRODUCT		A A A FESS PER LINE AND PER PARA	COMPONENT CONTRACTOR OF COMPONENT
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900				,
Total Lost time (s)	4.0	4.0	4.0		4.0	4.0				** *
Lane Util, Factor	1.00	0.95	0.95	口、四次周	1,00	1.00	era Pa		Antonia	10世命:弊
Frt	1.00	1.00	0.98		1.00	0.85		· · · · · · · · · · · · · · · · · · ·		
Flt Protected	0.95	1.00	1.00		0.95	1.00		.`	1. 医疗法	
Satd. Flow (prot)	1736	3471	3417		1736	1553				
Fit Permitted	0.95	1.00	1.00		0,95	1.00				3
Satd. Flow (perm)	1736	3471	3417		1736	1553				
Volume (vph)	90	475	895	105	70	55		1. 이상하는		
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92				
Adj. Flow (vph)	98	516	973	6114	76	60		2 <sup>4</sup> - 2	的复数运行	
RTOR Reduction (vph)	0	0	17	0	0	44				
Lane Group Flow (vph)	98	516	1070	0	76	16	and the second sec		2 <u>구</u> 두	ka sa dh
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%				
Turn Type	Prot					Perm				
Protected Phases	7	4	8		6					
Permitted Phases	•			an che	÷.,.	6			Stars -	; 1 °,
Actuated Green, G (s)	7.5	35.6	24.1		16.4	16.4				
Effective Green, g (s)	7.5	35.6	24.1		16.4	16.4			N / : 1.1	,
Actuated g/C Ratio	0.12	0.59	0.40		0.27	0.27				
Clearance Time (s)	4.0	4.0	4.0		4.0	4.0				11
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0		.,,		
Lane Grp Cap (vph)	217	2059	1372		475	424	and the second s			25 A 2 4 2 4 2 4 2 4 2 4 2 4 2 4 2 4 2 4 2
	c0.06	0.15	c0.31		c0.04					
v/s Ratio Perm	1.1.					0.01		Halika	· · · · · · · · · · · · · · · · · · ·	<b>·</b> ···································
v/c Ratio	0.45	0.25	0.78		0.16	0.04				
		5.8	15.6		16.6	16.0			M. C.	· · ·
Progression Factor	1.00	0.80	1.00		1.00	1.00				
	1.5	0.1	2.9	`,	0.7				發展軟油的	ė,
Delay (s)	25.9	4.7	18.5		17.3	16.2				
Level of Service	С	A	B			e (1) <b>B</b> a				
Approach Delay (s)		8.1	18.5		16.8		da Maria Arab			
Approach LOS		A	B		B	요성보고				· · · · · · · · · · · · · · · · · · ·
Intersection Summary				1 E	· i		a tanta a sa sa			
HCM Average Control De	lay		14,9		CM Le	vel of Se	ervice	В		
HCM Volume to Capacity			0.52	57 U 1010 20301	20.0000.0550350	0.00231002340343535310	enternetter (1997) - Child (1975) - Child	www.nautaria		1.2 S. 1.7 S.L. 2
Actuated Cycle Length (s			60.0	S	um of le	ost time	<b>(s)</b>	12.0		2
Intersection Capacity Utili		4	16.9%			l of Ser		A		
Analysis Period (min)			15					始射 非命		

#### CUMULATIVE\_A.M. 4: LOVR & South Bay

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HCM Signalized Intersection Capacity Analysis

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	water		*	×	4		**	Ĵ	P	1	*	
Movement	EBL	EBT	EBR	: WBÈ	WBT	WBR		• NBT	• NBR	SBL	SBT	SBR
Lane Configurations	Pī.	朴诤		Ŷſ	斧斧	ሻ	*******	¢.			á	ሻ
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
Lane Util. Factor	1.00	0.95		1.00	0.95	1.00		1.00	確心いい		1.00	1.00
Frt	1.00	1.00		1.00	1.00	0.85		0.99			1.00	0.85
Flt Protected	0.95	1,00		0.95	i 100	1.00	11 11	1.00		大学家	0.96	1.00
Satd. Flow (prot)	1736	3467		1736	3471	1553		1798			1745	1553
Fit Permitted	0.95			0.95	h <b>1.00</b>			1,00			0.96	1.00
Satd. Flow (perm)	1736	3467	m	1736	3471	1553		1798			1745	1553
Volume (vph)	260	635	5	5	190	125	5	45	5	395	25	140
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, Elow (vph)	283	690	5	<b>1</b>	207	136	5	49	5	429	27	152
RTOR Reduction (vph)	0	1	0	0	0	116	0	4	0	0	0	106
Lane Group Flow (vph)	283	694			207	20	Ö	<ol> <li>A. A. A. Doboffastick</li> </ol>	9 <b>0</b>	1,0	C 2 1 2 1 2 1 2 1 2 1 2 1 2 1 2 1 2 1 2	46
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%
Turn Type	Prot			Prot		Perm	Split	1 361 북탄 문학 1 월		Split		Perm
Protected Phases	7	4		3	8		2	2		6	6	
Permitted Phases	1.1	1	1	in the second se		8	14 J S					6
Actuated Green, G (s)	11.7	20.5		0.4	9.2	9.2		7.0			19.0	19.0
Effective Green, g (s)	- 117	20.5	*	04	9.2	9.2	i in	7,0			19.0	19.0
Actuated g/C Ratio	0.19	0.33		0.01	0.15	0.15		0.11	. (s. s.s		0.30	0.30
Clearance Time (s)	4.0		· 不得	4.0	14,0	4.0					4.0	4.0
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0		3.0			3.0	3.0
Lane Grp Cap (vph)	323	1130			508	227		200	alean		527	469
v/s Ratio Prot	c0.16	c0.20		0.00	0.06			c0.03			c0.26	
v/s Ratio Perm			·			0.01				(s) (s)		0.03
v/c Ratio	0.88	0.61		0.45	0.41	0.09		0.27			0.87	0.10
Uniform Delay, d1		17,9		3121	24.4	23.2		25.6		8.m.	20.7	15 8
Progression Factor	1.00	1.00	. 11. 151	1.00	1.00	1.00	5 5 5 M M.	1.00	N. N. 10. 11		1.00	1.00
Incremental Delay, d2	22.3	1.0		27.0	0.5	0.2	的。同時	8.3			利加加	0.4
Delay (s)	47.2	18.9		58.2	24.9	23.4	N	29.0	52 K 42 - 55		37.8	16.2
Level of Service	$\mathbb{D}$	В			C	C,		C C				B
Approach Delay (s)		27.1			24.8			29.0			32.4	
Approach LOS		) <b>C</b> .	1.1					C			С	
Intersection Summary					· . : : :	: :			i te re			
HCM Average Control De	elav		28.4		ICM Lev	/el of Sr	arvice		C			

A

HCM Average Control Delay<br/>HCM Volume to Capacity ratio<br/>Actuated Cycle Length (s)<br/>Intersection Capacity Utilization<br/>Analysis Period (min)28.4<br/>0.70HCM Level of Service<br/>Sum of lost time (s)C1512.0<br/>0.9%12.0<br/>12.0

## CUMULATIVE\_P.M. 4: LOVR & South Bay

HCM Signalized Intersection Capacity Analysis

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Movement	EBL	ÉBT	EBR	. WBL	WBT	WBR	NBL	. NBT	· NBR I	SBL	SBT	SBR
Lane Configurations	<u>Na na na</u>	<u>ት</u> ኩ	NEW YORK AND A STREET	ni si	<u></u>	erende marketer M		¢.	STOLING DOCU	Size and pill	4 4	<u>nationalisti</u>
Ideal Flow (vphpl)	1900	1900	1900	1900			1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	1.4.0004938	4.0	4.0	4.0		4.0	ann tha a	1042	4.0	4.0
Lane Util. Factor	1.00	0.95	× .	1.00	0.95	1.00		1.00			1:00	1.00
Frt	1.00	1.00		1.00	1.00	0.85	2,296418-2,538	0.97	1991953	i i i i i	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	A State of the second s	0.99			0.96	1.00
Satd. Flow (prot)	1736	3464	end alle street	1736	3471	1553	11 I I I I I I I I I I I I I I I I I I	1743		20173	1749	1553
Flt Permitted	0.95	1.00		0.95	1.00	1.00	2 B	0.99	93.95°		0.96	1.00
Satd. Flow (perm)	1736	3464	5 3 1997 S	1736	3471	1553		1743	889. 8-13	5 C. (0.4	1749	1553
Volume (vph)	230	315	5	5	660	325	10	20	10	200	25	200
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	342	5	5	717		11	22			27,	
RTOR Reduction (vph)	0	2	ŏ	0	0	252	0	10	0		0 - 11 - 11 - 11 - 11 - 12 0	179
Lane Group Flow (vph)	250	345	õ	5	717	101	0	34	n No	Õ	244	<b>39</b>
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%
Turn Type	Prot			Prot		Perm	Split	nesta	4, 47 TOBA	Split		Perm
Protected Phases	7	4	1.111.111	ारम्बर 3	8	1046-60	ः ज्यालयः 2	ા મહાક લઇના <b>2</b>		6	6	1.0111
Permitted Phases	•			ABUS		8				เมษย์ร	4. Č	6
Actuated Green, G (s)	11.3	28.6	0.883 U 1869 S	0.4	17.7	17.7	9,63,832,919,113	6.0	2	(11) (j.)	11.0	11.0
Effective Green, g (s)	11.3	28.6	1	0.4	17.7	17.7		6.0		阳福品		11.0
Actuated g/C Ratio	0.18	0.46		0.01	0.29	0.29	19 - 41 ( 143 <u>)</u> ( 173 ) 173 ) 173 ) 173 )	0.10		. U.C. 11930	0.18	0.18
	4.0	4.0		4.0	40	4.0		4.0		n na s	4.0	4.0
Vehicle Extension (s)	3.0	3.0		3.0	3.0	<b>3.0</b>	1.58317-3-1-25	3.0	7 7 25	12192 - C. 2624-4	3.0	3.0
Lane Grp Cap (vph)	316	1598		1	991	443	NI.44	169	11,401		310	276
	c0.14	0.10		0.00	c0.21		(95635135.55	c0.02	33 Y	1.11.3145.	c0.14	A CELF
v/s Ratio Permana		1000		Life day a	1	0.06		Seat the				0.02
v/c Ratio	0.79	0.22	(*),1,1,2550,655	0.45	0.72	0.23		0.20	or and care of	5, 2.2	0.79	0.14
Uniform Delay, d1	24.2	10.0	1.54.13	30.7	19,9	16.9		25.8		ah自事。	24.4	21.5
Progression Factor	1.00	1.00	() (	1.00	1.00	1.00	6 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 -	1.00		1 1973 1	1.00	1.00
Incremental Delay, d2	12.7	0.1	111	27.0	2.6	0.3	W. a. J.	2.7	·* ·	行动的现	18.1	1.1
Delay (s)	36.9	10.1	3	57.7	22.6	17.2		28.5		1 1 1 1 1 1 1	42.4	22.6
Level of Service	D	В		E	C	В		C		4. M. A	D.	) i C
Approach Delay (s)		21.3	1.000	1 3 21374 2212144-344	21.0		*	28.5			33.1	
Approach LOS		С			C III C			: : : : : : : : : : : : : : : : : : :				
Intersection Summary												
HCM Average Control De			23.8						C			
HCM Volume to Capacity		신민준아	0.69	相目的。	CIVILE	lei ol-se	avice	a selation			andd r	1. 51
Actuated Cycle Length (s)			62.0	tili a sti <b>c</b> i	undafil	et time	(6)		16:0		a salaka k	L. BL
Intersection Capacity Utili			50.0%			of Ser		1	16,0 B			×
Analysis Period (min)	Lation		15						Þ			1.5613
c Critical Lane Group			. 198 <b>197</b> 100	01352		2 U					난 국왕,왕구)	4 - 18 <u>1</u> 8 - 1
<ul> <li>ontiour cano oroup</li> </ul>												

## CUMULATIVE\_A.M. 5: LOVR & Turri

Movement 👘 🖓 🚓	EBL.	·:EBT-		WBR	. SBL	÷:SBR'		· · · · · · · · · · · · · · · · · · ·	an period
Lane Configurations	×	4	<b>þ</b>		λ.				
Sign Control	. 8	Free	Free		Stop	19 12 L S		·	and a second second
Grade		0%	0%		0%				
Volume (veh/h)	5	1040	230	. 10	15	5	1 - 1 - 1		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92			n,
Hourly flow rate (vph)	5	1130	250	11	16				
Pedestrians		1100	200	·• •	19		1		
Lane Width (ft)		7. 1	1. <sup>1</sup>	"					e gebre en gebre
Walking Speed (ft/s)		1.	18 L	1. 1. 2.					
Percent Blockage				· · ·	:				
			`		. 1			1 N	
Right turn flare (veh)					104.77				
Median type			· · · ·		WLTL				( ) N
Median storage veh)					N Service				
Upstream signal (ft)			,	· · · *	$\mu_{i} = \{i, j \in \mathcal{V}\}$		all and the		
pX, platoon unblocked									
vC, conflicting volume	261		5 26 3 5 Å	5.5	1397	255	( HAN) ( HAN)	e estrikter die e	ne Friedrich († 1997) Statistick
vC1, stage 1 conf vol					255				
vC2, stage 2 conf vol			5 - 5 J - 5 S	v 1.8.1 s <sup>h</sup>	1141			en so al s	e e e e e e e e e e e e e e e e e e e
vCu, unblocked vol	261				1397	255			
tC, single (s)	4.1		she i g		6,4	6.2	with the state of the	and a start of the s	an she in suit se
tC, 2 stage (s)					5.4				
t <b>F (s)</b>	2.2	*		i kar	3.5	- <b>3,3</b>	and the state	e esta de las	Carlo Anti Ali e c
p0 queue free %	100				93	99			
cM capacity (veh/h)	1292	n an	ga di j	and and	249	778	an an an a		2 N. N. N. 1987.
Direction, Lane # 👘 👘	EB 1. ;	EB 2:	WB 1 ·	Ś8 1				n (. 1917)	že starove stati
	EB 1 7 5	and a stand of the section of the section of		9498596556296231110758140		TO PERCENT AN ADDRESS OF ADDRESS AND ADDRESS AD	A SIGN OF THE PARTY AND A DAMAGE OF THE PARTY.		<u>,</u>
Volume Total	5	1130	261	22		TO PERCENT AN ADDRESS OF ADDRESS AND ADDRESS AD			STATES OF A STATES AND A STATES
Volume Total Volume Left	5 5	1130 0	261 0	22 16	<b>1</b> 	TO PERCENT AN ADDRESS OF ADDRESS AND ADDRESS AD			
Volume Total Volume Left Volume Right	5 5 0	1130 0 0	261 0 11	22 16 5		TO PERCENT AN ADDRESS OF ADDRESS AND ADDRESS AD			
Volume Total Volume Left Volume Right cSH	5 5 0 1292	1130 0 0 1700	261 0 11 1700	22 16 5 300	2 	TO PERCENT AN ADDRESS OF ADDRESS AND ADDRESS AD			
Volume Total Volume Left Volume Right cSH Volume to Capacity	5 5 0 1292 0.00	1130 0 0 1700 0.66	261 0 11 1700 0.15	22 16 5 300 0.07		TO PERCENT AN ADDRESS OF ADDRESS AND ADDRESS AD			
Volume Total Volume Left Volume Right cSH Volume to Capacity Queue Length 95th (ft)	5 0 1292 0.00 0	1130 0 0 1700 0.66 0	261 0 11 1700 0.15 0	22 16 5 300 0.07 6		TO PERCENT AN ADDRESS OF ADDRESS AND ADDRESS AD			
Volume Total Volume Left Volume Right cSH Volume to Capacity Queue Length 95th (ft) Control Delay (s)	5 0 1292 0.00 0 7.8	1130 0 0 1700 0.66	261 0 11 1700 0.15	22 16 5 300 0.07 6 17.9		TO PERCENT AN ADDRESS OF ADDRESS AND ADDRESS AD			
Volume Total Volume Left Volume Right cSH Volume to Capacity Queue Length 95th (ft) Control Delay (s) Lane LOS	5 0 1292 0.00 0 7.8 A	1130 0 0 1700 0.66 0	261 0 11 1700 0.15 0 0.0	22 16 5 300 0.07 6 17.9 C		TO PERCENT AN ADDRESS OF ADDRESS AND ADDRESS AD			
Volume Total Volume Left Volume Right cSH Volume to Capacity Queue Length 95th (ft) Control Delay (s) Lane LOS Approach Delay (s)	5 0 1292 0.00 0 7.8	1130 0 0 1700 0.66 0	261 0 11 1700 0.15 0	22 16 5 300 0.07 6 17.9 C 17.9		TO PERCENT AN ADDRESS OF ADDRESS AND ADDRESS AD			
Volume Total Volume Left Volume Right cSH Volume to Capacity Queue Length 95th (ft) Control Delay (s) Lane LOS Approach Delay (s) Approach LOS	5 0 1292 0.00 0 7.8 A 0.0	1130 0 0 1700 0.66 0	261 0 11 1700 0.15 0 0.0	22 16 5 300 0.07 6 17.9 C		TO PERCENT AN ADDRESS OF ADDRESS AND ADDRESS AD			
Volume Total Volume Left Volume Right cSH Volume to Capacity Queue Length 95th (ft) Control Delay (s) Lane LOS Approach Delay (s) Approach LOS Intersection Summary	5 0 1292 0.00 0 7.8 A 0.0	1130 0 0 1700 0.66 0	261 0 11 1700 0.15 0 0.0	22 16 5 300 0.07 6 17.9 C 17.9		TO PERCENT AN ADDRESS OF ADDRESS AND ADDRESS AD			
Volume Total Volume Left Volume Right cSH Volume to Capacity Queue Length 95th (ft) Control Delay (s) Lane LOS Approach Delay (s) Approach LOS Intersection Summary Average Delay	5 5 0 1292 0.00 0 7.8 A 0.0	1130 0 1700 0.66 0 0.0	261 0 11 1700 0.15 0 0.0 0.0	22 16 5 300 0.07 6 17.9 C 17.9 C	· · · · · · · · · · · · · · · · · · ·	· · · · · · · · · · · · · · · · · · ·			
Volume Total Volume Left Volume Right cSH Volume to Capacity Queue Length 95th (ft) Control Delay (s) Lane LOS Approach Delay (s) Approach LOS Intersection Summary Average Delay Intersection Capacity Utiliz	5 5 0 1292 0.00 0 7.8 A 0.0	1130 0 1700 0.66 0 0.0	261 0 11 1700 0.15 0 0.0 0.0 0.3 64.7%	22 16 5 300 0.07 6 17.9 C 17.9 C	· · · · · · · · · · · · · · · · · · ·	TO PERCENT AN ADDRESS OF ADDRESS AND ADDRESS AD			
Volume Total Volume Left Volume Right cSH Volume to Capacity Queue Length 95th (ft) Control Delay (s) Lane LOS Approach Delay (s) Approach LOS Intersection Summary Average Delay	5 5 0 1292 0.00 0 7.8 A 0.0	1130 0 1700 0.66 0 0.0	261 0 11 1700 0.15 0 0.0 0.0	22 16 5 300 0.07 6 17.9 C 17.9 C	· · · · · · · · · · · · · · · · · · ·	· · · · · · · · · · · · · · · · · · ·			
Volume Total Volume Left Volume Right cSH Volume to Capacity Queue Length 95th (ft) Control Delay (s) Lane LOS Approach Delay (s) Approach LOS Intersection Summary Average Delay Intersection Capacity Utiliz	5 5 0 1292 0.00 0 7.8 A 0.0	1130 0 1700 0.66 0 0.0	261 0 11 1700 0.15 0 0.0 0.0 0.3 64.7%	22 16 5 300 0.07 6 17.9 C 17.9 C	· · · · · · · · · · · · · · · · · · ·	· · · · · · · · · · · · · · · · · · ·			
Volume Total Volume Left Volume Right cSH Volume to Capacity Queue Length 95th (ft) Control Delay (s) Lane LOS Approach Delay (s) Approach LOS Intersection Summary Average Delay Intersection Capacity Utiliz	5 5 0 1292 0.00 0 7.8 A 0.0	1130 0 1700 0.66 0 0.0	261 0 11 1700 0.15 0 0.0 0.0 0.3 64.7%	22 16 5 300 0.07 6 17.9 C 17.9 C	· · · · · · · · · · · · · · · · · · ·	· · · · · · · · · · · · · · · · · · ·			
Volume Total Volume Left Volume Right cSH Volume to Capacity Queue Length 95th (ft) Control Delay (s) Lane LOS Approach Delay (s) Approach LOS Intersection Summary Average Delay Intersection Capacity Utiliz	5 5 0 1292 0.00 0 7.8 A 0.0	1130 0 1700 0.66 0 0.0	261 0 11 1700 0.15 0 0.0 0.0 0.0 0.3 54.7% 15	22 16 5 300 0.07 6 17.9 C 17.9 C	CU Leve	al of Service		C	
Volume Total Volume Left Volume Right cSH Volume to Capacity Queue Length 95th (ft) Control Delay (s) Lane LOS Approach Delay (s) Approach LOS Intersection Summary Average Delay Intersection Capacity Utiliz	5 5 0 1292 0.00 0 7.8 A 0.0	1130 0 1700 0.66 0 0.0	261 0 11 1700 0.15 0 0.0 0.0 0.0 0.3 54.7% 15	22 16 5 300 0.07 6 17.9 C 17.9 C	CU Leve	al of Service		C	
Volume Total Volume Left Volume Right cSH Volume to Capacity Queue Length 95th (ft) Control Delay (s) Lane LOS Approach Delay (s) Approach LOS Intersection Summary Average Delay Intersection Capacity Utiliz	5 5 0 1292 0.00 0 7.8 A 0.0	1130 0 1700 0.66 0 0.0	261 0 11 1700 0.15 0 0.0 0.0 0.0 0.3 54.7% 15	22 16 5 300 0.07 6 17.9 C 17.9 C	CU Leve	· · · · · · · · · · · · · · · · · · ·		C	

## CUMULATIVE\_P.M. 5: LOVR & Turri

HCM Unsignalized Intersection Capacity Analysis

# 1 - - < > /

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	LDL K		4 4	AA DI Z	<u>ode</u> ₩	
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Volume (veh/h)	5	450	980	20	15	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	
Hourly flow rate (vph)	. 5	489	1065	22	16	
Pedestrians	- • •	- 10 F		· · · · ·		
Lane Width (ft)		1. J. 1.	· ·			이 이 이 좀 돌려 있는 것이 한 말할 것 같이 것이 가지?
Walking Speed (ft/s)						
Percent Blockage		2.6.6	No. 1	<b>`</b>		
Right turn flare (veh)						
Median type		. ÷			WLTL	
Median storage veh)					1	
Upstream signal (ft)		- 14 <sup>1</sup>	• •		1.1.1.1	<ol> <li>State of the second state of the</li></ol>
pX, platoon unblocked						
vC, conflicting volume	1087	. <u>2</u>		1979	1576	
vC1, stage 1 conf vol					1076	
vC2, stage 2 conf vol		it as for a	ST	1.1	500	
vCu, unblocked vol	1087				1576	
tC, single (s)	,			1.2.1	5.4	$\mathbb{E}_{\mathbf{x}}[6,2] = \mathbb{E}_{\mathbf{x}}[1,1],  5 \in \mathbb{E}_{\mathbf{x}}[5,5],  5 \in \mathbb{E}_{$
tC, 2 stage (s) tF (s)	0.0			1 a 4		
p0 queue free %	2.2 99	la de terre	n Bargar Al A	14 142	93	
cM capacity (veh/h)	634		· & ·		240	
our capacity (vermit)	<u> </u>		1.1	- 44 - 5 B	- 1 V	그는 특별한 소리물 것 같은 것 같아. 그는 것 같아요? 것 같아. 것 같아.
	en mar d		147m 4	001		a second s
Direction, Lane #	EB 1		WB 1			
Volume Total	5	489	1087	22	· ;; ·	
Volume Total Volume Left	5 5	489 0	1087 0	22 16		
Volume Total Volume Left Volume Right	5 5 0	489 0 0	1087 0 22	22 16 5		
Volume Total Volume Left Volume Right cSH	5 5 0 634	489 0 0 1700	1087 0 22 1700	22 16 5 245		
Volume Total Volume Left Volume Right cSH Volume to Capacity	5 5 0 634 0.01	489 0 0 1700 0.29	1087 0 22 1700 0,64	22 16 5 245 0.09		
Volume Total Volume Left Volume Right cSH Volume to Capacity Queue Length 95th (ft)	5 5 0 634 0.01 1	489 0 1700 0.29 0	1087 0 22 1700 0,64 0	22 16 5 245 0.09 7		
Volume Total Volume Left Volume Right cSH Volume to Capacity Queue Length 95th (ft) Control Delay (s)	5 0 634 0.01 1 10.7	489 0 0 1700 0.29	1087 0 22 1700 0,64	22 16 5 245 0.09 7 21.1		
Volume Total Volume Left Volume Right cSH Volume to Capacity Queue Length 95th (ft) Control Delay (s) Lane LOS	5 5 0 634 0.01 1 10.7 B	489 0 1700 0.29 0	1087 0 22 1700 0.64 0 0.0	22 16 5 245 0.09 7 21.1 C		
Volume Total Volume Left Volume Right cSH Volume to Capacity Queue Length 95th (ft) Control Delay (s)	5 0 634 0.01 1 10.7	489 0 1700 0.29 0	1087 0 22 1700 0,64 0	22 16 5 245 0.09 7 21.1		
Volume Total Volume Left Volume Right cSH Volume to Capacity Queue Length 95th (ft) Control Delay (s) Lane LOS Approach Delay (s) Approach LOS	5 0 634 0.01 1 10.7 B 0.1	489 0 1700 0.29 0	1087 0 22 1700 0,64 0 0.0 0.0	22 16 5 245 0.09 7 21.1 C 21.1		
Volume Total Volume Left Volume Right cSH Volume to Capacity Queue Length 95th (ft) Control Delay (s) Lane LOS Approach Delay (s) Approach LOS Intersection Summary-	5 0 634 0.01 1 10.7 B 0.1	489 0 1700 0.29 0	1087 0 22 1700 0.64 0 0.0 0.0	22 16 5 245 0.09 7 21.1 C 21.1		
Volume Total Volume Left Volume Right cSH Volume to Capacity Queue Length 95th (ft) Control Delay (s) Lane LOS Approach Delay (s) Approach LOS Intersection Summary- Average Delay	5 0 634 0.01 1 10.7 B 0.1	489 0 1700 0.29 0 0.0	1087 0 22 1700 0,64 0 0.0 0.0	22 16 5 245 0.09 7 21.1 C 21.1 C		
Volume Total Volume Left Volume Right cSH Volume to Capacity Queue Length 95th (ft) Control Delay (s) Lane LOS Approach Delay (s) Approach LOS Intersection Summary Average Delay Intersection Capacity U	5 0 634 0.01 1 10.7 B 0.1	489 0 1700 0.29 0 0.0	1087 0 22 1700 0,64 0 0.0 0.0 0.0 0.0	22 16 5 245 0.09 7 21.1 C 21.1 C		
Volume Total Volume Left Volume Right cSH Volume to Capacity Queue Length 95th (ft) Control Delay (s) Lane LOS Approach Delay (s) Approach LOS Intersection Summary- Average Delay	5 0 634 0.01 1 10.7 B 0.1	489 0 1700 0.29 0 0.0	1087 0 22 1700 0,64 0 0.0 0.0	22 16 5 245 0.09 7 21.1 C 21.1 C		
Volume Total Volume Left Volume Right cSH Volume to Capacity Queue Length 95th (ft) Control Delay (s) Lane LOS Approach Delay (s) Approach LOS Intersection Summary Average Delay Intersection Capacity U	5 0 634 0.01 1 10.7 B 0.1	489 0 1700 0.29 0 0.0	1087 0 22 1700 0,64 0 0.0 0.0 0.0 0.0	22 16 5 245 0.09 7 21.1 C 21.1 C		
Volume Total Volume Left Volume Right cSH Volume to Capacity Queue Length 95th (ft) Control Delay (s) Lane LOS Approach Delay (s) Approach LOS Intersection Summary Average Delay Intersection Capacity U	5 0 634 0.01 1 10.7 B 0.1	489 0 1700 0.29 0 0.0	1087 0 22 1700 0,64 0 0.0 0.0 0.0 0.0	22 16 5 245 0.09 7 21.1 C 21.1 C		
Volume Total Volume Left Volume Right cSH Volume to Capacity Queue Length 95th (ft) Control Delay (s) Lane LOS Approach Delay (s) Approach LOS Intersection Summary Average Delay Intersection Capacity U	5 0 634 0.01 1 10.7 B 0.1	489 0 1700 0.29 0 0.0	1087 0 22 1700 0.64 0 0.0 0.0 0.0 0.0 0.3 52.8% 15	22 16 5 245 0.09 7 21.1 C 21.1 C	CULeve	el of Service B
Volume Total Volume Left Volume Right cSH Volume to Capacity Queue Length 95th (ft) Control Delay (s) Lane LOS Approach Delay (s) Approach LOS Intersection Summary Average Delay Intersection Capacity U	5 0 634 0.01 1 10.7 B 0.1	489 0 1700 0.29 0 0.0	1087 0 22 1700 0.64 0 0.0 0.0 0.0 0.0 0.3 52.8% 15	22 16 5 245 0.09 7 21.1 C 21.1 C	CULeve	
Volume Total Volume Left Volume Right cSH Volume to Capacity Queue Length 95th (ft) Control Delay (s) Lane LOS Approach Delay (s) Approach LOS Intersection Summary Average Delay Intersection Capacity U	5 0 634 0.01 1 10.7 B 0.1	489 0 1700 0.29 0 0.0	1087 0 22 1700 0.64 0 0.0 0.0 0.0 0.0 0.3 52.8% 15	22 16 5 245 0.09 7 21.1 C 21.1 C	CULeve	el of Service B

#### CUMULATIVE+PROJECT 1\_A.M. 1: LOVR & Broderson

) de EBT EBR WBL WBT .NBL: Movement NBR Lane Configurations ۲ ĥ 4 Sign Control Free Stop Grade 0% 0% 0% 5 王的杨朝 Volume (veh/h) 的时间时间的 523 Peak Hour Factor 0.92 0.92 0.92 0.92 0.92 0.92 Hourly flow rate (vph) 568 11 12 348 11 33 Pedestrians Lane Width (ft) Walking Speed (ft/s) Percent Blockage . I. Chyligania Right turn flare (veh) None Planka States. Median type Median storage veh) 令 【在薛 Upstream signal (ft) pX, platoon unblocked 579 - 579 - 574 - 574 - 5 - 579 - 579 - 579 - 579 - 579 - 579 - 579 - 579 - 579 - 579 - 579 - 579 - 579 - 579 - 579 - 579 - 579 - 579 - 579 - 579 - 579 - 579 - 579 - 579 - 579 - 579 - 579 - 579 - 579 - 579 - 579 - 579 - 579 - 579 - 579 - 579 - 579 - 579 - 579 - 579 - 579 - 579 - 579 - 579 - 579 - 579 - 579 - 579 - 579 - 579 - 579 - 579 - 579 - 579 - 579 - 579 - 579 - 579 - 579 - 579 - 579 - 579 - 579 - 579 - 579 - 579 - 579 - 579 - 579 - 579 - 579 - 579 - 579 - 579 - 579 - 579 - 579 - 579 - 579 - 579 - 579 - 579 - 579 - 579 - 579 - 579 - 579 - 579 - 579 - 579 - 579 - 579 - 579 - 579 - 579 - 579 - 579 - 579 - 579 - 579 - 579 - 579 - 579 - 579 - 579 - 579 - 579 - 579 - 579 - 579 - 579 - 579 - 579 - 579 - 579 - 579 - 579 - 579 - 579 - 579 - 579 - 579 - 579 - 579 - 579 - 579 - 579 - 579 - 579 - 579 - 579 - 579 - 579 - 579 - 579 - 579 - 579 - 579 - 579 - 579 - 579 - 579 - 579 - 579 - 579 - 579 - 579 - 579 - 579 - 579 - 579 - 579 - 579 - 579 - 579 - 579 - 579 - 579 - 579 - 579 - 579 - 579 - 579 - 579 - 579 - 579 - 579 - 579 - 579 - 579 - 579 - 579 - 579 - 579 - 579 - 579 - 579 - 579 - 579 - 579 - 579 - 579 - 579 - 579 - 579 - 579 - 579 - 579 - 579 - 579 - 579 - 579 - 579 - 579 - 579 - 579 - 579 - 579 - 579 - 579 - 579 - 579 - 579 - 579 - 579 - 579 - 579 - 579 - 579 - 579 - 579 - 579 - 579 - 579 - 579 - 579 - 579 - 579 - 579 - 579 - 579 - 579 - 579 - 579 - 579 - 579 - 579 - 579 - 579 - 579 - 579 - 579 - 579 - 579 - 579 - 579 - 579 - 579 - 579 - 579 - 579 - 579 - 579 - 579 - 579 - 579 - 579 - 579 - 579 - 579 - 579 - 579 - 579 - 579 - 579 - 579 - 579 - 579 - 579 - 579 - 579 - 579 - 579 - 579 - 579 - 579 - 579 - 579 - 579 - 579 - 579 - 579 - 579 - 579 - 579 - 579 - 579 - 579 - 579 - 579 - 579 - 579 - 579 - 579 - 579 - 579 - 579 - 579 - 579 - 579 - 579 - 579 - 579 - 579 - 579 - 579 - 579 - 579 - 579 - 579 - 579 - 579 - 579 - 579 - 579 - 579 - 579 - 579 - 579 - 579 - 579 - 579 - 579 - 579 - 579 - 579 - 579 - 579 - 579 - 579 - 579 - 579 - 579 - 579 - 579 - 579 - 579 - 579 - 579 - 579 - 579 - 579 - 579 - 579 - 579 - 579 - 57 vC, conflicting volume vC1, stage 1 conf vol vC2, stage 2 conf vol vCu, unblocked vol 579 946 574 tC. single (s) 41 16 64 862 1. 0. 000 . tC, 2 stage (s) tF (s) 2.2 3.5 3.3 p0 queue free % 99 96 94 cM capacity (veh/h) 985 284 515 Direction, Lane # EB 1 WB 1 NB 1 Volume Total 579 360 Volume Left 0 12 11 Volume Right 11 0 33 cSH 1700 985 428 Y월47년 문 네 14일Y Volume to Capacity 0.34 0.01 0.10 Queue Length 95th (ft) 0 1 8 Control Delay (s) 0.0 0.4 1444 的运动中的约约中的公共活动。湖南的的印刷中,只有这个公司了 Lane LOS В А Approach Delay (s) 0.0 0.414.4 一步,后,法国品牌 Approach LOS В Intersection Summary Average Delay 0.8 Intersection Capacity Utilization 38.1% ICU Level of Service А Analysis Period (min) 15 B AWD= 11.3 Los

CUMULATIVE+PROJECT 1\_P.M. 1: LOVR & Broderson

HCM Unsignalized Intersection Capacity Analysis

		No.	* *	- «	P			
Movement	EBT	EBR V	/BL · WB	T: NBL	NBR	• Kanalara		
Lane Configurations	4 •		AT A PRIME THE AVERAGE STREET	A Y				
Sign Contro	Free		Fre	e Stop			A second se	
Grade	0%		09	6 0%				
Volume (veh/h)	340	5	30 44					An An Section Section Section Section Section Section Section Section Section Section Section Section Section Section Section Section Section Section Section Section Section Section Section Section Section Section Section Section Section Section Section Section Section Section Section Section Section Section Section Section Section Section Section Section Section Section Section Section Section Section Section Section Section Section Section Section Section Section Section Section Section Section Section Section Section Section Section Section Section Section Section Section Section Section Section Section Section Section Section Section Section Section Section Section Section Section Section Section Section Section Section Section Section Section Section Section Section Section Section Section Section Section Section Section Section Section Section Section Section Section Section Section Section Section Section Section Section Section Section Section Section Section Section Section Section Section Section Section Section Section Section Section Section Section Section Section Section Section Section Section Section Section Section Section Section Section Section Section Section Section Section Section Section Section Section Section Section Section Section Section Section Section Section Section Section Section Section Section Section Section Section Section Section Section Section Section Section Section Section Section Section Section Section Section Section Section Section Section Section Section Section Section Section Section Section Section Section Section Section Section Section Section Section Section Section Section Section Section Section Section Section Section Section Section Section Section Section Section Section Section Section Section Section Section Section Section Section Section Section Section Section Section Section Section Section Section Section Section Section Section Section Section Section Section Section Section Section Section Section Section Section Section Section Section Section
Peak Hour Factor	0.92		.92 0.92		0.92	1. 1. Mar. 1990 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1.	1. <b>1</b> .	
Hourly flow rate (vph)	370	· 15-1月	33 48	7.5				1
Pedestrians				Ter alta		5 - 40 HE (BAR)	lafar Ba	ST 1882
Lane Width (ft)								
Percent Blockage					#			
Right turn flare (veh)			t a to fi at	and Electronic and the	3 (U - 8) Y	· · · ·	的支持使使利用的	a statistic Satable
Median type				None				A Contraction of the second se
Median storage veh)			100.000000000	AND STREET				.4.
Upstream signal (ft)					2 Setter			
pX, platoon unblocked								
vC, conflicting volume			375 975	924	372	月常是有, 当人	· · · · · · ·	
vC1, stage 1 conf vol	,			s statio	S. Dr. Jaile	L) data bisi fisi a		
vC2, stage 2 conf vol		5 (12 <sup>3</sup> 5 5	109 ° 1 atus. 1775 -		0 (1990) 0 70	作物的复数	(1999)、A.S.S.S.S.S.S.S.S.S.S.S.S.S.S.S.S.S.S.S	使的争争的
vCu, unblocked vol tC, single (s)	1		875 4네 독립 :	924 6.4	372 6.2	, <u>1</u> 11	是中部规控者标识 。	
tC, 2 stage (s)			新疆 体质组织化	, V.H	, Q <sub>s</sub> z	÷ .	1. 14.22月1月3日1月11日	27
tF (s)			2.2	3.5	3.3	* ATTRAS		
p0 queue free %			97	98	97		<ol> <li>J. Markey, "And Contraction of the state</li> </ol>	
cM capacity (veh/h)		11	<b>7,3</b> ; (11),	288	669		的复数。	
Direction, Lane #	EB 1	WB1 N	31	.: :::::::::::::::::::::::::::::::::::		red de la		
Volume Total	375		11 AND ADDRESS OF A DATE O		And the second second second second			and and a second s
Volume Left	0	33	5					
Volume Right	5				P 1. 알아쉬운			「「「「」」「「「」」「「」」「」」「」」「」」「」」「」」「」」「」」「」」
cSH	1700		09					
Volume to Capacity Queue Length 95th (ft)	0.22	ិបុពុន្ធៈ្លេប្ល 2	24本省 - 35 - 4		e de la la la			TTTT
Control Delay (s)	0 			dala dala -	e e statistica e terret			
Lane LOS	, 0.0	A A	Bars Nortse. B	633 - 153 (ds. 1	나님 같다.		H. (445 - 1	
Approach Delay (s)	0.0			Min.	. hu Mili			
Approach LOS		C. 201001121-0200	B	and the terrar	212 21 329 42 336 347 6	[10] 211 (20) 51 (20) 72 (20) 51 (20) 5	HEREINE DEFENSION (S.S. S.	
Intersection Summary	10000000000000000000000000000000000000					•		
Average Delay			).8					
Intersection Capacity Util	ization		<b>%</b> ) ee	ICU <sup>:</sup> Leve	l of Servi	ce	в	a tray a
Analysis Period (min)	1	· · · ·	15				-	
1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 -			出自动	Ubhala	HAR III			
							4	

.

AWD = 5.6 Los A

Associated Transportation Eng (ATE) 10/1/2008

### CUMULATIVE+PROJECT 1\_A.M. 2: LOVR & 9th

HCM Signalized Intersection Capacity Analysis

An the property of the second s	۶	,	~			×.	*	ŕ	p	1	ţ	4
Movement	EBL	EBT	EBR	· WBL	• WBT	WBR	' NBL	· NBT	NBR	SBL	SBT	SBR
Lane Configurations	Since and the second	<b>ት</b> ጮ			<u>Augustu 1997</u>	ř	RELEVANDEL DESKLAS	4		<u>5</u>	î»	SCONSIERIO (STORE)
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900		1900	1900		1900
Total Lost time (s)	4.0	4.0	201 <b>- 1</b> 2 (73) (13)	4.0	4.0	4.0	1 7777	4.0	<ul> <li>CONSTRUCTORY</li> </ul>	4.0	4.0	
Lane Util. Factor	1.00	0.95		1.00	1.00	1.00	ga e	1.00			1.00	
Frt	1.00	0.99	011110503	1.00	1.00	0.85		0.93	t verster vers.	1.00	0.91	
Flt Protected	0.95	1.00	•	0.95	1.00	1.00		0.99		0.95	1.00	
Satd. Flow (prot)	1736	3442		1736	1827	1553		1676		1736	1662	
FIt Permitted	0.54	1.00		0.29	1.00	1.00	·	0.95		0.70	1.00	<u>,</u> ,
Satd. Flow (perm)	982	3442		522	1827	1553		1607		1283	1662	
Volume (vph)	70	593	35	70	231	45	25	40	80	192	50	75
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)	76	645	6065 <b>38</b> 5	76	251	<b>49</b>	6 <b>27</b>	43	87	209	54	82
RTOR Reduction (vph)	0	8	0	0	0	32	0	42	0	0	40	0
Lane Group Flow (vph)	76	675	0	76	251	17	0	115	Ð	209	96	0
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%
Turn Type	Perm			Perm		Perm	Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4	· · · ·		8		8	14 min <b>2</b> m			6		
Actuated Green, G (s)	21.1	21.1		21.1	21.1	21.1		30.9		30.9	30.9	
Effective Green, g (s)	21.1	21.1		a <b>21</b> 11	21.1	21.1		30.9		30,9	30,9	gab se
Actuated g/C Ratio	0.35	0.35		0.35	0.35	0.35		0.52		0.52	0.52	
Clearance Time (s)	4.0	4.0		4.0	4.0	4.0	Stratu -	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0		3.0		3.0	3.0	
Lane Grp Cap (vph)	345	1210	播會為	184	642	546		828		661	856	
v/s Ratio Prot		c0.20			0.14						0.06	
v∕s Ratio Perm	0.08			0.15	一個新	0.01		0.07		c0.16	潮潮這	2.2
v/c Ratio	0.22	0.56		0.41	0.39	0.03		0.14		0.32	0.11	
Uniform Delay, d1	13.7	15.7		14.8	14.6	12.8		7.6	•	8.4	7.5	12 12 1
Progression Factor	1.00	1.00		0.34	0.53	0.07		1.00		1.00	1.00	
Incremental Delay, d2	0.3	0.6		14	0,4	0.0	rste	0.3		1,3	0.3	
Delay (s)	14.0	16.2		6.5	8.1	0.9		7.9		9.7	7.8	
	iiles <b>≬</b> ₿:	B		A	A	A	能不能為	A		A	A	
Approach Delay (s)		16.0			6.9			7.9			8.9	
Approach LOS		B			A		中国期		Silken -		· ∧ A i	
Intersection Summary				· .			31 <sup>44</sup> (	· · · · · · · · · · · ·	•	•		
HCM Average Control De	and the second se	,	11.6						B			· · · · ·
HCM Volume to Capacity			0.41	1940.4[19946666[199	949090 965 57	ध्यम् भरतः स.स			N. B. J. Hyper 1913	r en riene dans o		s.
Actuated Cycle Length (s			60,0	S	um of l	ost time.	(s)		8.0	장한다		
Intersection Capacity Utili			53.7%			el of Serv			A	1111	•	
Analysis Period (min)			15			ेत केलडी.			N 10			30.1
c Critical Lane Group					- W TV 10 10 10 10	· · · · · · · · · · · · · · · · · · ·						,

#### CUMULATIVE+PROJECT 1\_P.M. 2: LOVR & 9th

	٨		7	4		×.	1	4	4	\$	ł	4
Movement	EBL	EBT	EBR	.WBL	WBT	WBR	. NBL	NBT	• NBR	·SBL	SBT	SBR
Lane Configurations	A DIA TRAVILLA A DIA	<b>ሶ</b> ኑ		<u> </u>	<u>ት</u>	ř		<b>4</b>	NIVE DECEMBER 11/16414	<u>*************************************</u>	1011311120999101415 <b>4</b>	Part Part Part Part Part Part Part Part
Ideal Flow (vphpl)	1900		1900	1900	1900	1900	1900		1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	្រាំរីខីខី	4.0	4.0	4.0	జందరార	4.0	a stranger.	4.0	4.0	
Lane Util, Factor	1.00	0.95	1 Marst	1.00	1.00	1.00		1.00		1.00	1.00	
Frt	1.00	0.99	1 9 ( <del>1</del> 7 19 1	1.00	1.00	0.85	Babb a site o	0.94		1.00	0.90	· 21 ( )
Flt Protected	0.95	1.00		0.95	1.00	1.00		0.99		0.95		
Satd. Flow (prot)	1736	3441	•	1736	1827	1553		1699	<u></u>	1736	1636	
Flt Permitted	0.32	1.00		0.48	1.00	1.00		0.93		0.73	1.00	
Satd. Flow (perm)	590	3441		883	1827	1553	1	1597	with a direct	1342	1636	
Volume (vph)	55	406	25	80	613	247	20	35	45	95	35	80
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)	60	441	27	87	666	268	22	38	49	103		87
RTOR Reduction (vph)	0	7	0	0	0	94	0	38	0	0	68	0
Lane Group Flow (vph)	60	461	0	87	666	174	Ó	71	, O	103	57	0
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%
Turn Type	Perm	1997 - 1997 - 1997 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997		Perm		Perm	Perm		· · ·	Perm	Х÷С,	
Protected Phases		4			8			2			6	
Permitted Phases	4			8		8.	2	(推)		6	) nangi	is de
Actuated Green, G (s)	38.9	38.9		38.9	38.9	38.9		13.1		13.1	13.1	
Effective Green, g (s)	38.9	38.9	•	38.9	38.9	38,9	en al la companya da company	13.1		13.1	13.1	
Actuated g/C Ratio	0.65	0.65		0.65	0.65	0.65		0.22		0.22	0.22	
Clearance Time (s)	4.0	4.0		4.0	4.0	4.0		4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0		3.0		3.0	3.0	
Lane Grp Cap (vph)	383	2231		572	1185	1007		349		293	357	
v/s Ratio Prot		0.13			c0.36						0.03	
v/s Ratio Perm	0.10			0.10	KUL	0.11	32.24	0.04		c0.08	1 1	
v/c Ratio	0.16	0.21		0.15	0.56	0.17		0.20		0.35	0.16	
Uniform Delay, d1	4.1	4.3		4.1	5.8	4.2		19.2		19.9	19.0	
Progression Factor	1.00	1.00		0.13	0.23	0.00		1.00		1.00	1.00	
Incremental Delay, d2	0.2	0.0		0,1	0.4	.i ≠0,1∙	· · ·	1.3		3.3	1.0	1
Delay (s)	4.3	4.3		0.6	1.7	0.1		20.5		23.1	19.9	
Level of Service	А	A		A		A				調整では	B	
Approach Delay (s)		4.3			1.2			20.5			21.4	
Approach LOS Contract		A	1.1	· · `	A			<b>G</b>			Ç	2
Intersection Summary					• <b>•</b> •		•	·				
HCM Average Control De	ten letter an an alletter	STRATINGTER	5.6	H	CM Lev	el of Se	EIED FOR BURGER		A	11-12-12-12-12-12-12-12-12-12-12-12-12-1	100000000000000000000000000000000000000	activite and a second
HCM Volume to Capacity		:	0.51		प्रमानम् सम्पत्तिः स	१४१२ सत्र भट्रति	1 N 5 1990 10 10 10	U84 8889993385	4617-32850-70335	. 1 .		
Actuated Cycle Length (s			60.0	S	um of lo	ost time	(s)	l s fr	8,0		1.1.1	
Intersection Capacity Util			8.0%			el of Ser			B	1.03.85.0		
Analysis Period (min)			15	, ')				边阁校。	- 182X			, df 1
c Critical Lane Group							oranisati no	10-12 (2011-232)	1.7 57			

### CUMULATIVE+PROJECT 1\_A.M. 3: LOVR & 10th

Movement	EBL	EBT	WBT	WBR	SBL	· SBR.	`				
Lane Configurations	٣	仲	<u>ተ</u> ቡ		Ϋ	أً					
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900		i AAR NG S			
Total Lost time (s)	4.0	4.0	4.0		4.0						
Lane Util. Factor	1.00	0.95	0.95		1.00				· ·		
Frt	1.00	1.00	0.98		1.00						
Flt Protected	0.95	1.00	1.00	2. 12	0.95	1.00					,
Satd. Flow (prot)	1736	3471	3389		1736						
Flt Permitted	0.95	1,00	1,00		0.95	2 x.x/x.3x1511413514131x		۰.			
Satd. Flow (perm)	1736	3471	3389		1736	1553					· · · · · · · · · · · · · · · · · · ·
Volume (vph)	75	7,55	296	55	61	45					· · · · · · · · · · · · · · · · · · ·
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92					
Adj. Flow (vph)	82	821	322	60	66	49					alah Mala SBR
RTOR Reduction (vph)	0	0	27	0	0	32					
Lane Group Flow (vph)	82	821	355		66	17					
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%					
Turn Type	Prot					Perm				1	
Protected Phases	7	4	8		6						
Permitted Phases			·			6					
Actuated Green, G (s)	10.4	31.2	16.8		20.8	20.8					
Effective Green, g (s)	10.4	31.2	16.8	· · · ·	20.8						
Actuated g/C Ratio	0.17	0.52	0.28		0.35	0.35					
Clearance Time (s)		4.0	4.0		4.0		lational de la		5.31113		
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0					
Lane Grp Cap (vph)	301	1805	949		602	538					
v/s Ratio Prot	0.05	c0.24	0.10		c0.04						
v/s Ratio Perm	140	·				0.01	ť.,				
v/c Ratio	0.27	0.45	0.37		0.11	0.03					
Uniform Delay, d1	21.5	9.1	17.4		13.3	12.9		1	1344		
Progression Factor	0.72	0.51	1.00		1.00	1.00					
Incremental Delay, d2	0.4	0.2	0.2		0,4	0.1					
Delay (s)	15.9	4.8	17.6		13.7	13.1					
Level of Service	В	A	the subjection of	A construction of the second s	B	B					
Approach Delay (s)		5.8	17.6		13.4						
Approach LOS		., A	, ⊖ <b>B</b> ,		, ⊫B			an store at	· · -		
Intersection Summary					. •			•			
HCM Average Control De			9.6		ICM Le	vel of Se	invice		A	HIPER BUSIES	
HCM Volume to Capacity		<ul> <li>CONTRACT</li> </ul>	0.32	क्षेत्र ए भाष्ट्र से	9050 - 1020 s	CESS ACTION OF	est hose to FUE	s water (1993).	enta de estas	11K 97 K	A Galis
Actuated Cycle Length (s			60.0	S	Sum of 1	ost time	(s)		8.0		
Intersection Capacity Utili		· · · .*	30.9%			el of Ser		的新知识的	A		
Analysis Period (min)			15		20 20 r			A MA			
c Critical Lane Group			. 9			-	1111111	11478 - 87.370	113 163		1. T. <sup>1</sup> .

#### CUMULATIVE+PROJECT 1\_P.M. 3: LOVR & 10th

#### 

Movement	EBL	EBT	WBT ·	WBR	SBL	SBF	1					
Lane Configurations	umanananan M	<b>**</b>	ት ሱ	111-10-11-00-120-020	ሻ	****	201955-0200-09020-09 <b>1</b>			1999 9431778932794	NUMBER OF STREET, STREE	TANKS BARRING
Ideal Flow (vphpl)	1900	1900		1900	ُ1900	1900						
Total Lost time (s)	4.0	4.0	4.0	1.01.1070309.0003	4.0	4.0		11.72	1.01.020.005	Ĩ	141.453.1.1	
Lane Util. Factor	1.00	0.95	0.95		1.00	1.00		line.				
Frt	1.00	1.00	0.98	2 10 0853101 375	1.00	0.85	Concernation (1993)	al Antonio e c	1.000.03			•
Flt Protected	0.95	1.00	1.00		0.95	1.00				中中清~	5 <u>2</u> 36	2時期
Satd. Flow (prot)	1736	3471	3416		1736	1553		,			• ; •	
Fit Permitted	0.95	1.00	1.00		0.95	1.00				1. 1. 1. 1.		
Satd. Flow (perm)	1736	3471	3416		1736	1553	1.11.10000111121					
Volume (vph)	90	476	900	106	70	55						
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92						
Adj. Flow (vph)	98	517	978	115	76	60	alar.					<b>新加快</b>
RTOR Reduction (vph)	0	0	17	0	0	44						
Lane Group Flow (vph)	98	<ul> <li>a construction of a structure</li> </ul>	1076	0	76	16						
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%						
Turn Type	Prot		병감동			Perm		i Dans Br En la				
Protected Phases	7	4	8		6							
Permitted Phases					1921.	6					. ;:	化品牌
Actuated Green, G (s)	7.5	35.7	24.2		16.3	16.3						
Effective Green, g (s)	7.5	35.7	24 2		16.3	16.3			顧問する	1 <sup>°</sup>		210.362
Actuated g/C Ratio	0.12	0.60	0.40		0.27	0.27						
Clearance Time (s)	4.0	4.0	4.0		4.0	4.0						
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0			Laboratori anticonte			
Lane Grp Cap (vph)	217	2065	1378		472	422						And a second sec
v/s Ratio Prot	c0.06	0.15	c0.31		c0.04			ha she in a				6 fa
v/s Ratio Perm					1月12 5月14日)	0.01						
v/c Ratio	0.45	0.25	0.78	e and constants.	0.16	0.04						
Uniform Delay, d1	24.3	the strength is	e agaranaa ka	下了国伊斯	<ul> <li>(a) % = (a) (b)</li> </ul>			情報公会		的自然很多		
Progression Factor	1.00	0.79	1.00	6	1.00	1.00	A Long Rep.	Soles Leitz	too physic action		1 13	1 2 4 ×1, 2 2
Incremental Delay, d2	1.5	0.1	selfs indicate e		0.7					3.		And
Delay (s)	25.9	4.6	18.5		17.4	16.3		e dostale da d	a shani shaas			
Level of Service	C		1121220122012288		B	B	· 、科学					
Approach Delay (s) Approach LOS		8.0 A	18.5 D		16.9 P	11,014	t di atta i	e anticas si	Shancara Ga			
•••	06.8.	38 <b>,A</b>	B	· ·	В					\$25.U		
Intersection Summary	22222222222222222222222222222222222222		14: .				· · ·		•		NG DE DE	
HCM Average Control D			14.9	L D L H C	CM Lev	el of S	ervice		B		r (1993) est	
HCM Volume to Capacit	y ratio		0.52						1022			

 Actuated Cycle Length (s)
 0.52

 Intersection Capacity Utilization
 60.0

 Sum of lost time (s)
 12.0

 Analysis Period (min)
 15

## CUMULATIVE+PROJECT 1\_A.M. 4: LOVR & South Bay

HCM Signalized Intersection Capacity Analysis .....

	۶		>	4	4-	٩.	4	Î	p	\$	Å	4
Movement	EBL	EBT	EBR	. WBL	WBT	·WBR	: NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	NO VALUE PRANTED	<u>ት</u> ኈ	STOSISTIC DELEMENTS	Lied Killer Haller Park R	<u>ት</u> ት	nedenseenen per F	이라이 10 시간이 하여 합니다. 사가 가장	4		10/247 04014/1917/2018/2018	<u></u>	<u>بەرەمەرىمەرەمەرىمەرمەرمەرمەرمەرمەرمەرمەرمەرمەرمەرمەرمەرم</u>
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	2 1775	4.0	4.0	4.0	10 N 1120 2010	4.0	5 74 <b>7</b> 080	11:00 10 10 10 10	4.0	4.0
Lane Util. Factor	1.00	0.95	en e	1.00	0.95	1.00		1.00	a i	NGA -	1.00	1.00
Frt	1.00	1.00		1.00	1.00	0.85		0.98		404 OC 2	1.00	0.85
Fit Protected	0.95	1.00		0.95	1.00	1.00		1.00			0.96	1.00
Satd. Flow (prot)	1736	3467		1736	3471	1553		1791		2000 1.111	1745	1553
Flt Permitted	0.95	1.00		0.95	1.00	1.00	andu	1.00		S COMPANY	0.96	1.00
Satd. Flow (perm)	1736	3467		1736	3471	1553		1791			1745	1553
Volume (vph)	260	641	5	5	191	125	5	45	6	397	25	140
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)	283	697	5	14. LA <b>S</b>	208	136	<sup>30</sup> 0 <b>5</b>	49	7	432	27	152
RTOR Reduction (vph)	0	1	0	0	0	116	0	6	0	0	0	106
Lane Group Flow (vph)	283	701	0	5	208	20	0	55	0	• O <sup>i</sup>	459	46
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%
Turn Type	Prot	14).	. 1	Prot		Perm	Split			Split		Perm
Protected Phases	7	4		3	8	ent se tri far se se e	2	2		6	6	f. more a
Permitted Phases	ing that is					8	, i 14		eta.	1 j. 4		6
Actuated Green, G (s)	11.7	20.5		0.4	9.2	9.2	1. 1.	7.0			19.0	19.0
Effective Green, g (s)	11.7	20.5		0.4	9.2	9.2		7.0	HANNE.		19.0	19.0
Actuated g/C Ratio	0.19	0.33		0.01	0.15	0.15		0.11			0.30	0.30
Clearance Time (s)	4.0	4.0	1	4.0	4.0	4.0	a sa	4.0	hika da		4.0	4.0
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0		3.0			3.0	3.0
Lane Grp Cap (vph)	323	1130		11	508	227		199	일이 안		527	469
	0.16	c0.20		0.00	0.06	·	ALC: 44 07 (200)	c0.03			c0.26	
v/s Ratio Perm		5 S . 	44			0.01		u in the second s		10		0.03
v/c Ratio	0.88	0.62		0.45	0.41	0.09		0.28			0.87	0.10
Uniform Delay, d1	24.9	17.9	1. BR	31.1	24.4	23.2		25.6			20.8	15.8
Progression Factor	1.00	1.00		1.00	1.00	1.00		1.00			1.00	1.00
Incremental Delay, d2	22.3	1.1		27.0	0.5	0.2		3.4			17.7	0.4
Delay (s)	47.2	19.0		58.2	24.9	23.4		29.0			38.5	16.2
Level of Service	D	В		E	C	C	i setta	C	JAN D.		D	В
Approach Delay (s)		27.1			24.8			29.0			32.9	
Approach LOS	d.	' { <b>€</b>	stecher e	1993) 1993	C	ski ku	la Cambia	С	11 A (h	) Militari (1)	С	A WARE C
Intersection Summary			· . : 1	•	2.	• • ;;				100 I 100 I 100 <b>1</b> 00 I		
HCM Average Control Del	and the second second	CALINEAR CONTRACTOR	28.5	111111111111111111111111111111111111111	ALC AND A DECK OF A D	vel of Se	2241171221437515151517172	TAR PERSON AND AND AND AND AND AND AND AND AND AN	Contraction of the second s		19 I STOCKING A DEPARTMENT	1220021204204912088121
HCM Volume to Capacity			0.71	alet alet 1 %- 1	336.57		9413-05-0849F	WESHER P.			ABSECTION DE LA	
Actuated Cycle Length (s)				e	um of l	of time	Zal .	0.100	12.0			
		1	OZ 9	5 S S S S S O	umbin	JSI UITIE	100	N 11 1	12.0	1.5.5.	53. (s. 1.)	
			62.9 61.2%			el of Ser			.12,0 B			0.1
Intersection Capacity Utiliz Analysis Period (min)		(			CU Leve		vice					

## CUMULATIVE+PROJECT 1\_P.M. 4: LOVR & South Bay

HCM Signalized Intersection Capacity Analysis

	<u>_</u> }		\$	1	4	×.	٩	Î	Þ	1	Ļ	4
Movement	EBL	EBT	EBR	WBL	' WBT	. WBR	NBL	NBT.	NBR	SBL	SBT	SBR
Lane Configurations	<u>anstraanse</u> K	<b>ት</b> ኈ	Contract of the second second	ningersentersentersentersentersentersentersentersentersentersentersentersentersentersentersentersentersentersen Kristersentersentersentersentersentersentersentersentersentersentersentersentersentersentersentersentersentersent	个个	riter and the second	<u>III III III III III III III III III II</u>	4	NUCLEUS CONTRACTOR		4	ř
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	en an	4.0	4.0	4.0		4.0		1.0.0000000	4.0	4.0
Lane Util, Factor	1.00	0.95		1.00	0.95	1.00		1,00			1.00	1.00
Frt	1.00	1.00		1.00	1.00	0.85		0.97			1.00	0.85
Flt Protected	0.95	1.00	: 11	0.95	1.00	1.00		0.99			0.96	1.00
Satd. Flow (prot)	1 <b>73</b> 6	3464		1736	3471	1553		1743			1749	1553
Flt Permitted	0.95		的指示	0,95	1.00	1,00		0.99		ト服領へ	0.96	1.00
Satd. Flow (perm)	1736	3464		1736	3471	1553		1743			1749	1553
Volume (vph)	230	316	5	6	666	327	10	CONSTRUCTION CONSTRUCTION	10	200	25	200
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
Adj. Flow (vph)	250	343	5	7		355		E ENERT Y PERCENT	11	217	27	217
RTOR Reduction (vph)	0	2	0	0	0	253	0		0	0	0	179
Lane Group Flow (vph)	250	346	0	reserves an environmentarity.	1.4 4.54 7.7	102		1997 B.		0	244	38
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%
Turn Type	Prot	in the		Prot		Perm	Split		in the second	Split		Perm
Protected Phases	7	4	a in aite	3	8	a satat A di 👝 1	2	2		6	6	•
Permitted Phases						8						6
Actuated Green, G (s)	11.3	28.8		0.4	17.9	17.9		6.0	e lakt ant t		11.0	11.0
Effective Green, g (s)	11.3	28.8	A RUA	. 0.4	17.9	17.9	18. J.N	6.0			110	11.0
Actuated g/C Ratio	0.18	0.46 4.0		0.01 4.0	0.29 4.0	0.29 4.0	1.151	0.10 4.0	The Max	51.51	0.18	0.18
Clearance Time (s) Vehicle Extension (s)	4.0 3.0	3.0		3.0	9.0 3.0	4.0 3.0	11 A.	3.0			4,0 3.0	4.0 3.0
	315	1604		3.0 11	999	447	35013546		N 10	11 I A P	3.0	275
Lane Grp Cap (vph) v/s Ratio Prot	515 c0.14	0.10		0.00	c0.21	447	요즘 사람들을	c0.02	Park.	123,	c0.14	275
v/s Ratio Perm	JU. 14			0.00		0.07	144		Hanne F.	:		0.02
v/c Ratio	0.79	0.22		0.64	0.7 <b>2</b>	0.23		0.20	ALC: NOT STREET, STREE		0.79	0.14
	24.3		1 44.5	30.8	19.9	16.9		25.9		l Neller	24.5	21.6
Progression Factor	1.00	1.00		1.00	1.00	1.00	1977 - DA 1980 -	1.00		979-52 F B	1.00	1.00
Incremental Delay, d2	12.9	0.1		81.7	2.6	0.3		27		3	18.3	1.1
Delay (s)	37.2	10.0		112.6	22.6	17.1	,	28.6	1. (451.) Bas (* 1. 1		42.8	22.7
Level of Service	D				C.	B		<b>C</b>				5. P.C
Approach Delay (s)		21.4		1911-12412	21.4			28.6	10:11:11		33.3	1.1.1.1.1.1.1
Anorojoch LOS		C			C	· ) ;		C		• •	C III	
Intersection Summary				1 ( . i					•			
HCM Average Control De	lay		24.0		ICM Le	vel of Se	ervice					
HCM Volume to Capacity			0.69	12 IN 1917	2 IN 12 2014 12 USIN B CI KYS	CONTRACTOR OF L	nar, ment ment		CU101335615*	and the second	. T	- 14 16 D 17 - G 17 22
Actuated Cycle Length (s)			62.2	Nation S	um of l	ost time	(s)		16.0		3 1 .	11 A.
Intersection Capacity Utili			60.2%	[(	CU Leve	el of Ser	vice		В			
Analysis Period (min)	· · ·		15							÷ .	134.) ·	3
c Critical Lane Group												

## CUMULATIVE+PROJECT 1\_A.M. 5: LOVR & Turri

HCM Unsignalized Intersection Capacity Analysis

Movement	EBL	EBT	WBT	WBR SBL	SBR	
Lane Configurations	×	Ą	ţ.	¢4		
Sign Control		Free	5	Stop	per l'est avec de	승규는 사람이 많은 것을 하는 것이 같이 있다.
Grade		0%	0%	0%	· · ·	λ <del>α</del> ι ,
Volume (veh/h)	6	1040	233	10 15	<b>5</b>	an a
Peak Hour Factor	0.92	0.92	0.92	0.92 0.92		
Hourly flow rate (vph)	. ° 7	1130	253	11 16	5.	e di serie de la companya de la comp
Pedestrians						
Lane Width (ft)	1 . L.	e i Ar	·	$(1,1)=\frac{1}{2}e^{-it}, \qquad \forall t$	2 × 41	이 아들은 방송에서 이 가지 사실을 얻는 것 같아요. 한 것 같아요.
Walking Speed (ft/s)						
Percent Blockage			y and	1	Second States	
Right turn flare (veh)						
Median type 🗇 🕅 📜				TWLTL	× 2_	$\sum_{i=1}^{N}   f_i   = \sum_{i=1}^{N}   f_i   $
Median storage veh)				1		
Upstream signal (ft)	)	···,	1. A. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1.		· .	and the second
pX, platoon unblocked						
vC, conflicting volume	264	1.1 8.1	<del>.</del>	1402	259	State of the state of the state of the
vC1, stage 1 conf vol				259		
vC2, stage 2 conf vol	1. A. A.		· • •	1143	n <sup>er</sup> er	en en en la geografia de la Celor
vCu, unblocked vol	264			1402	259	
tC, single (s)	4.1	i a N		6.4		and a subject of the second state of the secon
tC, 2 stage (s)				5.4	<ul> <li>Activation</li> </ul>	
tE (s)	2.2		л. А. С. 55	3.5 States	3.3	The second in the second second second second
p0 queue free %	99			93	99	
cM capacity (veh/h)	1288			248	775	
	EB 1				ingen and an	
Direction, Lane #	and the second second			NO. STATE TO DESCRIPTION OF A DESCRIPTIO	Contraction and an and a second second	
and the second se	and the second	_EB:2	WB 1.	Contraction of the second s	the start of the	
Volume Total	7	1130	264	22		
Volume Total Volume Left	7 7	1130 0	264 0	22 16	v – sz	
Volume Total Volume Left Volume Right	7 7 0	1130 0 0	264 0 11	22 16 5		
Volume Total Volume Left Volume Right cSH	7 7 0 1288	1130 0 0 1700	264 0 11 1700	22 16 5 299		
Volume Total Volume Left Volume Right cSH Volume to Capacity	7 7 0 1288 0.01	1130 0 0 1700 0.66	264 0 11 1700 0.16	22 16 5 299 0.07		
Volume Total Volume Left Volume Right cSH Volume to Capacity Queue Length 95th (ft)	7 7 0 1288 0.01 0	1130 0 0 1700 0.66 0	264 0 11 1700 0.16 0	22 16 5 299 0.07 6		
Volume Total Volume Left Volume Right cSH Volume to Capacity Queue Length 95th (ft) Control Delay (s)	7 7 0 1288 0.01 0 7.8	1130 0 0 1700 0.66	264 0 11 1700 0.16	22 16 5 299 0.07 6 18.0		
Volume Total Volume Left Volume Right cSH Volume to Capacity Queue Length 95th (ft) Control Delay (s) Lane LOS	7 7 0 1288 0.01 0 7.8 A	1130 0 0 1700 0.66 0	264 0 11 1700 0.16 0 0.0	22 16 5 299 0.07 6 18.0 C		
Volume Total Volume Left Volume Right cSH Volume to Capacity Queue Length 95th (ft) Control Delay (s) Lane LOS Approach Delay (s)	7 7 0 1288 0.01 0 7.8	1130 0 0 1700 0.66 0	264 0 11 1700 0.16 0	22 16 5 299 0.07 6 18.0 C 18.0		
Volume Total Volume Left Volume Right cSH Volume to Capacity Queue Length 95th (ft) Control Delay (s) Lane LOS	7 7 0 1288 0.01 0 7.8 A	1130 0 0 1700 0.66 0	264 0 11 1700 0.16 0 0.0	22 16 5 299 0.07 6 18.0 C		
Volume Total Volume Left Volume Right cSH Volume to Capacity Queue Length 95th (ft) Control Delay (s) Lane LOS Approach Delay (s)	7 7 0 1288 0.01 0 7.8 A 0.0	1130 0 0 1700 0.66 0	264 0 11 1700 0.16 0 0.0	22 16 5 299 0.07 6 18.0 C 18.0		
Volume Total Volume Left Volume Right cSH Volume to Capacity Queue Length 95th (ft) Control Delay (s) Lane LOS Approach Delay (s) Approach LOS	7 7 0 1288 0.01 0 7.8 A 0.0	1130 0 0 1700 0.66 0	264 0 11 1700 0.16 0 0.0	22 16 5 299 0.07 6 18.0 C 18.0		
Volume Total Volume Left Volume Right cSH Volume to Capacity Queue Length 95th (ft) Control Delay (s) Lane LOS Approach Delay (s) Approach LOS Intersection Summary Average Delay	7 7 0 1288 0.01 0 7.8 A 0.0	1130 0 1700 0.66 0 0.0	264 0 11 1700 0.16 0 0.0 0.0	22 16 5 299 0.07 6 18.0 C 18.0 C 18.0 C	+ el of Service	
Volume Total Volume Left Volume Right cSH Volume to Capacity Queue Length 95th (ft) Control Delay (s) Lane LOS Approach Delay (s) Approach LOS Intersection Summary	7 7 0 1288 0.01 0 7.8 A 0.0	1130 0 1700 0.66 0 0.0	264 0 11 1700 0.16 0 0.0 0.0 0.0	22 16 5 299 0.07 6 18.0 C 18.0 C 18.0 C		
Volume Total Volume Left Volume Right cSH Volume to Capacity Queue Length 95th (ft) Control Delay (s) Lane LOS Approach Delay (s) Approach Delay (s) Approach LOS Intersection Summary Average Delay Intersection Capacity Uti	7 7 0 1288 0.01 0 7.8 A 0.0	1130 0 1700 0.66 0 0.0	264 0 11 1700 0.16 0 0.0 0.0 0.0 0.0	22 16 5 299 0.07 6 18.0 C 18.0 C 18.0 C		
Volume Total Volume Left Volume Right cSH Volume to Capacity Queue Length 95th (ft) Control Delay (s) Lane LOS Approach Delay (s) Approach Delay (s) Approach LOS Intersection Summary Average Delay Intersection Capacity Uti	7 7 0 1288 0.01 0 7.8 A 0.0	1130 0 1700 0.66 0 0.0	264 0 11 1700 0.16 0 0.0 0.0 0.0 0.0	22 16 5 299 0.07 6 18.0 C 18.0 C 18.0 C		
Volume Total Volume Left Volume Right cSH Volume to Capacity Queue Length 95th (ft) Control Delay (s) Lane LOS Approach Delay (s) Approach Delay (s) Approach LOS Intersection Summary Average Delay Intersection Capacity Uti	7 7 0 1288 0.01 0 7.8 A 0.0	1130 0 1700 0.66 0 0.0	264 0 11 1700 0.16 0 0.0 0.0 0.0 0.0 0.3 64.7% 15	22 16 5 299 0.07 6 18.0 C 18.0 C	el of Service	e C
Volume Total Volume Left Volume Right cSH Volume to Capacity Queue Length 95th (ft) Control Delay (s) Lane LOS Approach Delay (s) Approach Delay (s) Approach LOS Intersection Summary Average Delay Intersection Capacity Uti	7 7 0 1288 0.01 0 7.8 A 0.0	1130 0 1700 0.66 0 0.0	264 0 11 1700 0.16 0 0.0 0.0 0.0 0.0 0.3 64.7% 15	22 16 5 299 0.07 6 18.0 C 18.0 C	el of Service	e C
Volume Total Volume Left Volume Right cSH Volume to Capacity Queue Length 95th (ft) Control Delay (s) Lane LOS Approach Delay (s) Approach Delay (s) Approach LOS Intersection Summary Average Delay Intersection Capacity Uti	7 7 0 1288 0.01 0 7.8 A 0.0	1130 0 1700 0.66 0 0.0	264 0 11 1700 0.16 0 0.0 0.0 0.0 0.0 0.3 64.7% 15	22 16 5 299 0.07 6 18.0 C 18.0 C 18.0 C	el of Service	e C
Volume Total Volume Left Volume Right cSH Volume to Capacity Queue Length 95th (ft) Control Delay (s) Lane LOS Approach Delay (s) Approach Delay (s) Approach LOS Intersection Summary Average Delay Intersection Capacity Uti	7 7 0 1288 0.01 0 7.8 A 0.0	1130 0 1700 0.66 0 0.0	264 0 11 1700 0.16 0 0.0 0.0 0.0 0.0 0.3 64.7% 15	22 16 5 299 0.07 6 18.0 C 18.0 C	el of Service	e C
Volume Total Volume Left Volume Right cSH Volume to Capacity Queue Length 95th (ft) Control Delay (s) Lane LOS Approach Delay (s) Approach Delay (s) Approach LOS Intersection Summary Average Delay Intersection Capacity Uti	7 7 0 1288 0.01 0 7.8 A 0.0	1130 0 1700 0.66 0 0.0	264 0 11 1700 0.16 0 0.0 0.0 0.0 0.0 0.3 64.7% 15	22 16 5 299 0.07 6 18.0 C 18.0 C	el of Service	e C

## CUMULATIVE+PROJECT 1\_P.M. 5: LOVR & Turri

HCM Unsignalized Intersection Capacity Analysis

# 1 - - - 1 - 1

8.4	FRI	EDT	MOT	M/DD	001	opn					
Movement	EBL	EBT	WBT	WBR	SBL	SBR					
Lane Configurations	i i i i i i i i i i i i i i i i i i i	1	₿. Eroo								
Sign Control		Free 0%	Free 0%	2	Stop 0%	ed Statistics					
Grade	E		980	20		e	· •				
Volume (veh/h) Peak Hour Factor	5 0.92	0.92	0.92	20 0.92	0.92	6 0.92	``				
Hourly flow rate (vph)	0.92	492	1065	0.92		0.92		×	. :		·
Pedestrians	° D	492	1003	22	<u>io</u>		V station	7		·	1 J. 194
Lane Width (ft)	4 · · ·		·			1 14 1.4			χ.·.	1914	
Walking Speed (ft/s)	ала — А.				-116 v I		ф. т.			N 11.8	
Percent Blockage			,		·	· · · ·					
and the second	· ·				() <sup>(</sup>	· ·	3	:			
Right turn flare (veh) Median type					TWLTL						
Median storage veh)		· .	2		IV¥∟U∟ A				1		A., 1
Upstream signal (ft)					1.5.0		• .				
pX, platoon unblocked				<i></i>	1 N 1		. 1 .	· · · · ·	· · · ·		N
vC, conflicting volume	1087		e un lie s		1570	1076	5		ver uns s	· .	1. A.
vC1, stage 1 conf vol	1007				1076	1010	1				
vC1, stage 2 conf vol			• :					4. A. J. A.		·	n. (* 1
vCu, unblocked vol	1087		1 ·		1579	1076	4 C 19 C C 1				
tC, single (s)						6.2				11 x	
tC, 2 stage (s)	° yZT∎sył¢	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	N 81 - M	) /	5.4	~~~ <b>~</b>		na e natij		~ ~ ;	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
tF (s)	- 22	- 1				3,3	t de los		, 		A contract of the
p0 queue free %	99	i e na sej vo			93	98	3 -a 177		an i su	1 a 19 %	and the star
• •					00						
cM capacity (veh/h)	634	s. ist.	a 8 - 17		239	264		a a Mila		12 C 13	New York Company
cM capacity (veh/h)	634		585 <sup></sup>		239						
Direction, Lane # 🛀 🗧	.,;E₿:1,	, EB 2	WB 1	SB1	N. A. S.	1		eselle Nettere	Contraction of the second s		
Direction, Lane # *	EB 1. 5	EB 2 492	WB 1 1087	<u>SB 1</u> 23		1			* <b>1,≴</b>	and a second	
Direction, Lane # ···· Volume Total Volume Left	, EB 1. 5 5	EB 2 492 0	WB 1 1087 0	SB 1 23 16	N. A. S.	1			Contraction of the second s	and a second	
Direction, Lane # * Volume Total Volume Left Volume Right	,EB1. 5 5 0	EB 2 492 0 0	WB 1 1087 0 22	SB 1 23 16 7	N. A. S.	1			Contraction of the second s	and a second	
Direction, Lane # * Volume Total Volume Left Volume Right cSH	EB 1. 5 5 0 634	EB 2 492 0 0 1700	WB 1 1087 0 22 1700	SB 1 23 16 7 246		1			Contraction of the second s	and a second	
Direction, Lane # • • • Volume Total Volume Left Volume Right cSH Volume to Capacity	EB 1. 5 0 634 0.01	EB 2 492 0 0 1700 0.29	WB 1 1087 0 22 1700 0.64	SB 1 23 16 7 246 0.09		1			Contraction of the second s	and a second	
Direction, Lane # Volume Total Volume Left Volume Right cSH Volume to Capacity Queue Length 95th (ft)	EB 1 5 0 634 0.01 1	EB 2 492 0 1700 0.29 0	WB 1 1087 0 22 1700 0.64 0	SB 1 23 16 7 246 0.09 8		1			Contraction of the second s	and a second	
Direction, Lane # * Volume Total Volume Left Volume Right cSH Volume to Capacity Queue Length 95th (ft) Control Delay (s)	EB 1 5 0 634 0.01 1 10.7	EB 2 492 0 0 1700 0.29	WB 1 1087 0 22 1700 0.64	SB 1 23 16 7 246 0.09 8 21.1		1			Contraction of the second s	and a second	
Direction, Lane # Volume Total Volume Left Volume Right cSH Volume to Capacity Queue Length 95th (ft) Control Delay (s) Lane LOS	EB 1 5 0 634 0.01 1 10.7 B	EB 2 492 0 1700 0.29 0	WB 1 1087 0 22 1700 0.64 0 0.0	SB 1 23 16 7 246 0.09 8 21.1 C		1			Contraction of the second s	and a second	
Direction, Lane # Volume Total Volume Left Volume Right cSH Volume to Capacity Queue Length 95th (ft) Control Delay (s) Lane LOS Approach Delay (s)	EB 1 5 0 634 0.01 1 10.7	EB 2 492 0 1700 0.29 0	WB 1 1087 0 22 1700 0.64 0	SB 1 23 16 7 246 0.09 8 21.1		1			Contraction of the second s	and a second	
Direction, Lane # Volume Total Volume Left Volume Right cSH Volume to Capacity Queue Length 95th (ft) Control Delay (s) Lane LOS Approach Delay (s) Approach LOS	EB 1 5 0 634 0.01 1 10.7 B	EB 2 492 0 1700 0.29 0	WB 1 1087 0 22 1700 0.64 0 0.0	SB 1 23 16 7 246 0.09 8 21.1 C 21.1 C					Contraction of the second s	and a second	
Direction, Lane # Volume Total Volume Total Volume Right cSH Volume to Capacity Queue Length 95th (ft) Control Delay (s) Lane LOS Approach Delay (s) Approach LOS Intersection Summary	EB 1 5 0 634 0.01 1 10.7 B	EB 2 492 0 1700 0.29 0	WB 1 1087 0 22 1700 0.64 0 0.0 0.0	SB 1 23 16 7 246 0.09 8 21.1 C 21.1 C		1			Contraction of the second s	and a second	
Direction, Lane # Volume Total Volume Total Volume Right cSH Volume to Capacity Queue Length 95th (ft) Control Delay (s) Lane LOS Approach Delay (s) Approach Delay (s) Intersection Summary Average Delay	.EB1 5 634 0.01 1 10.7 B 0.1	EB 2 492 0 1700 0.29 0 0.0	WB 1 1087 0 22 1700 0.64 0.0 0.0 0.0	SB 1 23 16 7 246 0.09 8 21.4 C 21.1 C						and a second	
Direction, Lane # Volume Total Volume Total Volume Right cSH Volume to Capacity Queue Length 95th (ft) Control Delay (s) Lane LOS Approach Delay (s) Approach Delay (s) Approach LOS Intersection Summary Average Delay Intersection Capacity U	.EB1 5 634 0.01 1 10.7 B 0.1	EB 2 492 0 1700 0.29 0 0.0	WB 1 1087 0 22 1700 0.64 0 0.0 0.0 0.0	SB 1 23 16 7 246 0.09 8 21.4 C 21.1 C					Contraction of the second s	and a second	
Direction, Lane # Volume Total Volume Total Volume Right cSH Volume to Capacity Queue Length 95th (ft) Control Delay (s) Lane LOS Approach Delay (s) Approach Delay (s) Intersection Summary Average Delay	.EB1 5 634 0.01 1 10.7 B 0.1	EB 2 492 0 1700 0.29 0 0.0	WB 1 1087 0 22 1700 0.64 0.0 0.0 0.0	SB 1 23 16 7 246 0.09 8 21.4 C 21.1 C						and a second	
Direction, Lane # Volume Total Volume Total Volume Right cSH Volume to Capacity Queue Length 95th (ft) Control Delay (s) Lane LOS Approach Delay (s) Approach Delay (s) Approach LOS Intersection Summary Average Delay Intersection Capacity U	.EB1 5 634 0.01 1 10.7 B 0.1	EB 2 492 0 1700 0.29 0 0.0	WB 1 1087 0 22 1700 0.64 0 0.0 0.0 0.0	SB 1 23 16 7 246 0.09 8 21.4 C 21.1 C						and a second	
Direction, Lane # Volume Total Volume Total Volume Right cSH Volume to Capacity Queue Length 95th (ft) Control Delay (s) Lane LOS Approach Delay (s) Approach Delay (s) Approach LOS Intersection Summary Average Delay Intersection Capacity U	.EB1 5 634 0.01 1 10.7 B 0.1	EB 2 492 0 1700 0.29 0 0.0	WB 1 1087 0 22 1700 0.64 0 0.0 0.0 0.0	SB 1 23 16 7 246 0.09 8 21.4 C 21.1 C						and a second	
Direction, Lane # Volume Total Volume Total Volume Right cSH Volume to Capacity Queue Length 95th (ft) Control Delay (s) Lane LOS Approach Delay (s) Approach Delay (s) Approach LOS Intersection Summary Average Delay Intersection Capacity U	.EB1 5 634 0.01 1 10.7 B 0.1	EB 2 492 0 1700 0.29 0 0.0	WB 1 1087 0 22 1700 0.64 0 0.0 0.0 0.0	SB 1 23 16 7 246 0.09 8 21.4 C 21.1 C						and a second	
Direction, Lane # Volume Total Volume Total Volume Right cSH Volume to Capacity Queue Length 95th (ft) Control Delay (s) Lane LOS Approach Delay (s) Approach Delay (s) Approach LOS Intersection Summary Average Delay Intersection Capacity U	.EB1 5 634 0.01 1 10.7 B 0.1	EB 2 492 0 1700 0.29 0 0.0	WB 1 1087 0 22 1700 0.64 0 0.0 0.0 0.0 0.0 0.3 52.8% 15	SB 1 23 16 7 246 0.09 8 21.1 C 21.1 C	CU Lev	el of Serv	içe			and a second	
Direction, Lane # Volume Total Volume Total Volume Right cSH Volume to Capacity Queue Length 95th (ft) Control Delay (s) Lane LOS Approach Delay (s) Approach Delay (s) Approach LOS Intersection Summary Average Delay Intersection Capacity U	.EB1 5 634 0.01 1 10.7 B 0.1	EB 2 492 0 1700 0.29 0 0.0	WB 1 1087 0 22 1700 0.64 0 0.0 0.0 0.0 0.0 0.3 52.8% 15	SB 1 23 16 7 246 0.09 8 21.1 C 21.1 C	CU Lev		içe			and a second	

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		¥ References	V IIII:::::::::::::::::::::::::::::::::	an a			
Movement	EBT 令	EGA	WBL WBT	NBL NE Y	3R i 🦢 .		
Lane Configurations Sign Control	Free		•	Stop			
Grade	0%		0%	0%	1999年19月1日日本 1999年1月1日日 1999年1月1日日 1999年1月1日日 1999年1月1日 1999年1月1日 1999年1月1日 1999年1月1日 1999年1月1日 1999年1月1日 1999年1月1日 1999年1月1日 1999年1月1日 1999年1月1日 1999年1月1日 1999年1月1日 1999年1月1日 1999年1月1日 1999年1月1日 1999年1月1日 1999年1月1日 1999年1月1日 1999年1月1日 1999年1月1日 1999年1月1日 1999年1月1日 1999年1月1日 1999年1月1日 1999年1月1日 1999年1月1日 1999年1月1日 1999年1月1日 1999年1月1日 1999年1月1日 1999年1月1日 1999年1月1日 1999年1月1日 1999年1月1日 1999年1月1日 1999年1月1日 1999年1月1日 1999年1月1日 1999年1月1日 1999年1月1日 1999年1月1日 1999年1月1日 1999年1月1日 1999年1月1日 1999年1月1日 1999年1月1日 1999年1月1日 1999年1月1日 1999年1月1日 1999年1月1日 1999年1月1日 1999年1月1日 1999年1月1日 1999年1月1日 1999年1月1日 1999年1月1日 1999年1月1日 1999年1月1日 1999年1月1日 1999年1月1日 1999年1月1日 1999年1月1日 1999年1月1日 1999年1月1日 1999年1月1日 1999年1月1日 1999年1月1日 1999年1月1日 1999年1月1日 1999年1月1日 1999年1月1日 1999年1月1日 1999年1月1日 1999年1月1日 1999年1月1日 1999年1月1日 1999年1月1日 1999年1月1日 1999年1月1日 1999年11 1999年11 1999年11 1999年11 1999 1999 1999 1999 1999 1999 1999 1999 1999 1999 1999 1999 1999 1999 1999 1999 1999 1999 1999 1999 1999 1999 1999 1999 1999 1999 1999 1999 1999 1999 1999 1000 1000 1000 1000 1000 1000 1000 1000 1000 1000 1000 1000 1000 1000 1000 1000 1000 1000 1000 1000 1000 1000 1000 1000 1000 1000 1000 1000 1000 1000 1000 1000 1000 1000 1000 1000 1000 1000 1000 1000 1000 1000 1000 1000 1000 1000 1000 1000 1000 1000 1000 1000 1000 1000 1000 1000 1000 1000 1000 1000 1000 1000 1000 1000 1000 1000 1000 1000 1000 1000 1000 1000 1000 1000 1000 1000 1000 1000 1000 1000 1000 1000 1000 1000 1000 1000 1000 1000 1000 1000 1000 1000 1000 1000 1000 1000 1000 1000 1000 1000 1000 1000 1000 1000 1000 1000 1000 1000 1000 1000 1000 1000 1000 1000 1000 1000 1000 1000 1000 1000 1000 1000 1000 1000 1000 1000 1000 1000 1000 1000 1000 1000 1000 1000 1000 1000 1000 1000 1000 1000 1000 1000 1000 1000 1000 1000 1000 1000 1000 1000 1000 1000 1000 1000 1000 1000 1000 1000 1000 1000 1000 1000 1000 1000 1000 1000 1000 1000 1000 1000 1000 1000 1000 1000 1000 1000 1000 1000 1000 1000 1000 1000 1000 1000 1000 1000 1000 1000 1000 1000 1000 1000 1000 1000 1000 1000 1000 1000 1000 1000 1000 1000 1000 1000 10	1 2.5.2 32 - 25	1481444333
Volume (veh/h)	474	9			270121111		
Peak Hour Factor	0.92	0.92			92		
Hourly flow rate (vph)	515	.10	1 <b>10</b> 11314	8	<b>29</b> (11) (13) (13)	這種成為	
Pedestrians	112		Tradită addită dat	a.a	1997年,一個法的人的場合。 5	5 1. Ja . Ja	ner er e
Lane Width (ft)		•					
Percent Blockage	,						Anna and an anna an a
Right turn flare (veh)					x	8,4700 - 173	- 11 <del>- 1</del> 1 - 1
Median type		t., <sup>1</sup> .,	A second se	lone			
Median storage veh)			· · · · · · · · ·		11	· · · ·	8
Upstream signal (ft) pX, platoon unblocked				÷.,			
vC, conflicting volume			<b>525</b>	854 5	20		
vC1, stage 1 conf vol			<del>a la s</del> ano fari a da fi	,-,-,		e e e l'e e	2 1 2 1
vC2, stage 2 conf vol	*		A second provide the second prov		ng ng ng ng ng Ng ng		
vCu, unblocked vol			525	854 52	20		
tC, single (s)	2		41	6.4 6	2		Pirte i
tC, 2 stage (s) tF (s)		.:	2.2 中国温温	3.5 3	<b>3</b> :5:5 1155		
p0 queue free %		2 2 2 2 2	99	and developed on the second	95	a ang pigati.	
cM capacity (veh/h)	: 	4		323 5			
Direction, Lane #	· EB 1	WB 1	NB1			•	
Volume Total	525	324	37				
Volume Left	0	10	<b>8</b>	36.21, 1 1		a source and a loss of the	
Volume Right	10	0	29				
cSH	1700	1032	482	irestati erre			
Volume to Capacity Queue Length 95th (ft)	0.31 0	0.01	- 0.08 11 <sup>(1</sup> m 10) 6	들었던 바람을 물	出现 加加加		
Control Delay (s)	0.0	0.4	13.1	· · · ] =			
Lane LOS	•	A	B				a substances and
Approach Delay (s)	0.0	0,4	13.1				
Approach LOS			В				
Intersection Summary							
Average Delay			0.7			S. 6	. >
Intersection Capacity Uti	lization		35,5% ICU	Level of	Service Service		
Analysis Period (min)			<b>15</b>				
3 <del>.</del>				n an ai m Br	an an Addal a shi s	12. s.	
	4		مەسىرىيە ق	i	,	and and the second	
	AIN	'P	= 10.	lof	L C	)SB	
/	1 1 1	<i>v</i>					

	>	¥ ¥		4	Þ			
Movement	AVERTAYLED TO BE BUILDED TO SEE ST	BR WBL	CONTRACTOR AND A DESCRIPTION OF THE PARTY OF	CALIFORNIA CONTRACTOR CONTRACTOR	VBR :			
Lane Configurations	<b>د</b> ر محک		÷. Erce∴	Y		w, film firster, i .	1	6. 8 a s a
Sign Control	Free 0%		Free 0%	Stop 0%		2. 建筑管制器管道::		
Volume (veh/h)	307	2 28	404	1	15			
Peak Hour Factor		).92 0.92	0.92	0.92	0.92			
Hourly flow rate (vph)	334	2 30	439		16			a an and a second and a second and a second a second a second a seco
Pedestrians Lane Width (ft)				alaha -	< 1.1			
Walking Speed (ft/s)			1. 1997 44 1		, 'sj.t'	YALA 2000 (2000 (2000 2000)) (2000 (2000))	1 - 1924 - 19 - 19 - 19	
Percent Blockage	×	1					A second	
Right turn flare (veh)								
Median type		a 19, a. 9 k		None				A Construction of the second s
Median storage veh) Upstream signal (ft)					ine.	I.		
pX, platoon unblocked			이 있는 것이 같이		1978 NU 200	ŝ., 333		
vC, conflicting volume		336		835	335		清朝] (11) (11) (11) (11) (11) (11) (11) (11	
vC1, stage 1 conf vol			Tash, fa Te 1 25 - 2 5		ababba at	1. 1. 1. 1. 1. 1.		5 T T
vC2, stage 2 conf vol vCu, unblocked vol		336						
tC, single (s)					335 62			
tC, 2 stage (s)		1.4.9.912	CARAN DA LA		( <b>1999)</b> (1999)		2 5 5 5 5 5 5 V	CA PERSONAL
tF (s)		2.2		3.5	3.3			
p0 queue free %		97	: 1. K. G. S.	100	98	and a man a set		
cM capacity (veh/h)		1212		327	703			N. L. M.
Direction, Lane #	EB 1W	CONTRACTOR STREET, STR	•	***		1 * * : ; i = i i		
Volume Total		470 17 30 1						
Volume Left Volume Right	0 2						1.84	
cSH		212 655	22 - 22 P F I					31, 20, 31, 37, 37, 17 (1)
Volume to Capacity								
Queue Length 95th (ft)	0	2 2	satan la s	11.55.3.3		En la la constante de la const		123_1 11 21
Control Delay (s) Lane LOS	0.0	0.8 10.6 A B		BRAND HELL				對案件
Approach Delaý (s)	`i <b>00</b>	0.8 106 B		A Contraction of the second se				
Intersection Summary								
Average Delay		0.7	的建筑的行行行行行行		<b>说话:</b>			
Intersection Capacity Uti Analysis Period (min)	lization	5 <b>2.4%</b> 15	,`⊨⊴ <b>i¢i</b>	J Level o	f Servic	ehusteise	A :	
		20 <sup>2</sup> 2.2		ŶŶĿĿ.	·		], ],	
/	Awt	7 -	Ч.	3	L	05 A		

#### EXISTING+PROJECT 2\_A.M. 2: LOVR & 9th

HCM Signalized Intersection Capacity Analysis h.

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Movement	EBL	EBT	EBR	WBL	·WBT	WBR	·: NBL	I NBT	NBR	, SBL	· SBT.	SBR
Lane Configurations	٣	<u></u>	20212022222222222222222222222222222222	ير اير	<u></u>	٢		44	in a selection and the set of the state of the set of t	۴	4	
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	
Lane Util. Factor	1.00	0.95		1.00	1.00	1.00	4	1.00		1.00	1.00	
Frt	1.00	0.99		1.00	1.00	0.85		0.93		1.00	0.91	
Fit Protected	0.95	1.00	制成的	0.95	1.00	1.00		0.99		0.95	1.00	
Satd. Flow (prot)	1736	3443		1736	1827	1553		1676		1736	1667	
Flt Permitted	0.54	1.00		0.29	1.00	1.00		0.95	生物	0.67	1.00	<i>,</i> †
Satd. Flow (perm)	985	3443		526	1827	1553		1608		1220	1667	
Volume (vph)	64	537	31	65	210	43	24	34	71	173	47	66
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)	70	584	34	71	228	47	26	37	77	188	51	72
RTOR Reduction (vph)	0	9	0	0	0	33	0	33	0	0	30	0
Lane Group Flow (vph)	70	609	0	71	228	14	0	107	0	188	93	0
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%
Turn Type	Perm	) (1)°÷		Perm		Perm	Perm		에 없었어?	Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8		8	2			6	的分选的	5 - F
Actuated Green, G (s)	17.4	17.4		17.4	17.4	17.4		34.6		34.6	34.6	
Effective Green, g (s)	17,4	17.4	- [ .	17.4	17,4	17.4	1 21 43	34.6		34.6	34.6	ala da
Actuated g/C Ratio	0.29	0.29		0.29	0.29	0.29		0.58		0.58	0.58	
Clearance Time (s)	4.0	4.0		4.0	4.0	4.0	al d	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0		3.0		3.0	3.0	
Lane Grp Cap (vph)	286	998		153	530	450		927		704	961	
v/s Ratio Prot		c0.18			0.12		ar eran i persite	11111 11111		1.10.000.375	0.06	
v/s Ratio Perm	0.07			0,13		0.01		0.07	24	c0.15		
v/c Ratio	0.24	0.61		0.46	0.43	0.03		0.12		0.27	0.10	
Uniform Delay, d1	16.3	18,4		17.5	17.3	15.3		5.8		6,4	5.7	
Progression Factor	1.00	1.00		0.37	0.49	0.05		1.00		1.00	1.00	
Incremental Delay, d2	0,4	1.1	lita.ab.	: 2,2	0.6	0.0		0.3		0,9	0.2	÷.
Delay (s)	16.7	19.4		8.7	9.0	0.7		6.0		7.3	5.9	
Level of Service	B	B		Α	Α	A		A	h Nacional de Caración de C	A	A	
Approach Delay (s)		19.2			7.8			6.0			6.7	
Approach LOS		В	n y y k		Α			A	· 도크 등 속도 도		A in	
Intersection Summary					4	÷.,					•	
HCM Average Control D			12.7	S BERNE	ICM Le	vel of Se	ervice		В	· · ·		
HCM Volume to Capacity			0.38	di este la			and the state of the	and a starter				
Actuated Cycle Length (s		•	60.0									
Intersection Capacity Uti	lization	:	45. <b>7</b> %	10	JU Leve	el of Ser	VICE	neller.d.t	A			n i ka si -

Analysis Period (min) 15 

### EXISTING+PROJECT 2\_P.M. 2: LOVR & 9th

HCM Signalized Intersection Capacity Analysis

Фратили и на	and the second		~	tanenna anna anna anna anna anna anna an	un an	Ą.	4	t	p	1	Ŷ	Ļ
Movement	EBL	EBT	EBR	WBL	. WBT	WBR	· NBL	NBT.	NBR	SBL	SBT	.SBR
Lane Configurations	×.	作诤		ሻ	Ť	٣		<b>4</b> 3		ሻ	۴Î	
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	erende (c	4.0		4.0	4.0	
Lane Util, Factor	1.00	0.95		1.00	1.00	1.00		1.00	N	1.00	1.00	
Frt	1.00	0.99		1.00	1.00	0.85		0.94		1.00	0.89	
Fit Protected	0,95	1.00		0.95	1.00	1.00		0.99		0,95	1,00	11.
Satd. Flow (prot)	1736	3442		1736	1827	1553		1694		1736	1634	
Fit Permitted	0.35	1.00		0.50	1.00	1.00		0.94		0.76	1.00	Maine.
Satd. Flow (perm)	648	3442		921	1827	1553		1603		1383	1634	
Volume (vph)	51	369	22	74	556	223	18	30	43	86	30	73
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)	55	401	. 24	80	604	242	Ju. 20	33	47	93	33	79
RTOR Reduction (vph)	0	7	0	0	0	89	0	36	0	0	61	0
Lane Group Flow (vph)	55	418	, <b>0</b> '	80	604	153	(Å, Å <b>0</b>	64	0.	93	51	0
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%
Turn Type	Perm	,	, j? (j	Perm	( ) ) ( ) S & ( )	Perm	Perm		r) i	Perm	1983	grigest -
Protected Phases		4	· · ·		8	a waa waaraa a		2		4 - Q	6	
Permitted Phases	4			8.		8.48	<b>2</b>			6		
Actuated Green, G (s)	38.0	38.0		38.0	38.0	38.0		14.0		14.0	14.0	
Effective Green, g (s)	38,0	. 38.0		38.0	38.0	38.0		14.0	1	14.0	14,0	d Cara
Actuated g/C Ratio	0.63	0.63		0.63	0.63	0.63		0.23		0.23	0.23	
Clearance Time (s)	4.0	4.0		4.0	4.0	40		4.0		4,0	<b>4.0</b>	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0		3.0		3.0	3.0	
Lane Grp Cap (vph)	410	2180		583	1157	984		374		323	381	
v/s Ratio Prot		0.12	1.00.00 00 01 0		c0.33						0.03	
v/s Ratio Perm	0.08			0.09		0.10		0.04	*."	c0.07		
v/c Ratio	0.13	0.19		0.14	0.52	0.16		0.17		0.29	0.13	
Uniform Delay, d1	4.4	4.6	à Helli,	4.4	6.0	4.5	计算机算机	18.4	1,	18.9	18.2	
Progression Factor	1.00	1.00		0.11	0.22	0.00		1.00		1.00	1.00	
Incremental Delay, d2	0.1	0,0		0.1	0.3	0.0	Subscription Subscription Subscription Subscription Subscription Subscription Subscription Subscription Subscription Subscription Subscription Subscription Subscription Subscription Subscription Subscription Subscription Subscription Subscription Subscription Subscription Subscription Subscription Subscription Subscription Subscription Subscription Subscription Subscription Subscription Subscription Subscription Subscription Subscription Subscription Subscription Subscription Subscription Subscription Subscription Subscription Subscription Subscription Subscription Subscription Subscription Subscription Subscription Subscription Subscription Subscription Subscription Subscription Subscription Subscription Subscription Subscription Subscription Subscription Subscription Subscription Subscription Subscription Subscription Subscription Subscription Subscription Subscription Subscription Subscription Subscription Subscription Subscription Subscription Subscription Subscription Subscription Subscription Subscription Subscription Subscription Subscription Subscription Subscription Subscription Subscription Subscription Subscription Subscription Subscription Subscription Subscription Subscription Subscription Subscription Subscription Subscription Subscription Subscription Subscription Subscription Subscription Subscription Subscription Subscription Subscription Subscription Subscription Subscription Subscription Subscription Subscription Subscription Subscription Subscription Subscription Subscription Subscription Subscription Subscription Subscription Subscription Subscription Subscription Subscription Subscription Subscription Subscription Subscription Subscription Subscription Subscription Subscription Subscription Subscription Subscription Subscription Subscription Subscription Subscription Subscription Subscription Subscription Subscription Subscription Subscription Su	1.0		2,2	0.7	
Delay (s)	4.6	4.6		0.6	1.6	0.1		19.4		21.1	18.9	
Level of Service	A	Α,		in a faith a f	A	A		B		Ċ	Ne B	3413-3
Approach Delay (s)		4.6			1.1			19.4			19.9	
Approach LOS		Α		u, tap	A			B	1		.# <b>B</b>	
Intersection Summary												
HCM Average Control D			STEED STREET, STRE								the second s	
HCM Volume to Capacity			54 0.46						(9) (1 <b></b>	い見れる部門		1.138 T
Actuated Cycle Length (s			60,0		um of b	ast time	(s)	Million and Million	8.0	and Summer	÷ , , ;	
Intersection Capacity Util			54.5%		CU Leve			· 성상명 1 전 · 1	0.0 A		÷.,	N 8 36 40
intersection capacity Util			UT.U/0	15		1 1 1 2 2			~			
Analysis Period (min)		2	15				A state of the sta					

# EXISTING+PROJECT 2\_A.M. 3: LOVR & 10th

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Moyement EBL	EBT WBT	·WBR · SBL	SBR
Lane Configurations	<u>ቀ</u> ት ትክ	, v	
Ideal Flow (vphp))	1900 1900	1900 1900	1900期期期间出版。 的现在分词 化中间
Total Lost time (s) 4.0	4.0 4.0	4.0	4.0
Lane Util. Factor 1.00	0.95 0.95	1.00	后: <b>1.00</b> 点言意識響動音樂觀電影。
Frt 1.00	1.00 0.98		
Flt Protected	1,00 1,00	frank friede frei eine statistike fr	souther of a construction of the first state of a construction of the construction of
Satd. Flow (prot) 1736	3471 3390		
Flt Permitted 0.95	<ul> <li>A 25 P. Server 11, 151 (1997) 154 (1997) 155</li> </ul>	· · · · · · · · · · · · · · · · · · ·	The second se
Satd. Flow (perm) 1736	3471 3390	www.anary	A A A A A A A A A A A A A A A A A A A
Volume (vph) 68	682 270	1 I I I I I I I I I I I I I I I I I I I	
Peak-hour factor, PHF 0.92	0.92 0.92		
Adj. Flow (vph) Harakan	741 293		品。這47. 「一個」與國際的品語語言。」。「「一個」語語意
RTOR Reduction (vph) 0	0 25		
Lane Group Flow (vph) 74	741 322		(a) A Definition of the state of the stat
Heavy Vehicles (%) 4%	4% 4%		
Turn Type Prot			
Protected Phases 7	4 8	6	
Permitted Phases		自由這是主編編	
Actuated Green, G (s) 7.0	30.8 19.8		
Effective Green, g (s) 7.0	1. 1997 1.14	1009-1001 <b>212</b>	Sector biolog (Sector 2) and the sector of t
Actuated g/C Ratio 0.12	0.51 0.33		
Clearance Time (s)	1. 1. 2.411.	中帝国的。同4,0	a construction of the second
Vehicle Extension (s) 3.0	3.0 3.0		
Lane Grp Cap (vph) 203	1782 1119	tear fear that has that success an addition of the fear and the second	a set subjects set in the set of
v/s Ratio Prot 0.04	c0.21 0.09		
v/s Ratio Perm		国民民主管理	
v/c Ratio 0.36	0.42 0.29		0.03
Uniform Delay, d1	9.0 14,9	· · · · ·	
Progression Factor 0.63	0.56 1.00		
Incremental Delay, d2 1.0	0.1 0.1	6 ± 18 - 6 ÷	· · · · · · · · · · · · · · · · · · ·
Delay (s) 16.4	5.2 15.0		
Level of Service	A B		
Approach Delay (s)	6.2 15.0	13.1	a construction of the second
Approach LOS	A` → ™®₿	A RECEIPTION OF STREET,	
Intersection Summary		•	and the second secon
HCM Average Control Delay	9.2	HCM Le	wel of Service A
HCM Volume to Capacity ratio	0.29	છ મહાનવા કે સંપ્રદાગમાં સાથિત્વસંદ	ute te el 1994 i 1983 e 17 al 27 al 28 Al 27 al 28 al 28 al 28 al 28 al 2
Actuated Cycle Length (s)	- <b>60</b> 0	Sum of I	[ost time (\$), , , , , , , , , , , , , , , , , , ,
Intersection Capacity Utilization	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		rel of Service A
Analysis Period (min)			
c Critical Lane Group			

### EXISTING+PROJECT 2\_P.M. 3: LOVR & 10th

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Movement		WBR: · SBL	SBR !!		
Lane Configurations 7			ř		
Ideal Flow (vphpl) 1900	1900 1900	1900 1900	1900		
Total Lost time (s) 4.0	4.0 4.0		4.0		
	0.95 0.95		1.00	n inner Stanson og Stanson og Stanson og Stanson og	and a second sec
Frt 1.00	1.00 0.98		0.85		5 51 MA 12
Flt Protected 0.95	1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1				
Satd. Flow (prot) 1736	3471 3417		1553	i - 11 - 5 - 5	
Fit Permitted	1.00 1.00				
Satd. Flow (perm) 1736	3471 3417	1736	1553		
Volume (vph)	432 815	constitute a construction of a state of a	50		A second
Peak-hour factor, PHF 0.92	0.92 0.92		0.92		52. ž
Adj. Flow (vph) 90	470 886		54		
RTOR Reduction (vph) 0	0 18		38 46 (Patrick Science)		·
Lane Group Flow (vph) 90	470 971	01.068.	16 R.		
Heavy Vehicles (%) 4%	4% 4%	4% 4%	4%		
Turn Type Prot	4 8		Perm		
Protected Phases 7		6	n ka s <b>a</b> finin an		1128 A. A.
Permitted Phases		100			
Actuated Green, G (s) 7.4 Effective Green, g (s) 7.4	33.8 22.4 33.8 22.4	18.2 18.2	18.2 182		Marshe the
Actuated g/C Ratio 0.12	0.56 0.37	0.30	0.30	2. 1995 - 3. (2. C.	
Clearance Time (s) 4.0		· 4.0	· · · · · · · · · · · · · · · · · · ·		
Vehicle Extension (s) 3.0	3.0 3.0		3.0	1. /	· 1.4.516 \$356.12 \ 4
Lane Grp Cap (vph) 214	1955 1276	527	47.1		
v/s Ratio Prot c0.05	0.14 c0.28	c0.04		"风景"和新兴。	
v/s Ratio Perm			0.01		
v/c Ratio 0.42	0.24 0.76	0.13	0.03	2 . 2 8 122 24	an ika da si a ka
Uniform Delay, d1 24.3	6.6 16.5	15.2	14.7		
Progression Factor 1.01	1.02 1.00	1.00	1.00	MULTING BEERS	
Incremental Delay, d2 1.3	0.1 2.7	0.5			
Delay (s) 25.9	6.8 19.2	15.7	14.9		
Level of Service		B	B		
Approach Delay (s)	9.9 19.2	15.3			
Approach LOS	B	B			
Intersection Summary					
HCM Average Control Delay	15.8		el of Service	B	
HCM Volume to Capacity ratio	0.47	ۇ <b>مۇنلەر يەترەيمەر د</b> ەرىيە 1997). ئارىخىنىڭ يەترەيمەر دەرىيە 1997)	e navora nav vno do dović stali i s	H stratte addre	· · (( · · ·
Actuated Cycle Length (s)	60.0	Sum of lo	ost time (s)	12.0	x
Intersection Capacity Utilization	43.6%		of Service	A	
Analysis Period (min)	15				,
c Critical Lane Group			1 2012 2 10 10 1 2 1 1 1	124	

#### EXISTING+PROJECT 2\_A.M. 4: LOVR & South Bay

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HCM Signalized Intersection Capacity Analysis

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Movement	EBL	EBT	EBR ·	WBL:	WBT	WBR	<sup>n.</sup> NBL	: NBT	• NBR ·	SBL	SBT	SBR
Lane Configurations	ሻ	飰		٣	<b>个</b> 个	Ĩ		ŵ			র্ঝ	٦
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
Lane Util. Factor	1.00	0.95		n st	0.95	1.00		1,00	1 (4	個心.	1.00	1,00
Frt	1.00	1.00			1.00	0.85		0.99			1.00	0.85
Flt Protected	0.95	1.00		· (中国) - (中国) (中国)	1.00	1.00	国际高速	1.00	. 19.		0.95	1.00
Satd. Flow (prot)	1736	3468		1	3471	1553		1802			1745	1553
Flt Permitted	0.95				1.00	1.00		1.00			0.95	1.00
Satd. Flow (perm)	1736	3468			3471	1553		1802			1745	1553
Volume (vph)	235	579	4	0	174	113	4	43	4	361	21	128
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)	255	629	4	160,0	189	123	4	47	4	392	23	139
RTOR Reduction (vph)	0	1	0	0	0	111	0	4	0	0	0	95
Lane Group Flow (vph)	255	5 - 6 - 5 - 5 - 5 - 5 - 5 - 5 - 5 - 5 -	11 A Q (),		189	12	0	51	0	. 0	415	44
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%
Turn Type	Prot			Prot		Perm	Split			Split		Perm
Protected Phases	7	4		3	8		2	2		6	6	
Permitted Phases		144			e é é	8			· · · · · · · · · · · · · · · · · · ·			6
Actuated Green, G (s)	11.4	21.4			6.0	6.0		7.0			19.0	19.0
Effective Green, g (s)	11.4		철물감소		6.0	1 1 1 1 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2		7.0		- Mahii	19.0	19.0
Actuated g/C Ratio	0.19	0.36			0.10	0.10	an statement a tara	0.12			0.32	0.32
Clearance Time (s)	4.0	4.0			4.0	4,0		4.0	j í		4.0	4.0
Vehicle Extension (s)	3.0	3.0			3.0	3.0		3.0			3.0	3.0
Lane Grp Cap (vph)	333	1249			351	157		212		i	558	497
	c0.15	c0.18			0.05			c0.03			c0.24	
v/s Ratio Perm						0.01	14 et.				1 . T 5	0.03
v/c Ratio	0.77	0.51	1		0.54	0.08		0.24	1.1		0.74	0.09
Uniform Delay, d1	22.7	14.9			25,4	24.2	faith a l	23.8		tota en la constante Aurorea de la constante de la c	18.0	14.1
Progression Factor	1.00	1.00	d tata se vita		1.00	1.00		1.00			1.00	1.00
Incremental Delay, d2	10.1	0.3		開始が	1.6	0.2	対抗的	2,7			8.7	0.4
Delay (s)	32.8	15.2	di dastri da		27.0	24.4		26.5	4.4		26.7	14.5
Level of Service	С	B			C	C				ž.,	С	B
Approach Delay (s)		20.2		under einen.	26.0			26.5			23.7	
Approach LOS	40.064)	, C	and the second sec	的早期推	C		si, de la	C	- 44		C	194
Intersection Summary												
HCM Average Control De			22.5	H	CM Lev	el of Se	ervice		C			
HCM Volume to Canacity	ratio		0.61									

HCM Volume to Capacity ratio 0.61 Actuated Cycle Length (s) 59.4 Sum of lost time (s) 12.0 Intersection Capacity Utilization ICU Level of Service 57.2% В Analysis Period (min) 15 M (M) (M) (M) (M)

### EXISTING+PROJECT 2\_P.M. 4: LOVR & South Bay

HCM Signalized Intersection Capacity Analysis

	هر		¥ ¥	4	4	1	Ť	p	5		-
Movement	EBL	EBT	EBR ··· WBL	-WBT	WBR	NBL	NBT	NBR .	SBL	SBT	SBR
Lane Configurations	2	ትኈ	ار ار	<del>作</del> 个	ř		44			4	ឹ
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
Lane Util. Factor	1.00	0.95	1.00	0.95			1.00	아이 지		1.00	1.00
Frt	1.00	1.00	1.00	1.00	0.85		0.97			1.00	0.85
Flt Protected	0.95	1.00	0.95	1.00	1.00		0,99			0,96	1.00
Satd. Flow (prot)	1736	3463	1736	3471	1553		1743			1749	1553
Flt Permitted	0.95	1.00	0.95	1.00	1.00		0,99			0.96	1.00
Satd. Flow (perm)	1736	3463	1736	3471	1553		1743			1749	1553
Volume (vph)	209	288	5	603	295	8	17	8	180	21	181
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)	227	313	· 性品語 <b>5</b> 10 - 197 <b>5</b>	655	<b>321</b>		18	9	196	di <b>23</b>	197
RTOR Reduction (vph)	0	2	0 0	0	232	0	8	0	0	0	163
Lane Group Flow (vph)	227	316	0 5	655	89	13 h. <b>O</b>	28	0	<b>0</b>	219	34
Heavy Vehicles (%)	4%	4%	4% 4%	4%	4%	4%	4%	4%	4%	4%	4%
Turn Type	Prot		Prot		Perm	Split			Split		Perm
Protected Phases	7	4	3	8		2	2		6	6	
Permitted Phases			2.422 전 14		8			. 3			6
Actuated Green, G (s)	9.5	25.0	0.4	15.9	15.9		6.0			10.0	10.0
Effective Green, g (s)		25.0	A 3 AV 181 A A A A A A	15,9	is_15.9 `	一時輸	6.0	la Stra		10.0 🖯	10.0
Actuated g/C Ratio	0.17	0.44	0.01	0.28	0.28		0.10			0.17	0.17
a construction of the second sec	4.0	4.0	<ul> <li>a sur field distribution to a little activity</li> </ul>	4.0	4.0		4.0		行腳的		4.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0			3.0	3.0
Lane Grp Cap (vph)	287	1508		961	430		182			305	271
v/s Ratio Prot	c0.13	0.09	0.00	c0.19			c0.02			c0.13	
v/s Ratio Perm			A province of the second secon		0.06						0.02
v/c Ratio	0.79	0.21	0.42	0.68	0.21		0.15			0.72	0.13
Uniform Delay, d1	23.0	<u>_</u> 10,1	28.4	18,5	1 <b>5.9</b> r		23:4		1	22.4	20.0
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	lasting.		1.00	1.00
Incremental Delay, d2	13.8	0.1	21.8	2.0	0.2				•	13.6	1.0
Delay (s)	36.8	10.1	50.2	20.5	16.2		25.2			35.9	21.0
Level of Service	D	B,	A Constraint of the second sec		B		C	9 . AN 1911		<b>D</b> 1	
Approach Delay (s)		21.2		19.2			25.2	h		28.9	
Approach LOS	· · ·	s 🔬 🖸	A STATE OF	В			C				
Intersection Summary			· · · · · · · · · · · · · · · · · · ·		i $i$		1 I 1			8000.00	
HCM Average Control Da			21.9 H								ALL REAL
HCM Volume to Capacity		13	0.64	16666306633	একারখাল হাস	. 10 \$ \$ (B) \$ \$ \$	and an	÷	811217/3 US	8 fa - s	19 × 1
Actuated Cycle Length (s		12.13	57.4	Sum of I	ost time	(s)		16.0			1
Intersection Capacity Util					el of Serv	vice		В		-	
Analysis Period (min)			15								
c Critical Lane Group		-	25. 3.3 (15463).		,	1.111.1918	renavy i t				

## EXISTING+PROJECT 2\_A.M. 5: LOVR & Turri

HCM Unsignalized Intersection Capacity Analysis

# 1 - + + > 1

Movement	EBL	EBT	WBT	WBR	SBL	SBR	
Lane Configurations	×	Ą	ß		Ŵ	comenter.	
Sign Control	·	Free	Free	1.00	Stop		
Grade		0%	0%		0%		
Volume (veh/h)	. 3	941	212	7	. 15	- 3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	
Hourly flow rate (vph)	3	1023.	230	8	16	3	
Pedestrians							· •
Lane Width (ft)		$h_{\ell}$			× .	1. S. 199	and the second
Walking Speed (ft/s)							
Percent Blockage		· • •			× , .	. *	
Right turn flare (veh)							
Median type	٠.,٠	· · · ·	2	× .]	WLTL	÷ .	
Median storage veh)					1		
Upstream signal (ft)			· · · ·	·		-1 ·	
pX, platoon unblocked							
vC, conflicting volume	238		$\delta = \delta \delta$	$F = e^{-\frac{1}{2}}$	1264	234	1. 1. 第一次的复数形式的第三人称单数形式的一种人一种人一种人
vC1, stage 1 conf vol					234	1. 1. 1	5 · ·
vC2, stage 2 conf vol	1			1812	1029	As State	
vCu, unblocked vol	238				1264	234	
tC, single (s)	4.1		2		6.4	6.2	and the second second second second
tC, 2 stage (s)					5.4		
	2.2	- and the second	1	1 21 4	3.5	3.3	de la produce a superior de la contra de la c
p0 queue free %	100				94	100	n weeks provide a second s
	1317	1.11	1	Ange	282	800	
Direction, Lane #	. EB 1	ĖB'2	WB1	SB 1			
Volume Total	Karland Bandhar ganasan dalam		238	STAR CONTRACTOR		AND RECEIPTION OF THE PERSON O	
Volume Left	3	1023		16		18 19 - NA 1	and stream and states a
			0	_	. X		المحاجب والمحاج المحاجب والمحجو المحاج ال
Volume Right cSH	1317	1700	1700	316		-	
Volume to Capacity	0.00	0.60	0.14	0.06			
Queue Length 95th (ft)	0.00	0.00	0.14	0.00			
Control Delay (s)	7.7	0.0	0.0	17.1			
Lane LOS	A	0.0	0.0	C			
Approach Delay (s)	. 0.0		0.0	17.1			x
Approach LOS	0.0		0.0	C			
	of Practic 21622 all Parada of Physical du Billio F	A Intelligation of the termination of the			2.0071021130000000000000000000000000000000	1971 Barrison A. 1990, San J. 1990, State	
Intersection Summary	· · ·			$f_{i} = f_{i} = f_{i}$	•	1997 - S. 1997 -	
Average Delay			0.3				
Intersection Capacity Ut	ilization	1	59.5%	IC	CU Leve	el of Ser	rvice B
Analysis Period (min)			15				
		L.					
	r ža	and the second	$\bigcirc$	1	and the second second	10 × 1	Jed in the
	54L-3		Sector"				

# EXISTING+PROJECT 2\_P.M. 5: LOVR & Turri

HCM Unsignalized Intersection Capacity Analysis

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Movement	EBL	EBT	WBT	WBR	SBL	SBR							
Lane Configurations		个	Þ		4								
Sign Control		Free			Stop		۰. چ	- <u>1</u>	1 I I		- 51		
Grade		0%	0%		0%								
Volume (veh/h)	4	410	886	17	<u>15</u>	7		la se la				٦,	;
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92							
Hourly flow rate (vph)	-4	446	963	18	_16	8		100		·	er e gr		
Pedestrians													
Lane Width (ft)				n Milte	i ví,	<ul> <li>√</li> <li>√</li></ul>		20		47 i 1		N 1 9 1	
Walking Speed (ft/s)													
Percent Blockage						- ```	· ·	e în c	. `			· ·	Υ.
Right turn flare (veh)			\$										
Median type		· · ·		<b></b>	VLTL				s - 1	·	(1, 2, 2, 3, 3)	~	
Median storage veh)					1								
Upstream signal (ft)						с. А.					· .		
pX, platoon unblocked													
vC, conflicting volume	982	Teres -		e se de la	1427	972	21 %	1	i se se	N 1.5	· · · ·		
vC1, stage 1 conf vol					972								
vC2, stage 2 conf vol	*	7 · . · · · ·		18.07	454	et kart i s	۰. ۲		ns i e	16 gebe		54, P. ( %	1.
vCu, unblocked vol	982				1427	972							
tC, single (s)	4,1	à la ghé	i i por esta esta esta esta esta esta esta esta	. The second	6.4	6.2			7 . The s	Same 1	st phy	naila a t	
tC, 2 stage (s)					5.4								
t <b>F (s)</b>	1		10 m - 1			1 1 11 1,000		ory (Mer	11. S		· : \$2	\$\$\$. 1	t i se
p0 queue free %	99				94	97							
cM capacity (veh/h)													- 14m
1988 212 P. 288 3 C. 288 1 ()	695	NG KINA	V Mc Inter		271	304			Section 1		s sign	1140914-014	
Direction, Lane # 🔆	EB 1	✓EB 2	WB 1 ·	SB 1	271	304	2000000000000			tan Asisan Ang Kang	ar sana Sana		
Direction, Lane # 💥			WB 1 982	SB 1 24	271 	Entrikologian data en data en esta esta esta esta esta esta esta esta	2000000000000		2-3-1	• • •	2000 	••••••••••••••••••••••••••••••••••••••	**
Direction, Lane # 35: Volume Total Volume Left	· EB 1 4 4	EB 2 446 0	982 0	24 16	271	Entrikologian data en data en esta esta esta esta esta esta esta esta	2000000000000					••••••••••••••••••••••••••••••••••••••	<b>*</b>
Direction, Lane # 35 Volume Total Volume Left Volume Right	· EB 1 4	EB 2 446 0 0	982 0 18	24	271	Entrikologian data en data en esta esta esta esta esta esta esta esta	2000000000000		2999 2999 2999				
Direction, Lane # Volume Total Volume Left Volume Right cSH	EB 1 4 4 0 695	EB 2 446 0 0 1700	982 0 18 1700	24 16 8 280	271	Entrikologian data en data en esta esta esta esta esta esta esta esta	2000000000000						<b>.</b>
Direction, Lane # 35 Volume Total Volume Left Volume Right cSH Volume to Capacity	EB 1 4 4 0 695 0.01	EB 2 446 0 0 1700 0.26	982 0 18	24 16 8 280 0.09	271	Entrikologian data en data en esta esta esta esta esta esta esta esta	2000000000000						
Direction, Lane # St Volume Total Volume Left Volume Right cSH Volume to Capacity Queue Length 95th (ft)	EB 1 4 0 695 0.01 0	<ul> <li>EB 2</li> <li>446</li> <li>0</li> <li>0</li> <li>1700</li> <li>0.26</li> <li>0</li> </ul>	982 0 18 1700 0,58 0	24 16 8 280 0.09 7	271	Entrikologian data en data en esta esta esta esta esta esta esta esta	2000000000000						
Direction, Lane # St. Volume Total Volume Left Volume Right cSH Volume to Capacity Queue Length 95th (ft) Control Delay (s)	EB 1 4 0 695 0.01 0 10.2	<ul> <li>EB 2</li> <li>446</li> <li>0</li> <li>0</li> <li>1700</li> <li>0.26</li> <li>0</li> </ul>	982 0 18 1700 0,58	24 16 8 280 0.09 7 19.0	-271	Entrikologian data en data en esta esta esta esta esta esta esta esta	2000000000000						
Direction, Lane # Standard Volume Total Volume Left Volume Right cSH Volume to Capacity Queue Length 95th (ft) Control Delay (s) Lane LOS	EB 1 4 0 695 0.01 0 10.2 B	<ul> <li>EB 2</li> <li>446</li> <li>0</li> <li>0</li> <li>1700</li> <li>0.26</li> <li>0</li> </ul>	982 0 18 1700 0,58 0 0,0	24 16 8 280 0.09 7 19.0 C	271	Entrikologian data en data en esta esta esta esta esta esta esta esta	2000000000000						
Direction, Lane # Si Volume Total Volume Left Volume Right cSH Volume to Capacity Queue Length 95th (ft) Control Delay (s) Lane LOS Approach Delay (s)	EB 1 4 0 695 0.01 0 10.2	<ul> <li>EB 2</li> <li>446</li> <li>0</li> <li>0</li> <li>1700</li> <li>0.26</li> <li>0</li> </ul>	982 0 18 1700 0,58 0	24 16 8 280 0.09 7 19.0 C 19.0	271	Entrikologian data en data en esta esta esta esta esta esta esta esta	2000000000000						
Direction, Lane # Standard Volume Total Volume Left Volume Right cSH Volume to Capacity Queue Length 95th (ft) Control Delay (s) Lane LOS	EB 1 4 0 695 0.01 0 10.2 B	<ul> <li>EB 2</li> <li>446</li> <li>0</li> <li>0</li> <li>1700</li> <li>0.26</li> <li>0</li> </ul>	982 0 18 1700 0,58 0 0,0	24 16 8 280 0.09 7 19.0 C	271	Entrikologian data en data en esta esta esta esta esta esta esta esta	2000000000000						
Direction, Lane # Si Volume Total Volume Left Volume Right cSH Volume to Capacity Queue Length 95th (ft) Control Delay (s) Lane LOS Approach Delay (s)	EB 1 4 0 695 0.01 0 10.2 B 0.1	<ul> <li>EB 2</li> <li>446</li> <li>0</li> <li>0</li> <li>1700</li> <li>0.26</li> <li>0</li> </ul>	982 0 18 1700 0,58 0 0,0	24 16 8 280 0.09 7 19.0 C 19.0	271	Entrikologian data en data en esta esta esta esta esta esta esta esta	2000000000000						
Direction, Lane # St. Volume Total Volume Left Volume Right cSH Volume to Capacity Queue Length 95th (ft) Control Delay (s) Lane LOS Approach Delay (s) Approach LOS	EB 1 4 0 695 0.01 0 10.2 B 0.1	<ul> <li>EB 2</li> <li>446</li> <li>0</li> <li>0</li> <li>1700</li> <li>0.26</li> <li>0</li> </ul>	982 0 18 1700 0,58 0 0,0	24 16 8 280 0.09 7 19.0 C 19.0 C	271	Entrikologian data en data en esta esta esta esta esta esta esta esta	2000000000000						
Direction, Lane # St. Volume Total Volume Left Volume Right cSH Volume to Capacity Queue Length 95th (ft) Control Delay (s) Lane LOS Approach Delay (s) Approach Delay (s) Approach LOS Intersection Summary- Average Delay Intersection Capacity U	EB 1 4 695 0.01 0 10.2 B 0.1	< EB 2 446 0 1700 0.26 0 0.0	982 0 18 1700 0.58 0 0.0 0.0 0.0 0.0	24 16 8 280 0.09 7 19.0 C 19.0 C	J Level								
Direction, Lane # Si Volume Total Volume Left Volume Right cSH Volume to Capacity Queue Length 95th (ft) Control Delay (s) Lane LOS Approach Delay (s) Approach LOS Intersection Summary- Average Delay	EB 1 4 695 0.01 0 10.2 B 0.1	< EB 2 446 0 1700 0.26 0 0.0	982 0 18 1700 0.58 0 0.0 0.0 0.0	24 16 8 280 0.09 7 19.0 C 19.0 C									
Direction, Lane # St. Volume Total Volume Left Volume Right cSH Volume to Capacity Queue Length 95th (ft) Control Delay (s) Lane LOS Approach Delay (s) Approach Delay (s) Approach LOS Intersection Summary- Average Delay Intersection Capacity U	EB 1 4 695 0.01 0 10.2 B 0.1	< EB 2 446 0 1700 0.26 0 0.0	982 0 18 1700 0.58 0 0.0 0.0 0.0 0.0 0.3 57.7% 15	24 16 8 280 0.09 7 19.0 C 19.0 C									

## CUMULATIVE+PROJECT 2\_A.M. 1: LOVR & Broderson

		> <	- 4-	*	Þ				
Movement ·		EBR WBL	, . WBT. :	242275535265556212756242255	VBR 🗄	ાન ન			
Lane Configurations	12		ส์	Ϋ́Υ					
Sign Control	Free		Free						
Grade	0%	40 134	0%	0%	bolista	Laisies.	i	1.4	5 <sup>2</sup> 4
Volume (veh/h) Peak Hour Factor	522	21 S 2 S	320 2 0.92		30		1976	iper	"用. 私
Hourly flow rate (vph)		0.92 0.92 11 12		0.92	0.92	· · · · · · · · · · · · · · · · · · ·	Antina Antina Antina Antina Antina Antina Antina Antina Antina Antina Antina Antina Antina Antina Antina Antina Antina Antina Antina Antina Antina Antina Antina Antina Antina Antina Antina Antina Antina Antina Antina Antina Antina Antina Antina Antina Antina Antina Antina Antina Antina Antina Antina Antina Antina Antina Antina Antina Antina Antina Antina Antina Antina Antina Antina Antina Antina Antina Antina Antina Antina Antina Antina Antina Antina Antina Antina Antina Antina Antina Antina Antina Antina Antina Antina Antina Antina Antina Antina Antina Antina Antina Antina Antina Antina Antina Antina Antina Antina Antina Antina Antina Antina Antina Antina Antina Antina Antina Antina Antina Antina Antina Antina Antina Antina Antina Antina Antina Antina Antina Antina Antina Antina Antina Antina Antina Antina Antina Antina Antina Antina Antina Antina Antina Antina Antina Antina Antina Antina Antina Antina Antina Antina Antina Antina Antina Antina Antina Antina Antina Antina Antina Antina Antina Antina Antina Antina Antina Antina Antina Antina Antina Antina Antina Antina Antina Antina Antina Antina Antina Antina Antina Antina Antina Antina Antina Antina Antina Antina Antina Antina Antina Antina Antina Antina Antina Antina Antina Antina Antina Antina Antina Antina Antina Antina Antina Antina Antina Antina Antina Antina Antina Antina Antina Antina Antina Antina Antina Antina Antina Antina Antina Antina Antina Antina Antina Antina Antina Antina Antina Antina Antina Antina Antina Antina Antina Antina Antina Antina Antina Antina Antina Antina Antina Antina Antina Antina Antina Antina Antina Antina Antina Antina Antina Antina Antina Antina Antina Antina Antina Antina Antina Antina Antina Antina Antina Antina Antina Antina Antina Antina Antina Antina Antina Antina Antina Antina Antina Antina Antina Antina Antina Antina Antina Antina Antina Antina Antina Antina Antina Antina Antina Antina Antina Antina Antina Antina Antina Antina Antina Antina Antina Antina Antina Antina Antina Antina Antina Antina Antina Antina Antina An	and a second sec	Arranged Arranged Martinez Harrison Arranged Arranged Arranged Arranged Arranged Arranged Arranged Arranged Arranged Arranged Arranged Arranged Arranged Arranged Arranged Arranged Arranged Arranged Arranged Arranged Arranged Arranged Arranged Arranged Arranged Arranged Arranged Arranged Arranged Arranged Arranged Arranged Arranged Arranged Arranged Arranged Arranged Arranged Arranged Arranged Arranged Arranged Arranged Arranged Arranged Arranged Arranged Arranged Arranged Arranged Arranged Arranged Arranged Arranged Arranged Arranged Arranged Arranged Arranged Arranged Arranged Arranged Arranged Arranged Arranged Arranged Arranged Arranged Arranged Arranged Arranged Arranged Arranged Arranged Arranged Arranged Arranged Arranged Arranged Arranged Arranged Arranged Arranged Arranged Arranged Arranged Arranged Arranged Arranged Arranged Arranged Arranged Arranged Arranged Arranged Arranged Arranged Arranged Arranged Arranged Arranged Arranged Arranged Arranged Arranged Arranged Arranged Arranged Arranged Arranged Arranged Arranged Arranged Arranged Arranged Arranged Arranged Arranged Arranged Arranged Arranged Arranged Arranged Arranged Arranged Arranged Arranged Arranged Arranged Arranged Arranged Arranged Arranged Arranged Arranged Arranged Arranged Arranged Arranged Arranged Arranged Arranged Arranged Arranged Arranged Arranged Arranged Arranged Arranged Arranged Arranged Arranged Arranged Arranged Arranged Arranged Arranged Arranged Arranged Arranged Arranged Arranged Arranged Arranged Arranged Arranged Arranged Arranged Arranged Arranged Arranged Arranged Arranged Arranged Arranged Arranged Arranged Arranged Arranged Arranged Arranged Arranged Arranged Arranged Arranged Arranged Arranged Arranged Arranged Arranged Arranged Arranged Arranged Arranged Arranged Arranged Arranged Arranged Arranged Arranged Arranged Arranged Arranged Arranged Arranged Arranged Arranged Arranged Arranged Arranged Arranged Arranged Arranged Arranged Arranged Arranged Arranged Arranged Arranged Arranged Arranged Arranged Arranged Ara
Pedestrians	, 007	11 A J 881	. 340	· "~ 안생, 것, 것을	ەپ.	한 신말			and the second sec
Lane Width (ft)	1				31.1		In the second se	and a second and a second a se	
Walking Speed (ft/s)		.1 1		1.1.1.1.0002.0.0	11		3212023	· · · ·	
Percent Blockage		10 işt.						Alleria Salaria Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antoni	
Right turn flare (veh)									
Median type		· · · · · · ·		None					ñ., .
Median storage veh)			• • • •	1 10 100 10			1.53.6.13		22. 2
Upstream signal (ft)		13. ST			dina 200	b	A CALL		
pX, platoon unblocked vC, conflicting volume		670		045	570 ile i			1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.	
vC1, stage 1 conf vol		000	민 한쪽 동작	940	010	C. S. C. BRA	de la		
vC2, stage 2 conf vol			臺港龍	·秋天		医闭筋管肌			
vCu, unblocked vol		578	n, 114 - 1949 (p. 977)	945	573	er (j. s. Britado de de	232-231	2.2	3
tC, single (s)	· ·	4.1		6.4	6.2		elana -	推的	4.
tC, 2 stage (s)									
tF (s)		2.2		3.5					
p0 queue free %		99		96	94	1.1.1.1		. N. 10 .	
cM capacity (veh/h)	••	986		285	515				
Direction, Lane #	EB 1 W	(B1 NB1				- 4 <u>8</u> . 1			
Volume Total	578	360 43		, i su unhe a				사리는 바리가 이가지 수황 문 :	
Volume Left	0	12 11		<i>.</i>					
Volume Right	11:				14				A second
cSH Volume to Conneitur		986 429		Radia (P. 1	. *			PBAL S S -	- 1
Volume to Capacity Queue Length 95th (ft)	0.34 ( 0	0.01 0.10 1 8	2014 - X 2012 - 2012 - 2				1		
Control Delay (s)	•			NE BAS // `			가 나라.		
Lane LOS		A B	何不可有的成功	ter a differ e r	· . *		, 1×2.0		
Approach Delay (s) Approach LOS	0.01.				ese la s	r - 1 10	ana nga		
Intersection Summary		-				•			
Average Delay	ana	0.8		ICCULTURE FOR THE FOR THE FOR		CONCERNING AND	KERENGER GERENER		
Intersection Capacity Ut Analysis Period (min)	ilization			J Level o	f Service	<b>)</b> 	. 1		en 1.
		10		Listias	愈无酸肉	61. · ·			
				1991 I - (C. 1913	il e usse te sta				
A	WD	Official and a second s	11.3		1	- 0 5	B		

### CUMULATIVE+PROJECT 2\_P.M. 1: LOVR & Broderson

Movement	EBT	EBR	WBL	WBT	NBL	NBR	ta et a tatt			
Lane Configurations Sign Control Grade	۴ Free 0%			<b>1</b> Free : 0%	¥ Stop 0%				a a a a a a a a a a a a a a a a a a a	
Volume (veh/h)	340	~	:]∦ <b>30</b> .	447	1. <b> </b>			A state of the sta		
Peak Hour Factor Hourly flow rate (vph)	0.92 370	0.92 5		0.92 486	0.92 5	0.92 17			a a a a a a a a a a a a a a a a a a a	
Pedestrians										
Lane Width (ft)		е, <sup>1</sup>								
Percent Blockage	States.						(iliana)		ilinit.	A MARKE
Right turn flare (veh) Median type				Rick.	None					
Median storage veh)		3								. 1 2433
Upstream signal (ft) pX, platoon unblocked						2 I	And Andrewson An			and the second s
vC, conflicting volume			375		923	372	感情的。			
vC1, stage 1 conf vol		,								
vCu, unblocked vol			375		923	372			- 11 - 14	
tC, single (s)			4,1,		6.4	6.2	esta	i sin q		
tF (s)			2.2	A state of the sta	3.5	3.3	And Andrews An			
oO queue free %			97 1 <b>173</b>	14.348	98 289	97				
cM capacity (veh/h) Direction, Lane #	EB 1	an da Ingenesis	NB 1		209 	669. •				
Volume Total	375	518	23		<b>in di Kat</b>	1.12.11			i i i i i i i i i i i i i i i i i i i	
Volume Left	0	33	5	tradic e s					anna ann ann ann ann ann ann ann ann an	
Volume Right cSH	5 1700	· 0 1173	509							
Volume to Capacity	0,22	0.03					4 m. m	And		
Queue Length 95th (ft) Control Delay (s)	0 0.0	2 0.8 <sup>-</sup>	4 12 4	i.lala.	· · · · · · · · · · · · · · · · · · ·	计可调理		Ustabalen		
Lane LOS		А	В			,	1 - (2000 i.e.)			
Approach Delay (s) Approach LOS	0,0	··; <b>0.8</b>	12.4 B			` c _ `			矿化红 、	
ntersection Summary	Control of the second s		-							
Average Delay			0.8						방법 관련 사업 다 이 또한 사실 다 관련 러	
ntersection Capacity Ut Analysis Period (min)	ilization		56.7%	\$\$`I	CU Level	of Se	rvice		В	
				10 10 10 10 10 10 10 10 10 10 10 10 10 1						
			المحصين. المقاومتون	(Million and a	1		Lo	in A		

# CUMULATIVE+PROJECT 2\_A.M. 2: LOVR & 9th

HCM Signalized Intersection Capacity Analysis

2. EOVICOUIT	Sector and the sector of th	mmericker/separation										
	۶		<b>N</b>	*	4	×.	*	Ť	p	\$	Ť	4
Movement	EBL	EBT	EBR	WBL	WBT	WBR	· NBL	: NBT.	.NBR	SBL	SBT	SBR
Lane Configurations	ሻ	<b>ት</b> ኈ		<b>1</b> 40	个	r		<b>ф</b> э		Ъ.	Þ	
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	
Lane Util. Factor	1.00	0.95		1.00	1.00	1.00		1.00		1.00	1.00	i e e e e e e e e e e e e e e e e e e e
Frt	1.00	0.99		1.00	1.00	0.85		0.93		1.00	0.91	
Flt Protected	0.95	1.00		0.95	1.00	1.00		0.99		0,95	1.00	
Satd. Flow (prot)	1736	3442		1736	1827	1553		1676		1736	1662	
Flt Permitted	0.54	1.00	Ba	0.29	1.00	1.00		0.95	, 「竹塘	0.70	1.00	
Satd. Flow (perm)	982	3442		525	1827	1553		1607		1283	1662	
Volume (vph)	70	592	35	70	231	45	25	40	80	192	50	75
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)	76	643	38	76	251	49	27	43	87	209	54	82
RTOR Reduction (vph)	0	8	0	0	0	32	0	42	0	0	40	0
Lane Group Flow (vph)	76	673	0	76	251	17	0	115	0	209	96	0
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%
Turn Type	Perm			Perm		Perm	Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8		8	2			6	·	사망 제
Actuated Green, G (s)	21.1	21.1		21.1	21.1	21.1		30.9		30.9	30.9	
Effective Green, g (s)	21.1	21,1	u Mili La Station III.	21.1	21.1	21.1	) jene	30.9		30.9	30.9	at dire
Actuated g/C Ratio	0.35	0.35		0.35	0.35	0.35		0.52		0.52	0.52	
Clearance Time (s)	4.0	4.0		4.0	4.0	4.0		4.0		4.0		
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0		3.0	- CARANA STATE	3.0	3.0	
Lane Grp Cap (vph)	345	1210	· · · · · ·	185	642	546	변활하여	828		661	856	
v/s Ratio Prot		c0.20			0.14						0.06	
v/s Ratio Perm	0.08			0,14		0,01		0.07		c0.16	:	1
v/c Ratio	0.22	0.56		0.41	0.39	0.03		0.14		0.32	0.11	
Uniform Delay, d1	13.7	15.7		14.7	14.6	12,8		76		8.4		
Progression Factor	1.00	1.00		0.34	0.53	0.07		1.00	- 6 ante - 5 - 1	1.00	1.00	
Incremental Delay, d2	0.3	0.6	:	1.4	0.4	0.0	al d'ar taos	0.3		1,3	0.3	
Delay (s)	14.0	16.2	and starting a second	6.5	8.1	0.9	wale was the	7.9		9.7	7.8	,
Level of Service	В	В		A	A	А	이 가지의 (아이)	A	的现象	A	1	
Approach Delay (s)		16.0			6.8			7.9			8.9	
Approach LOS		В			A III	hisio '		A	日本の創作		A	, Åa
Intersection Summary						ા મેળુ						
HCM Average Control De	elay		11.6		ICM Lev	el of Se	ervice		В	11.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1		
HCM Volume to Capacity			0.41	a contra cheritoria	ngenuaguaid Tige' -	- 173-98-191 (15-1 1					oon parkutud (	· · · · · · · · · · · · · · · · · · ·
Actuated Cycle Length (s	)		60.0	S	um of lo	ost time	(s)		8.0			
Intersection Capacity Util			53.7%	IC	CU Leve	of Ser	vice		A			
Analysis Period (min)			15 <sup>//</sup>						2 4 13		14684	的价值
c Critical Lane Group												

### CUMULATIVE+PROJECT 2\_P.M. 2: LOVR & 9th

HCM Signalized Intersection Capacity Analysis

Quaranteen oo	¢					Ł	4	Ą	*	2	ŀ	
	(19)( <del>) (19</del> )(19)		<b>♦</b> •					 			an <b>a</b> an	
Movement	<u>86L</u>	EBT	EBR	WBL	WBT	WBR	NBL		NBR	<u>S8L:</u>	SBT	SBR
Lane Configurations	<b>F</b>	<b>†</b> î»	() () () () () () () () () () () () () (	້ ເປັນໃດໃດເດ	4	7		<b>4</b>		<b>۲</b> د کارک	<b>4</b>	
Ideal Flow (vphpl)	1900		1900		1900	CONTRACTOR INCOME.	1900	<ul> <li>HE SAMPLE SEARCH SAMPLE</li> </ul>	1900	1900		1900
Total Lost time (s)	4.0	4.0		4.0	4.0	4.0		4.0		4.0	4.0	
Lane Util. Factor	1.00	0.95	, i	1.00	1.00			1.00		1.00	1.00	
Frt	1.00	0.99	100	1.00	1.00	0.85	(83993 10 × 22 ×	0.94	. 45. 1413	1.00	0.90	
Flt Protected	0.95			0.95	1.00	1.00		0.99		0.95	1.00	
Satd. Flow (prot)	1736	3441	1.1.1.134	1736	1827	1553	Edit a training	1699	2018 (b. 80)	1736	1636	
Fit Permitted	0.32	1.00		0.48	1.00	1.00		0.93		0.73	1.00	;
Satd. Flow (perm)	591	3441		883	1827	1553	781.010.0003	1597		1342	1636	-1X-34,635-1-4
Volume (vph)	55	406	25	80	612	247	20	35	45 <sup>1</sup>	195 ·	35	80
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)	60	441		87	665	268	22	38	49	103		87
RTOR Reduction (vph)	0	7	0	0	0	94	0	38	0	0	68	0
Lane Group Flow (vph)	60	461		87	<ul> <li>Contraction (Strategy (Strategy))</li> </ul>	174	0	71	0	103	57	0
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%
Turn Type	Perm	1.12		Perm		Perm	Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4	· , († )	:	8	<ul> <li>A 1 A 1 A 1 A 1 A 1 A 1 A 1 A 1 A 1 A 1</li></ul>	8 1.1 1	2	28 10 0 0 0, 66				1
Actuated Green, G (s)	38.9	38.9		38.9	38.9	38.9		13.1		13.1	13.1	
	38,9	38.9	가는 사람	38.9	38.9	38.9		1 <b>.13.1</b>		L 13 1		
Actuated g/C Ratio	0.65	0.65		0.65	0,65	0.65		0.22		0.22	0.22	
Clearance Time (s)	4.0	4.0		4.0	4.0	4.0		40		4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0		3.0		3.0	3.0	
Lane Grp Cap (vph)	383	2231		572	1185	1007		349		293	357	
v/s Ratio Prot		0.13			c0.36						0.03	
v/s Ratio Perm	0.10	ŧ		0.10		0,11		0.04	, i	c0.08	ų.	
v/c Ratio	0.16	0.21		0.15	0.56	0.17		0,20		0.35	0.16	
Uniform Delay, d1	4.1	4.3		4.1	5.8	42		19.2		19.9	19.0	· · · · · ·
Progression Factor	1.00	1.00		0.13	0.23	0.00		1.00		1.00	1.00	
Incremental Delay, d2	0.2	0.0		0,1	· ·	0.1		1.3		33	1.0	n hayiy sa
Delay (s)	4.3	4.3		0.6	1.7	0.1		20.5		23.1	19.9	
Level of Service	А	A	· .	A	A	A shall		e de <b>c</b> i		C C	N M B	
Approach Delay (s)		4.3			1.2			20.5			21.4	
Approach LOS		A		1.11	A III			C S			ି 📿	st. Note
Intersection Summary				Northern	MR NA AN				•			
HCM Average Control De				to a second s	And the second s	vel of Si					MENDREN NURSEN	
HCM Volume to Capacity		N 4	0.51		i Ain ite			19			6.13	GH C ST
Actuated Cycle Length (s	r		60,0		um of	ost time	(c)	2.1	80		:	
Intersection Capacity Util	,		57.9%			el of Ser		Salas a	B			
Analysis Period (min)										The state	N. 3. 4. 1	
c Critical Lane Group	,		j Q. V		1.13	0153	1.1.2.2.1253	的游戏的	Ê .		या संशोध	

### CUMULATIVE+PROJECT 2\_A.M. 3: LOVR & 10th

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Movement	EBL	EBT	WBT	WBR	SBL	SBR	1	an i f			
Lane Configurations	100	<b>††</b>	ቶጮ		×	r.		1	N		2 4 4 4
Ideal Flow (vphpl)	1900	1900		1900	4 P. 1616 P. 11	1900					
Total Lost time (s)	4.0	4.0	4.0		4.0	4.0	e e e talle.	deres a la		2	
Lane Util. Factor	1.00	0,95	0.95		1 00	1.00					
Frt	1.00	1.00	0.98		1.00	0.85	1.12.0535.5	42 4-2	55 67 69 B.C.	.1 2 3	22 - 22
Flt Protected	0.95		1.00		0.95	1.00					and a second sec
Satd. Flow (prot)	1736	3471	3389		1736	1553	1.65.5.825	1. F. 1	3. 1985		
Flt Permitted	0.95	1.00			0.95	1.00		間調査へ		3 <sup>1</sup> 444	
Satd. Flow (perm)	1736	3471	3389	The AMERICAN INCOME	1736	1553	121235 14 22	V LOST IS.20.	01.5 201.5 201.5 201.5	NJ 17 2 1 2 1 2 1 2 1 2 1 2 1 2 1 2 1 2 1	T PALL NO 21 1
Volume (vph)	75	754	296	55	61	45					
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	. Do 3 100 0. 00	,	2.56.5		22 1
Adj. Flow (vph)	82	820	322	60	66					H jikat.	
RTOR Reduction (vph)	0	0	27	0	0	32					N
Lane Group Flow (vph)	82	820	355	0	66			111			
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	101 1 x 20x 1 x 1 2.				
Turn Type	Prot		2			Perm			使当时期的		a line a
Protected Phases	7	4	8	× × 11 × 1	6		1. 1. 1		N . 3 . 1		
Permitted Phases	: ]		马拉拉	and the second se	的基础。				4 AGAS		
Actuated Green, G (s)	10.3	31.1	16.8		20.9	20.9		frend Nr. 1			
Effective Green, g (s)	10.3	31.1	16.8		20.9	<ul> <li>M. IIIIMovie</li> </ul>	hà sair - T	e e e			i sak
Actuated g/C Ratio	0.17	0.52	0.28	and the second second	0.35	0.35	1.55.5 (		- 11° 2 7		1
Clearance Time (s)		4.0	4.0		4.0	40			A state of the sta		
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0			IND IN 12 ST 12 T		
Lane Grp Cap (vph)	298	1799	949		605	541	anase :				
v/s Ratio Prot	0.05	c0.24	0.10		c0.04						2.5.1.2.25.5.5
v/s Ratio Perm		<b>.</b>				0.01					
v/c Ratio	0.28	0.46	0.37		0.11	0.03					22.222.5.2
Uniform Delay, d1	21.6		17,4		13.2	12.9			420 - 1		A and a second s
Progression Factor	0.72	0.51	1.00	ste chure a f	1.00	1.00		2 42 1 9	det en l		tere also
Incremental Delay, d2	0.5	0.2	0.2		0.4						
Delay (s)	16.0	4.8	17.6	· · · · · · · · · · · · · · · · · · ·	13.6	13.0	6 (6		1 11 July 1	1.5.37	< .
Level of Service	° ą ∖j₿.		i Na Ba	5 JU 3	₩ <b>₿</b> ₿	B			竹橋山		Stands-
Approach Delay (s)		5.8	17.6		13.3						
Approach LOS	(luge)	A ·	tint <b>B</b> .		B	u din P			4 - A A		国际政策
Intersection Summary								и 1	•		
HCM Average Control De	elav	maximini terrist	9.7	i) Par	ICM Lev	vel of S	ervice		A		
HCM Volume to Capacity			0.32		1.1819-01651002-01	and and the state	이 이가 가지 않는다.	LOISPARY ARE	340 ()	119-1450/09/1	
Actuated Cycle Length (s			60.0	S	um of k	ost time	(s)		8.0	1.	· · ·
Intersection Capacity Util			30.9%	ALC: 1 C	CU Leve	and the second sec	- /		A		
Analysis Period (min)		· ,				.1 動脈周	副副語			· 133	2
c Critical Lane Group			,	1.12.13		. 191	2 17 17 1 A 40 1	1	117.55	,	

### CUMULATIVE+PROJECT 2\_P.M. 3: LOVR & 10th

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	_			-			ing hit station of our diacom by the
Movement	EBL	EBT WB1	CARACTER DESIGNATION STATEMENT OF THE	SBR			•
Lane Configurations	×.	<u> ተ</u>		Ĩ	Martin States		11462
Ideal Flow (vphpl)	1900	<ul> <li>A state of the stateof the state of the state of the state of the state of the stat</li></ul>	) 1900 1900				
Total Lost time (s)	4.0	4.0 4.0		4.0			1.12.1.11
Lane Util. Factor	1.00	0.95 0.95	(1.2) Intelligent of the state of the state	[6] [A1110] [MMAShear Key [A1] Solution			
Frt	1.00	1.00 0.98		0.85	stantis and the	. 5.	w 12. m
	0.95	1.00 1.00	CODEN DEDECT THE PARTY	5 <b>1 00</b>			
Satd. Flow (prot)	1736	3471 3416		1553			1 12 E
Flt Permitted	0.95	1.00 1.00		1.00			
Satd. Flow (perm)	1736	3471 3416		1553			
Volume (vph)	90	476 899		55			
Peak-hour factor, PHF	0.92	0.92 0.92		0.92			
Adj. Flow (vph)	98	1 8 1 12 12 12 12 12 12 12	The second secon	60	A STATE		AND HERE
RTOR Reduction (vph)	0	0 17		44			
Lane Group Flow (vph)	98	517 . 1075		16			
Heavy Vehicles (%)	4%	4% 4%	4% 4%	4%			
Turn Type	Prot	· · · · · · · · · · · · · · · · · · ·		Perm			이 가슴 가슴 가슴 이 아이
Protected Phases	7	4 8	6				5 . S. 4 . 6 . 4
Permitted Phases	9.11 1			6			
Actuated Green, G (s)	7.5	35.7 24.2		16.3			
Effective Green, g (s)	7,5		163	16.3		1. 1111月	
Actuated g/C Ratio	0.12	0.60 0.40		0.27	1	13	s s is differ
	/k <b>:4,0</b>	4,0 4.0	a second a s	4.0			
Vehicle Extension (s)	3.0	3.0 3.0		3.0			
Lane Grp Cap (vph)	217	2065 1378	A STATE OF A DESCRIPTION OF A DESCRIPTIO	422			
	c0.06	0.15 c0.31	c0.04			2	
v/s Ratio Perm				0.01		n ang ang ang ang ang ang ang ang ang an	
v/c Ratio	0.45	0.25 0.78		0.04		· · · ·	
Uniform Delay, d1	24.3		16.6				
Progression Factor	1.00	0.79 1.00		1.00	e tarbé a lagra a finitita	1	<u>}</u> , *
Incremental Delay, d2	1.5		的。如 0.7	<ul> <li>a constraints and finite inter-</li> </ul>			<u>ş</u> .
Delay (s)	25.9	4.6 18.5		16.3	the second second	22	को व
Level of Service	°n, ₀C	AnninB	2 11 2 12 2012A241 24462 A	A Constraint of the second sec			
Approach Delay (s)		8.0 18.5		1		5. 1° (1° )	. 11 L. 27.
Approach LOS	As e	<b>A</b> int <b>B</b>	B		A A A A A A A A A A A A A A A A A A A		
Intersection Summary		Ι.					
HCM Average Control De		14.9		vel of Service	AND ALL ALL ALL ALL ALL ALL ALL ALL ALL AL		
HCM Volume to Capacity		0.52		医肠子的 化二甲基乙酰基乙酰	Handal ana da la supera de	enner fel ante site	September 181
Actuated Cycle Length (s		60.0		ost time (s)	12.0		and a second sec
Intersection Capacity Utili		47.1%	ICU Leve	el of Service	A		( 12 (122) I
Analysis Period (min)	1,	15	A data	el of Service			25.5.5
c Critical Lane Group		4 \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	1 1 11 11 11 11 11 11 11 11 11 11 11 11	der treise is	of the information of the	,	

### CUMULATIVE+PROJECT 2\_A.M. 4: LOVR & South Bay

HCM Signalized Intersection Capacity Analysis

	Å		>		4	Ł.	4	Ť	jir	6	Ļ	-
Movement	EBL	EBT	EBR	: WBL	WBT	WBR	" NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	۲	<u>(1988)</u> 作静		A CONTRACTOR	个个	ř	TY, BUILDING STATISTICS BUILDING	क्षे			ર્સ	۴
Ideal Flow (vphpl)	1900	1900	1900	1900		1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	12 A 26 NO \$ -	4.0	4.0	4.0	< 13,10(143584428	4.0	×1,2252 ×11,21	8 \$ 14 H 5 K 5 K	4.0	4.0
Lane Util. Factor	1.00	0.95		1 00	0.95	1.00		1.00			1.00	1.00
Frt	1.00	1.00		1.00	1.00	0.85	herd have a r	0.98	11 / W <sup>11</sup>		1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	line al h	1.00			0.96	1.00
Satd. Flow (prot)	1736	3467	1.1,11	1736	3471	1553	100 1 1 1 1	1791			1745	1553
Flt Permitted	0.95	1.00	A COLOR	0.95	1.00	1.00		1.00	4. T		0.96	1.00
Satd. Flow (perm)	1736	3467		1736	3471	1553	and the second	1791			1745	1553
Volume (vph)	260	640	5	5	191	125	5	45	6	397	25	140
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)	283	696	5	5	208	136	5	49	7	432	27	152
RTOR Reduction (vph)	0	1	0	Ő	0	116	0	6	0	0	0	106
Lane Group Flow (vph)	283	700	0.10	5	208	20	0	55	<b>O</b>	0	459	46
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%
Turn Type	Prot		· · · · · · · · · · · · · · · · · · ·	Prot		Perm	Split			Split		Perm
Protected Phases	7	4		3	8	<pre>x, 11, H72 122</pre>	2	2	2012	6	6	413-34 Cr494 K
Permitted Phases		÷.,				8			p 300	nd.		6
Actuated Green, G (s)	11.7	20.5	191 31 1	0.4	9.2	9.2	, · · ;::	7.0	· · · ·	1,013	19.0	19.0
Effective Green, g (s)	11.7	20.5		0.4	9.2	9.2		7.0		1	19:0	19.0
Actuated g/C Ratio	0.19	0.33		0.01	0.15	0.15	1.0.0.000000000	0.11	1 1 1 2 4 4	141 4	0.30	0.30
Clearance Time (s)	4.0	4.0		4.0	4.0	4.0		4.0			4.0	4.0
Vehicle Extension (s)	3.0	3.0	**	3.0	3.0	3.0		3.0			3.0	3.0
Lane Grp Cap (vph)	323	1130			508	227		199			527	469
v/s Ratio Prot	c0.16	c0.20	· (14.	0.00	0.06	11212125261	or large steller fillererses	c0.03	· · ···	23 M G C C C	c0.26	2 2 222-2220 Mg (
v/s Ratio Perm						0.01		A to A				0.03
v/c Ratio	0.88	0.62	1.1.1.1.1.1.1.1.1.1.1.1.1	0.45	0.41	0.09	an naite a s	0.28	5 380 A (* C)		0.87	0.10
Uniform Delay, d1	24.9	17.9	的啊!	31.1	24.4	23,2	<b>相风惊</b> 护:	25.6			20.8	15,8
Progression Factor	1.00	1.00		1.00	1.00	1.00	()))))))))))))	1.00			1.00	1.00
Incremental Delay, d2	22.3	1.0		27.0	0.5	0.2		3.4	中国国主		17.7	0.4
Delay (s)	47.2	18.9	4,4 5	58.2	24.9	23.4		29.0			38.5	16.2
Level of Service	D	B		- A HE	C C	) A de C :	27 y 19 10	Č			D.	. <b>B</b>
Approach Delay (s)		27.1			24.8	,		29.0			32.9	
Approach LOS		C			C.						) i <b>G</b> È	
Intersection Summary												
HCM Average Control D			28.5		ICMLe	vel of Se	ervice		C			
HCM Volume to Capacity		V TY 050%	0.71		แสดสมารรดิด	ะมหรรมราชเป็	10B, 25 Star Land	sisa si 10%/1	as las su <u>s</u> als.	43) 	CP (34	OSCILLARU,
Actuated Cycle Length (s			62.9	5	um of l	ost time	(s)		12,0			
Intersection Capacity Uti	,		61.2%			el of Ser			B B			152053
Analysis Period (min)			15								Y	1
c Critical Lane Group			2.1773	-095-691 3-1			1.112.4983	3.8595.B .	1			

## CUMULATIVE+PROJECT 2\_P.M. 4: LOVR & South Bay

HCM Signalized Intersection Capacity Analysis

	À		*	¥	4-	×.	٩	t	p	Å	ţ	4
Movement	EBL	EBT	EBR	WBL	WBT	· WBR	·NBL	. NBT	: NBR	SBL	SBT	SBR
Lane Configurations	N.	<b>ŕ</b> ŕ		N.	<b>养</b> 养	۴		44			ŧ	ř
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
Lane Util, Factor	1.00	0.95		1.00	0.95		· · ·	1.00		÷	1.00	1.00
Frt	1.00	1.00		1.00	1.00	0.85		0.97			1.00	0.85
Flt Protected	0,95	1.00		0,95	1.00	1.00		0.99		•	0.96	1.00
Satd. Flow (prot)	1736	3464		1736	3471	1553		1743			1749	1553
Fit Permitted	0,95	1.00		0.95	1.00	1.00		0.99			0.96	1.00
Satd. Flow (perm)	1736	3464		1736	3471	1553		1743			1749	1553
Volume (vph)	230	316	.5	6	665	327	10	20	10	200	25	200
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	343	5	<b>7</b> _`	723	355		22	11	217	27	217
RTOR Reduction (vph)	0	2	0	0	0	253	0	10	0	0	0	179
Lane Group Flow (vph)	250	346	0	7	723	102	0	34	0	0	244	38
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%
Turn Type	Prot			Prot		Perm	Split			Split	-	Perm
Protected Phases	7	4		3	8	,	2	2		6	6	
Permitted Phases						8			*			6
Actuated Green, G (s)	11.3	28.8		0.4	17.9	17.9		6.0			11.0	11.0
Effective Green, g (s)	11.3	28.8		04	17.9	17.9		6.0			11.0	11.0
Actuated g/C Ratio	0.18	0.46	.,	0.01	0.29	0.29		0.10			0.18	0.18
Clearance Time (s)	4.0	4.0	(中村) (1)	4.0	4,0	4.0		4.0	· • • • • • • • • •		4.0	4.0
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0		3.0			3.0	3.0
Lane Grp Cap (vph)	315	1604		11	999	447		168			309	275
v/s Ratio Prot	c0.14	0.10		0.00	c0.21	e fanne arenasting i		c0.02	PRESENCE SAME 1	17/13/14 (11/14/14)	c0.14	
v/s Ratio Perm						0.07						0.02
v/c Ratio	0.79	0.22	20 122 AUGUS 410 12	0.64	0.72	0.23		0.20			0.79	0.14
Uniform Delay, d1	24.3	10.0		30.8	19.9	16.9		25.9			24.5	21.6
Progression Factor	1.00	1.00		1.00	1.00	1.00		1.00			1.00	1.00
Incremental Delay, d2	12,9	0.1		81.7	2.6	0.3		2.7			18.3	11
Delay (s)	37,2	10.0		112.6	22.6	17.1		28.6	, 410 10 40 10 40 - 4		42.8	22.7
Level of Service	TÈĐĐ	В		H	e e	В	A CONTRACTOR OF A CONTRACTOR	C	2 a d 1		D	C
Approach Delay (s)		21.4			21.4			28.6			33.3	
Approach LOS		С			C		A second			A state of the sta	C	
Intersection Summary.			•	• • •								
HCM Average Control De			24.0		CM Lev	el of Se	rvice		<b>O</b>			
HCM Volume to Capacity			0.69									
Actuated Cycle Length (s			62.2	S S	um of lo	ost time	(s)		16.0			1
Intersection Capacity Util	ization	(	60.2%			el of Ser			B			
Analysis Period (min)	-		15									

# CUMULATIVE+PROJECT 2\_A.M. 5: LOVR & Turri

HCM Unsignalized Intersection Capacity Analysis

# 1 - + + + 1

Møvement	EBL	EBT	WBT	WBR	SBL	SBR			
Lane Configurations	and the	*	Þ		¥				
Sign Control		Free	Free		Stop	Sec. Sec.		· . · . ·	
Grade		0%	0%		0%				
Volume (veh/h)	6	1040	233	10	15	5		10 March	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92			
Hourly flow rate (vph)	7	1130	253	11	16	5			Sector Sector
Pedestrians									
Lane Width (ft)	. <sup>17</sup> *	1 - W	11	$= \sum_{i=1}^{n} \left( \frac{1}{i} - \frac{1}{i} \right)$	$f_{i}=f_{i}=n^{\prime}$	· "你不是你的。"	ini til 1	an starte	a di tanàna dia kaominina d
Walking Speed (ft/s)									
Percent Blockage	* · · ·		2.71	~	· • - *				
Right turn flare (veh)									
Median type	A. A.S.	1	χ.·	. 1	<b>WLTL</b>	a tra Arte	1997 - 1997 - 1998 - 1998 - 1998 - 1998 - 1998 - 1998 - 1998 - 1998 - 1998 - 1998 - 1998 - 1998 - 1998 - 1998 -		14
Median storage veh)					1				
Upstream signal (ft)	· -	•					· · · · · · · · · · · · · · · · · · ·		
pX, platoon unblocked									
vC, conflicting volume	264		6.50	N. C. M. C.	1402	259	Constraint Addition	n franciska starija	$h_{ij} = \frac{1}{2} \sum_{i=1}^{n} \left( \lambda_{ij} \frac{1}{2} \right)_{ij} = \frac{1}{2} \left( \frac{1}$
vC1, stage 1 conf vol					259				
vC2, stage 2 conf vol	No. Star	· · .	Ъ. Т. н	1947 - 1947 - 1947 - 1947 - 1947 - 1947 - 1947 - 1947 - 1947 - 1947 - 1947 - 1947 - 1947 - 1947 - 1947 - 1947 -	1143		set in the second		eter Color
vCu, unblocked vol	264				1402	259			
tC, single (s)	4.1	li shi	· · · ·	n is fr	6.4	6.2	요즘은 승규가		States - Area
tC, 2 stage (s)					5.4				
tF (s)		11 11	i si ye b	e je		3.3	·····································	s ling i As	ex sole alward
p0 queue free %	99				93	99			
cM capacity (veh/h)	1288	5 N	1.1.1.2.1.4		248	775	5 - 2 G - 5X - 71	이 집에 가 같은 것	
Direction, Lane #	EB 1.		A rate most what was an and	<u>SB 1</u>		<b>**</b> *	n veri jezi		
Volume Total	7	1130	264	22	<u>.</u>		tt with inst		
Volume Total	7 7 7	1130 0	264 0	22 16				**************************************	
Volume Total Volume Left Volume Right	7 7 0	1130 0 .0	264 0 11	22 16 5				<u></u>	
Volume Total Volume Left Volume Right cSH	7 7 0 1288	1130 0 0 1700	264 0 11 1700	22 16 5 299					
Volume Total Volume Left Volume Right cSH Volume to Capacity	7 7 0 1288 0.01	1130 0 0 1700 0.66	264 0 11 1700 0.16	22 16 5 299 0.07					
Volume Total Volume Left Volume Right cSH Volume to Capacity Queue Length 95th (ft)	7 7 1288 0.01 0	1130 0 0 1700 0.66 0	264 0 11 1700 0.16 0	22 16 5 299 0.07 6					
Volume Total Volume Left Volume Right cSH Volume to Capacity Queue Length 95th (ft) Control Delay (s)	7 7 0 1288 0.01 0 7.8	1130 0 0 1700 0.66	264 0 11 1700 0.16	22 16 5 299 0.07 6 18.0					
Volume Total Volume Left Volume Right cSH Volume to Capacity Queue Length 95th (ft) Control Delay (s) Lane LOS	7 7 1288 0.01 0 7.8 A	1130 0 0 1700 0.66 0	264 0 11 1700 0.16 0 0.0	22 16 5 299 0.07 6 18.0 C					
Volume Total Volume Left Volume Right cSH Volume to Capacity Queue Length 95th (ft) Control Delay (s) Lane LOS Approach Delay (s)	7 7 0 1288 0.01 0 7.8	1130 0 0 1700 0.66 0	264 0 11 1700 0.16 0	22 16 5 299 0.07 6 18.0 C 18.0					
Volume Total Volume Left Volume Right cSH Volume to Capacity Queue Length 95th (ft) Control Delay (s) Lane LOS Approach Delay (s) Approach LOS	7 7 1288 0.01 0 7.8 A 0.0	1130 0 1700 0.66 0 0.0	264 0 11 1700 0.16 0 0.0 0.0	22 16 5 299 0.07 6 18.0 C					
Volume Total Volume Left Volume Right cSH Volume to Capacity Queue Length 95th (ft) Control Delay (s) Lane LOS Approach Delay (s)	7 7 1288 0.01 0 7.8 A 0.0	1130 0 1700 0.66 0 0.0	264 0 11 1700 0.16 0 0.0	22 16 5 299 0.07 6 18.0 C 18.0					
Volume Total Volume Left Volume Right cSH Volume to Capacity Queue Length 95th (ft) Control Delay (s) Lane LOS Approach Delay (s) Approach LOS Intersection Summary . Average Delay	7 7 0 1288 0.01 0 7.8 A 0.0	1130 0 1700 0.66 0 0.0	264 0 11 1700 0.16 0 0.0 0.0 0.0	22 16 5 299 0.07 6 18.0 C 18.0 C					
Volume Total Volume Left Volume Right cSH Volume to Capacity Queue Length 95th (ft) Control Delay (s) Lane LOS Approach Delay (s) Approach LOS Intersection Summary Average Delay Intersection Capacity Ut	7 7 0 1288 0.01 0 7.8 A 0.0	1130 0 1700 0.66 0 0.0	264 0 11 1700 0.16 0 0.0 0.0 0.0	22 16 5 299 0.07 6 18.0 C 18.0 C		el of Service		C	
Volume Total Volume Left Volume Right cSH Volume to Capacity Queue Length 95th (ft) Control Delay (s) Lane LOS Approach Delay (s) Approach LOS Intersection Summary . Average Delay	7 7 0 1288 0.01 0 7.8 A 0.0	1130 0 1700 0.66 0 0.0	264 0 11 1700 0.16 0 0.0 0.0 0.0	22 16 5 299 0.07 6 18.0 C 18.0 C					
Volume Total Volume Left Volume Right cSH Volume to Capacity Queue Length 95th (ft) Control Delay (s) Lane LOS Approach Delay (s) Approach Delay (s) Approach LOS Intersection Summary Average Delay Intersection Capacity Ut	7 7 0 1288 0.01 0 7.8 A 0.0	1130 0 1700 0.66 0 0.0	264 0 11 1700 0.16 0 0.0 0.0 0.0	22 16 5 299 0.07 6 18.0 C 18.0 C					
Volume Total Volume Left Volume Right cSH Volume to Capacity Queue Length 95th (ft) Control Delay (s) Lane LOS Approach Delay (s) Approach Delay (s) Approach LOS Intersection Summary Average Delay Intersection Capacity Ut	7 7 0 1288 0.01 0 7.8 A 0.0	1130 0 1700 0.66 0 0.0	264 0 11 1700 0.16 0 0.0 0.0 0.0	22 16 5 299 0.07 6 18.0 C 18.0 C					
Volume Total Volume Left Volume Right cSH Volume to Capacity Queue Length 95th (ft) Control Delay (s) Lane LOS Approach Delay (s) Approach Delay (s) Approach LOS Intersection Summary Average Delay Intersection Capacity Ut	7 7 0 1288 0.01 0 7.8 A 0.0	1130 0 1700 0.66 0 0.0	264 0 11 1700 0.16 0 0.0 0.0 0.0	22 16 5 299 0.07 6 18.0 C 18.0 C					
Volume Total Volume Left Volume Right cSH Volume to Capacity Queue Length 95th (ft) Control Delay (s) Lane LOS Approach Delay (s) Approach Delay (s) Approach LOS Intersection Summary Average Delay Intersection Capacity Ut	7 7 0 1288 0.01 0 7.8 A 0.0	1130 0 1700 0.66 0 0.0	264 0 11 1700 0.16 0 0.0 0.0 0.0 0.0 0.3 64,7% 15	22 16 5 299 0.07 6 18.0 C 18.0 C	CU Leve	el of Service			
Volume Total Volume Left Volume Right cSH Volume to Capacity Queue Length 95th (ft) Control Delay (s) Lane LOS Approach Delay (s) Approach LOS Intersection Summary Average Delay Intersection Capacity Ut	7 7 0 1288 0.01 0 7.8 A 0.0	1130 0 1700 0.66 0 0.0	264 0 11 1700 0.16 0 0.0 0.0 0.0 0.0 0.3 64,7% 15	22 16 5 299 0.07 6 18.0 C 18.0 C	CU Leve				

# CUMULATIVE+PROJECT 2\_P.M. 5: LOVR & Turri

HCM Unsignalized Intersection Capacity Analysis

# 1 - + + 1 +

Movement	EBL	EBT	WBT	WBR	SBL	SBR					
Lane Configurations	3	*	4		Ŵ						
Sign Control	, <u>*</u>	Free	25-		Stop						· · · ·
Grade		0%	0%		0%						
Volume (veh/h)	5	453	980	. 20	15	6					
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92			÷		
Hourly flow rate (vph)	5	492	1065	22	16	- 7					
Pedestrians		10. N		1.1.1		·					
Lane Width (ft)	~	, *		-			l señe y	1.7.2.2	s protections		
Walking Speed (ft/s)						-					
Percent Blockage			2 <u>2</u>		· .	· · ·			. · · · · ·		
Right turn flare (veh)											
Median type			5 A		WLTL	- M	··· ··	9 9 <sup>1</sup> 8	· · · ·		
Median storage veh)					1						
Upstream signal (ft)		2	×.		27.13			a statu			
pX, platoon unblocked											
vC, conflicting volume	1087		e telas	19. and 1	1579	1076	with the	an de	一般できる	алы .	5 - 1967 - 5 1978 - 5
vC1, stage 1 conf vol					1076						
vC2, stage 2 conf vol	21	1	·	1 - E	503						
vCu, unblocked vol	1087				1579	1076					
tC, single (s)	4.1	4 - K - K	an each	1.1		6,2	n av syk	luite a th	A second		$\gamma \to (0, \gamma_{2}) + $
tC, 2 stage (s)					5.4						
t <b>F. (s)</b>	2.2	an a di an	5 8 4 <sup>1</sup>	$\lambda = -i \sqrt{2}$	3.5	<ul> <li>Statute and</li> </ul>	and in		Care Marine		
p0 queue free %	99				93	98					
cM capacity (veh/h)	634	· · · ·	14	1 A	239	264	e Alifet				
Direction, Lane # 💀 🍋	,EB 1	EB 2.	Patrick Walk of the patrick of the party of	ŞB 1			• ' ¿' • '	· ·	· · · · · · · · · · · · · · · · · · ·		.S.
Volume Total	5		1087	23			S. 1904		en viertege.		
Volume Left	5	0	0	16							
Volume Right	0	` ( <b>`</b>	22	7	<u>}-1</u>			1	the state of	× .	
cSH	634	1700	1700	246							
Volume to Capacity	0.01	0.29	0.64	0.09					· · ·		
Queue Length 95th (ft)	1	0	0	8							
Control Delay (s)	10.7	0.0	0.0	21.1							
Lane LOS	В			C							
Approach Delay (s)	0.1		0.0	21.1							
Approach LOS				С							
Intersection Summary		•	•	1.1					1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 -		
Average Delay			0.3						ens negelitisettettetettettettettettettettettettette		
Intersection Capacity Uti	lization	(	62.8%	IÇ	CU Leve	el of Ser	vice		В		
Analysis Period (min)			15								
			and the second	l J	and the second sec	dination and a second s	$\xi_{u_{q,r'}},m$	ing succes	- Series		

## EXISTING+PROJECT 3\_A.M. 1: LOVR & Broderson

 $\rightarrow$   $\rightarrow$   $\checkmark$   $\checkmark$   $\checkmark$   $\land$   $\land$ 

	* *	Ŷ	
Movement EB	CRATER COMPANY	WBL WBT	NBL NBR
	Ĥ	<b>लै</b>	
Sign Control		Free	
Grade 0' Volume (veh/h) 47		0% 9 289	
Volume (veh/h) 47 Peak Hour Factor 0.9		9 289 0.92 0.92	MER 전문학(MER)에서 전 HANS SMARTHERE 및 관광학(전원)에서 유민준 등 등을 수 있는 것이다. 가지 가지 않는 것이다. 이 가지 않는 것이다. 가지 않는 것이다. 한 것이다. 문제 2000년 MER 2000년
Hourly flow rate (vph) 51		10 314	
Pedestrians		· · · · · · · · · · · · · · · · · · ·	nen nen en
Lane Width (ft)	· .		
Walking Speed (ft/s)			
Percent Blockage	÷ .		
Right turn flare (veh)		and a same set	None
Median type Median storage veh)			
Upstream signal (ft)			
pX, platoon unblocked			(1) 1 目前基本性性的 编码 不必能性的 一种的 一种的 非常正式。
vC, conflicting volume		525	854 520
vC1, stage 1 conf vol			
vC2, stage 2 conf vol			
vCu, unblocked vol		525 4.1	
tC, single (s) tC, 2 stage (s)		4.1	.6,4 注意6.2 常情情情情情情的。 1.1 1.1 1.1 1.1 1.1 1.1 1.1 1.1 1.1 1.
tF (s)		2.2	
p0 queue free %		99	азарн <del>иции и пробол</del> а и стори страниции и страниции и страниции и страниции и страниции и страниции и страниции и 98 95
cM capacity (veh/h)	/ 4 <u>6</u> 0	1032	323 552
Direction, Lane #	1 WB 1	* NB <sup>:</sup> 1 :	
Volume Total 52	0.540,010,000,000,000,000	37	
Volume Left	0 10	8	<ul> <li>State of Resident managers, each state of a state</li> </ul>
Volume Right 1		29	
cSH 170		482	
Volume to Capacity 0.3 Queue Length 95th (ft)	1 0.01 0 1	0.08	機響響等。
Control Delay (s) 0.1		. <b>13 1</b>	
Lane LOS	A	B	(1) 東京市内部市地市市内市1000000000000000000000000000000000
Approach Delay (s) 0.0	0,4	1 <b>3.1</b> 0.100	
Approach LOS		В	
Intersection Summary		• •	
Average Delay	10111111111111111111111111111111111111	0.7	
Intersection Capacity Utilization	n i		CU Level of Service A
Analysis Period (min)		15	te i de altantes de la companya de l
		Annual	
1 11/	D -	10.4	· Los B
71 10	·	9 mar - 3 §	for the second sec

over taxaanse staats over en soor and staats of the staat benefitie	1915 (1955) -) VIC'H FEDSSER			/ 	un anna an an an Arlan ann an Arlan an	A. 1112 1 1 1 4 4 7 1 5 6 1 1 4 1 1 1 4 1 1 1 1 1 1 1 1 1 1 1 1
Movement	EBT	EBR WBL -	A RECORDER TO A CONTRACT OF THE REPORT OF THE	NBR:		
Lane Configurations	۴Î		4 ¥			
Sign Control	Free					
Grade	0%		0% 0%	an anti-characteristic and the		and the second
Volume (veh/h)	307	2 28			1 ( 1 ( 1 ( 1 ( 1 ( 1 ( 1 ( 1 ( 1 ( 1 (	
Peak Hour Factor	0.92		0.92 0.92	0.92	6 A.	
Hourly flow rate (vph)	334	2 30	439 1	16	编制算机 Aut	at a second
Pedestrians	de transie		tañ an ta		anter de la companya	Alari de elementaria.
Lane Width (ft)				A second se		
Walking Speed (ft/s) Percent Blockage	- Lunte -	e a la constante de la constant				
Right turn flare (veh)	10111			A second se		
Median type			None			Alter Antonio Antonio
Median storage veh)	1 × 1 - 1		A RAY INCOMO	STAR DO BRAN	网络伊马斯兰马马斯特马斯	
Upstream signal (ft)				Maria Tan	6.8. J	
pX, platoon unblocked		· · · · · ·				
vC, conflicting volume		336	835	335		
vC1, stage 1 conf vol			10 10 10 10 10 V	2016-04 ×		
vC2, stage 2 conf vol						
vCu, unblocked vol		336	835	335		
tC, single (s)		4 1	6,4	6.2		雪角香。鸟 法海拔
tC, 2 stage (s)						
tF (s)		2,2	3.5	3.3		
p0 queue free %		97	100	98		the second states in the
cM capacity (veh/h)		1212	-327	703		
Direction, Lane #	E8 1	WB 1 NB,1;				
Volume Total	336	470 17				
Volume Left	0	30 1				
Volume Right	2	0 16				
cSH	1700	1212 655				
Volume to Capacity	0.20	0.03 0.03			· · · · · · · · · · · · · · · · · · ·	
Queue Length 95th (ft)	0	2 2		the state of the s		. And data total at
Control Delay (s)	0.0	0.8 10.6				
Lane LOS	0.0	A B 0.8 10.6		A A B A B & B & B & B & B & B & B & B &		an a
Approach Delay (s) Approach LOS	0.0	B	The states		Contraction (Contraction)	
	1766 PD- 872 646 Par P1 644 174 5	And the state of t	11 TWENT COURTS SPECIAL SPECIAL COURTS CONTRACTS	1943 (NAJIMPA) (B43 N 67-34 (NAZ-40076-1970) (B43 (NAJIMPA)		1 - 1994 - An J. A. M. 1974 - 19 - 19 - 19 - 19 - 19 - 19 - 19 - 1
Intersection Summary						
Average Delay		0.7				
Intersection Capacity Uti	lization		ICU Level	of Service	A A	
Analysis Period (min)		15	er en stiller	x . 4 . 14 . 44		
			<ul> <li>A second s</li></ul>			
	A		11 2		LOS A	
	AV	VD =	4.3	4		

### EXISTING+PROJECT 3\_A.M. 2: LOVR & 9th

Movement         EBL         EBT         EDR         WBL         WBR         NBR         NBR         SBL         SBR         SB		Å		~	¢		Ł.	1	Ť	P	8	ţ	section and the section of the secti
Ideal Flow (vphpl)       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1	Movement	EBL	EBT	ÉBR	WBL.	WBT	· WBR	· · NBL	· NBT	. NBR	SBL	SBT	SBR
Total Lost time (s)       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0         Lane Util, Factor       1.00       0.95       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00	Lane Configurations	٩	ትኈ		Ň	•			<b>(</b> ]>		J.	eî,	
Lane Util, Factor         1.00         0.95         1.00         1.00         1.00         1.00         1.00         1.00         1.00         1.00         1.00         1.00         1.00         1.00         1.00         1.00         1.00         1.00         1.00         1.00         1.00         1.00         1.00         0.95         1.00         0.95         1.00         0.95         1.00         0.95         1.00         0.95         1.00         0.95         1.00         0.95         1.00         0.95         1.00         0.95         1.00         0.95         1.00         0.95         1.00         0.95         1.00         0.95         1.00         0.95         1.00         0.95         1.00         1.00         0.95         1.00         1.00         0.95         1.00         1.00         0.95         1.00         1.00         0.95         1.00         1.00         0.95         1.00         1.00         1.00         0.95         1.00         1.00         0.95         1.00         1.00         1.00         1.00         1.00         1.00         1.00         1.00         1.00         1.00         1.00         1.00         1.00         1.00         1.00         1.00         1.00 <td>Ideal Flow (vphpl)</td> <td>1900</td>	Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Fri       1.00       0.99       1.00       1.00       0.05       1.00       0.99       1.00       0.99       1.00       0.99       1.00       0.99       1.00       0.99       1.00       0.99       1.00       0.99       1.00       0.99       1.00       0.99       1.00       1.00       0.99       1.00       1.00       0.99       0.067       1.00       1.00       0.95       1.00       1.00       0.95       1.067       1.00       1.00       0.95       1.067       1.00       1.00       0.95       1.067       1.00       1.00       0.95       1.00       1.00       0.95       1.00       1.00       0.95       1.067       1.00       1.00       0.95       1.00       1.00       1.00       0.95       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.01       1.00       1.01       1.01       1.01       1.01       1.01       1.01	Total Lost time (s)	4.0	4.0										
Fit Protected       0.95       1.00       0.95       1.00       1.00       0.99       0.95       1.00         Satd. Flow (prot)       1736       3443       1736       1827       1553       1676       1736       1667         Satd. Flow (perm)       965       3443       526       1827       1553       1608       1220       1667         Volume (vph)       64       537       31       65       210       43       24       34       71       173       47       66         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       0.92       0.92       0.92       0.92       0.92       0.92       0.92       0.92       0.92       0.92       0.92       0.92       0.92       0.92       0.92       0.92       0.92       0.92       0.92       0.92       0.92       0.92       0.92       0.92       0.92       0.92       0.92       0.92       0.92       0.92       0.92       0.92       0.92       0.92       0.92       0.92       0.92       0.92       0.92       0.92       0.92       0.93       17	Lane Util, Factor	2 C C C C	- 1 K 1 K 1 Z	四國的	1.00	1.00	지금 문화 비미터 가 되었는	制度风化	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		1.00	1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.	
Satd. Flow (prot)       1736       3443       1736       1827       1553       1676       1736       1667         Fit Permitted       0.54       1.00       0.29       1.00       1.00       0.95       0.67       1.00         Satd. Flow (prm)       985       3443       526       1827       1553       1608       1220       1667         Volume (vph)       64       537       31       65       210       43       24       34       71       173       47       66         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       0.92       0.92       0.92       0.92       0.92       0.92       0.92       0.92       0.92       0.92       0.92       0.92       0.92       0.92       0.92       0.92       0.92       0.92       0.92       0.92       0.92       0.92       0.92       0.92       0.92       0.92       0.92       0.92       0.92       0.92       0.92       0.92       0.92       0.92       0.92       0.92       0.92       0.92       0.92       0.92       6       6       6													
Fit Permitted       0.54       1.00       0.29       1.00       1.00       0.95       0.67       1.00         Satd. Flow (perm)       985       3443       526       1827       1553       1608       1220       1667         Volume (vph)       64       537       31       65       210       43       24       34       71       173       47       66         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       0.92       0.92       0.92       0.92       0.92       0.92       0.92       0.92       0.92       0.92       0.92       0.92       0.92       0.92       0.92       0.92       0.92       0.92       0.92       0.92       0.92       0.92       0.93       0       0       33       0       0       0       0       0       33       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       <		4. State 1 Action	a strate a		E subbarfeluctionspress	en energian a l	ne menerangen en b		0.99		shap on island.	<ul> <li>COLLARGANDIALE</li> </ul>	
Satd. Flow (perm)         985         3443         526         1827         1553         1608         1220         1667           Volume (vph)         64         537         31         65         210         43         24         34         71         173         47         66           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         0.92         0.92         0.92         0.92         0.92         0.92         0.92         0.92         0.92         0.92         0.92         0.92         0.92         0.92         0.92         0.92         0.92         0.92         0.92         0.92         0.92         0.92         0.92         0.92         0.92         0.92         0.92         0.92         0.92         0.92         0.92         0.92         0.92         0.92         0.92         0.92         0.92         0.92         0.92         0.92         0.92         0.92         0.92         0.92         0.92         0.92         0.92         0.92         6         6         4         4         4         4         4         4	ų, į												
Volume (vph)         64         537         31         65         210         43         24         34         71         173         47         66           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         0.92         0.92         0.92         0.92         0.92         0.92         0.92         0.92         0.92         0.92         0.92         0.92         0.92         0.92         0.92         0.92         0.92         0.92         0.92         0.92         0.92         0.92         0.92         0.92         0.92         0.92         0.92         0.92         0.92         0.92         0.92         0.92         0.92         0.92         0.92         0.92         0.92         0.92         0.92         0.92         0.92         0.92         0.92         0.92         0.92         0.92         0.92         0.92         0.92         0.92         0.92         0.92         0.92         0.92         0.92         0.92         0.92         0.92         0.92         0.92         0.92         0.92         0.92         0.92         0.92 <t< td=""><td>Flt Permitted</td><td></td><td>1.00</td><td></td><td>0.29</td><td></td><td></td><td>1151</td><td>1 N N N 1</td><td></td><td>0.67</td><td>1.00</td><td></td></t<>	Flt Permitted		1.00		0.29			1151	1 N N N 1		0.67	1.00	
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       0.92       0.92       0.92       0.92       0.92       0.92       0.92       0.92       0.92       0.92       0.92       0.92       0.92       0.92       0.92       0.92       0.92       0.92       0.92       0.92       0.92       0.92       0.92       0.92       0.92       0.92       0.92       0.92       0.92       0.92       0.92       0.92       0.92       0.92       0.92       0.92       0.92       0.92       0.92       0.92       0.92       0.92       0.92       0.92       0.92       0.92       0.92       0.92       0.92       0.92       0.92       0.92       0.92       0.92       0.92       0.92       0.92       0.92       0.92       0.92       6       Perm       P	Satd. Flow (perm)	985	3443			1827	1553		1608	*****	1220		
Adj. Flow (vph)       70       584       34       71       228       47       26       37       77       188       51       72         RTOR Reduction (vph)       0       9       0       0       33       0       33       0       30       0         Lane Group Flow (vph)       70       609       0       71       228       14       0       107       0       188       93       0         Heavy Vehicles (%)       4%       4%       4%       4%       4%       4%       4%       4%       4%       4%       4%       4%       4%       4%       4%       4%       4%       4%       4%       4%       4%       4%       4%       4%       4%       4%       4%       4%       4%       4%       4%       4%       4%       4%       4%       4%       4%       4%       4%       4%       4%       4%       4%       4%       4%       4%       4%       4%       4%       4%       4%       4%       4%       4%       4%       4%       4%       4%       4%       4%       4%       4%       4%       4%       4%       4%       4%       4% <td>Volume (vph)</td> <td>64</td> <td>537</td> <td>31</td> <td>65</td> <td>210</td> <td>43</td> <td>24</td> <td>34</td> <td>71</td> <td>173</td> <td>47</td> <td>66</td>	Volume (vph)	64	537	31	65	210	43	24	34	71	173	47	66
RTOR Reduction (vph)       0       9       0       0       33       0       33       0       0       30       0         Lane Group Flow (vph)       70       609       0       71       228       14.       0       107       0       188       93       0         Heavy Vehicles (%)       4%       4%       4%       4%       4%       4%       4%       4%       4%       4%       4%       4%       4%       4%       4%       4%       4%       4%       4%       4%       4%       4%       4%       4%       4%       4%       4%       4%       4%       4%       4%       4%       4%       4%       4%       4%       4%       4%       4%       4%       4%       4%       4%       4%       4%       4%       4%       4%       4%       4%       4%       4%       4%       4%       4%       4%       4%       4%       4%       4%       4%       4%       4%       4%       4%       4%       4%       4%       4%       4%       4%       4%       4%       4%       4%       4%       4%       4%       4%       4%       4%       4% <td>Peak-hour factor, PHF</td> <td>0.92</td>	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
Lane Group Flow (vph)       70       609       0       71       228       14       0       107       0       188       93       0         Heavy Vehicles (%)       4%       4%       4%       4%       4%       4%       4%       4%       4%       4%       4%       4%       4%       4%       4%       4%       4%       4%       4%       4%       4%       4%       4%       4%       4%       4%       4%       4%       4%       4%       4%       4%       4%       4%       4%       4%       4%       4%       4%       4%       4%       4%       4%       4%       4%       4%       4%       4%       4%       4%       4%       4%       4%       4%       4%       4%       4%       4%       4%       4%       4%       4%       4%       4%       4%       4%       4%       4%       4%       4%       4%       4%       4%       4%       4%       4%       4%       4%       4%       4%       4%       4%       4%       4%       4%       4%       4%       4%       4%       4%       4%       4%       4%       4%       4% <td< td=""><td></td><td>70</td><td>584</td><td>34</td><td>71</td><td>228</td><td>47</td><td>26</td><td>37</td><td>. 77</td><td>188</td><td>51</td><td>72</td></td<>		70	584	34	71	228	47	26	37	. 77	188	51	72
Heavy Vehicles (%)         4%         4%         4%         4%         4%         4%         4%         4%         4%         4%         4%         4%         4%         4%         4%         4%         4%         4%         4%         4%         4%         4%         4%         4%         4%         4%         4%         4%         4%         4%         4%         4%         4%         4%         4%         4%         4%         4%         4%         4%         4%         4%         4%         4%         4%         4%         4%         4%         4%         4%         4%         4%         4%         4%         4%         4%         4%         4%         4%         4%         4%         4%         4%         4%         4%         4%         4%         4%         4%         4%         4%         4%         4%         4%         4%         4%         4%         4%         4%         4%         4%         4%         4%         4%         4%         4%         4%         4%         4%         4%         4%         4%         4%         4%         4%         4%         4%         4%         4%         4%	RTOR Reduction (vph)	0	9	0	0	0	33	0	33	0	0	30	0
Turn Type         Perm         Perm         Perm         Perm         Perm         Perm           Protected Phases         4         8         8         2         6           Actuated Green, G (s)         17.4         17.4         17.4         17.4         17.4         34.6         34.6         34.6           Effective Green, g (s)         17.4         17.4         17.4         17.4         17.4         34.6         34.6         34.6           Actuated g/C Ratio         0.29         0.29         0.29         0.58         0.58         0.58           Clearance Time (s)         4.0         4.0         4.0         4.0         4.0         4.0         4.0         4.0           Vehicle Extension (s)         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.	Lane Group Flow (vph)		609	. 195 <b>0</b> ,	71	228	14	· . 0	107	0	188	93	0
Protected Phases       4       8       2       6         Permitted Phases       4       8       8       2       6         Actuated Green, G (s)       17.4       17.4       17.4       17.4       17.4       34.6       34.6       34.6         Effective Green, g (s)       17.4       17.4       17.4       17.4       17.4       34.6       34.6       34.6         Actuated g/C Ratio       0.29       0.29       0.29       0.29       0.58       0.58       0.58         Clearance Time (s)       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0         Vehicle Extension (s)       3.0       3.0       3.0       3.0       3.0       3.0       3.0       3.0       3.0       3.0       3.0       3.0         Lane Grp Cap (vph)       286       998       153       530       450       927       704       961         v/s Ratio Perm       0.07       c0.18       0.12       0.07       c0.15       v/s Ratio Perm       0.07       c0.15         Progression Factor       1.00       1.04       0.49       0.05       1.00       1.00       1.00         Increm	Heavy Vehicles (%)	4%	4%	4%		4%	4%	4%	4%	4%	4%	4%	4%
Protected Phases       4       8       2       6         Permitted Phases       4       8       8       2       6         Actuated Green, G (s)       17.4       17.4       17.4       17.4       17.4       34.6       34.6       34.6         Effective Green, g (s)       17.4       17.4       17.4       17.4       17.4       34.6       34.6       34.6         Actuated g/C Ratio       0.29       0.29       0.29       0.29       0.58       0.58       0.58         Clearance Time (s)       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0         Vehicle Extension (s)       3.0       3.0       3.0       3.0       3.0       3.0       3.0       3.0       3.0       3.0       3.0       3.0         Lane Grp Cap (vph)       286       998       153       530       450       927       704       961         v/s Ratio Perm       0.07       c0.18       0.12       0.07       c0.15       v/s Ratio Perm       0.07       c0.15         Progression Factor       1.00       1.04       0.49       0.05       1.00       1.00       1.00         Increm	Turn Type	Perm		相利的	Perm		Perm	Perm			Perm		
Actuated Green, G (s)       17.4       17.4       17.4       17.4       17.4       17.4       34.6       34.6       34.6       34.6         Effective Green, g (s)       17.4       17.4       17.4       17.4       17.4       17.4       34.6       34.6       34.6       34.6       34.6       34.6       34.6       34.6       34.6       34.6       34.6       34.6       34.6       34.6       34.6       34.6       34.6       34.6       34.6       34.6       34.6       34.6       34.6       34.6       34.6       34.6       34.6       34.6       34.6       34.6       34.6       34.6       34.6       34.6       34.6       34.6       34.6       34.6       34.6       34.6       34.6       34.6       34.6       34.6       34.6       34.6       34.6       34.6       34.6       34.6       34.6       34.6       34.6       34.6       34.6       34.6       34.6       34.6       34.6       34.6       34.6       34.6       34.6       34.6       34.6       34.6       34.6       34.6       34.6       34.6       34.6       34.6       34.6       34.6       34.6       34.6       34.6       34.6       34.6       34.6       3			4			8			2			6	
Actuated Green, G (s)       17.4       17.4       17.4       17.4       17.4       17.4       34.6       34.6       34.6         Effective Green, g (s)       17.4       17.4       17.4       17.4       17.4       17.4       34.6       34.6       34.6       34.6         Actuated g/C Ratio       0.29       0.29       0.29       0.29       0.58       0.58       0.58         Clearance Time (s)       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0	Permitted Phases	4	1	输旗算	이 성관( <b>8</b> )		8	2			6		
Actuated g/C Ratio       0.29       0.29       0.29       0.29       0.29       0.58       0.58       0.58         Clearance Time (s)       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0         Vehicle Extension (s)       3.0       3.0       3.0       3.0       3.0       3.0       3.0       3.0       3.0       3.0       3.0       3.0       3.0       3.0       3.0       3.0       3.0       3.0       3.0       3.0       3.0       3.0       3.0       3.0       3.0       3.0       3.0       3.0       3.0       3.0       3.0       3.0       3.0       3.0       3.0       3.0       3.0       3.0       3.0       3.0       3.0       3.0       3.0       3.0       3.0       3.0       3.0       3.0       3.0       3.0       3.0       3.0       3.0       3.0       3.0       3.0       3.0       3.0       3.0       3.0       3.0       3.0       3.0       3.0       3.0       3.0       3.0       3.0       3.0       3.0       3.0       3.0       3.0       3.0       3.0       3.0       3.0       3.0       3.0       3.0       3.0       3.	Actuated Green, G (s)	17.4	17.4		17.4	17.4	17.4				34.6	34.6	
Clearance Time (s)       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0 </td <td>Effective Green, g (s)</td> <td>17,4</td> <td>17.4</td> <td></td> <td>17,4</td> <td>17.4</td> <td>17.4</td> <td></td> <td>34.6</td> <td>가 가장하 수요</td> <td>34.6</td> <td>34.6</td> <td></td>	Effective Green, g (s)	17,4	17.4		17,4	17.4	17.4		34.6	가 가장하 수요	34.6	34.6	
Vehicle Extension (s)         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0	Actuated g/C Ratio	0.29	0.29		0.29	0.29	0.29				0.58	0.58	
Lane Grp Cap (vph)       286       998       153       530       450       927       704       961         v/s Ratio Prot       c0.18       0.12       0.06       0.06       0.07       0.01       0.07       c0.15         v/s Ratio Perm       0.07       0.24       0.61       0.46       0.43       0.03       0.12       0.27       0.10         Uniform Delay, d1       16.3       18.4       17.5       17.3       15.3       5.8       6.4       5.7         Progression Factor       1.00       1.00       0.37       0.49       0.05       1.00       1.00       1.00         Incremental Delay, d2       0.4       1.1       2.2       0.6       0.0       0.3       0.9       0.2         Delay (s)       16.7       19.4       8.7       9.0       0.7       6.0       7.3       5.9         Level of Service       B       B       A       A       A       A         Approach LOS       19.2       7.8       6.0       6.7       A       A         HCM Average Control Delay       12.7       HCM Level of Service       B       B       A       A         HCM Volume to Capacity ratio       0.3	Clearance Time (s)	4.0	4.0		4.0	4.0	4.0	· · ·	4.0		4.0	4,0	
v/s Ratio Prot       c0.18       0.12       0.001       0.07       c0.15         v/s Ratio Perm       0.024       0.61       0.46       0.43       0.03       0.12       0.27       0.10         Uniform Delay, d1       16.3       18.4       17.5       17.3       15.3       5.8       6.4       5.7         Progression Factor       1.00       1.00       0.37       0.49       0.05       1.00       1.00       1.00         Incremental Delay, d2       0.4       1.1       2.2       0.6       0.0       0.33       0.9       0.2         Delay (s)       16.7       19.4       8.7       9.0       0.7       6.0       7.3       5.9         Level of Service       B       B       A       A       A       A       A         Approach Delay (s)       19.2       7.8       6.0       6.0       6.7       A         Approach LOS       B       Intersection Summary       ICM Average Control Delay       A       A       A         HCM Average Control Delay       12.7       HCM Level of Service       B       B       B       A       A         Intersection Capacity Utilization       45.7%       ICU Level of Service	Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0		3.0		3.0	3.0	
v/s Ratio Perm       0.07       0.13       0.01       0.07       c0.15         v/c Ratio       0.24       0.61       0.46       0.43       0.03       0.12       0.27       0.10         Uniform Delay, d1       16.3       18.4       17.5       17.3       15.3       5.8       6.4       5.7         Progression Factor       1.00       1.00       0.37       0.49       0.05       1.00       1.00       1.00         Incremental Delay, d2       0.4       1.1       2.2       0.6       0.9       0.3       0.9       0.2         Delay (s)       16.7       19.4       8.7       9.0       0.7       6.0       7.3       5.9         Level of Service       JB       B       A       A       A       A       A         Approach Delay (s)       19.2       7.8       6.0       6.7       A       A       A         Intersection Summary       12.7       HCM Level of Service       B       B       0.38       A       A       A         HCM Volume to Capacity ratio       0.38       60.01       Sum of lost time (s)       8.0       8.0       8.0         Intersection Capacity Utilization       45.7% <t< td=""><td>Lane Grp Cap (vph)</td><td>286</td><td>998</td><td></td><td>153</td><td>530</td><td>450</td><td></td><td>927</td><td></td><td>704</td><td>961</td><td></td></t<>	Lane Grp Cap (vph)	286	998		153	530	450		927		704	961	
v/c Ratio       0.24       0.61       0.46       0.43       0.03       0.12       0.27       0.10         Uniform Delay, d1       16.3       18.4       17.5       17.3       15.3       5.8       6.4       5.7         Progression Factor       1.00       1.00       0.37       0.49       0.05       1.00       1.00       1.00         Incremental Delay, d2       0.4       1.1       2.2       0.6       0.0       0.3       0.9       0.2         Delay (s)       16.7       19.4       8.7       9.0       0.7       6.0       7.3       5.9         Level of Service       B       B       A       A       A       A       A         Approach Delay (s)       19.2       7.8       6.0       6.7       A       A       A         Intersection Summary       12.7       HCM Level of Service       B       B       A       A       A       A         HCM Volume to Capacity ratio       0.38       60.0       Sum of lost time (s)       8.0       A         Intersection Capacity Utilization       45.7%       ICU Level of Service       A       A	v/s Ratio Prot		c0.18			0.12					,	0.06	
Uniform Delay, d1       16.3       18.4       17.5       17.3       15.3       5.8       6.4       5.7         Progression Factor       1.00       1.00       0.37       0.49       0.05       1.00       1.00       1.00         Incremental Delay, d2       0.4       1.1       2.2       0.6       0.00       0.3       0.9       0.2         Delay (s)       16.7       19.4       8.7       9.0       0.7       6.0       7.3       5.9         Level of Service       B       B       A       A       A       A       A         Approach Delay (s)       19.2       7.8       6.0       6.7       A       A       A         Approach LOS       B       12.7       HCM Level of Service       B       B       A       A       A         HCM Average Control Delay       12.7       HCM Level of Service       B       B       A       A       A       A         HCM Volume to Capacity ratio       0.38       600       Sum of lost time (s)       8.0       A       A       A       A         Intersection Capacity Utilization       45.7%       ICU Level of Service       A       A       A       A </td <td></td> <td>0.07</td> <td>~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~</td> <td>1955년 11</td> <td>0.13</td> <td></td> <td>0.01</td> <td>S. 2</td> <td>0:07</td> <td></td> <td>c0.15</td> <td>1</td> <td></td>		0.07	~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	1955년 11	0.13		0.01	S. 2	0:07		c0.15	1	
Progression Factor       1.00       1.00       0.37       0.49       0.05       1.00       1.00       1.00         Incremental Delay, d2       0.4       1.1       2.2       0.6       0.0       0.3       0.9       0.2         Delay (s)       16.7       19.4       8.7       9.0       0.7       6.0       7.3       5.9         Level of Service       B       B       A       A       A       A       A         Approach Delay (s)       19.2       7.8       6.0       6.7       A       A         Approach LOS       19.2       7.8       6.0       6.7       A       A         HCM Average Control Delay       12.7       HCM Level of Service       B       B       8.0         HCM Volume to Capacity ratio       0.38       60.0       Sum of lest time (s)       8.0       8.0         Intersection Capacity Utilization       45.7%       ICU Level of Service       A       A	v/c Ratio	0.24	0.61		0.46	0.43	0.03		0.12		0.27	0.10	
Incremental Delay, d20.41.12.20.60.00.30.90.2Delay (s)16.719.48.79.00.76.07.35.9Level of ServiceBBAAAAAApproach Delay (s)19.27.86.06.7Approach LOSB19.27.86.06.7Hersection SummaryB12.7HCM Level of ServiceBHCM Volume to Capacity ratio0.380.380.38Actuated Cycle Length (s)0.385060.0Sum of lost time (s)Intersection Capacity Utilization45.7%ICU Level of ServiceA	Uniform Delay, d1	16.3	18.4		17.5	17.3	15.3		5.8		6.4	5.7	
Delay (s)16.719.48.79.00.76.07.35.9Level of ServiceBBBAAAAAApproach Delay (s)19.27.86.06.7Approach LOSBAAAAIntersection SummaryB12.7HCM Level of ServiceBHCM Volume to Capacity ratio0.3860.0Sum of lost time (s)8.0Intersection Capacity Utilization45.7%ICU Level of ServiceA	Progression Factor	1.00	1.00		0.37	0.49	0.05		1.00		1.00	1.00	·
Level of ServiceBBBAAAAAApproach Delay (s)19.27.86.06.7Approach LOSBAAAIntersection SummaryB12.7HCM Level of ServiceBHCM Volume to Capacity ratio Actuated Cycle Length (s)0.380.38Intersection Capacity Utilization45.7%ICU Level of ServiceA	Incremental Delay, d2		1. <b>1</b>	, i.	2.2	0.6	0.0		0.3		0.9	1111022年	
Approach Delay (s)19.27.86.06.7Approach LOSBAAAIntersection SummaryIntersection SummaryIntersection Delay12.7HCM Level of ServiceBHCM Volume to Capacity ratio0.380.3860.0Sum of lest time (s)8.0Intersection Capacity Utilization45.7%ICU Level of ServiceA		16.7	19.4		8.7		0.7		6.0		7.3	5.9	
Approach LOS       B       A       A       A         Intersection Summary       Intersection Summary       Intersection Service       B         HCM Average Control Delay       12.7       HCM Level of Service       B         HCM Volume to Capacity ratio       0.38       0.38       0.38         Actuated Cycle Length (s)       60.0       Sum of lost time (s)       8.0         Intersection Capacity Utilization       45.7%       ICU Level of Service       A	Level of Service	no Bi			A I	A MUL	A				А		
Intersection SummaryHCM Average Control DelayHCM Volume to Capacity ratioActuated Cycle Length (s)Intersection Capacity Utilization45.7%ICU Level of ServiceA	Approach Delay (s)		19.2			7.8			6.0			6.7	
HCM Average Control Delay12.7HCM Level of ServiceBHCM Volume to Capacity ratio0.38Actuated Cycle Length (s)60.0Intersection Capacity Utilization45.7%ICU Level of ServiceA	Approach LOS		\$ <b>B</b> (	气动和		A			A			A	
HCM Volume to Capacity ratio       0.38         Actuated Cycle Length (s)       60.0         Intersection Capacity Utilization       45.7%         ICU Level of Service       A	Intersection Summary												
Actuated Cycle Length (s) 60.0 Sum of lost time (s) 8.0 Actuated Cycle Length (s) 45.7% ICU Level of Service A				12.7		CM Le	vel of Se	ervice		B			
Intersection Capacity Utilization 45.7% ICU Level of Service A						1							
Intersection Capacity Utilization 45.7% ICU Level of Service A			e en <sup>t</sup> t	60.0						ો <b>8.0</b> ો	心管	相關的	
Analysis Period (min)		ization			IC	CU Leve	el of Ser	vice		A			
	Analysis Period (min)			. 15		halle a				AL A VELL A			

### EXISTING+PROJECT 3\_P.M. 2: LOVR & 9th

HCM Signalized Intersection Capacity Analysis

	-	<b></b> \$>		\$	4 <u>Ş</u> avr=		~	个	1	\$	Ļ	4
Movement	ËBL	EBT	EBR ·	WBL	. WBT	WBR	NBL	• NBT	NBR	SBL	SBT-	SBR
Lane Configurations		ቶ <b>ኈ</b>	LY DEGREER STREET, STRE	1	r A	ř		nianiciosonianense A	97122992191292191919291276294	۴	\$*************************************	HIP-HILD-TIVE IT
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	
Lane Util. Factor	1.00	0.95	3	1.00	1.00	1.00	· ·	1.00	<b>公臣</b> (2)	1.00	1.00	
Frt	1.00	0.99		1.00	1.00	0.85		0.94		1.00	0.89	
Flt Protected	0.95	1.00	:	0.95	1.00		i ka kut	0.99	總國總	0.95	1.00	
Satd. Flow (prot)	1736	3442		1736	1827	1553		1694		1736	1634	- / >
Flt Permitted	0.35	1 00		S	1.00	1.00	16441957 문	0.94	の音楽が		1,00	
Satd. Flow (perm)	648	3442		921	1827	1553		1603		1383	1634	
Volume (vph)	51	369	22	74	556	223	18	30	43	<b>86</b>	30 ·	73
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)	55	401	24	80	604	242	20	33	47	93	-33	79
RTOR Reduction (vph)	0	7	0	0	0	89	0	36	0	0	61	0
Lane Group Flow (vph)	55	418	184 <sub>88</sub> 01	80	604	153	0	64	0	93	51	0
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%
Turn Type	Perm	av in Alde L		Perm		Perm	Perm	ing linds. Kalendari		Perm		
Protected Phases		4	- 	- 11 - A - 5 - <b>5</b> - 5	8		_	2	t		6	
Permitted Phases	4	t a plai	自國國	8	可能に	8	2			6 . <b>6</b>		
Actuated Green, G (s)	38.0	38.0		38.0	38.0	38.0	sa madika.	14.0	an an t	14.0	14.0	s sê kri t
Effective Green, g (s)	38.0	38.0		38.0	38,0	38,0	PL HERE	14.0	an Can - C	14.0		
Actuated g/C Ratio	0.63	0.63	. Gara	0.63	0.63	0.63	2.2.2.	0.23		0.23	0.23	
Clearance Time (s)	4.0	4.0	一、消費的	4.0	40	4.0		4,0	ALC REAL	4,0		810 Å
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	Tarina da si	3.0		3.0	3.0	****
Lane Grp Cap (vph)	410	2180	· ·	583	1157	984		374		323	381	
v/s Ratio Prot	0.00	0.12		0.00	c0.33	া কর্মজা	sarna a'	:0.04		-0.07	0.03	
v/s Ratio Perm v/c Ratio	0.08	0.19		0.09	日前国に	0.10		0.04	•	c0.07		
Uniform Delay, d1	0.13	4.6		0.14 4.4	0.52	0.16		0.17 18.4	ko seksek	0.29 ിറ്റ്	0.13	n sanaihi'r
Progression Factor	4.4 1.00	1.00	、記述時間的	0.11	0.22	0.00	11555	1.00	制品的代码	18,9 1.00	18.2 1.00	ALA: A
Incremental Delay, d2	0.1	0.0 <sup>8</sup>	;	0.1	0.22	0.00	a na mar	1.00 11.00	san a	2,2	0.7	
Delay (s)	4.6	4.6	`	0.6	دي ميريند 1.6	0.1	AN 28월 일간 - 3	19.4		21.1	18.9	1926
Level of Service	A.	0 A	. Indilla	υ.υ Δ	1.0 MAN		11	B	Landid Side V	د ا م ال	iu.ə 新闻 <b>B</b> 南	11418 - BI
Approach Delay (s)	, ix-et	4.6		学史自由新闻学生	1.1	5 - 1 <b>63</b>	5 a.s.,	19.4	中国的基督教	lei n Sen l	19.9	held av
Approach LOS		A		a tain		al de la				Undiale		
· · ·	shifisti Fisheta faris	rrat kardata edhek sineksar	<ul> <li>Up (1997)</li> <li>Up (1997)</li></ul>	AND CONTRACTOR	ste sulauteren inde	in al 1997 e 1997 e 1997 Norden andere	4242245454545454545454545	s - 1 2 - 1 2 - 1 2 - 1 2 - 3 Next received ages first care	ang balang pang ang ang ang ang ang ang ang ang ang	USER S BUSE. Anan commence	an an thu that an	ACTE SA T
Intersection Summary		0.000	n landi a	<u>al an seu</u>	<u>11 7 1</u>							
HCM Average Control De			5.4		CM Le	el of Se	ervice		A			
HCM Volume to Capacity			0.46			1.002/0211-011				6 8 4 <sup>6</sup>		
Actuated Cycle Length (s		-	60,0			ost time			8 0	지원하다		
Intersection Capacity Util			54.5%			el of Ser		e el tile scellt te-	A	3.4	. ,	
Analysis Period (min)		a shi	115		na fuit de	i , , ;		国建制造		-		
c Critical Lane Group												

## EXISTING+PROJECT 3\_A.M. 3: LOVR & 10th

HCM Signalized Intersection Capacity Analysis

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Movement ·	EBL	EBT	WBT. #	WBR	SBL	. SBR						
Lane Configurations	ሻ	仲	<b>۴</b> β		ሻ	7	*****					
Ideal Flow (vphpl)	1900	1900 <sup>°</sup>	1900	1900	1900	1900	Se had		<b>É AL DE</b>		• •	
Total Lost time (s)	4.0	4.0	4.0		4.0	4.0	1111111111111111	nd and foreign na	a contraction of the			* ',
Lane Util. Factor	1.00	0.95	0.95		1.00	1.00						(2)
Frt	1.00	1.00	0.98		1.00	0.85		9 9 <b>-</b> - 9				
Flt Protected	0.95	1.00	1.00	: :	0.95	1.00				幕音論。		
Satd. Flow (prot)	1736	3471	3390		1736	1553						
Flt Permitted	0,95	1,00	1.00		0.95	1 00		alar dep h	etan ar ye	1.3. <sup>1</sup> . [53	명리파철	
Satd. Flow (perm)	1736	3471	3390		1736	1553						
(1) 전 전문자에 있어있는 것 ACCU 가지 않아요. 한 전문가 한 것 같은 것은	68	682	270	50	54	1.1313	a Philip				Lange St	A State
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92						
Adj. Flow (vph)	74	741	293	54	59	47	· · ·			關於國家		
RTOR Reduction (vph)	0	0	25	0	0	30						
Lane Group Flow (vph)	74	741	322	0		b 117	5 <sup>1</sup> & 1			·		
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	N THE PERSON AND					
Turn Type	Prot					Perm						
Protected Phases	7	4	8		6	un trans line	mere Merefer					1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1
Permitted Phases	= 0			28 au		NY 201 - X - 1 358-19		1	5 25			
Actuated Green, G (s)	7.0	30.8	19.8	6 1 12 1 1	21.2	21.2	1.1114		9.355 A.B		1994 동안	4. S
	~7:0	30.8	198		21.2			알림환성한	en produce		1999 (AL)	197 N.
Actuated g/C Ratio	0.12	0.51 4:0	0.33		0.35	0.35	an sa sa	2				18. B
Clearance Time (s)	4.0 3.0	4:0 3.0	4.0 3.0	a 1600	40					Sec. S		
Vehicle Extension (s)					3.0	3.0	10 Marca		1 8,531,855			11、汗痛药)
Lane Grp Cap (vph) v/s Ratio Prot	203 0.04	1782 c0.21	1119 0.09		613 c0.03	549	國際的			Stature.		的建制器
v/s Ratio Perm	0.04 1.15		0.09	÷	0.03					. 101 0 1 0	s 112 - S.S.	ente da
v/c Ratio	0.36	0.42	0.29		0.10	0.03	0,00777					
Uniform Delay, d1	24.4	9.0	14.9	, Yarik	13.0	12,7	判事 、 <sup>2</sup>					
Progression Factor	0.63	0.56	1.00		1.00	1.00	(T.)		년 1953년 11월 12일 <u>8</u> 3 1957년 11월 11일 11일 11일 11일 11일 11일 11일 11일 11일	REFERRE	13111	5 × 1 × 2
Incremental Delay, d2	1.0	0.1	01		0.3	0.1	S. Cashi	ed blaiff	ale de la companya de	ille et str	e de la ca	
Delay (s)	16.4	5.2	15.0	sud is th	13.3	12.8	3 B BAUBT	edare o ve		*		199
Level of Service	B	А	<sup>er de</sup> B							Alto a la la	a debala	
Approach Delay (s)		6.2	15.0	1.03	13.1	1940-1940-19			5 5 F F M	19912-11000	of 1. 1. 5 1984.	S.S. 1057
Approach LOS		, A	В		B			٠,				
Intersection Summary					····	4 4						- <b>-</b>
HCM Average Control De			9.2	H)	CM Lev	/el of 5	ervice	신망역	A			
HCM Volume to Capacity			0.29									
Actuated Cycle Length (s			60.0				<b>(s)</b>		8.0			
Intersection Capacity Utili	ization	2	28.9%	IC		el of Sei			A			
Analysis Period (min)	16.34		15	9.10.0					の時料	월 문 비행	2월63년23	č. s 2

# EXISTING+PROJECT 3\_P.M. 3: LOVR & 10th

HCM Signalized Intersection Capacity Analysis

Movement	. EBT WBT WBR SBL SBR
Lane Configurations	5  ቀቀ ቀኈ  ሻ  ጀ
Ideal Flow (vphpl) 1900	) 1900 11900 1900 1900 1900 (1900 1900 (1900 (1900 (1900 (1900 (1900 (1900 (1900 (1900 (1900 (1900 (1900 (1900 (
Total Lost time (s) 4.0	
Lane Util. Factor 1.00	0.95 0.95
Frt 1.00	1.00 0.98 1.00 0.85
Flt Protected 0.95	1.00 1.00 11.00
Satd. Flow (prot) 1736	
Flt Permitted 0.95	
Satd. Flow (perm) 1736	
Volume (vph)	432 815 95 63
Peak-hour factor, PHF 0.92	0.92 0.92 0.92 0.92 0.92
Adj. Flow (vph) 90	470 886 103 68 54
RTOR Reduction (vph) 0	0 18 0 0 38
Lane Group Flow (vph) 90	470 971 0 68 6
Heavy Vehicles (%) 4%	4% 4% 4% 4%
Turn Type Prot	Perm
Protected Phases 7	
Permitted Phases	
Actuated Green, G (s) 7.4	
Effective Green, g (s) 7,4	33.8 22 4 1 18.2 18.2 18.2 Hereitari and a state of the s
Actuated g/C Ratio 0.12	0.56 0.37 0.30 0.30
Clearance Time (s) 4.0	
Vehicle Extension (s) 3.0	3.0 3.0 3.0 3.0
Lane Grp Cap (vph) 214	如此,你们的一些,我们就能能够做的"你你的你们你们你们你们的?""你们的你的你?""你们,你们们的你?""你是你能够了你就是你们的你们都是你们的?""你们,你们们不是
v/s Ratio Prot c0.05	0.14 c0.28 c0.04
v/s Ratio Perm	
v/c Ratio 0.42	0.24 0.76 0.13 0.03
Uniform Delay, d1 24.3	6.6 <b>16 5</b>
Progression Factor 1.01	
Incremental Delay, d2 1.3	0.1、1.2.7.4.1.1.4.4.4.4.4.4.4.4.4.4.4.4.4.4.4.4
Delay (s) 25.9	6.8 19.2 15.7 14.9
Level of Service	
Approach Delay (s)	9.9 19.2 15.3
Approach LOS	
Intersection Summary	
HCM Average Control Delay	15.8 HCM Level of Service B
HCM Volume to Capacity ratio	0.47
Actuated Cycle Length (s)	60.0 Sum of lost time (s) 12.0
Intersection Capacity Utilization	1 43.6% ICU Level of Service A
Analysis Period (min)	15. 有心理的问题,我们就是我们的问题,我们就是我们的问题,我们就是我们的问题。
c Critical Lane Group	

Synchro 6 Report

#### EXISTING+PROJECT 3\_A.M. 4: LOVR & South Bay

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HCM Signalized Intersection Capacity Analysis

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Movement	EBL	EBT	·EBR	WBL-	.WST	· WBR	' NBL	. NBT	NBR	SBL	SBT	SBR
Lane Configurations	2	个币	a a denni 201 senno 1 se contra constanza da	٢	个个	r		\$			4	F
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
Lane Util. Factor	1.00	0.95	「古和朝鮮」		0.95	1.00		1.00	· ·		1.00	1.00
Frt	1.00	1.00			1.00	0.85		0.99			1.00	0.85
Flt Protected	0.95	1.00			1,00	1.00		1.00			0.95	1,00
Satd. Flow (prot)	1736	3468			3471	1553		1802			1745	1553
Flt Permitted	0.95	1 1 Kg Math. 2064			1.00	1.00		1.00			0.95	1.00
Satd. Flow (perm)	1736	3468			3471	1553		1802			1745	1553
Volume (vph)	235	579	4	0	174	113	<u>4</u>	43	8 <sup>19</sup> .14	361	21	128
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)	255	629	. 4	0	189	123	4	47	· 4 .	392	23	139
RTOR Reduction (vph)	0	1	0	0	0	111	0	4	0	0	0	95
Lane Group Flow (vph)	255	632	0	<ul> <li>And Backselline</li> </ul>	189	12	0	51	0	0	415	44
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%
Turn Type	Prot			Prot		Perm	Split			Split		Perm
Protected Phases	7	4		3	8		2	2		6	6	
Permitted Phases						- SA <b>8</b>				(it.		6
Actuated Green, G (s)	11.4	21.4			6.0	6.0		7.0			19.0	19.0
Effective Green, g (s)	11.4	21.4			6.0	6.0		7.0		AND COL	19,0	19.0
Actuated g/C Ratio	0.19	0.36			0.10	0.10		0.12			0.32	0.32
Clearance Time (s)	4 0	4.0			4.0	4.0		4.0		100	4.0	4.0
Vehicle Extension (s)	3.0	3.0			3.0	3.0		3.0			3.0	3.0
Lane Grp Cap (vph)	333	1249			351	157		212	ja na serie de la companya de la com La companya de la comp		558	497
v/s Ratio Prot	c0.15	c0.18			0.05			c0.03			c0.24	
v/s Ratio Perm			. 15						, Í		2.5	0.03
v/c Ratio	0.77	0.51		,	0.54	0.08	4	0.24			0.74	0.09
Uniform Delay, d1		14,9			25,4	24,2		23.8			18,0	14.1
Progression Factor	1.00	1.00			1.00	1.00		1.00			1.00	1.00
Incremental Delay, d2	10.1	0.3			1.6	0.2		2.7			8.7	0.4
Delay (s)	32.8	15.2	S.4	1	27.0	24.4		26.5			26.7	14.5
Level of Service	C	B			Ĉ	. A C A L		¢	, see		O	i B
Approach Delay (s)		20.2	N		26.0			26.5			23.7	
Approach LOS		, ji <b>€</b>		111 ( ) 	<b>O</b>				应该的	line -	C	
Intersection Summary			• .				· · · · · ·	- <u>-</u>				
HCM Average Control De	elay		22.5	H	CM Lev	el of Sei	rvice		C			
HCM Volume to Capacity	2125.10	21,221,24	0.61	ostalizel a t	ः (अत्रम्बह्य	क्षा मा भग्रम् आ	009632	1253956.	14.3 <b>5</b> .8(1)		0.13540943	( )/
Actuated Cycle Length (s			59,4	SI SI	um of lo	st time (	s)		12.0	1		and a second

Actuated Cycle Length (s)59.4Sum of lost time (s)12.0Intersection Capacity Utilization57.2%ICU Level of ServiceBAnalysis Period (min)1515cCritical Lane Group

### EXISTING+PROJECT 3\_P.M. 4: LOVR & South Bay

HCM Signalized Intersection Capacity Analysis

	Å		~	¢	4	÷.,	4	Ť	P	1	Ŷ	4
Movement	EBL	EBT	EBR	-WBL	. WBT	: WBR	·∵√NBL <sub>?</sub>	NBT	NBR	·SBL	. SBT	SBR
Lane Configurations	٩	<b>ት</b> ጮ		ሻ	ትቀ	۴		- 			ર્લ	۲
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	1	4.0			4.0	4.0
Lane Util. Factor	1.00	0.95		1.00	0.95	1.00		1,00		相同情志	1.00	1.00
Frt	1.00	1.00		1.00	1.00	0.85		0.97			1.00	0.85
Fit Protected	0,95	1.00		0.95	1.00	1.00		0.99			0.96	1.00
Satd. Flow (prot)	1736	3463		1736	3471	1553		1743			1749	1553
Fit Permitted	0.95	1.00		0.95	1.00	1.00		0.99		te esta gi e	0.96	1.00
Satd. Flow (perm)	1736	3463		1736	3471	1553		1743			1749	1553
Volume (vph)	209	288	5	5	603	295	8	17	8	180	21	181
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)	227	313	5	5	655	321	9	18	9	196	23	197
RTOR Reduction (vph)	0	2	0	0	0	232	0	8	0	0	0	163
Lane Group Flow (vph)	227	316	0	5	655	89	0	28	0	0	219	34
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%
Turn Type	Prot			Prot		Perm	Split			Split		Perm
Protected Phases	7	4		3	8		2	2		6	6	
Permitted Phases						8						6
Actuated Green, G (s)	9.5	25.0		0.4	15.9	15.9	<i>,</i> .	6.0			10.0	10.0
Effective Green, g (s)		25.0		0.4	15.9	15,9		6,0	e na serve	ad tu	10.0	10.0
Actuated g/C Ratio	0.17	0.44		0.01	0.28	0.28		0.10	de la constante da constante da		0.17	0.17
Clearance Time (s)	4,0	4.0		4.0	4.0	4.0		4.0			4,0	4.0
Vehicle Extension (s)	3.0	3.0	in the Weissen is a	3.0	3.0	3.0		3.0			3.0	3.0
Lane Grp Cap (vph)	287	1508		12	961	430		182			305	271
v/s Ratio Prot	c0.13	0.09		0.00	c0.19			c0.02	,		c0.13	·- ·
v/s Ratio Perm						0.06		u eta			가신다	0.02
v/c Ratio	0.79	0.21	and the states	0.42	0.68	0.21		0.15	en e state e p		0.72	0.13
Uniform Delay, d1	23.0	1 1 10 10 10		28.4	18.5	15.9	184	23.4	아파 소북		22,4	20.0
Progression Factor	1.00	1.00	e në satës	1.00	1.00	1.00	V. 85.11.465	1.00	(88)Bandi, Elian	vo ana k	1.00	1.00
Incremental Delay, d2	13.8	0.1		21.8	2.0	0.2		1.8	성 방법 (CEE) (CEE)		13.6	1.0
Delay (s)	36.8	10.1		50.2	20.5	16.2		25.2	14 4 Jun 14		35.9	21.0
Level of Service	D	anda B∥ Ala		D		В	4 - 14 h	୍ରି	補握資本	d Reported		la <b>C</b>
Approach Delay (s)		21.2	4.45.5	pop na s	19.2		an ba	25.2	ALEGNE E	erue fan	28.9	villa brib
Approach LOS			314 10	h h h	В					500 di	<u>Ģ</u>	
Intersection Summary		en e										
HCM Average Control D	elay		21.9		ICM Le	vel of Se	ervice		®∰ <b>C</b> P			
HCM Volume to Capacity			0.64	· · · ·	·· (*	· · · C · · · · · · · · · · · · · · · ·	enterino introdución	- 1,4 (1) 2 - 4 (1) 2 - 1 (1) 2 - 1 (1) 2 - 1 (1) 2 - 1 (1) 2 - 1 (1) 2 - 1 (1) 2 - 1 (1) 2 - 1 (1) 2 - 1 (1) 2 - 1 (1) 2 - 1 (1) 2 - 1 (1) 2 - 1 (1) 2 - 1 (1) 2 - 1 (1) 2 - 1 (1) 2 - 1 (1) 2 - 1 (1) 2 - 1 (1) 2 - 1 (1) 2 - 1 (1) 2 - 1 (1) 2 - 1 (1) 2 - 1 (1) 2 - 1 (1) 2 - 1 (1) 2 - 1 (1) 2 - 1 (1) 2 - 1 (1) 2 - 1 (1) 2 - 1 (1) 2 - 1 (1) 2 - 1 (1) 2 - 1 (1) 2 - 1 (1) 2 - 1 (1) 2 - 1 (1) 2 - 1 (1) 2 - 1 (1) 2 - 1 (1) 2 - 1 (1) 2 - 1 (1) 2 - 1 (1) 2 - 1 (1) 2 - 1 (1) 2 - 1 (1) 2 - 1 (1) 2 - 1 (1) 2 - 1 (1) 2 - 1 (1) 2 - 1 (1) 2 - 1 (1) 2 - 1 (1) 2 - 1 (1) 2 - 1 (1) 2 - 1 (1) 2 - 1 (1) 2 - 1 (1) 2 - 1 (1) 2 - 1 (1) 2 - 1 (1) 2 - 1 (1) 2 - 1 (1) 2 - 1 (1) 2 - 1 (1) 2 - 1 (1) 2 - 1 (1) 2 - 1 (1) 2 - 1 (1) 2 - 1 (1) 2 - 1 (1) 2 - 1 (1) 2 - 1 (1) 2 - 1 (1) 2 - 1 (1) 2 - 1 (1) 2 - 1 (1) 2 - 1 (1) 2 - 1 (1) 2 - 1 (1) 2 - 1 (1) 2 - 1 (1) 2 - 1 (1) 2 - 1 (1) 2 - 1 (1) 2 - 1 (1) 2 - 1 (1) 2 - 1 (1) 2 - 1 (1) 2 - 1 (1) 2 - 1 (1) 2 - 1 (1) 2 - 1 (1) 2 - 1 (1) 2 - 1 (1) 2 - 1 (1) 2 - 1 (1) 2 - 1 (1) 2 - 1 (1) 2 - 1 (1) 2 - 1 (1) 2 - 1 (1) 2 - 1 (1) 2 - 1 (1) 2 - 1 (1) 2 - 1 (1) 2 - 1 (1) 2 - 1 (1) 2 - 1 (1) 2 - 1 (1) 2 - 1 (1) 2 - 1 (1) 2 - 1 (1) 2 - 1 (1) 2 - 1 (1) 2 - 1 (1) 2 - 1 (1) 2 - 1 (1) 2 - 1 (1) 2 - 1 (1) 2 - 1 (1) 2 - 1 (1) 2 - 1 (1) 2 - 1 (1) 2 - 1 (1) 2 - 1 (1) 2 - 1 (1) 2 - 1 (1) 2 - 1 (1) 2 - 1 (1) 2 - 1 (1) 2 - 1 (1) 2 - 1 (1) 2 - 1 (1) 2 - 1 (1) 2 - 1 (1) 2 - 1 (1) 2 - 1 (1) (1) 2 - 1 (1) (1) 2 - 1 (1) (1) (1) (1) (1) (1) (1) (1) (1) (	n ng nganang n			
Actuated Cycle Length (s			57,4	S S	um of I	ost time	(s)		16.0			÷.
Intersection Capacity Util	lization		56.0%	IC	CU Lev	el of Sei	vice		В			· · ·
Analysis Period (min)		÷	15					1		1	·. ·.	
c Critical Lane Group				·								

# EXISTING+PROJECT 3\_A.M. 5: LOVR & Turri

# 1 - + + + /

Movement EBL	EBT	WBT	WBR SBL	SBR	
Lane Configurations	ŧ	1ª	¥*		
Sign Control	Free	Free	Stop	en Eller a	おがたた きょう シャン・アイト
Grade	0%	0%	0%		
Volume (veh/h) 3	- 2 -	212	7 15	3	$\sum_{k=1}^{n-1} \sum_{i=1}^{n-1} (i - \delta_{ik}) = 0$
Peak Hour Factor 0.92		0.92	0.92 0.92	0.92	
Hourly flow rate (vph) 3	1023	230	8 16	3	
Pedestrians					
Lane Width (ft)					
Walking Speed (ft/s)					
Percent Blockage			į		
Right turn flare (veh)					
Median type			TWLTL	i di satu t	
Median storage veh)			1		
Upstream signal (ft)	х				
pX, platoon unblocked				<b>AA</b>	
vC, conflicting volume 238		21 - S	1264	234	
vC1, stage 1 conf vol			234		
vC2, stage 2 conf vol		• • •	1029		we can be a set of the
vCu, unblocked vol 238			1264	234	
tC, single (s) 4,1	(5) A 10 (10)	81 - T. A	6.4	6.2	and the second
tC, 2 stage (s)		2	5.4	0.0 -	
tF (s) 2-2 p0 queue free % 100	es l'inglis			100	化化学学 建基苯基 带的 网络小学生
p0 queue free % 100 cM capacity (veh/h) 1317			282		
		1.27% S.1.21			
	16 - 1 - N				
Direction, Lane # 🦲 🏄 EB 1	EB 2	WB 1	SB 1 🗠 🖓	9	
Volume Total 3	EB 2: 1023	WB 1 238	SB 1 · · · · · · · · · · · · · · · · · ·		
Volume Total3Volume Left3	EB 21 1023 0	WB 1 238 0	SB 1 20 16		
Volume Total3Volume Left3Volume Right0	EB 2: 1023 0 0	WB 1 238 0 8	SB 1 20 16 3		
Volume Total3Volume Left3Volume Right0cSH1317	EB 2: 1023 0 0 1700	WB 1 238 0 8 1700	SB 1 20 16 3 316		
Volume Total3Volume Left3Volume Right0cSH1317Volume to Capacity0.00	EB 2: 1023 0 1023 0 1023 0 0 0 0 0 0 0 0 0 0 0 0 0	WB 1 238 0 8 1700 0.14	SB 1 20 16 3 316 0.06		
Volume Total3Volume Left3Volume Right0cSH1317Volume to Capacity0.00Queue Length 95th (ft)0	EB 2: 1023 0 0 1700 0.60 0	WB 1 238 0 8 1700 0.14 0	SB 1 20 16 3 316 0.06 5		
Volume Total3Volume Left3Volume Right0cSH1317Volume to Capacity0.00Queue Length 95th (ft)0Control Delay (s)7.7	EB 2: 1023 0 1023 0 1023 0 0 0 0 0 0 0 0 0 0 0 0 0	WB 1 238 0 8 1700 0.14	SB 1 20 16 3 316 0.06 5 17.1		
Volume Total3Volume Left3Volume Right0cSH1317Volume to Capacity0.00Queue Length 95th (ft)0Control Delay (s)7.7Lane LOSA	EB 2: 1023 0 0 1700 0.60 0	W/B 1 238 0 8 1700 0.14 0 0.0	SB 1 20 16 3 316 0.06 5 17.1 C		
Volume Total3Volume Left3Volume Right0cSH1317Volume to Capacity0.00Queue Length 95th (ft)0Control Delay (s)7.7Lane LOSAApproach Delay (s)0.0	EB 2: 1023 0 0 1700 0.60 0	WB 1 238 0 8 1700 0.14 0	SB 1 20 16 3 316 0.06 5 17.1 C 17.1		
Volume Total3Volume Left3Volume Right0cSH1317Volume to Capacity0.00Queue Length 95th (ft)0Control Delay (s)7.7Lane LOSA	EB 2: 1023 0 0 1700 0.60 0	W/B 1 238 0 8 1700 0.14 0 0.0	SB 1 20 16 3 316 0.06 5 17.1 C		
Volume Total3Volume Left3Volume Right0cSH1317Volume to Capacity0.00Queue Length 95th (ft)0Queue Length 95th (ft)0Control Delay (s)7.7Lane LOSAApproach Delay (s)0.0Approach LOSIntersection Summary	EB 2: 1023 0 0 1700 0.60 0	W/B 1 238 0 8 1700 0.14 0 0.0 0.0	SB 1 20 16 3 316 0.06 5 17.1 C 17.1		
Volume Total3Volume Left3Volume Right0cSH1317Volume to Capacity0.00Queue Length 95th (ft)0Queue Length 95th (ft)0Control Delay (s)7.7Lane LOSAApproach Delay (s)0.0Approach LOSIntersection SummaryAverage Delay	EB 2 1023 0 1700 0.60 0 0,0	W/B 1 238 0 8 1700 0.14 0 0.0 0.0 0.0	SB 1 20 16 3 316 0.06 5 17.1 C 17.1 C		
Volume Total3Volume Left3Volume Right0cSH1317Volume to Capacity0.00Queue Length 95th (ft)0Control Delay (s)7.7Lane LOSAApproach Delay (s)0.0Approach Delay (s)0.0Intersection SummaryAverage DelayIntersection Capacity Utilization	EB 2 1023 0 1700 0.60 0 0,0	W/B 1 238 0 8 1700 0.14 0 0.0 0.0 0.0 0.3 9.5%	SB 1 20 16 3 316 0.06 5 17.1 C 17.1 C		Β
Volume Total3Volume Left3Volume Right0cSH1317Volume to Capacity0.00Queue Length 95th (ft)0Queue Length 95th (ft)0Control Delay (s)7.7Lane LOSAApproach Delay (s)0.0Approach LOSIntersection SummaryAverage Delay	EB 2 1023 0 1700 0.60 0 0,0	W/B 1 238 0 8 1700 0.14 0 0.0 0.0 0.0	SB 1 20 16 3 316 0.06 5 17.1 C 17.1 C		
Volume Total3Volume Left3Volume Right0cSH1317Volume to Capacity0.00Queue Length 95th (ft)0Control Delay (s)7.7Lane LOSAApproach Delay (s)0.0Approach LOSIntersection SummaryAverage DelayIntersection Capacity Utilization	EB 2 1023 0 1700 0.60 0 0,0	W/B 1 238 0 8 1700 0.14 0 0.0 0.0 0.0 0.3 9.5%	SB 1 20 16 3 316 0.06 5 17.1 C 17.1 C		
Volume Total3Volume Left3Volume Right0cSH1317Volume to Capacity0.00Queue Length 95th (ft)0Control Delay (s)7.7Lane LOSAApproach Delay (s)0.0Approach LOSIntersection SummaryAverage DelayIntersection Capacity Utilization	EB 2 1023 0 1700 0.60 0 0,0	W/B 1 238 0 8 1700 0.14 0 0.0 0.0 0.0 0.3 9.5%	SB 1 20 16 3 316 0.06 5 17.1 C 17.1 C		
Volume Total3Volume Left3Volume Right0cSH1317Volume to Capacity0.00Queue Length 95th (ft)0Control Delay (s)7.7Lane LOSAApproach Delay (s)0.0Approach LOSIntersection SummaryAverage DelayIntersection Capacity Utilization	EB 2 1023 0 1700 0.60 0 0.0	W/B 1 238 0 8 1700 0.14 0 0.0 0.0 0.0 0.0 0.3 9.5% 15	SB 1 20 16 3 316 0.06 5 17.1 C 17.1 C IT.1 C	A of Service	
Volume Total3Volume Left3Volume Right0cSH1317Volume to Capacity0.00Queue Length 95th (ft)0Control Delay (s)7.7Lane LOSAApproach Delay (s)0.0Approach LOSIntersection SummaryAverage DelayIntersection Capacity Utilization	EB 2 1023 0 1700 0.60 0 0.0	W/B 1 238 0 8 1700 0.14 0 0.0 0.0 0.0 0.0 0.3 9.5% 15	SB 1 20 16 3 316 0.06 5 17.1 C 17.1 C IT.1 C		

# EXISTING+PROJECT 3\_P.M. 5: LOVR & Turri

HCM Unsignalized Intersection Capacity Analysis

# 1 - + + + 1

Movement	EBL	EBT	WBT	WBR SB	L SBR
Lane Configurations	¥	*	ß	and the second se	A
Sign Control	, P	Free	Free	Sto	
Grade	• •	0%	0%	09	
Volume (veh/h)	4	410	886	17 1	
Peak Hour Factor	0.92	0.92	0.92	0.92 0.9	Au
Hourly flow rate (vph)	4	446	963	18 54	
Pedestrians			1		
Lane Width (ft)	· •	· //. ·	1 . N	· · · · · · · · · · · · · · · · · · ·	
Walking Speed (ft/s)					
Percent Blockage		· ·		and the second	e ser en
Right turn flare (veh)					
Median type	·			TWLT	La ser en la seconda de la composición
Median storage veh)					1
Upstream signal (ft)					
pX, platoon unblocked					
vC, conflicting volume	982	. ~ .	$\gg_{\chi^{-1}} \cdots$	142	<b>7</b> 8 29 <b>72</b> 108 6 6 10 20 108 6 108 (1910) 2010
vC1, stage 1 conf vol				97:	2
vC2, stage 2 conf vol	·		ž – 7	454	4 C. L. LEWY CONTRACTOR AND AND AND AND A CONTRACTOR AND A CONTRACTOR AND A CONTRACTOR AND A CONTRACTOR AND A C
vCu, unblocked vol	982			142	7 972
tC, single (s)	4.1	$\sim N_{\rm eff}$	$(e_1 \in E(\mathbf{x})) = 0$	6.4	4 S. 6.2 Sector Contraction of the sector of
tC, 2 stage (s)				5.4	4
t <b>F. (s)</b> - 2.5.2	2.2	ta st	6. J.:		5 - 13,3 - 14 Adda - 14 Adda - 15 Adda - 16 Adda -
p0 queue free %	99			94	4 97
cM capacity (veh/h)	695	e di si e		27	1 - 304 m North and a star strategy and the start of the
Direction, Lané # 🗁 😓	695 <sub>s</sub> EB 1	EB 2	WB 1	SB1 ·	17 - 304 million Alexandro Alexandro Alexandro Alexandro de Santos Alexandro de Santos de
Direction, Lane # 👘 🧓 Volume Total	ξEΒ 1 4	446	WB 1 982	SB 1 24	
Direction, Lane # 2000 Volume Total Volume Left	ξEB 1 4 4	446 0	982 0	SB 1 24 16	
Direction, Lane # Volume Total Volume Left Volume Right	≗EB 1 4 4 0	446 0 0	982 0 18	SB 1 24	
Direction, Lane # Volume Total Volume Left Volume Right cSH	<u>↓</u> EB 1 4 0 695	446 0 0 1700	982 0 18 1700	SB 1 24 16 8 280	
Direction, Lane # Volume Total Volume Left Volume Right cSH Volume to Capacity	EB 1 4 4 0 695 0.01	446 0 0 1700 0.26	982 0 18 1700 0.58	SB 1 24 16 8	
Direction, Lane # Volume Total Volume Left Volume Right cSH Volume to Capacity Queue Length 95th (ft)	EB 1 4 0 695 0.01 0	446 0 0 1700 0.26 0	982 0 18 1700 0.58 0	SB 1 24 16 8 280 0.09 7	
Direction, Lane #. Volume Total Volume Left Volume Right cSH Volume to Capacity Queue Length 95th (ft) Control Delay (s)	4 4 0 695 0.01 0 10.2	446 0 0 1700 0.26	982 0 18 1700 0.58	SB 1 24 16 8 280 0.09 7 19.0	
Direction, Lane # Volume Total Volume Left Volume Right cSH Volume to Capacity Queue Length 95th (ft) Control Delay (s) Lane LOS	4 4 0 695 0.01 0 10.2 B	446 0 0 1700 0.26 0	982 0 18 1700 0.58 0 0.0	SB 1 24 16 8 280 0.09 7 19.0 C	
Direction, Lane # Volume Total Volume Left Volume Right cSH Volume to Capacity Queue Length 95th (ft) Control Delay (s) Lane LOS Approach Delay (s)	4 4 0 695 0.01 0 10.2	446 0 0 1700 0.26 0	982 0 18 1700 0.58 0	SB 1 24 16 8 280 0.09 7 19.0 C 19.0	
Direction, Lane # Volume Total Volume Left Volume Right cSH Volume to Capacity Queue Length 95th (ft) Control Delay (s) Lane LOS	4 4 0 695 0.01 0 10.2 B	446 0 0 1700 0.26 0	982 0 18 1700 0.58 0 0.0	SB 1 24 16 8 280 0.09 7 19.0 C	
Direction, Lane # Volume Total Volume Left Volume Right cSH Volume to Capacity Queue Length 95th (ft) Control Delay (s) Lane LOS Approach Delay (s) Approach LOS Intersection Summary	4 4 0 695 0.01 0 10.2 B	446 0 0 1700 0.26 0	982 0 18 1700 0.58 0 0.0 0.0	SB 1 24 16 8 280 0.09 7 19.0 C 19.0	
Direction, Lane # Volume Total Volume Left Volume Right cSH Volume to Capacity Queue Length 95th (ft) Control Delay (s) Lane LOS Approach Delay (s) Approach LOS Intersection Summary Average Delay	<u>₹</u> EB 1 4 0 695 0.01 0 10.2 B 0.1	446 0 1700 0.26 0 0.0	982 0 18 1700 0.58 0 0.0 0.0 0.0	SB 1 24 16 8 280 0.09 7 19.0 C 19.0 C	
Direction, Lane # Volume Total Volume Left Volume Right cSH Volume to Capacity Queue Length 95th (ft) Control Delay (s) Lane LOS Approach Delay (s) Approach LOS Intersection Summary Average Delay Intersection Capacity Util	<u>₹</u> EB 1 4 0 695 0.01 0 10.2 B 0.1	446 0 1700 0.26 0 0.0	982 0 18 1700 0.58 0 0.0 0.0 0.0 0.0	SB 1 24 16 8 280 0.09 7 19.0 C 19.0 C	
Direction, Lane # Volume Total Volume Left Volume Right cSH Volume to Capacity Queue Length 95th (ft) Control Delay (s) Lane LOS Approach Delay (s) Approach LOS Intersection Summary Average Delay	<u>₹</u> EB 1 4 0 695 0.01 0 10.2 B 0.1	446 0 1700 0.26 0 0.0	982 0 18 1700 0.58 0 0.0 0.0 0.0	SB 1 24 16 8 280 0.09 7 19.0 C 19.0 C	
Direction, Lane # Volume Total Volume Left Volume Right cSH Volume to Capacity Queue Length 95th (ft) Control Delay (s) Lane LOS Approach Delay (s) Approach LOS Intersection Summary Average Delay Intersection Capacity Util	<b>▲EB 1</b> 4 0 695 0.01 0 10.2 B 0.1	446 0 1700 0.26 0 0.0	982 0 18 1700 0.58 0 0.0 0.0 0.0 0.0 0.3 57.7% 15	SB 1 24 16 8 280 0.09 7 19.0 C 19.0 C	vel of Service B

### CUMULATIVE+PROJECT 3\_A.M. 1: LOVR & Broderson

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Movement	EBT	EBR WBL WBT NBL NBR	
Lane Configurations	<u>को स्वतिहर</u> स्वी		New York Constraints of the Cons
Sign Control	Free	<ul> <li>M. S. M. M.</li></ul>	
Grade Volume (veh/h)	0% 522		
Peak Hour Factor	0.92	2. A state of the Address of the second s Second second s Second second se	`
Hourly flow rate (vph)	567	11、1122223348 111、333的原始的第三人称单数	
Pedestrians Lane Width (ft)			. W LW LOS
Walking Speed (ft/s)		中国的情况的情况。	· 같은 전· 전· 전· 전· 전· · · ·
Percent Blockage			
Right turn flare (veh)			t states
Median type Median storage veh)		None	
Upstream signal (ft)		り、5 という構成的に とう 行動機能がした	
pX, platoon unblocked			
vC, conflicting volume vC1, stage 1 conf vol		578	
vC2, stage 2 conf vol			
vCu, unblocked vol		578 945 573	
tC, single (s) tC, 2 stage (s)		· · · · · · · · · · · · · · · · · · ·	
tF (s)	``	2.2、河北南部第一3.5 3.3、3、3、3、11、11、11、11、11、11、11、11、11、11、11	
p0 queue free %		99 96 94	
cM capacity (veh/h)		986 A. H. 1. 285 515 Martin A. H. M. M. M. M. M. S. J.	
Direction, Lane #	EB 1	WB1 NB1	
Volume Total	578 0	12 11	
Volume Right	. 11		
cSH	1700	986 429	
Volume to Capacity Queue Length 95th (ft)	0,34 0	0.01 101011 (1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.	a Shandara a sata
Control Delay (s)	0.0		
Lane LOS		A B	
Approach Delay (s) Approach LOS	0.0	9.4. 14.3 出始演起。 一次翻讀他說 《古古有個個語》	Ling and the second se
	hikkiste		然而你的情况就是你是你
Intersection Summary		0.8	
Intersection Capacity Util	ization		
Analysis Period (min)		15	

# AWD=11.3 LOSB

### CUMULATIVE+PROJECT 3\_P.M. 1: LOVR & Broderson

HCM Unsignalized Intersection Capacity Analysis

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				stand and the second				1) FEEDERSE
Movement	EBT م	EBR	WBL WBT र्भ	NBL NBF	<b>V</b> II Frankrig Sanar			
Lane Configurations	۳ Free		Free			GaldESLA - A.		ins en
Grade	0%		0%	0000 est est		a.a.a.a.g. (1997) (1997) (1997) (1997) (1997) (1997) (1997) (1997) (1997) (1997) (1997) (1997) (1997) (1997) (1		
Volume (veh/h)	340	5	30 447		<b>S</b>	Sowalle as	1.1.1	
Peak Hour Factor	0.92	0.92	0.92 0.92	0.92 0.92	2			
Hourly flow rate (vph)	370	5	33 486	5 5 5 17				
Pedestrians								
Lane Width (ft)								
Walking Speed (ft/s)			n i tanina ata	tai en la cola cita d	5 1 12 1			
Percent Blockage Right turn flare (veh)					2.2			
Median type				None	A Constant			
Median storage veh)				• <b>374,0</b> ~010,5180	hardestr -			
Upstream signal (ft)								
pX, platoon unblocked								
vC, conflicting volume			375	923 372				
vC1, stage 1 conf vol				. Michaelas Barda	4.3.1.3			
vC2, stage 2 conf vol vCu, unblocked vol			375	出版的建築 923 372		*	`	1. 11. 11
tC, single (s)			4.1.2004					
tC, 2 stage (s)			이 병원 한 것이 있어난 것 같은 당 것	1.0000000000000000000000000000000000000		2 8 95 - 591 - 136 - 136 - 1	8 . 4 100 GL A.R	19 - 19 - 19 - 19 - 19 - 19 - 19 - 19 -
tF (s)			2.2	3.5 3.3			e gan de la composition de la	
p0 queue free %			97	98 97				·
cM capacity (veh/h)			1 <b>173</b>	289 669		2.		
Direction, Lane #	EB 1	WB 1	NB 1			.: <u>.</u>		
Volume Total	375	518	23					
Volume Left	0	33	5	31444 - 200 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1			· · · · · · · · · · · · · · · · · · ·	
Volume Right	5	0				an and a set of the se		
cSH Volume to Capacity	1700 0.22	1173 0.03	509 0,04			ara atros		
Queue Length 95th (ft)	0.22	0.03	4		And a second sec		4	
Control Delay (s)	0.0	0.8	12.4	1 martin	the second s	1.1		
	0.0	0.0		# (1)35		招告的 计分子		2.3.2.2
Lane LOS	0.0	A	B		A statistic statistic statistic statistic statistic statistic statistic statistic statistic statistic statistic statistic statistic statistic statistic statistic statistic statistic statistic statistic statistic statistic statistic statistic statistic statistic statistic statistic statistic statistic statistic statistic statistic statistic statistic statistic statistic statistic statistic statistic statistic statistic statistic statistic statistic statistic statistic statistic statistic statistic statistic statistic statistic statistic statistic statistic statistic statistic statistic statistic statistic statistic statistic statistic statistic statistic statistic statistic statistic statistic statistic statistic statistic statistic statistic statistic statistic statistic statistic statistic statistic statistic statistic statistic statistic statistic statistic statistic statistic statistic statistic statistic statistic statistic statistic statistic statistic statistic statistic statistic statistic statistic statistic statistic statistic statistic statistic statistic statistic statistic statistic statistic statistic statistic statistic statistic statistic statistic statistic statistic statistic statistic statistic statistic statistic statistic statistic statistic statistic statistic statistic statistic statistic statistic statistic statistic statistic statistic statistic statistic statistic statistic statistic statistic statistic statistic statistic statistic statistic statistic statistic statistic statistic statistic statistic statistic statistic statistic statistic statistic statistic statistic statistic statistic statistic statistic statistic statistic statistic statistic statistic statistic statistic statistic statistic statistic statistic statistic statistic statistic statistic statistic statistic statistic statistic statistic statistic statistic statistic statistic statistic statistic statistic statistic statistic statistic statistic statistic statistic statistic statistic statistic statistic statistic stat			10.15
Lane LOS Approach Delay (s)	0.0							
Lane LOS		А	В				,	
Lane LOS Approach Delay (s)		А	B 12:4					
Lane LOS Approach Delay (s) Approach LOS Intersection Summary Average Delay	0.0	A 0.8	B 12:4 B 0.8					
Lane LOS Approach Delay (s) Approach LOS Intersection Summary Average Delay Intersection Capacity Ut	0.0	A 0.8	B 12:4 B 0.8 56.7%					
Lane LOS Approach Delay (s) Approach LOS Intersection Summary Average Delay	0.0	A 0.8	B 12:4 B 0.8 56.7%	U Level of Se	Prvice			
Lane LOS Approach Delay (s) Approach LOS Intersection Summary Average Delay Intersection Capacity Ut	0.0	A 0.8	B 12:4 B 0.8 56.7%	U Level of Se				
Lane LOS Approach Delay (s) Approach LOS Intersection Summary Average Delay Intersection Capacity Ut	0.0	A 0.8	B 12:4 B 0.8 56.7%	U Level of Se	Prvice			
Lane LOS Approach Delay (s) Approach LOS Intersection Summary Average Delay Intersection Capacity Ut	0.0 ilization	A 0.8	B 12:4 B 0.8 56.7%	U Level of Se				
Lane LOS Approach Delay (s) Approach LOS Intersection Summary Average Delay Intersection Capacity Ut	0.0 ilization	A 0.8	B 12:4 B 0.8 56.7%	U Level of Se	Prvice			

### CUMULATIVE+PROJECT 3\_A.M. 2: LOVR & 9th

HCM Signalized Intersection Capacity Analysis

	J.		*	ŕ	a filozoa	Å.	4	t	p	1	Ļ	4
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL.	.NBT	NBR	SBL	SBT	SBR
Lane Configurations	ሻ	<b>ት</b> ኩ		Ň	个	ř		¢.		ሻ	4	
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	
Lane Util. Factor	1.00	0,95		1.00	1.00	1.00	化内侧	1.00		1.00	1.00	1 4 1 2
Frt	1.00	0.99		1.00	1.00	0.85		0.93		1.00	0.91	
Fit Protected	0.95	1.00		0.95	1.00	1.00		0.99		0.95	1.00	
Satd. Flow (prot)	1736	3442		1736	1827	1553		1676		1736	1662	
Flt Permitted	0.54	1.00		0.29	1.00	1.00		0.95		0.70	1.00	
Satd. Flow (perm)	982	3442		525	1827	1553		1607		1283	1662	
Volume (vph)	70	592	35	70	231	45	25	40	80	192	50	75
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)	76	643	38	76	251	49	27	43	87	209	54	82
RTOR Reduction (vph)	0	8	0	0	0	32	0	42	0	0	40	0
Lane Group Flow (vph)	76	673	0	76	251	17	011	115	· · · · · · · · · · · · · · · · · · ·	209	96	0
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%
Turn Type	Perm			Perm	· · · ·	Perm	Perm			Perm		
Protected Phases		4			8	- <u>ENERG</u>	13 EN 224 -	2	a na sura s	-11 m t v 34	6	21 + 5
Permitted Phases	4	$A^{(1)} = A_{1}^{(1)} A_{2}^{(1)} A_{2}^$		8		8	2			6	tas kļā k	
Actuated Green, G (s)	21.1	21.1	· · · · · · · ·	21.1	21.1	21.1	83,873,8	30.9	< : < 1   4:	30.9	30.9	100 - A.
Effective Green, g (s)		21.1		21.1	21.1	21,1		30.9		30.9	30,9	
Actuated g/C Ratio	0.35	0.35		0.35	0.35	0.35	i none out	0.52	Rei den George	0.52	0.52	tyle stere a bi
Clearance Time (s)	4.0	4.0		4.0	4.0	4.0		4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	100000000000000000000000000000000000000	3.0	a gung an taon ng ma	3.0	3.0	
Lane Grp Cap (vph)	345	1210		185	642	546		828	and <u>a</u> n an a	661	856	x $(n, 1)$
v/s Ratio Prot		c0.20		人名法法加尔 建	0.14	1994 ACCURER.	nder inder der d	1999 A. C. B.			0.06	
v/s Ratio Perm	0.08		lean de la compañía d	0.14		0.01	Ч	0.07	Astron	c0.16		114.00
v/c Ratio	0.22	0.56	1.2014.004.003	0.41	0.39	0.03	: , ,:	0.14	AND AN AND A	0.32	0.11	n a anns i
Uniform Delay, d1	13.7	15.7		14.7	14.6	12.8		7.6		8.4	7.5	
Progression Factor	1.00	1.00	1.0430.00	0.34	0.53	0.07		1.00	23 - 23 AU 242 - 24	1.00	1.00	111.02
Incremental Delay, d2	0.3	0.6	1. A.	1.4	0.4	0,0	:	0.3	(ingl)	13	0.3	
Delay (s)	14.0	16.2		6.5	8.1	0.9		7.9		9.7	7.8	( ) (1997) (A
Level of Service	i de Ba	В.		А	A	A.		∏ ⊳A		A	А	
Approach Delay (s)		16.0			6.8	1999 - 1996) Solva (Sel	gint nov, i traveni	7.9			8.9	10.961
Approach LOS		В		į. 1.	A	派告律的				А. н	. i . Ai	
THE STAND PROVIDED AND TRANSPORTED AND AND AND AND AND AND AND AND AND AN	n de la comu		eres ere									
Intersection Summary				<u>na Kaka</u> n								
HCM Average Control De		All the state	11.6			vel of Se	ervice		В		÷.,	
HCM Volume to Capacity			0.41		والعربين المنطق	en in i	6		· 0 · 0 ·		a inta 4	114117
Actuated Cycle Length (s			60.0			ost time			0.6			
Intersection Capacity Util			53.7%	10		el of Ser			A	a kina a a	F.F.S.M-1	uela.
Analysis Period (min)			15	· · ·			11.11.		1.001	반스탄		
c Critical Lane Group												

### CUMULATIVE+PROJECT 3\_P.M. 2: LOVR & 9th

HCM Signalized Intersection Capacity Analysis

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	Å		*	<b>F</b>		×,	*	Î	politics.	1	Ļ	
Movement	EBL	EBT	EBR	.WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	٣	<b>乔</b> 萨		٢	斧	ŕ		4.		ж.	eĵ	
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	1, 16 miles
Lane Util. Factor	1,00	0.95	NER L	1.00	1.00	1 00		1.00	i de d	1.00	8-1 <b>:00</b> /	
Frt	1.00	0.99		1.00	1.00	0.85		0.94		1.00	0.90	
Flt Protected	0.95	1.00		0.95	1.00	1,00		0.99	る認識	0.95	1.00	
Satd. Flow (prot)	1736	3441		1736	1827	1553		1699		1736	1636	AL 10-11
Flt Permitted	0.32	1.00	3	0.48	1.00	1.00	語うし	0.93	1. 法推制	0.73	1.00	法、清晰
Satd. Flow (perm)	591	3441		883	1827	1553		1597	,	1342	1636	
Volume (vph)	55	406	25	80	612	247	20	35	45	95	35	80
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)	60	441	27	87	665	268	22	38	49	103	38	87
RTOR Reduction (vph)	0	7	0	0	0	94	0	38	0	0	68	0
Lane Group Flow (vph)	60	461	15 m <b>0</b> 1	87	665	174	Ó	守道71	.0	103	57	0
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%
Turn Type	Perm		• *	Perm		Perm	Perm			Perm		
Protected Phases		4		,	8			2			6	
Permitted Phases	4			8		8	2		電泳電電	6	가려 같이 같	
Actuated Green, G (s)	38.9	38.9		38.9	38.9	38.9		13.1		13.1	13.1	
Effective Green, g (s)	38.9	38,9		38.9	38.9	38.9	plan .	13.1		13.1	13:1	1.
Actuated g/C Ratio	0.65	0.65		0.65	0.65	0.65		0.22		0.22	0.22	
Clearance Time (s)	4.0	4.0		4.0	4.0	4.0		4.0		4.0	4,0	j i j
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0		3.0		3.0	3.0	
Lane Grp Cap (vph)	383	2231	reste de see	572	1185	1007		349		293	357	
v/s Ratio Prot		0.13			c0.36				•		0.03	
v/s Ratio Perm	0.10	·		0.10		0.11		0.04		80.00	山南於山田	
v/c Ratio	0.16	0.21		0.15	0.56	0.17		0.20		0.35	0.16	
Uniform Delay, d1		4,3	1	4.1	5.8	4.2	a	19.2		19.9	19.0	
Progression Factor	1.00	1.00		0.13	0.23	0.00		1.00		1.00	1.00	
Incremental Delay, d2	0.2	0.0		0,1	0,4	D,1	1. I	1.3		3.3	1.0	
Delay (s)	4.3	4.3		0.6	1.7	0.1		20.5		23.1	19.9	
Level of Service	А			A	A	A		$\sim 0$			• <b>B</b> •	
Approach Delay (s)		4.3			1.2			20.5			21.4	
Approach LOS		A ·	自動的		A			Ç			C	
Intersection Summary												
HCM Average Control De	siav.	ana sa ana s	5.6			/el of Se	ervice		A A A A A A A A A A A A A A A A A A A	NET CALLSON		
HCM Volume to Capacity			0.51	29.200303932	יייגעען ייזיאַעי	र्भ जन्म जन्म	itulitatis suu	ORAL AND		C.S. MAR	1913 8 4 4 4 4 1	19.40
Actuated Cycle Length (s				S	um of k	st time	(s)		8.0.4	ener d		:
Intersection Capacity Util		5	57.9%			el of Ser		( )	B	计存储器 动手	N. 192	, <sup>3</sup> ,
Analysis Period (min)								1.1				
c Critical Lane Group			-11.	esen el prem	• 1	16 ST(6	NW CLUE IN					18.12

### CUMULATIVE+PROJECT 3\_A.M. 3: LOVR & 10th

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Movement	EBL	EBT	WBT.	WBR	SBL	SBR		Q				
Lane Configurations	ħ	ትት ት	<u>.</u> ألم		ሻ	ř						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900		h sa na			*	
Total Lost time (s)	4.0	4.0	4.0	a and a second	4.0	4.0						
Lane Util. Factor	1.00	0.95	0.95	1	1.00	1.00				:	ie delagij	
Frt	1.00	1.00	0.98		1.00	0.85						
Fit Protected	0.95	1.00	1.00		0.95	1.00						illineit.
Satd. Flow (prot)	1736	3471	3389		1736	1553						
Fit Permitted	0.95	1,00	1.00		0,95	1.00	國語為	.1		Ϊ,	化非构物	
Satd. Flow (perm)	1736	3471	3389		1736	1553						
Volume (vph)	75	754	296	55	61	45			- 416 met 1			
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92						
Adj. Flow (vph)	82	820	322	60	66	49		和44年4月1日 1997年1月1日				
RTOR Reduction (vph)	0	0	27	0	0	32						
Lane Group Flow (vph)	82	820	355	0,	66	17		es kühnt	harden.			
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%						
Turn Type	Prot				State (	Perm					n in	
Protected Phases	7	4	8		6							
Permitted Phases						6	See lass			유민원님		
Actuated Green, G (s)	10.3	31.1	16.8		20.9	20.9						
Effective Green, g (s)		31.1	16.8		20.9	20.9	19					
Actuated g/C Ratio	0.17	0.52	0.28		0.35	0.35				· .		
Clearance Time (s)			4.0		4.0	4,0		uite de la compacte d			1 1 2 4	2,2
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0						
Lane Grp Cap (vph)	298	1799	949		605	541				dia Ha	andan da k	
v/s Ratio Prot	0.05	c0.24	0.10		c0.04			atura ta cata a	· · · · · · · · · · ·			
v/s Ratio Perm		이 가지 않는	and the second second			0.01			al title i	19614		
v/c Ratio	0.28	0.46	0.37	n da la chine c	0.11	0.03		tracks have a se			x	,
Uniform Delay, d1	.21,6	9.1	17.4	中国的法法	13.2	12.9			황감 습관			
Progression Factor	0.72	0.51	1.00	, i si side i si	1.00	1.00	. :	<ol> <li>3. 2383 867.8</li> </ol>	LANLABORGIO E SC	narana a	er bister	. 1 %
Incremental Delay, d2	0,5	0.2	0.2		0,4	1 <u>0</u> ,1	5 B)			grace a		gr,
Delay (s) Level of Service	16.0 D	4.8	17.6	l, san deriories	13.6	13.0	· · ·	1.5.1 Mastelli	tida, crub, c.d.	N. L. L. H. H. H.	teste de	1
Level of Service	В	A	. ⊫B⊧ 17.6			R B						
Approach Delay (s)		5.8	 	1.4.474.471	13.3 B	÷ ; ;		An Pauloin (	sance to			
	· · · *	s a d <b>'G</b> ab	the standing to		la l	1 :	E a Milli	AN HURDER		*		
Intersection Summary						- C		1				inden en er Nationen
HCM Average Control De	elay		9.7		ICM Lev	vel of S	ervice		A			
HCM Volume to Capacity	<sup>,</sup> ratio		0.32									
Actuated Cycle Length (s			60.0			ost time			8.0			
Intersection Capacity Util	ization		30.9%			el of Sei			A			
			15									
c Critical Lane Group												
Intersection Summary HCM Average Control De HCM Volume to Capacity Actuated Cycle Length (s Intersection Capacity Util Analysis Period (min)	ratio )		0.32 60.0 30.9%	i IC	CM Lev um of k CU Leve	ost time	(s) rvice		8.0 A			

# CUMULATIVE+PROJECT 3\_P.M. 3: LOVR & 10th

HCM Signalized Intersection Capacity Analysis

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Movement	L EBT	WBT-	WBR	SBL	. SBR				•			
Lane Configurations	ሻ ተተ	<u>ት</u> ኈ	999902.http://www.info	٢	ř	1						Lanaro brahi obro colati abrico
Ideal Flow (vphpl) 190	0 1900	1900	1900	1900	1900	商業はい		e de l		0.2	그렇	
Total Lost time (s) 4	0 4.0	4.0		4.0	4.0	)						
Lane Util, Factor 1.0	0 0.95	0.95	1444 - 11	1.00	1.00	) An an Antonio	a tasta	1				NE 3.45
Frt 1.0	0 1.00	0.98		1.00	0.85							
Flt Protected 0.9	5 1.00	1.00		0.95	1.00				an an		Charles Charles	
Satd. Flow (prot) 173	6 3471	3416		1736	1553							
Flt Permitted 0.9	5 1.00	1.00	hti	0.95	1.00	un de la c				JQ -	ngu	
Satd. Flow (perm) 173	6 3471	3416		1736	1553							
Volume (vph) 9	0 476	899	106	70	55				(igh) u (	1,180,	n, e	
Peak-hour factor, PHF 0.9	2 0.92	0.92	0.92	0.92	0.92							
Adj. Flow (vph) 9	8 517	977	115	76	60		HWN 1	1.14	Y JA Y	447	. 69	
RTOR Reduction (vph)	0 0	17	0	0	44							
Lane Group Flow (vph) 9	8 517	1075	0	76	16			· · ·			· · ·	지말 :
Heavy Vehicles (%) 49	6 4%	4%	4%	4%	4%							
Turn Type	)t				Perm					· .		
Protected Phases	7 4	8		6								
Permitted Phases			1444		6	. 18				. <u>.</u>	÷ 1	1.1
Actuated Green, G (s) 7.	5 35.7	24.2		16.3	16.3							
Effective Green, g (s) 7.		24.2		16.3	16.3		•	e je o			· •	
Actuated g/C Ratio 0.1		0.40		0.27	0.27							
Clearance Time (s) 4.		4.0		4.0	4.0	Che Pre-						
Vehicle Extension (s) 3.		3.0		3.0	3.0							and the second
Lane Grp Cap (vph) 21	A	1378		472	422			6	la de la del			
v/s Ratio Prot c0.0		c0.31		c0.04								
	e dank		捕捉的		0.01				ka h	u fi si	n M. F	
v/c Ratio 0.4		0.78		0.16	0.04							
Uniform Delay, d1 24.	· · · · · · · · · · · · · · · · · · ·	1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 -	nd tulik	16.6	16,1							
Progression Factor 1.0		1.00		1.00	1.00							
Incremental Delay, d2 1.		2.9		0.7	0.2		1			· ::		
Delay (s) 25.		18.5		17.4	16.3							
Level of Service (		B	a se	B	B						. :	
Approach Delay (s)	8.0	18.5		16.9	e to to date in t							
Approach LOS	A	В		В					a). An lu	na dh	i chày	
Intersection Summary												
HCM Average Control Delay		14.9	H	ICM Le	vel of S	ervice			3	120111111211311312		
HCM Volume to Capacity ratio	)	0.52			ent av F	eren en e	REPORTED AN					
Actuated Cycle Length (s)		60.0	S	um of I	ost time	e (s)		12.0	<b>)</b> ,, .	1.		
Intersection Capacity Utilization	n	47.1%			el of Se			12.(	7			11.14 <u>3</u> 5%
Analysis Period (min)								刘国族				
c Critical Lane Group								<ul> <li>Contract (1)</li> </ul>				

#### CUMULATIVE+PROJECT 3\_A.M. 4: LOVR & South Bay

	*			s and a second s			4	↑	p	6	Ŷ	4
Movement	EBL	EBT	EBR	WBL	· WBT	WBR	. : NBL	NBT:	NBR	SBL	SBT	SBR
Lane Configurations	1	ቶሱ		ሻ	<u> </u>	· ř		анынын Ф			é	ሻ
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
Lane Util. Factor	1.00	0.95		1.00	0.95	1.00		1.00	ha a bar.	. ÷	1.00	1.00
Frt	1.00	1.00		1.00	1.00	0.85		0.98			1.00	0.85
FIt Protected	0.95	1.00		0.95	1.00	or one of the sports of the		1,00		R.	0.96	1.00
Satd. Flow (prot)	1736	3467		1736	3471	1553		1791			1745	1553
Flt Permitted	0.95	1,00		0,95	1.00	service and the service of the		1.00			0.96	1.00
Satd. Flow (perm)	1736	3467		1736	3471	1553		1791			1745	1553
Volume (vph)	260	640	5	5	191	125	5	45	6	397	25	140
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)	283	696	5	5	208	2.1 1.100 (2011)	5	49	7	432	27	152
RTOR Reduction (vph)	0	1	0	0	0	116	0	6	0	0	0	106
Lane Group Flow (vph)		700	<ul> <li>2. Theory and</li> </ul>	5	208	20	0	55	0	. (a. <sup>3</sup> . 2 <b>0</b> .)	459	46
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%
Turn Type	Prot			Prot		Perm	Split			Split		Perm
Protected Phases	7	4		3	8		2	2		6	6	
Permitted Phases						8						6
Actuated Green, G (s)	11.7	20.5	i a Balla	0.4	9.2	9.2	, h	7.0	e des est	to decisione	19.0	19.0
Effective Green, g (s)	11.7	20.5	TA HER	0.4	9.2	9.2	PHPERS A	7.0	n Andread an an Andread an Andread An Andread an	no de la	19.0	19.0
Actuated g/C Ratio	0.19	0.33	An an Albah	0.01	0.15	0.15	la e du dan da	0.11		al Hate	0.30	0.30
Clearance Time (s)	4.0	4.0	Na Welth	4.0	4,0	4.0		4.0 3.0			4.0	4.0
Vehicle Extension (s)	3.0	3.0	C II. MAN SHOP	3.0	3.0	3.0	Stefnik for w			. (18)	3.0	3.0
Lane Grp Cap (vph)	323	1130		0.00	508	227		199	Nerge of the	. 1	527	469
v/s Ratio Prot	<b>c0</b> .16	c0.20		0.00	0.06		in and dr	c0.03	er e	10.54.	c0.26	0.00
v/s Ratio Permanana v/c Ratio	0.00	0.62	est earle		0.41	0,01 0.09	0.19.10.14.019.04	0.00	a 2011 - 020 - 12	51 S.M. S.	内官を開始	0.03 0.10
	0.88	17,9		0.45 31.1		23.2	1	0.28 25.6			0.87 20.8	15.8
Uniform Delay, d1 Progression Factor	24,9 1.00	1.00	. 1910	1.00	1.00	1.00	-10	1.00			1.00	1.00
Incremental Delay, d2	22.3	1.00	un a Asibia	27.0	0.5	0,2	1. 90 A 1.4	3.4			17.7	0.4
Delay (s)	47.2	18.9		58.2	24.9	23.4	(1941) 전원(1944) 	29.0			38.5	16.2
Level of Service		. B	去最高的	Ē	Ê.v	O		20.0 C			00.0	B
Approach Delay (s)	9 <b>.</b> .	27.1	가 하나 말한 것		24.8	neese 🕷 h		29.0	N . 1 .	÷ ; ·	32.9	181019 <b>1-4</b>
Approach LOS	. Alatuki	C.			<b>C</b>			Č.	4	· · ·	<u> </u>	
	an a	<ol> <li>A - 11 - 21</li> </ol>		er Gelie (1967-) Ekonomisekend	00100 (118):34 <b>7</b> 02	a diwang (d) a	, velater av det for et fo Senancier neterier av det	odines. References				Y (1 ) Kennengerende
Intersection Summary	WATCHING TO AN A STATE OF A STATE		00 E	FOR LASSA COLUMN AND AND AND AND AND AND AND AND AND AN	and a substation of the state of		SUCCESSION STORAGE				lian al airte	
HCM Average Control E			28.5	AP. 634 <b>/</b>	лскі се	ver or Se	arvice		C	NUGAL R		
HCM Volume to Capaci			0.71	a statisti <b>c</b>	Sum of I	hat the	Manapad	an a	19.0	g Ngaar	and the	.(F))
Actuated Cycle Length ( Intersection Capacity UI			62.9 61.2%	¥∦, a a a a a a a a a a a a a a a a a a a		oscanie of of Sor	(s) vice	1700 DEF 1913	12.0 P	1116		行用用
Analysis Period (min)	.mzau0f1		or.∠% 15					aniar ina.	B	÷ 7		r (à 4 t
c Critical Lane Group			ιŪ					t (P C + P +	11	÷		

# CUMULATIVE+PROJECT 3\_P.M. 4: LOVR & South Bay

HCM Signalized Intersection Capacity Analysis de

	٨		*	4	-4 <b>4</b>	Ł	~	t	M	\$	Ļ	4
Movement	EBL	EBT	EBR	₩₿Ľ	;₩8 <b>T</b>	:.WBR	: NBL	NBT	· NBR	: SBL:	SBT	SBR
Lane Configurations	ሻ	<b>ት</b> ኩ		٣	个个	វី		4			ج ا	វី
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
Lane Util. Factor	1.00	0.95	is establish	1.00	0.95	1.00	i i i i i i i i i i i i i i i i i i i	1.00		i Salatin	1.00	1.00
Frt	1.00	1.00		1.00	1.00	0.85		0.97			1.00	0.85
Flt Protected	0.95	1,00		0.95	1.00	1.00	i i dia a	0.99			0.96	1.00
Satd. Flow (prot)	1736	3464	,	1736	3471	1553		1743			1749	1553
Flt Permitted	0.95	1.00		0.95	1.00	1.00		0.99		a. Alexantic	0.96	1.00
Satd. Flow (perm)	1736	3464		1736	3471	1553		1743	-		1749	1553
Volume (vph)	230	316	5	6	665	327	10	20	10	200	25	200
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	343	5	<sup>11</sup> 7	723	355		22		217	27	217
RTOR Reduction (vph)	0	2	0	0	0	253	0	10	0	0	0	179
Lane Group Flow (vph)	250	346	0	. 7	723	102	a   <b>0</b>	34	0	0	244	38
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%
Turn Type	Prot		二、海捕作	Prot		Perm	Split	kajo de spra Entre entre a		Split	les forder	Perm
Protected Phases	7	4		3	8		2	2		6	6	
Permitted Phases						8		自然情况		• •		6
Actuated Green, G (s)	11.3	28.8		0.4	17.9	17.9		6.0			11.0	11.0
Effective Green, g (s)	11.3	28.8		0.4	17.9	17.9	· ,	6.0	NAN.	· `£	11.0	11.0
Actuated g/C Ratio	0.18	0.46		0.01	0.29	0.29		0.10			0.18	0.18
Clearance Time (s)	4.0	4.0		4.0	40	4.0		4,0			4.0	4.0
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0		3.0			3.0	3.0
Lane Grp Cap (vph)	315	1604		11	999	447		168			309	275
v/s Ratio Prot	c0.14	0.10		0.00	c0.21			c0.02			c0.14	
v/s Ratio Perm	1					0.07		y Mala (s. ). San sister	a ha n		54 NH S	0.02
v/c Ratio	0.79	0.22		0.64	0.72	0.23		0.20			0.79	0.14
Uniform Delay, d1	24.3	10.0		30.8	19,9	16.9		25.9	的應用。		24.5	21.6
Progression Factor	1.00	1.00	<u>.</u>	1.00	1.00	1.00	(4 4.)	1.00			1.00	1.00
	12.9	0.1		81.7	2.6	0,3		2.7			18.3	11
Delay (s)	37.2	10.0		112.6	22.6	17.1	1	28.6			42.8	22.7
	- <b>D</b> -			li∦, <b>∣,F</b>	С	B		Since State	. 1. 1		D .	C
Approach Delay (s)		21.4			21.4			28.6			33.3	
Approach LOS	88 J.	) - <b>(</b> 0			୍ରିତ୍ର			¢		. 1	C	
Intersection Summary					• • • •		1 . 1 .					
HCM Average Control De		<u>ionosoni ann</u>	24.0		CM Lev	el of Se	ervice	UNICED CONTRACTOR	C			
HCM Volume to Capacity			0.69	1.014 EL4556582	1970 ISBN 61417520774 7		- 1777.	(A) (14-13-1491433	Contrates (201	13.27 - Steve et al.	en tri ti	an e tê sa
Actuated Cycle Length (s)		· · · · ·	62,2	n s	um of lo	sttime	(s)		16.0			
Intersection Capacity Utili			60.2%			el of Ser		17 14H 1	B	,		* * § * W 1
Analysis Period (min)			15					( sign in t	ų.	,	1.2.5.4	
c Critical Lane Group					81,031	e voue foile at 1983	and south that is a			i		

# CUMULATIVE+PROJECT 3\_A.M. 5: LOVR & Turri

# 1 - + + + +

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	×.	*	ħ		×.	
Sign Control		Free	Free		Stop	化碱化 医结节 建合成的过去式和过去分词
Grade		0%	0%		0%	
Volume (veh/h)	6	1040	233	10	15	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	
Hourly flow rate (vph)			253	11	16	
Pedestrians	•		<u> </u>			i nizi vizi i v
Lane Width (ft)		t presidentes de la composición de la c		· .	· · · _	the second se
Walking Speed (ft/s)				,		
Percent Blockage						
Right turn flare (veh)	*					
Median type				7	WLTL	
Median storage veh)				ġ	- 1 - 2 - 2 - 2 - 2 - 2 - 2 - 2 - 2 - 2	
Upstream signal (ft)		<b>`</b> .				
pX, platoon unblocked						
	264				4400	259 (* 1990), state (* 2000) (* 2000)
vC, conflicting volume	204		-		259	
vC1, stage 1 conf vol					1143	
vC2, stage 2 conf vol	064			1.1.1	1402	
vCu, unblocked vol	264					
tC, single (s)	4.1	a ka shi e	~	5		λ ( <b>λ. 6),2</b> χ τη ε <sup>τ</sup> ατηρηματίας του από το ματαγοριάζεται του ματαγοριάζεται του ματαγοριάζεται του ματαγοριάζεται του ματαγοριάζεται του ματαγοριάζεται ματαγοριάζεται του ματαγοριάζεται ματαγο
tC, 2 stage (s)					5.4	
tF (s)				i s Rivers		s 19 <b>3,3</b> - Marson Alexandre, 29 - Alexandre Alexander - Alexandre - Alexander - A
p0 queue free %	99				93	99
	4000	·			010	The state of the second s
cM capacity (veh/h)	1288	-	10100		248	
Direction, Lane #	.* <u>.:</u> EB-1.:	and the second		SB 1 -	in the American Street and Street Stree	
Direction, Lane #	:*EB 1;: 7	1130	264	22	in the American Street and Street Stree	
Direction, Lane # Volume Total Volume Left	:*.:EB 1;: 7 7	1130 0	264 0	22 16	in the American Street and Street Stree	
Direction, Lane # Volume Total Volume Left Volume Right	* <u>, EB 1.</u> 7 7 0	1130 0 0	264 0 11	22 16 5	in the American Street and Street Stree	
Direction, Lane # Volume Total Volume Left Volume Right cSH	* <u></u> EB 1: 7 7 0 1288	1130 0 0 1700	264 0 11 1700	22 16 5 299	in the American Street and Street Stree	
Direction, Lane # Volume Total Volume Left Volume Right cSH Volume to Capacity	EB 1. 7 7 0 1288 0.01	1130 0 0 1700 0.66	264 0 11 1700 0.16	22 16 5 299 0.07	in the American Street and Street Stree	
Direction, Lane # Volume Total Volume Left Volume Right cSH Volume to Capacity Queue Length 95th (ft)	EB 1: 7 0 1288 0.01 0	1130 0 0 1700 0.66 0	264 0 11 1700 0.16 0	22 16 5 299 0.07 6	in the American Street and Street Stree	
Direction, Lane # Volume Total Volume Left Volume Right cSH Volume to Capacity Queue Length 95th (ft) Control Delay (s)	EB 1: 7 7 0 1288 0.01 0 7,8	1130 0 0 1700 0.66	264 0 11 1700 0.16	22 16 5 299 0.07 6 18,0	in the American Street and Street Stree	
Direction, Lane # Volume Total Volume Left Volume Right cSH Volume to Capacity Queue Length 95th (ft) Control Delay (s) Lane LOS	EB 1: 7 7 0 1288 0.01 0 7.8 A	1130 0 0 1700 0.66 0	264 0 11 1700 0.16 0 0.0	22 16 5 299 0.07 6 18.0 C	in the American Street and Street Stree	
Direction, Lane # Volume Total Volume Left Volume Right cSH Volume to Capacity Queue Length 95th (ft) Control Delay (s) Lane LOS Approach Delay (s)	EB 1: 7 7 0 1288 0.01 0 7,8	1130 0 0 1700 0.66 0	264 0 11 1700 0.16 0	22 16 5 299 0.07 6 18.0 C 18.0	in the American Street and Street Stree	
Direction, Lane # Volume Total Volume Left Volume Right cSH Volume to Capacity Queue Length 95th (ft) Control Delay (s) Lane LOS	EB 1: 7 7 0 1288 0.01 0 7.8 A	1130 0 0 1700 0.66 0	264 0 11 1700 0.16 0 0.0	22 16 5 299 0.07 6 18.0 C	in the American Street and Street Stree	
Direction, Lane # Volume Total Volume Left Volume Right cSH Volume to Capacity Queue Length 95th (ft) Control Delay (s) Lane LOS Approach Delay (s) Approach LOS	EB 1: 7 7 0 1288 0.01 0 7.8 A	1130 0 1700 0.66 0 0.0	264 0 11 1700 0.16 0 0.0	22 16 5 299 0.07 6 18.0 C 18.0	in the American Street and Street Stree	
Direction, Lane # Volume Total Volume Left Volume Right cSH Volume to Capacity Queue Length 95th (ft) Control Delay (s) Lane LOS Approach Delay (s) Approach LOS	EB 1: 7 7 0 1288 0.01 0 7.8 A	1130 0 1700 0.66 0 0.0	264 0 11 1700 0.16 0 0.0 0.0	22 16 5 299 0.07 6 18.0 C 18.0	in the American Street and Street Stree	
Direction, Lane # Volume Total Volume Left Volume Right cSH Volume to Capacity Queue Length 95th (ft) Control Delay (s) Lane LOS Approach Delay (s) Approach LOS Intersection Summary Average Delay	EB 1. 7 7 0 1288 0.01 0 7.8 A 0.0	1130 0 1700 0.66 0 0.0	264 0 11 1700 0.16 0 0.0 0.0 0.0	22 16 5 299 0.07 6 18.0 C 18.0 C		
Direction, Lane # Volume Total Volume Left Volume Right cSH Volume to Capacity Queue Length 95th (ft) Control Delay (s) Lane LOS Approach Delay (s) Approach Delay (s) Approach LOS Intersection Summary Average Delay Intersection Capacity L	EB 1. 7 7 0 1288 0.01 0 7.8 A 0.0	1130 0 1700 0.66 0 0.0	264 0 11 1700 0.16 0 0.0 0.0 0.0 0.0	22 16 5 299 0.07 6 18.0 C 18.0 C		
Direction, Lane # Volume Total Volume Left Volume Right cSH Volume to Capacity Queue Length 95th (ft) Control Delay (s) Lane LOS Approach Delay (s) Approach LOS Intersection Summary Average Delay	EB 1. 7 7 0 1288 0.01 0 7.8 A 0.0	1130 0 1700 0.66 0 0.0	264 0 11 1700 0.16 0 0.0 0.0 0.0	22 16 5 299 0.07 6 18.0 C 18.0 C		
Direction, Lane # Volume Total Volume Left Volume Right cSH Volume to Capacity Queue Length 95th (ft) Control Delay (s) Lane LOS Approach Delay (s) Approach Delay (s) Approach LOS Intersection Summary Average Delay Intersection Capacity L	EB 1. 7 7 0 1288 0.01 0 7.8 A 0.0	1130 0 1700 0.66 0 0.0	264 0 11 1700 0.16 0 0.0 0.0 0.0 0.0	22 16 5 299 0.07 6 18.0 C 18.0 C		
Direction, Lane # Volume Total Volume Left Volume Right cSH Volume to Capacity Queue Length 95th (ft) Control Delay (s) Lane LOS Approach Delay (s) Approach Delay (s) Approach LOS Intersection Summary Average Delay Intersection Capacity L	EB 1. 7 7 0 1288 0.01 0 7.8 A 0.0	1130 0 1700 0.66 0 0.0	264 0 11 1700 0.16 0 0.0 0.0 0.0 0.0	22 16 5 299 0.07 6 18.0 C 18.0 C		
Direction, Lane # Volume Total Volume Left Volume Right cSH Volume to Capacity Queue Length 95th (ft) Control Delay (s) Lane LOS Approach Delay (s) Approach Delay (s) Approach LOS Intersection Summary Average Delay Intersection Capacity L	EB 1. 7 7 0 1288 0.01 0 7.8 A 0.0	1130 0 1700 0.66 0 0.0	264 0 11 1700 0.16 0.0 0.0 0.0 0.0 64.7% 15	22 16 5 299 0.07 6 18,0 C 18,0 C 18.0 C	CU Leve	

# CUMULATIVE+PROJECT 3\_P.M. 5: LOVR & Turri

HCM Unsignalized Intersection Capacity Analysis

# 1 - + + 1 /

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	No.	Ŷ	ß		r.e	
Sign Control	. S	Free	Free		Stop	Complete Sector Sciences and Control Sciences and Scie
Grade		0%	0%		0%	
Volume (veh/h)	5	453	980	20	15	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	
Hourly flow rate (vph)	5	492	1065	22	16	
Pedestrians	·	1998 <del>- 1</del> 997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 -				
Lane Width (ft)				an Ling	1. 1. A.	医小脑炎 化医乳酸盐 化合成分析 通行 医小麦花 医外外的
Walking Speed (ft/s)					8 <sup>1</sup>	(b) A set of the se
Percent Blockage						and the second
Right turn flare (veh)						
Median type					WLTL	
Median storage veh)					1	
Upstream signal (ft)					e ner de la	
pX, platoon unblocked						
vC, conflicting volume	1087	·	en en	N 440	1579	9 1076 2017 P. P. P. C. C. M.
vC1, stage 1 conf vol	1001			¥ · ·	1076	
vC2, stage 2 conf vol	1. NY 1.	:			503	
vCu, unblocked vol	1087			- 50 - 11	1579	
tC, single (s)	<u>4.1</u>		~			
tC, 2 stage (s)	-r. I				5.4	
tF (s)	. <u>.</u>					
p0 queue free %	99	it e ti	1 84 <i>1</i> 1 1	4 y 1 , @4	93	
and the second states and	634	. * ~		i si ndi	239	
	LUTING ADDRESS OF COMPANY STATE			No. 1 No.		a make keren an
Direction, Lane #		and a more than the second second	Investment of the part of the	SB(1)		A start of the second s Second second s Second second s Second second s Second second se
Volume Total	- <b>5</b> -	492 0	1087 0	23 16	e Alfred	
Volume Left	5	13	11	16		
	•					
Volume Right	0	j 👌 👰 1	22	- 7		
cSH	634	0 1700	22 1700	7 246		
cSH Volume to Capacity	634 0.01	0 1700 0.29	22 1700 0.64	246 0.09		
cSH Volume to Capacity Queue Length 95th (ft)	634 0.01 1	0 1700 0.29 0	22 1700 0.64 0	246 0.09 8		
cSH Volume to Capacity Queue Length 95th (ft) Control Delay (s)	634 0.01 1 10.7	0 1700 0.29	22 1700 0.64	246 0.09 8 21.1		
cSH Volume to Capacity Queue Length 95th (ft) Control Delay (s) Lane LOS	634 0.01 1 10.7 B	0 1700 0.29 0	22 1700 0.64 0 0.0	246 0.09 8 21.1 C		
cSH Volume to Capacity Queue Length 95th (ft) Control Delay (s) Lane LOS Approach Delay (s)	634 0.01 1 10.7	0 1700 0.29 0	22 1700 0.64 0	246 0,09 8 21.1 C 21.1		
cSH Volume to Capacity Queue Length 95th (ft) Control Delay (s) Lane LOS	634 0.01 1 10.7 B	0 1700 0.29 0	22 1700 0.64 0 0.0	246 0.09 8 21.1 C		
cSH Volume to Capacity Queue Length 95th (ft) Control Delay (s) Lane LOS Approach Delay (s) Approach LOS	634 0.01 1 10.7 B	0 1700 0.29 0	22 1700 0.64 0 0.0	246 0,09 8 21.1 C 21.1		
cSH Volume to Capacity Queue Length 95th (ft) Control Delay (s) Lane LOS Approach Delay (s) Approach LOS Intersection Summary	634 0.01 1 10.7 B 0.1	0 1700 0.29 0	22 1700 0.64 0 0.0	246 0,09 8 21.1 C 21.1		
cSH Volume to Capacity Queue Length 95th (ft) Control Delay (s) Lane LOS Approach Delay (s) Approach LOS Intersection Summary Average Delay	634 0.01 1 10.7 B 0.1	0 1700 0.29 0 0.0	22 1700 0.64 0 0.0 0.0 0.0	7 246 0.09 8 21.1 C 21.1 C		
cSH Volume to Capacity Queue Length 95th (ft) Control Delay (s) Lane LOS Approach Delay (s) Approach LOS Intersection Summary Average Delay Intersection Capacity Uti	634 0.01 1 10.7 B 0.1	0 1700 0.29 0 0.0	22 1700 0.64 0 0.0 0.0 0.0 0.3 62.8%	7 246 0.09 8 21.1 C 21.1 C	CU Leve	
cSH Volume to Capacity Queue Length 95th (ft) Control Delay (s) Lane LOS Approach Delay (s) Approach LOS Intersection Summary Average Delay	634 0.01 1 10.7 B 0.1	0 1700 0.29 0 0.0	22 1700 0.64 0 0.0 0.0 0.0	7 246 0.09 8 21.1 C 21.1 C	CU Leve	
cSH Volume to Capacity Queue Length 95th (ft) Control Delay (s) Lane LOS Approach Delay (s) Approach LOS Intersection Summary Average Delay Intersection Capacity Uti	634 0.01 1 10.7 B 0.1	0 1700 0.29 0 0.0	22 1700 0.64 0 0.0 0.0 0.0 0.3 62.8%	7 246 0.09 8 21.1 C 21.1 C	CU Leve	
cSH Volume to Capacity Queue Length 95th (ft) Control Delay (s) Lane LOS Approach Delay (s) Approach LOS Intersection Summary Average Delay Intersection Capacity Uti	634 0.01 1 10.7 B 0.1	0 1700 0.29 0 0.0	22 1700 0.64 0 0.0 0.0 0.0 0.3 62.8%	7 246 0.09 8 21.1 C 21.1 C	CU Leve	
cSH Volume to Capacity Queue Length 95th (ft) Control Delay (s) Lane LOS Approach Delay (s) Approach LOS Intersection Summary Average Delay Intersection Capacity Uti	634 0.01 1 0.7 B 0.1	0 1700 0.29 0 0.0	22 1700 0.64 0 0.0 0.0 0.0 0.3 62.8% 15	7 246 0.09 8 21.1 C 21.1 C		el of Service B
cSH Volume to Capacity Queue Length 95th (ft) Control Delay (s) Lane LOS Approach Delay (s) Approach LOS Intersection Summary Average Delay Intersection Capacity Uti	634 0.01 1 0.7 B 0.1	0 1700 0.29 0 0.0	22 1700 0.64 0 0.0 0.0 0.0 0.3 62.8% 15	7 246 0.09 8 21.1 C 21.1 C		el of Service B
cSH Volume to Capacity Queue Length 95th (ft) Control Delay (s) Lane LOS Approach Delay (s) Approach LOS Intersection Summary Average Delay Intersection Capacity Uti	634 0.01 1 0.7 B 0.1	0 1700 0.29 0 0.0	22 1700 0.64 0 0.0 0.0 0.0 0.3 62.8% 15	7 246 0.09 8 21.1 C 21.1 C		
cSH Volume to Capacity Queue Length 95th (ft) Control Delay (s) Lane LOS Approach Delay (s) Approach LOS Intersection Summary Average Delay Intersection Capacity Uti	634 0.01 1 0.7 B 0.1	0 1700 0.29 0 0.0	22 1700 0.64 0 0.0 0.0 0.0 0.3 62.8% 15	7 246 0.09 8 21.1 C 21.1 C		el of Service B
cSH Volume to Capacity Queue Length 95th (ft) Control Delay (s) Lane LOS Approach Delay (s) Approach LOS Intersection Summary Average Delay Intersection Capacity Uti	634 0.01 1 0.7 B 0.1	0 1700 0.29 0 0.0	22 1700 0.64 0 0.0 0.0 0.0 0.3 62.8% 15	7 246 0.09 8 21.1 C 21.1 C		el of Service B

\* Þ EBT EBR WBL WBT NBL. Movement NBR Lane Configurations ¥ î. 4 Sign Control Free Stop Grade 0% 0% 0% Volume (veh/h) 474 . 9 9 289 27 27 Peak Hour Factor 0.92 0.92 0.92 0.92 0.92 0.92 8 29 Hourly flow rate (vph) 515 10 10 314 Pedestrians halan e 一段积少 Lane Width (ft) Walking Speed (ft/s) **家和树枝的** Percent Blockage Right turn flare (veh) None Median type Median storage veh) Upstream signal (ft) pX, platoon unblocked ng ter 19 854 18520 Black Constant vC, conflicting volume 525 vC1, stage 1 conf vol vC2, stage 2 conf vol vCu, unblocked vol 525 854 520 tC, single (s) 64 62 4.1tC, 2 stage (s) 3.5 3.8 tF (s) 2.2 p0 queue free % 98 95 99 cM capacity (veh/h) 1032 323 552 States 1 1. 公司 國際協会 Direction, Lane # EB 1 WB 1 **NB** 1 1, 1, 1, 1, 1, 1, 1 Volume Total 525 324 37 Volume Left 0 10 8 0 29 Volume Right 10 cSH 1700 482 1032 0.01 0.08 Volume to Capacity 0.31 Queue Length 95th (ft) 0 1 6 Control Delay (s) 0.0 0.4 13.1 Lane LOS А В 0.4.2.**13**18 August Approach Delay (s) 同时前则。这位,此前 0.0Approach LOS В Intersection Summary Average Delay 0.7 Intersection Capacity Utilization 35.5% CU Level of Service 同位金云湖 А Analysis Period (min) 15

AWD = 10.4 .LOSB

### EXISTING+PROJECT 4\_P.M. 1: LOVR & Broderson

HCM Unsignalized Intersection Capacity Analysis

Lane Configurations Sign Control Grade Volume (veh/h) Peak Hour Factor Hourly flow rate (vph)	۹ Free 0%			<u>.</u>	<b>*</b> *	NBR		HINKER CRAFT			
Grade Volume (veh/h) Peak Hour Factor				∳ Free				ali sa tha	and Augustan	5	e statisticateli
Volume (veh/h) Peak Hour Factor	U 70			0%	0%			iller storreg		がいたがすい	新机带用机械
Peak Hour Factor	307	2	28	404		1115		中的主任	के साम	L. Alta	t later.
Hourly flow rate (vph)	0.92	0.92	0.92	0.92	0.92	0.92	10.1.2014/07/07/07				:
	334	2	30	439	1	16		n en el			
Pedestrians											
Lane Width (ft)				· ·	. 1						
Walking Speed (ft/s)			2 Core 65 1	and a second		t too ke it actor	. Band Lotte	and the ge			
•	47.14	f an iar a					A standard and a stan		94) 	:	-1
Right turn flare (veh)					a.r. 28 -	i kkunst	Entrate - A				
Median type			al dan	Nadella J	None	la dia ava di	2004 COLER 2004 COLER 2004 COLER	um 24 und	se affairtí	, a gu bhar	
Median storage veh) Upstream signal (ft)			-408	AND D		S. and		a 13 m			
pX, platoon unblocked			1999 - N			不正意制度的	裁律引起出出				
vC, conflicting volume		:	336		835	335		el gli s			and the second se
vC1, stage 1 conf vol				. 11	000	· .HRM)	使自己的复数形式	19 v			43 °
vC2, stage 2 conf vol											· · · ·
vCu, unblocked vol			336	i standarda	835	335	1.47.41.66	88 ALE 18 DECEMBER 1	. ,		
tC, single (s)	:		4.1		6.4	6.2					: 4 /
tC, 2 stage (s)											
tF (s)	st et i	· .	2.2		3.5	3.3				補給 (二	
p0 queue free %			97	ritadiate A	100	98	r o stoketers	staria e c			
cM capacity (veh/h)		n An an An	1212		327	703			1	1 T 4	
Direction, Lane #	EB 1	WB 1	NB.1				·				
Volume Total	336	470	17								anterna da Maria
Volume Left	0	30	1				the tax and the				
Volume Right	2		16					÷			
	1700	1212	655			2 F F . (% 13	aalaa saatti			na latera	
	0.20		0.03	3415.20					모만되	반고 옷을	建立的原则
Queue Length 95th (ft)	0 0.0	2	2 10.6		. 144		aladas.		ener die state		da e c
ane LOS	0.0	A	B	1			917.03	. 19 AN			1.64
Approach Delay (s)	0.0	0.8				1		的他一			
Approach LOS	0.0	0.0	B	(el hession)		· 21년 후 개혁 [19]	apparte de la companya de la company La companya de la comp	2	est vise gift		() 新日本時期 (* )
	New York		-								
ntersection Summary			0.7								
ntersection Capacity Utiliz	ration	-	0.7 52.4%			ofSor	ilino.			·	- A.
Analysis Period (min)	cation		<del>ر</del> 15	in in in	O Leve	I UL OFI	VICE		A		
				重动							
, -			9 : 51 <b>2-5</b> 9 1 1	147 ( 15 S		. (144-147-18)	ar) a sara -	÷.	9G)[16][17]		
ŀ	4 W	D.	4000-00 1611 (101-00 191-	4.3	>		Los	5 <i>J</i>	(		

# EXISTING+PROJECT 4\_A.M. 2: LOVR & 9th

HCM Signalized Intersection Capacity Analysis

	¢		***			Ą	4	4	àr.	6	[	2
	-		anata kinerasana A		F 10(4)522-33 AT=1 125-5	annan manar-fe		NTHEORY PROJECTION OF THE FR			rei-energy surgeries	enderstationerst
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	٦	ተኩ		5	<b>†</b>	កី		4		ሻ	ĵ.	
Ideal Flow (vphpl)	1900	1900	1900	1900	the break and the second second	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	
Lane Util. Factor	1.00	0.95		1.00	1.00	1.00	44.5	1.00		1.00	1.00	
Frt	1.00	0.99	·	1.00	1.00	0.85		0.93	de ester a como	1.00	0.91	
Flt Protected	0.95	1.00		0.95	1.00	1.00		0.99		0.95	1.00	
Satd. Flow (prot)	1736	3443	e	1736	1827	1553		1676		1736	1667	
Flt Permitted	0.54	1,00	Andre A	0.29	1.00	1.00	1.140	0.95		0.67	1.00	
Satd. Flow (perm)	985	3443		526	1827	1553		1608		1220	1667	
Volume (vph)	64	537	31	<ul> <li>Providence v</li> </ul>	210	43	24	34	71	173	47	66
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)	70	584	34	71	228	47	26	37	77	188	51	72
RTOR Reduction (vph)	0	9	0	0	0	33	0	33	0	0	30	0
Lane Group Flow (vph)	70	609	0	71	228	14	0	107	0	188	93	0
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%
Turn Type	Perm	- 1994 1997		Perm		Perm	Perm		e 14 Altartaria	Perm	at siled	
Protected Phases		4			8			2			6	
Permitted Phases	4			8		8	2			6	使感到	e de la composition de la comp
Actuated Green, G (s)	17.4	17.4		17.4	17.4	17.4		34.6		34.6	34.6	
Effective Green, g (s)	17,4	17.4		17.4	17.4	17.4		34.6	ne pu	34.6	34.6	
Actuated g/C Ratio	0.29	0.29		0.29	0.29	0.29		0.58		0.58	0.58	
Clearance Time (s)	4.0	4,0	1.5.51	4.0	4.0	4.0	agaa to	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0		3.0		3.0	3.0	
Lane Grp Cap (vph)	286	998	2016	153	530	450		927		704	961	
v/s Ratio Prot		c0.18		£ .	0.12	art i a sur turch		1750 (0.996 (717 s	n na le cara e e	to to data to	0.06	-11.07
v/s Ratio Perm	0.07			0.13		0.01	A la de	0.07	e Hogel	c0.15		
v/c Ratio	0.24	0.61		0.46	0.43	0.03	<ul> <li>A DOT INC</li> </ul>	0.12		0.27	0.10	A 40411-01
Uniform Delay, d1	16.3	18,4		17.5	17.3	15.3		5.8	la de tal	6.4	5.7	<b>波道的</b> 。
Progression Factor	1.00	1.00	2011) 1 4 66 60	0.37	0.49	0.05	BURDED AND SAL	1.00	: 21 , B	1.00	1.00	0.16.1
Incremental Delay, d2	0.4	1.1		2.2	0.6	0.0		0.3	. ÷ 🕐 .	0.9	0.2	
Delay (s)	16.7	19.4		8.7	9.0	0.7	<ul> <li>Schelpfult statute st</li> </ul>	6.0	5	7.3	5.9	C - 75 (1)
Level of Service	B	В	÷	A	A	A		Α		A	A	
Approach Delay (s)		19.2		1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 -	7.8		11111000000	6.0			6.7	1.11111
Approach LOS		В	160		A	¥6.			ana ar	And	A	
T ALTER TO WAR AT EXTERNEL TO A THE STATE AND A STATE AT						service and the service of the servi	NEWSTRAM CONTRACT		was not a surger of the state o	ern, so sub each cherness	A CHIEF OF THE A DATE OF A LASS OF THE PARTY OF THE ACCURATE O	
Intersection Summary								Contraction in the second			ABARTON DISTANCES APA74	
HCM Average Control De		1				vel of Se	ervice	All and a second	B			
HCM Volume to Capacity			0.38				Research -				start test	
Actuated Cycle Length (s							(s)	1.14	8.0	输出	an a	
Intersection Capacity Util	ization		45.7%			el of Ser		138-11-	A			
Analysis Period (min)			15									
c Critical Lane Group												

# EXISTING+PROJECT 4\_P.M. 2: LOVR & 9th

HCM Signalized Intersection Capacity Analysis

	٨		>	4	-dj	Ł	4	Î	p	4	Ļ	4
Movement	EBL	EBT	EBR	.WBL	WBT	WBR	NBL	· NBT	NBR	SBL	SBT	SBR
Lane Configurations	Ϋ	<b>ት</b> ጮ		ሻ	个	វី		क्षे		ሻ	ĵø	
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	47 - 199 - 199	4.0		4.0	4.0	
Lane Util. Factor	1.00	0.95		1.00	1.00	1.00		1.00		1.00	1.00	
Frt	1.00	0.99		1.00	1.00	0.85	i tea chianne ch	0.94		1.00	0.89	
Fit Protected	0.95	1.00		0.95	1.00	1.00		0.99		0.95	1.00	
Satd. Flow (prot)	1736	3442		1736	1827	1553		1694		1736	1634	
Flt Permitted	0.35	1.00	Mar Is	0.50	1.00	1.00		0.94		0.76	1,00	` · .
Satd. Flow (perm)	648	3442		921	1827	1553		1603		1383	1634	
Volume (vph)	51	369	22	74	556	223	18	30	43	86	30	73
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)	55	401	24	80	604	242	20	33	47	93	33	79
RTOR Reduction (vph)	0	7	0	0	0	89	0	36	0	0	61	0
Lane Group Flow (vph)	55	418	0	80	604	153	0	64	0	93	51	0
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%
Turn Type	Perm		i, j,	Perm		Perm	Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8		8	2			6		
Actuated Green, G (s)	38.0	38.0		38.0	38.0	38.0		14.0		14.0	14.0	
Effective Green, g (s)	38.0	38.0		38.0	38.0	38.0		14.0		14.0	14.0	
Actuated g/C Ratio	0.63	0.63		0.63	0.63	0.63		0.23		0.23	0.23	
Clearance Time (s)	4.0	4.0		4.0	4.0	4.0		4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0		3.0		3.0	3.0	
Lane Grp Cap (vph)	410	2180		583	1157	984		374		323	381	
v/s Ratio Prot		0.12			c0.33						0.03	
v/s Ratio Perm	0.08			0.09		0.10		0.04	han da	c0.07		
v/c Ratio	0.13	0.19		0.14	0.52	0.16		0.17		0.29	0.13	
Uniform Delay, d1	4.4	4.6	·	4.4	6.0	4.5		18.4		18.9	18.2	
Progression Factor	1.00	1.00		0.11	0.22	0.00		1.00		1.00	1.00	
Incremental Delay, d2	0.1	0.0		0.1	0.3	0.0		1.0		22	0,7	
Delay (s)	4.6	4.6		0.6	1.6	0.1		19.4		21.1	18.9	
Level of Service	`., ∴A∢		es des	Α	А	A		B		C P	B	A Constant
Approach Delay (s)		4.6		2 23 24 24	1.1			19.4			19.9	
Approach LOS	o minin	A			A			B			la Ba	
Intersection Summary								. i i		4 •		
HCM Average Control De					ICM Le					n na ser angeler ser ser ser ser ser ser ser ser ser s		
HCM Volume to Capacity							ndtantstil	NGT PÅ SKAL	的人建使的人			
Actuated Cycle Length	3		60.0	S I I S	um of I	ost time	(s)		8:0			
Actuated Cycle Length (s Intersection Capacity Util Analysis Period (min)	ization		54.5%	איז פאראפר הר 11	CU Levi	el of Sei	rvice	16236	A			A DE BERLE
Analysis Period (min)	1, 1		15				24. <sup>1</sup> . 1		h jadie :		5. AS1. A	
c Critical Lane Group			भाषत्वस्थितः (	13110				11999-0928-1.	11.417.831.5		2.4	4 C - 25 FT

# EXISTING+PROJECT 4\_A.M. 3: LOVR & 10th

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Movement	EBL	EBT	WBT	WBR	SBL	SBR								
Lane Configurations	٢	忭	<b>个</b> 诤		Ň	7				<u></u>		*******		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900					33	清静的		
Total Lost time (s)	4.0	4.0	4.0	an e succión difficien	4.0	4.0		a todinan b	(1371-57) - YA		`			
Lane Util. Factor	1.00	0.95	0.95		1.00	1.00		使的			1.	2 1 1	à de s	
Frt	1.00	1.00	0.98		1.00	0.85								
Flt Protected	0.95	1.00	1.00		0.95	1.00			. 17				12.40	
Satd. Flow (prot)	1736	3471	3390		1736	1553								
Flt Permitted	0.95		1. 1. 1. 2. 4. 4. 4. 4. 1. 1.			1.00							21	
Satd. Flow (perm)	1736	3471	3390		1736	1553								
Volume (vph)	68	682	270	2. March 442, 6 (144)	53	43					調整影響			
Peak-hour factor, PHF	0.92	0.92	0.92		0.92	0.92								
Adj. Flow (vph)		741	293	5 Fri <b>154</b>	58	47	·							
RTOR Reduction (vph)	0	0	25	0	0	30								
Lane Group Flow (vph)		741	322	0	58	17	`.					:		
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	130 S 1 5 F	N 4675 77 N			- 11 11 11 12 1 13	1.7		
Turn Type	Prot				- H G 18-51 IA	Perm				а — П С	14:	바람화		
Protected Phases	7	4	8	1. Buldworth	6					1993. LS			2.51	
Permitted Phases	· · · · · · · · · · · · · · · · · · ·					6	1.	· · · · · ·						
Actuated Green, G (s)	7.0	30.8	19.8	<ul> <li>Let a lists of</li> </ul>	21.2	21.2				1 X 2 X 2 X		,		
Effective Green, g (s)		30.8			21.2	21.2	Si en l'	;		같아!	出来的	à Pers.		的数数
Actuated g/C Ratio	0.12	0.51	0.33	, addalibi stabas	0.35	0.35					dar eit	1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.		
Clearance Time (s)	4.0	4.0	4.0		4.0	40	• • • •			9 U.S.			•	
Vehicle Extension (s)	3.0	3.0	3.0	Stores Law Later	3.0	3.0	0	r 13	10.515	0.2468.855	er (17.86)	83 G.F	:	
Lane Grp Cap (vph)	203	1782	1119		613	549	7. 13 Y.		시하는					з <sup>т</sup> ,
v/s Ratio Prot	0.04	c0.21	0.09		c0.03						(Par. 1	fep.st ty		
v/s Ratio Permittees as	0.00	0.40						(BBD) -		115.0	e e de ford w	이임신	ÈLE.	a status
Uniform Delay, d1	0.36	0.42	0.29		0.09	0.03 പ്രത്ത	ન દે કેસ્ટોન	ia belerat	MC:e .4	san sa na s	1 <sub>4</sub> .		1.51	e e su su se
Progression Factor	24:4 0.63	0.56	1.00	toh 4 - M	13.0 1.00	1.00		19716941	的问题	11. 前用.		*		
Incremental Delay, d2	1.0	0.00				0.1	LERNE	to fig. L.	h she rit	elsi di a	14	2		
Delay (s)	16.4	5.2	15.0	ay salating	13.3	12.8	0.9359	1023	AY 48	era.a				
Level of Service		A.U	10.0 B	£	B		A the second sec		MÍTA	ab en	NO			
Approach Delay (s)	Ļ	6.2	15.0	191111	13.1		6116814	18990AB	1899 V	79.092	12 × 1		2	년 전화 1983년 (1) 1
Approach LOS		Â	В	基本制度	A B			hlai a b	3.5					
• • • • • • • • • • • • • • • • • • •	asaasaa ahaa	a a a a a a a a a a a a a a a a a a a	telleteletelletelletelletelletelletell	egostennen het stelstere Die volgen den stelstere	OTTERFORM STREAM STREAM	ACT D I COLLADO D NORMANIA ANTA D	na sterenarian Analysisharian	n en	enersenersege 10 / 2		? solicebalarit/ShokeA	History Stevens	; ; ; 1004:0520701847	na serse das presentas na serse das presentas
Intersection Summary				STRATE THE SECOND	WISTSHOUSES, CONTRACT		HIGH BURNER	1110028121019						
HCM Average Control De		2 2 A		HC	M Lev	el of Si	ervice				A	3.5		
HCM Volume to Capacity			0.28		Sec. 10		2.1.				^	, .		ेत जला
Actuated Cycle Length (s)			60.0	C. 1.237 (\$211)		st time		14 14 14 14	la a	8,				
Intersection Capacity Utili			28.9%	ĮC.		l of Sei		ea testañ	काई से दि		A			
Analysis Period (min)		1 1 2	15		12141		時間	4 8 10	的情	ang i				
c Critical Lane Group														

# EXISTING+PROJECT 4\_P.M. 3: LOVR & 10th

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Movement EBL	EBT	WBT V	VBR: SBL	· SBR ·	ra inte		
Lane Configurations	ትት	<u></u> ተቡ	لم	ŕ			
Ideal Flow (vphpl) 1900	1900	1900 1	1900 1900	1900			
Total Lost time (s) 4.0	4.0	4.0	4.0				
Lane Util: Factor 1.00	0.95	0.95	1.00	1,00			
Frt 1.00	1.00	0.98	1.00				
Flt Protected 0.95	1.00	1,00	0.95	1.00			and the second s
Satd. Flow (prot) 1736	3471	3417	1736				
Flt Permitted 0.95	1.00	1.00	D.95	1.00			2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2
Satd. Flow (perm) 1736	3471	3417	1736	1553			
Volume (vph) 83	432	815	94 63				
Peak-hour factor, PHF 0.92	0.92	0.92	0.92 0.92				
Adj. Flow (vph) 90	470	886	102 68	54			
RTOR Reduction (vph) 0	0	17	0 0				
Lane Group Flow (vph) 90	470	971	0 68				
Heavy Vehicles (%) 4%	4%	4%	4% 4%				
Turn Type Prot				Perm			
Protected Phases 7	4	8	6				
Permitted Phases				6			
Actuated Green, G (s) 7.4	33.8	22.4	18.2				
Effective Green, g (s) 7.4	33.8	22.4	18.2			1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1	n na Santa Santa
Actuated g/C Ratio 0.12	0.56	0.37	0.30	0.30	2 2 2 2 2 2 2 2 2		
Clearance Time (s) 4.0	4.0	4.0	4.0				5. 5.
Vehicle Extension (s) 3.0	3.0	3.0	3.0			1. N	
Lane Grp Cap (vph) 214	1955	1276	527	471			
v/s Ratio Prot c0.05	0.14	c0.28	c0.04	- · · · · · · ·			
v/s Ratio Perm		, de la ch				1945 - 1945 1945 - 1945	(14)的问题。2
v/c Ratio 0.42	0.24	0.76	0.13	0.03	و من فر من وی و کور به اور و مرکز و اور اور اور اور اور اور اور اور اور ا		
Uniform Delay, d1 24.3	6.6	16.5	15.2	Contraction and the second second			
Progression Factor 1.01	1.02	1.00	1.00	1.00			
the second se	0,1	27	0.5	0.1			
Delay (s) 25.9	6.8	19.2	15.7	14.9		and as a status	
Level of Service	: : A ·		B	B			
Approach Delay (s)	9.9	19.2	15.3		Aldard, and May Have and		
Approach LOS	A ·	B	Balan 🥵 😽				
Intersection Summary		•	27 - 1 <sup>-1</sup> 4	• •			•
HCM Average Control Delay		15.8	HCM Le	vel of Sen	ice	B	A second
HCM Volume to Capacity ratio		0.47					
Actuated Cycle Length (s)		60,0	Sum of I	ost time (s	)	0	
Intersection Capacity Utilization	4	43.6%	ICU Lev	el of Servi	ce	A	
Analysis Period (min)		15	·				
c Critical Lane Group							

#### EXISTING+PROJECT 4\_A.M. 4: LOVR & South Bay

HCM Signalized Intersection Capacity Analysis

	_ <b>A</b>		~	1		*	*	Ť	p	\$	Ļ	1
Movement	EBL	EBT	EBR	WBL	:WBT	: WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	<u>۳</u>	<b>ት</b> ኑ	2011122119031192210	ሻ	<u>ለብጠለበታለው የመካከት</u>	7 1	ALIGNER PROPERTY AND A	44 4	31.111111119912991414474F	HERITREP AND UNLESS	<u>مەرىمەرمەرمەرمەرمەرمەرمەرمەرمەرمەرمەرمەرمەرم</u>	r r
Ideal Flow (vphpl)	1900		1900	1900	1900	1900	1900		1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		1.112-1.42131	4.0	4.0	,,,,_ <u>,</u> ,,	4.0	11111122229991		4.0	4.0
Lane Util. Factor	1.00		ita h		0.95	1.00		1.00	1.2.31		1.00	1.00
Frt	1.00	1.00	1.61.0094111		1.00	0.85	63 C / A - A - A	0.99	1.122.01013.0	1.2	1.00	0.85
FIt Protected	0.95	1.00			1.00	1.00		1.00	、 : 1 現		0.95	
Satd. Flow (prot)	1736	3468	1.55 - 5 - 5 - 5 - 5	and the first second	3471	1553	1.25223222323222222312	1802			1745	1553
Flt Permitted	0.95	1.00			1.00	1.00		1.00		的国际	0.95	1.00
Satd. Flow (perm)	1736	3468			3471	1553	e second enfreitens	1802		1 (12)	1745	1553
Volume (vph)	235	578	4	0	174	113	4	43	4	361	21	128
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)	255	628	4	0	189	123	4	47		392	23	139
RTOR Reduction (vph)	0	1	0	0	0	111	0	4	0	0	0	95
Lane Group Flow (vph)	255	631	0	0	189	12	0	51	0	0	415	44
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%
Turn Type	Prot			Prot	14.8	Perm	Split			Split		Perm
Protected Phases	7	4		3	8		2	2		6	6	
Permitted Phases					(1)。 (1) (1) (1) (1) (1) (1) (1) (1) (1) (1)	8						6
Actuated Green, G (s)	11.4	21.4			6.0	6.0		7.0			19.0	19.0
Effective Green, g (s)	<b>1</b> 1.4	21.4			6.0	6.0		7.0			19.0	19.0
Actuated g/C Ratio	0.19	0.36			0.10	0.10		0.12			0.32	0.32
Clearance Time (s)	4.0	4,0			<b>4.0</b>	4.0	门的计	4.0			4.0	4 0
Vehicle Extension (s)	3.0	3.0			3.0	3.0		3.0			3.0	3.0
Lane Grp Cap (vph)	333	1249			351	157		212			558	497
v/s Ratio Prot	c0.15	c0.18			0.05			c0.03			c0.24	
v/s Ratio Perm						0.01					A A A A A A A A A A A A A A A A A A A	0.03
v/c Ratio	0.77	0.51			0.54	0.08		0.24			0.74	0.09
Uniform Delay, d1	22.7	(a) a a (a) and (b)		,*	25.4	24.2		23.8			18.0	14.1
Progression Factor	1.00	1.00			1.00	1.00		1.00			1.00	1.00
	10.1	0,3	2013 E.C. 2013 -		1.6	0.2		2.7			8,7	0.4
Delay (s)	32.8	15.2			27.0	24.4	0.1.0.00.0.0	26.5			26.7	14.5
Level of Service	, C	B.		지난지	t M <b>Ç</b> t	Ç		С			<b>C</b>	B
Approach Delay (s)		20.2			26.0	0.1 500.01		26.5			23.7	
Approach LOS		С			l in <b>C</b> ia			C.				
Intersection Summary			- 19 <b>-</b> 19	•		. I						
HCM Average Control D	elay		22,5	H	CM Lev	el of Se	rvice		C	er en en en en Maria en e		
HCM Volume to Capacity			0.61									
Actuated Cycle Length (			59.4	e e l'hour e la facta la facta la facta de la facta			(s)	• • • •	12.0	1994 - J	Weinika	
Intersection Capacity Uti			57.2%	IC	U Leve	of Serv	vice		В			
Analysis Period (min)	<u>, 1</u> ; ; ;		15						•			

# EXISTING+PROJECT 4\_P.M. 4: LOVR & South Bay

HCM Signalized Intersection Capacity Analysis Þ

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Movement	EBL	EBT	EBR		· · WBT	WBR	• NBL:	NBT	NBR	SBL	SBT	SBR
Lane Configurations	1 <sup>26</sup>	۴ĥ		ار پر		T		÷ţ.			ŧ	ŕ
Ideal Flow (vphpl)	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
Lane Util. Factor	1.00	0,95		1.00	0.95	1.00		1.00		Ulàna	1.00	1.00
Frt	1.00	1.00	1 - 1.1 - 1	1.00	1.00	0.85		0.97	·		1.00	0.85
Fit Protected	0.95	1.00	499646	0.95	1.00	1.00	Works Maria	0.99		· ·	0.96	1.00
Satd. Flow (prot)	1736	3463	s statist of	1736	3471	1553	1 tananat	1743			1749	1553
Flt Permitted	0.95	1.00		0.95	1.00	1.00	All Control of Control	0.99			0.96	1.00
Satd. Flow (perm)	1736	3463	89.95 (M28.5 × 8 × 4	1736	3471	1553	NEW INCOME.	1743	11 - 111 - 11 MIL		1749	1553
Volume (vph)	209	288	5	5	602	295	8	17	8	180	21	181
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)	227	<u></u> 313	5	13.85	654	321	. 9	18	9	196	23	197
RTOR Reduction (vph)	0 DO	2	0	0	0	232	0	8	0	0	0	163
Lane Group Flow (vph)	227		0	a survey possible.	654	89	0	28	0	0	219	34
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%
Turn Type	Prot			Prot		Perm	Split		5 - F F F	Split	· · · .	Perm
Protected Phases	7	4	er Nilosita	3	8		2 	2		6	6	-
Permitted Phases	0.5	25.0			450	8						÷ 6
Actuated Green, G (s)	9.5	25.0	er tates i	0.4	15.9	15.9	Bacharderid	6.0			10.0	10.0
Effective Green, g (s) Actuated g/C Ratio	9.5 0.17	25.0 0.44	習い 無限的	0.4	15.9 0.28	15,9 0.28		6.0	3 )	( (.	10.0	10.0
Clearance Time (s)	4.0	4.0	N s g	0.01 4.0	4.0	0.20 4.0	li . Mad i candh	0.10 4.0	a'n d' i'		0.17	0.17
Vehicle Extension (s)	3.0	3.0	6 Y U.	3.0	3.0	3.0		4.0 3.0			3.0	4.0 3.0
Lane Grp Cap (vph)	287	1508		12	961	430		182	SAN U.S.	10 - 1 <u>1</u> 1 - 1	305	271
	c0.13	0.09	čni kla	0.00	c0.19			c0.02	NGR P.	1	c0.13	211
v/s Ratio Perm	00.15	0.03 A D	i likuto	0.00	0.13	0.06	· bos Baila	60.02	the bala		0.13	0.02
v/c Ratio	0.79	0.21	10886	0.42	0.68	0.21	3.96.2476.0	0.15		1.1.	0.72	0.12
Uniform Delay, d1	23.0	10.1	τ.,	28.4	18.5	15,9		23.4			22.4	20.0
Progression Factor	1.00	1.00	a i i fa i s	1.00	1.00	1.00		1.00	121 U.S.S.		1.00	1.00
Incremental Delay, d2	13.8			21.8	2.0			1.8	had to be		13.6	1.00
Delay (s)	36.8	10.1	1. 10115.	50.2	20.5	16.2	요구하다 지갑지 않지	25.2	36262473		35.9	21.0
Level of Service	D		2.	, D	C	B			Res Bre		D	C C
Approach Delay (s)		21.2			19.2	s i ngalitigi a	988 1988) ( <u>1989</u> ) (888	25.2	8 (8 <b>1</b> 8 (8 1) (8		28.9	C DESCRIPTION
Approach LOS		, C		, ell.	В		A Construction of the second s		una Whatelow		C	
The CAN CONTRACT ON THE DOCTOR OF THE PROPERTY AND THE TRACTOR OF THE DOCTOR AND THE PROPERTY	PARTICULAR PROPERTY AND A	A. S. C., WEARAND				and a constant		SCHORENCESSFEEDUNGS-13	BACKED-FEETING ARTICLESSOR	The Science of Science		
Intersection Summary	and the second se						PERIOD FOR THE PERIOD FOR THE PERIOD	·•:	TELEPSON STUDIES OF A REPORT OF			<u>aalaana</u>
HCM Average Control De		이었습	41.9		IVI Le	vel of Se	rvice			Man da	1	( William )
HCM Volume to Capacity			0.64	es (8.5855.7 <b>4</b>	Alexandra	ا منطقة المتحد			16 0		1	
Actuated Cycle Length (s Intersection Capacity Util			57.4 56.0%	小田県市開設		el of Ser	(s)		16.0 B	. [53		• • • • •
Analysis Period (min)								6 (.)				i de che
c Critical Lane Group	,		ĮΫ	, , li-	11102443		*********	. 2			18 190	1154 P.P.
erniour Eurio Group												

# EXISTING+PROJECT 4\_A.M. 5: LOVR & Turri

# 1 - - < > <

Movement	EBL	EBT	WBT	WBR S	BL SBR			
Lane Configurations	Ŷ	Ą	ß		r.			
Sign Control		Free	2	St	op	n des port	Contraction (Magnetics)	and the second
Grade		0%	0%	Ċ	)%			
Volume (veh/h)	10	941	209	10	16 4		1919 ya 1912 -	and the second
Peak Hour Factor	0.92	0.92	0.92		92 0.92			
Hourly flow rate (vph)		1023	227			s je kar s	eller van elle	1 A 1 A 4
Pedestrians		·						
Lane Width (ft)		- <sup>1</sup>	$\sim 10^{-1}$	1 1 4	$(x_{i}) = \lambda_{i}^{2} \left[ \left[ \frac{1}{2} e^{-\frac{1}{2}} + \frac{1}{2} e^{-\frac{1}{2}} \right] \right] \frac{1}{2} e^{-\frac{1}{2}} e^{-\frac{1}{2$	1 - 1 - 1 - 1 	Provide the Mark	المعولاتي المالية المرائد الإ
Walking Speed (ft/s)		. *				1.17	•••	
Percent Blockage					5 - C - L - C - C	i dan sala		
Right turn flare (veh)						· · ·	".	
Median type				TWE	TL. S. P	· · · .		
Median storage veh)					1			· ·
Upstream signal (ft)				· · · ·	• At #1,% 1e, a			2
pX, platoon unblocked				···.				
vC, conflicting volume	238	te en	14	 19	77 233	zy sine."		
vC1, stage 1 conf vol	200				33			
vC1, stage 2 conf vol	<i>d</i>					승규는 가운 것		
a set a la la 📕 a companya a porta	238	· · ·	· · · ·	12		1910 - E. 1910 - E. 1910 1		
vCu, unblocked vol			: 151		1 200 14 6.2			1
tC, single (s)	<b>11.</b>	un grant i			5.4 5.4	1997 - Series A. S. 1997 -	at she	
tC, 2 stage (s) tF (s)	0.0				,. <del>.</del> .5 3.3	.) 		a second second
	2,2 99				94 99	here an a state of the state of	an an tha tha sha a	a ang ganga kan ng san ng si
p0 queue free %					54 99			
	4047		2 Se .	n	77 000	The second second	é tra come se	t de la calencia de la companya de l
cM capacity (veh/h)	1317			- <sup>-</sup> 2	77 802	en e		
Direction, Lane # 🔜	, EB 1')	; EB 2	WB:1,	· SB 1 🖓	77 802			
Direction, Lane #	,∃EB 1') 11	∵EB 2 1023	238	SB 1 🔧 22				
Direction, Lane # Volume Total Volume Left	,EB 1 11 11	: EB 2 1023 0	238 0	· SB 1 · · ; 22 17				
Direction, Lane # Volume Total Volume Left Volume Right	EB 1 11 11 0	EB 2 1023 0 0	238	SB 1 🔧 22				
Direction, Lane # Volume Total Volume Left	EB 1 11 11 0 1317	EB 2 1023 0 0 1700	238 0 11 1700	SB 1 22 17 4 318				
Direction, Lane # Volume Total Volume Left Volume Right	EB 1 11 11 0	EB 2 1023 0 0	238 0 11	SB 1 · · , 22 17 4				
Direction, Lane # Volume Total Volume Left Volume Right cSH	EB 1 11 11 0 1317	EB 2 1023 0 0 1700	238 0 11 1700	SB 1 22 17 4 318				
Direction, Lane #k Volume Total Volume Left Volume Right cSH Volume to Capacity	EB 1 11 11 0 1317 0.01	EB 2 1023 0 0 1700 0.60	238 0 11 1700 0,14	SB 1 4 . 22 17 4 318 0.07				
Direction, Lane #k Volume Total Volume Left Volume Right cSH Volume to Capacity Queue Length 95th (ft)	EB 1 11 11 0 1317 0.01 1	EB 2 1023 0 0 1700 0.60 0	238 0 11 1700 0,14 0	SB 1 4 22 17 4 318 0.07 5				
Direction, Lane # Volume Total Volume Left Volume Right cSH Volume to Capacity Queue Length 95th (ft) Control Delay (s)	EB 1 11 11 0 1317 0.01 1 7.8	EB 2 1023 0 0 1700 0.60 0	238 0 11 1700 0,14 0	SB 1 4 22 17 4 318 0.07 5 17.1				
Direction, Lane # Volume Total Volume Left Volume Right cSH Volume to Capacity Queue Length 95th (ft) Control Delay (s) Lane LOS	EB 1 11 11 0 1317 0.01 1 7.8 A	EB 2 1023 0 0 1700 0.60 0	238 0 11 1700 0,14 0 0,0	SB 1 4 22 17 4 318 0.07 5 17.1 C				
Direction, Lane # Volume Total Volume Left Volume Right cSH Volume to Capacity Queue Length 95th (ft) Control Delay (s) Lane LOS Approach Delay (s) Approach LOS	EB 1 11 11 0 1317 0.01 1 7.8 A 0.1	EB 2 1023 0 0 1700 0.60 0	238 0 11 1700 0,14 0 0,0	SB 1 4 22 17 4 318 0.07 5 17.1 C 17.1				
Direction, Lane # Volume Total Volume Left Volume Right cSH Volume to Capacity Queue Length 95th (ft) Control Delay (s) Lane LOS Approach Delay (s) Approach LOS	EB 1 11 11 0 1317 0.01 1 7.8 A 0.1	EB 2 1023 0 0 1700 0.60 0	238 0 11 1700 0.14 0 0.0 0.0	SB 1 4 22 17 4 318 0.07 5 17.1 C 17.1				
Direction, Lane # Volume Total Volume Left Volume Right cSH Volume to Capacity Queue Length 95th (ft) Control Delay (s) Lane LOS Approach Delay (s) Approach Delay (s) Approach LOS Intersection Summary Average Delay	EB 1 11 11 0 1317 0.01 1 7.8 A 0.1	EB 2 1023 0 0 1700 0.60 0 0,0	238 0 11 1700 0,14 0 0,0 0.0 0.0	SB 1 22 17 4 318 0.07 5 17.1 C 17.1 C				
Direction, Lane #k Volume Total Volume Left Volume Right cSH Volume to Capacity Queue Length 95th (ft) Control Delay (s) Lane LOS Approach Delay (s) Approach Delay (s) Approach LOS Intersection Summary Average Delay Intersection Capacity Ut	EB 1 11 11 0 1317 0.01 1 7.8 A 0.1	EB 2 1023 0 0 1700 0.60 0 0,0	238 0 11 1700 0,14 0 0,0 0.0 0.0 0.0	SB 1 22 17 4 318 0.07 5 17.1 C 17.1 C				
Direction, Lane # Volume Total Volume Left Volume Right cSH Volume to Capacity Queue Length 95th (ft) Control Delay (s) Lane LOS Approach Delay (s) Approach Delay (s) Approach LOS Intersection Summary Average Delay	EB 1 11 11 0 1317 0.01 1 7.8 A 0.1	EB 2 1023 0 0 1700 0.60 0 0,0	238 0 11 1700 0,14 0 0,0 0.0 0.0	SB 1 22 17 4 318 0.07 5 17.1 C 17.1 C				
Direction, Lane #k Volume Total Volume Left Volume Right cSH Volume to Capacity Queue Length 95th (ft) Control Delay (s) Lane LOS Approach Delay (s) Approach Delay (s) Approach LOS Intersection Summary Average Delay Intersection Capacity Ut	EB 1 11 11 0 1317 0.01 1 7.8 A 0.1	EB 2 1023 0 0 1700 0.60 0 0,0	238 0 11 1700 0,14 0 0,0 0.0 0.0 0.0	SB 1 22 17 4 318 0.07 5 17.1 C 17.1 C				
Direction, Lane #k Volume Total Volume Left Volume Right cSH Volume to Capacity Queue Length 95th (ft) Control Delay (s) Lane LOS Approach Delay (s) Approach Delay (s) Approach LOS Intersection Summary Average Delay Intersection Capacity Ut	EB 1 11 11 0 1317 0.01 1 7.8 A 0.1	EB 2 1023 0 0 1700 0.60 0 0,0	238 0 11 1700 0,14 0 0,0 0.0 0.0 0.0	SB 1 22 17 4 318 0.07 5 17.1 C 17.1 C				
Direction, Lane #k Volume Total Volume Left Volume Right cSH Volume to Capacity Queue Length 95th (ft) Control Delay (s) Lane LOS Approach Delay (s) Approach Delay (s) Approach LOS Intersection Summary Average Delay Intersection Capacity Ut	EB 1 11 11 0 1317 0.01 1 7.8 A 0.1	EB 2 1023 0 0 1700 0.60 0 0.0	238 0 11 1700 0.14 0 0.0 0.0 0.0 0.0 0.0	SB 1 22 17 4 318 0.07 5 17.1 C 17.1 C 17.1 C	evel of Servic	2. 	B	
Direction, Lane #k Volume Total Volume Left Volume Right cSH Volume to Capacity Queue Length 95th (ft) Control Delay (s) Lane LOS Approach Delay (s) Approach Delay (s) Approach LOS Intersection Summary Average Delay Intersection Capacity Ut	EB 1 11 11 0 1317 0.01 1 7.8 A 0.1	EB 2 1023 0 0 1700 0.60 0 0.0	238 0 11 1700 0.14 0 0.0 0.0 0.0 0.0 0.0	SB 1 22 17 4 318 0.07 5 17.1 C 17.1 C 17.1 C		2. 	B	

# EXISTING+PROJECT 4\_P.M. 5: LOVR & Turri

# 1 - + + + 1

Movement	EBL	EBT	WBT	WBR SB	L SBR	
Lane Configurations	<u> </u>	<u> </u>	<u> </u>	NDIC CD		
Sign Control	- Contraction -	Free	Free	,	p	A second s
Grade		0%	0%	05		
Volume (veh/h)	5	407	886		8 14	
Peak Hour Factor	0.92	0.92	0.92	0.92 0.9	· · · ·	
Hourly flow rate (vph)	5	442	963	20 2		
Pedestrians	<u>,</u>					
Lane Width (ft)		· · · ·	1.1.1		e produktione	
Walking Speed (ft/s)						â .
Percent Blockage			Ň	۰.	×	
Right turn flare (veh)						X X
Median type				TWLT	la station i	and the state of the second second
Median storage veh)					1	
Upstream signal (ft)		~		···		and the second second second second
pX, platoon unblocked						
vC, conflicting volume	983	· ·	ave ris	142	6 973	化复合试剂 法被决定法法 化分子 化分子
vC1, stage 1 conf vol				97		•
vC2, stage 2 conf vol				45	3 states of	en lage an an tha a gran an an an
vCu, unblocked vol	983			142		
tC, single (s)	4.1	Neg des	12.00	6.	4, 6,2	Carl Part and Carl Part of State
tC, 2 stage (s)				5.	4	
tF (s)	2.2			3.	5 3.3	and the second and the second second
p0 queue free %	99			9	3 95	
				-		
cM capacity (veh/h)	695		a e pos		303	
·····		EB 2	WB 1	27		
Direction, Lane #	EB 1	ĘB 2 442	Carlos Charles and South and the	27 SB 1	) <b>303</b>	
Direction, Lane #	EB 1 5	442	983	27 SB 1 35	) <b>303</b>	
Direction, Lane # Volume Total Volume Left	EB 1 5 5	442 0	983 0	27 SB 1 35 20	) <b>303</b>	
Direction, Lane # Volume Total Volume Left Volume Right	EB 1 5 5 0	442 0 0	983 0 20	27 SB 1 35 20 15	) <b>303</b>	
Direction, Lane # Volume Total Volume Left Volume Right cSH	EB 1 5 5 0 695	442 0 0 1700	983 0 20 1700	27 SB 1 35 20 15 284	) <b>303</b>	
Direction, Lane # Volume Total Volume Left Volume Right cSH Volume to Capacity	EB 1 5 5 0	442 0 0 1700 0.26	983 0 20	27 SB 1 35 20 15 284 0.12	) <b>303</b>	
Direction, Lane # Volume Total Volume Left Volume Right cSH Volume to Capacity Queue Length 95th (ft)	EB 1 5 0 695 0.01 1	442 0 1700 0.26 0	983 0 20 1700 0.58 0	27 <u>35</u> 20 15 284 0.12 10	) <b>303</b>	
Direction, Lane # Volume Total Volume Left Volume Right cSH Volume to Capacity Queue Length 95th (ft) Control Delay (s)	EB 1 5 0 695 0.01	442 0 0 1700 0.26	983 0 20 1700 0.58	27 SB 1 35 20 15 284 0.12	) <b>303</b>	
Direction, Lane # Volume Total Volume Left Volume Right cSH Volume to Capacity Queue Length 95th (ft) Control Delay (s) Lane LOS	EB 1 5 0 695 0.01 1 10.2 B	442 0 1700 0.26 0	983 0 20 1700 0.58 0	27 SB 1 35 20 15 284 0.12 10 19,4	) <b>303</b>	
Direction, Lane # Volume Total Volume Left Volume Right cSH Volume to Capacity Queue Length 95th (ft) Control Delay (s)	EB 1 5 0 695 0.01 1 10.2	442 0 1700 0.26 0	983 0 20 1700 0.58 0 0.0	27 SB 1 35 20 15 284 0.12 10 19.4 C	) <b>303</b>	
Direction, Lane # Volume Total Volume Left Volume Right cSH Volume to Capacity Queue Length 95th (ft) Control Delay (s) Lane LOS Approach Delay (s) Approach LOS	EB 1 5 0 695 0.01 1 10.2 B	442 0 1700 0.26 0	983 0 20 1700 0.58 0 0.0	27 SB 1 35 20 15 284 0.12 10 19.4 C 19.4		
Direction, Lane # Volume Total Volume Left Volume Right cSH Volume to Capacity Queue Length 95th (ft) Control Delay (s) Lane LOS Approach Delay (s) Approach LOS Intersection Summary	EB 1 5 0 695 0.01 1 10.2 B	442 0 1700 0.26 0	983 0 20 1700 0.58 0 0.0 0.0	27 SB 1 35 20 15 284 0.12 10 19.4 C 19.4	) <b>303</b>	
Direction, Lane # Volume Total Volume Left Volume Right cSH Volume to Capacity Queue Length 95th (ft) Control Delay (s) Lane LOS Approach Delay (s) Approach LOS Intersection Summary Average Delay	EB 1 5 0 695 0.01 1 10.2 B 0.1	442 0 1700 0.26 0 0.0	983 0 20 1700 0.58 0 0.0 0.0	27 SB 1 35 20 15 284 0.12 10 19.4 C 19.4 C		
Direction, Lane # Volume Total Volume Left Volume Right cSH Volume to Capacity Queue Length 95th (ft) Control Delay (s) Lane LOS Approach Delay (s) Approach LOS Intersection Summary Average Delay Intersection Capacity Util	EB 1 5 0 695 0.01 1 10.2 B 0.1	442 0 1700 0.26 0 0.0	983 0 20 1700 0.58 0 0.0 0.0 0.0 0.5 57.7%	27 SB 1 35 20 15 284 0.12 10 19.4 C 19.4 C		
Direction, Lane # Volume Total Volume Left Volume Right cSH Volume to Capacity Queue Length 95th (ft) Control Delay (s) Lane LOS Approach Delay (s) Approach LOS Intersection Summary Average Delay	EB 1 5 0 695 0.01 1 10.2 B 0.1	442 0 1700 0.26 0 0.0	983 0 20 1700 0.58 0 0.0 0.0	27 SB 1 35 20 15 284 0.12 10 19.4 C 19.4 C		
Direction, Lane # Volume Total Volume Left Volume Right cSH Volume to Capacity Queue Length 95th (ft) Control Delay (s) Lane LOS Approach Delay (s) Approach LOS Intersection Summary Average Delay Intersection Capacity Util	EB 1 5 0 695 0.01 1 10.2 B 0.1	442 0 1700 0.26 0 0.0	983 0 20 1700 0.58 0 0.0 0.0 0.0 0.5 57.7%	27 SB 1 35 20 15 284 0.12 10 19.4 C 19.4 C		
Direction, Lane # Volume Total Volume Left Volume Right cSH Volume to Capacity Queue Length 95th (ft) Control Delay (s) Lane LOS Approach Delay (s) Approach LOS Intersection Summary Average Delay Intersection Capacity Util	EB 1 5 0 695 0.01 1 10.2 B 0.1	442 0 1700 0.26 0 0.0	983 0 20 1700 0.58 0 0.0 0.0 0.0 0.5 57.7%	27 SB 1 35 20 15 284 0.12 10 19.4 C 19.4 C		
Direction, Lane # Volume Total Volume Left Volume Right cSH Volume to Capacity Queue Length 95th (ft) Control Delay (s) Lane LOS Approach Delay (s) Approach LOS Intersection Summary Average Delay Intersection Capacity Util	EB 1 5 0 695 0.01 1 10.2 B 0.1	442 0 1700 0.26 0 0.0	983 0 20 1700 0.58 0 0.0 0.0 0.0 0.5 57.7% 15	27 SB 1 35 20 15 284 0.12 10 19.4 C 19.4 C 19.4 C	vel of Service	Β
Direction, Lane # Volume Total Volume Left Volume Right cSH Volume to Capacity Queue Length 95th (ft) Control Delay (s) Lane LOS Approach Delay (s) Approach LOS Intersection Summary Average Delay Intersection Capacity Util	EB 1 5 0 695 0.01 1 10.2 B 0.1	442 0 1700 0.26 0 0.0	983 0 20 1700 0.58 0 0.0 0.0 0.0 0.5 57.7% 15	27 SB 1 35 20 15 284 0.12 10 19.4 C 19.4 C 19.4 C		Β

# CUMULATIVE+PROJECT 4\_A.M. 1: LOVR & Broderson

HCM Unsignalized Intersection Capacity Analysis

2.1.2、1.2.1、2.4.1、2.4.1、2.4.1、2.4.1、2.4.1、2.4.1、2.4.1、2.4.1、2.4.1、2.4.1、2.4.1、2.4.1、2.4.1、2.4.1、2.4.1、2.4.1、2.4.1、2.4.1、2.4.1、2.4.1、2.4.1、2.4.1、2.4.1、2.4.1、2.4.1、2.4.1、2.4.1、2.4.1、2.4.1、2.4.1、2.4.1、2.4.1、2.4.1、2.4.1、2.4.1、2.4.1、2.4.1、2.4.1、2.4.1、2.4.1、2.4.1、2.4.1、2.4.1、2.4.1、2.4.1、2.4.1、2.4.1、2.4.1、2.4.1、2.4.1、2.4.1、2.4.1、2.4.1、2.4.1、2.4.1、2.4.1、2.4.1、2.4.1、2.4.1、2.4.1、2.4.1、2.4.1、2.4.1、2.4.1、2.4.1、2.4.1、2.4.1、2.4.1、2.4.1、2.4.1、2.4.1、2.4.1、2.4.1、2.4.1、2.4.1、2.4.1、2.4.1、2.4.1、2.4.1、2.4.1、2.4.1、2.4.1、2.4.1、2.4.1、2.4.1、2.4.1、2.4.1、2.4.1、2.4.1、2.4.1、2.4.1、2.4.1、2.4.1、2.4.1、2.4.1、2.4.1、2.4.1、2.4.1、2.4.1、2.4.1、2.4.1、2.4.1、2.4.1、2.4.1、2.4.1、2.4.1、2.4.1、2.4.1、2.4.1、2.4.1、2.4.1、2.4.1、2.4.1、2.4.1、2.4.1、2.4.1、2.4.1、2.4.1、2.4.1、2.4.1、2.4.1、2.4.1、2.4.1、2.4.1、2.4.1、2.4.1、2.4.1、2.4.1、2.4.1、2.4.1、2.4.1、2.4.1、2.4.1、2.4.1、2.4.1、2.4.1、2.4.1、2.4.1、2.4.1、2.4.1、2.4.1、2.4.1、2.4.1、2.4.1、2.4.1、2.4.1、2.4.1、2.4.1.1、2.4.1.1.1、2.4.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.		*	¥								
Movement	EBT	EBR	WBL	WBT	NBL	NBR					
Lane Configurations	₿⇒			4	Ъ.		2	1. 141 A. 101 B.1.	. 27m 4. 442. 4. 2 4 4		
Sign Control	Free			Free	Stop		승, 백란배의			1	
Grade	0%		`.a.a.	0%	0%		ì ,	tatiste e		ά.	
Volume (veh/h) Peak Hour Factor	522 0.92	10 0.92	0.92		0.92	30 0.92		2 A 2011 A 3		学会自己计	· · · · · ·
Hourly flow rate (vph)	0.92 567		0.92 12							1 141人撤回	i in the
Pedestrians	001	11			a ny sing setu si	SIF F MAR	GE NO LERPE			.11.17	1142424738-34346038
Lane Width (ft)		5 30 <sup>1</sup>	门船营				ena dada				目標的目的目
Walking Speed (ft/s)		*	1 1 1 1 1		11	173190110	1 11 1 1 1 1	2.112			
Percent Blockage	. 1.		. 111	`	;						
Right turn flare (veh)											
Median type					None			`			
Median storage veh) Upstream signal (ft)										2, 3.3	行人、主要基本的
pX, platoon unblocked		. 13 <sup>°</sup>	`, s,Ì`	8 a - 6	1 2 1	k al La	141 - 44X 4	eller en t		•	at a second
vC, conflicting volume			578	2012 - 1	945	573	e por p		religio		
vC1, stage 1 conf vol					· · · · · · · · · · · · · · · · · · ·	4.4		( ·		. ( )	18 10 10 10 10 10 10 10
vC2, stage 2 conf vol			۰.		·			3 <u>1</u> 1 1 1			同時間
vCu, unblocked vol			578		945	573					
tC, single (s)			4.1		6.4	6.2					1
tC, 2 stage (s)					in the <b>n</b> e	0.0	· ,				2
tF (s) and share the p0 queue free %		5 51	2,2 99		3.5 96	3.3 94					
cM capacity (veh/h)	t he en			ik. Putat	285			With			物的教授的
· · · · · · · · · · · · · · · · · · ·	(1))75562 E2220, WONTONES		1.00000000	The states of each states	3.26.6546729321751	EN SENDON S	ac substant	2 1 2	•	1 14 3	7 - S 19 - 27 x 1997 -
Direction, Lane #		TAKO HALL	8. (D) #					New YORKSON COMMON			
Volume Total	EB 1	WB 1 ·	NB 1					1. 1918 - 1944 			
Volume Total	578	360	43								
Volume Left	578 0	360 12	43 11								
	578	360	43 11								
Volume Left Volume Right cSH Volume to Capacity	578 0 11 1700 0.34	360 12 0	43 11 33			And			A second	A constraint of the second sec	
Volume Left Volume Right cSH Volume to Capacity Queue Length 95th (ft)	578 0 11 1700 0.34 0	360 12 0 986 0.01 1	43 11 33 429 0.10 8			,					
Volume Left Volume Right cSH Volume to Capacity Queue Length 95th (ft) Control Delay (s)	578 0 11 1700 0.34	360 12 0 986 0.01 1 0.4	43 11 33 429 0.10 8 14.3			,					
Volume Left Volume Right cSH Volume to Capacity Queue Length 95th (ft) Control Delay (s): Lane LOS	578 0 11 1700 0.34 0 0.0	360 12 0 986 0.01 1 0.4 A	43 11 33 429 0.10 8 14.3 B			a construction of the second s					
Volume Left Volume Right cSH Volume to Capacity Queue Length 95th (ft) Control Delay (s) Lane LOS Approach Delay (s)	578 0 11 1700 0.34 0	360 12 0 986 0.01 1 0.4	43 11 33 429 0.10 8 14.3 B 14.3			a construction of the second s					
Volume Left Volume Right cSH Volume to Capacity Queue Length 95th (ft) Control Delay (s) Lane LOS Approach Delay (s) Approach LOS	578 0 11 1700 0.34 0 0.0	360 12 0 986 0.01 1 0.4 A 0.4	43 11 33 429 0.10 8 14.3 B			a construction of the second s					
Volume Left Volume Right cSH Volume to Capacity Queue Length 95th (ft) Control Delay (s) Lane LOS Approach Delay (s) Approach LOS Intersection Summary	578 0 11 1700 0.34 0 0.0	360 12 0 986 0.01 1 0.4 A 0.4	43 11 33 429 0.10 8 14.3 B 14.3 B			a construction of the second s					
Volume Left Volume Right cSH Volume to Capacity Queue Length 95th (ft) Control Delay (s) Lane LOS Approach Delay (s) Approach LOS Intersection Summary Average Delay	578 0 11 1700 0.34 0 0.0	360 12 0 986 0.01 1 0.4 A 0.4	43 11 33 429 0.10 8 14.3 B 14.3 B								
Volume Left Volume Right cSH Volume to Capacity Queue Length 95th (ft) Control Delay (s): Lane LOS Approach Delay (s) Approach LOS Intersection Summary Average Delay Intersection Capacity Ut	578 0 11 1700 0.34 0 0.0	360 12 0 986 0.01 1 0.4 A 0.4	43 11 33 429 0,10 8 14.3 B 14.3 B 14.3 B 0.8 8,1%								
Volume Left Volume Right cSH Volume to Capacity Queue Length 95th (ft) Control Delay (s) Lane LOS Approach Delay (s) Approach Delay (s) Approach LOS Intersection Summary Average Delay	578 0 11 1700 0.34 0 0.0	360 12 0 986 0.01 1 0.4 A 0.4	43 11 33 429 0.10 8 14:3 B 14:3 B 14:3 B 14:3 8 14:3 5								
Volume Left Volume Right cSH Volume to Capacity Queue Length 95th (ft) Control Delay (s): Lane LOS Approach Delay (s) Approach Delay (s) Approach LOS Intersection Summary Average Delay Intersection Capacity Ut	578 0 11 1700 0.34 0 0.0	360 12 0 986 0.01 1 0.4 A 0.4	43 11 33 429 0.10 8 14:3 B 14:3 B 14:3 B 14:3 8 14:3 5								
Volume Left Volume Right cSH Volume to Capacity Queue Length 95th (ft) Control Delay (s): Lane LOS Approach Delay (s) Approach Delay (s) Approach LOS Intersection Summary Average Delay Intersection Capacity Ut	578 0 11 1700 0.34 0 0.0	360 12 0 986 0.01 1 0.4 A 0.4	43 11 33 429 0.10 8 14:3 B 14:3 B 14:3 B 14:3 8 14:3 5								
Volume Left Volume Right cSH Volume to Capacity Queue Length 95th (ft) Control Delay (s): Lane LOS Approach Delay (s) Approach Delay (s) Approach LOS Intersection Summary Average Delay Intersection Capacity Ut	578 0 11 1700 0.34 0 0.0 0.0	360 12 0 986 0.01 1 0.4 A 0.4	43 11 33 429 0.10 8 14.3 B 14.3 B 14.3 B 0.8 8.1% 15								
Volume Left Volume Right cSH Volume to Capacity Queue Length 95th (ft) Control Delay (s): Lane LOS Approach Delay (s) Approach LOS Intersection Summary Average Delay Intersection Capacity Ut	578 0 11 1700 0.34 0 0.0 0.0	360 12 0 986 0.01 1 0.4 A 0.4	43 11 33 429 0.10 8 14.3 B 14.3 B 14.3 B 0.8 8.1% 15								
Volume Left Volume Right cSH Volume to Capacity Queue Length 95th (ft) Control Delay (s): Lane LOS Approach Delay (s) Approach LOS Intersection Summary Average Delay Intersection Capacity Ut	578 0 11 1700 0.34 0 0.0 0.0	360 12 0 986 0.01 1 0.4 A 0.4	43 11 33 429 0.10 8 14.3 B 14.3 B 14.3 B 0.8 8.1% 15								

#### CUMULATIVE+PROJECT 4\_P.M. 1: LOVR & Broderson

\* Þ EBT EBR WBL WBT NBL · NBR Movement Y Lane Configurations ĥ ર્લ Sign Control Free Free Stop 0% Grade 0% 0% 340 30 447 5 16 Volume (veh/h) 5 0.92 0.92 0.92 0.920.92 0.92 Peak Hour Factor Hourly flow rate (vph) 370 5 33 486 5 17 Pedestrians Lane Width (ft) Walking Speed (ft/s) 中心的秘密。 Percent Blockage Right turn flare (veh) Median type None Median storage veh) 一点 的复数法律的第三人称单数 化化学 Upstream signal (ft) pX, platoon unblocked 计算机 机学校的人 vC, conflicting volume 375 923 372 vC1, stage 1 conf vol vC2, stage 2 confivol vCu, unblocked vol 375 923 372 6.4 tC, single (s) 4.1 6.2 tC, 2 stage (s) tF (s) 2.2 3.5 3.3 p0 queue free % 97 98 97 289 cM capacity (veh/h) 1173 669 Direction, Lane # EB 1 WB 1 NB<sup>1</sup> 375 Volume Total 518 23 Volume Left 0 33 5 Volume Right cSH 1700 1173 509 0.22 0.03 0.04 Volume to Capacity Queue Length 95th (ft) 0 2 4 Control Delay (s) 0:0 0.8 12.4 Lane LOS А B Approach Delay (s) 0.0 0.8 12.4 Approach LOS В Intersection Summary 0.8 Average Delay Intersection Capacity Utilization 56.7% ICU Level of Service Analysis Period (min)

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Synchro 6 Report

#### CUMULATIVE+PROJECT 4\_A.M. 2: LOVR & 9th

Reaction and an annual sector of the sector	and the second second		~	ć		L.	٩	t	P	\$	Ļ	4
Movement	EBL	EBT	EBR	WBL	WBT	WBR	. NBL	- NBT	NBR	SBL	SBT.	SBR
Lane Configurations	ř	<b>ት</b> ኩ		×	个	P		44		ሻ	Þ	
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	
Lane Util. Factor	1.00	0.95	Saale.	1.00	1.00	1.00		1 00		1.00	1.00	
Frt	1.00	0.99		1.00	1.00	0.85		0.93		1.00	0.91	
Flt Protected	0.95	1.00	Stor is	0.95	1,00	1,00		0.99		0.95	1.00	
Satd. Flow (prot)	1736	3442		1736	1827	1553		1676		1736	1662	
Flt Permitted	0.54	1.00		0,29	1.00	1.00		0.95	~ 心關係	0.70	1.00	
Satd. Flow (perm)	982	3442		525	1827	1553		1607		1283	1662	
Volume (vph)	70	592	35	70	231	45	25	40	80	192	50	75
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)	76	643	38	76	251	49	27	43	87	209	54	82
RTOR Reduction (vph)	0	8	0	0	0	32	0	42	0	0	40	0
Lane Group Flow (vph)	76	673	0	76	251	12 17	0 P	115	0	209	96	0 a la c
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%
Turn Type	Perm			Perm	· · · ·	Perm	Perm	4N NHA		Perm		
Protected Phases		4	```	· · · ·	8			2			6	
Permitted Phases	4			8		8	2	. 11	1.10	6		
Actuated Green, G (s)	21.1	21.1		21.1	21.1	21.1		30.9		30.9	30.9	
Effective Green, g (s)	21.1	21.1		21.1	21.1	21.1		30.9		30,9	30.9	白欄
Actuated g/C Ratio	0.35	0.35		0.35	0.35	0.35		0.52		0.52	0.52	
Clearance Time (s)	4.0	4,0		4.0	4.0	4.0		4.0	<b>Real Parts</b>	4.0	4.0	
Vehicle Extension (s)	3.0	3.0	, .	3.0	3.0	3.0		3.0		3.0	3.0	
Lane Grp Cap (vph)	345	1210		185	642	546	경험가 관계	828		661	856	
v/s Ratio Prot		c0.20			0.14						0.06	
v/s Ratio Perm	0.08	•		0.14		0.01		0.07	· 1.3	c0.16	이 안 같은	用的人
v/c Ratio	0.22	0.56		0.41	0.39	0.03		0.14		0.32	0.11	
Uniform Delay, d1	13.7	15.7		14.7	14.6	12.8		<b>7.6</b>		8.4	7.5	
Progression Factor	1.00	1.00		0.34	0.53	0.07		1.00		1.00	1.00	
Incremental Delay, d2	0.3	0.6	3	1,4	0.4	0,0		0.3	· · · · ·	1.3	0.3	ļ
Delay (s)	14.0	16.2		6.5	8.1	0.9		7.9		9.7	7.8	
Level of Service	В	В		A	A	A	<u>,</u>	A.	· · · ·	Ą	A	10. 1
Approach Delay (s)		16.0			6.8			7.9			8.9	
Approach LOS		$\sum_{i=1}^{n} e_{i} \mathbf{B}_{i}$	Halla's		dan A:					e	., А.	. J.
Intersection Summary			19.19.19.1	. H. 11		(159). T	e ite di		1	a		
HCM Average Control D	elay		11,6		ICM Le	vel of S	ervice		В			
HCM Volume to Capacity	- 12 AN A # 12 1	16 6 6 111 I	0.41	or of constraints (1996)	con provinción les	***********************	er onversionere bigne	<ol> <li></li></ol>				
Actuated Cycle Length (a		• • • • • •	60.0	) Linda <b>s</b>	um of I	ost time	( <b>s</b> )		8.0	Sale -		, Ŵ
Intersection Canacity Liti			53.7%	the second s	the free contract of	el of Sei		in filmationalise (	A		-11.1.11.11.11	257 (5

 Intersection Capacity Utilization
 53.7%
 ICU Level of Service
 A

 Analysis Period (min)
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# CUMULATIVE+PROJECT 4\_P.M. 2: LOVR & 9th

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Movement	EBL	EBT	EBR	.WBL	• WBT	WBR	· NBL	· NBT·	NBR <sup>.</sup>	SBL	SBT	SBR
Lane Configurations	'n	<b>ት</b> թ		ሻ	个	ក		\$		ሻ	ţ,	
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	
Lane Util. Factor	1.00	0.95	し、計論	1.00	1.00	1.00		1.00	「記録』	1.00	1.00	
Frt	1.00	0.99		1.00	1.00	0.85		0.94		1.00	0.90	
Flt Protected	0.95	1.00		0.95	1.00	1.00	8년 11년 1982년 - 11년 11년 11년 11년 11년 11년 11년 11년 11년	0.99	日本開設	0.95	1,00	
Satd. Flow (prot)	1736	3441		1736	1827	1553		1699		1736	1636	
FIt Permitted	0.32	1.00	ł	0.48	1.00	1.00		0.93	自然的	0.73	1.00	× •
Satd. Flow (perm)	591	3441		883	1827	1553		1597		1342	1636	
Volume (vph)	55	406	25	80	612	247	20	<sup>11</sup> 35	45	95	35	80
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)	60	441	27	87	665	268	22	38	49	103	38	87
RTOR Reduction (vph)	0	7	0	0	0	94	Ó	38	0	0	68	0
Lane Group Flow (vph)	60	461	i	87	665	174	0	238 <b>71</b> -	0	103	57	0
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%
Turn Type	Perm	**************************************		Perm	1111	Perm	Perm			Perm	· · · · · · · · · · · · · · · · · · ·	
Protected Phases		4			8			2	•		6	
Permitted Phases	4				ş <sup>i</sup> v	8	2.	U ALL A		6		1 M 2 1
Actuated Green, G (s)	38.9	38.9		38.9	38.9	38.9		13.1		13.1	13.1	
Effective Green, g (s)	38.9	38,9		38.9	38.9	38.9	5 811	13.1	Nago (	13.1	13.1	
Actuated g/C Ratio	0.65	0.65		0.65	0.65	0.65		0.22		0.22	0.22	
Clearance Time (s)	4.0	4.0	4.43	4.0	4.0	4,0		4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0		3.0		3.0	3.0	
Lane Grp Cap (vph)	383	2231	i de contra de	<b>572</b> <sup>°</sup>	1185	1007		349		293	357	ê tê firmîn
v/s Ratio Prot		0.13			c0.36						0.03	
v/s Ratio Perm	0.10		,	0.10		0.11	主的派	0.04		c0.08	· ·	1.5
v/c Ratio	0.16	0.21		0.15	0.56	0.17		0.20		0.35	0.16	
Uniform Delay, d1	4,1	4.3	記礼を	4.1	5.8	4.2		19.2	调试的 计目标	19.9	19.0	
Progression Factor	1.00	1.00		0.13	0.23	0.00		1.00		1.00	1.00	
Incremental Delay, d2	0.2	0.0		0.1	0.4	0,1		1.3		`; <b>3</b> .3	1.0	
Delay (s)	4.3	4.3		0.6	1.7	0.1		20.5		23.1	19.9	
Level of Service	A Child	A			A	ne .⊴ <b>A</b>	÷ -			ι, c, ή <mark>¢</mark> , _	<b>.B</b>	
Approach Delay (s)		4.3			1.2	× .		20.5			21.4	
Approach LOS		A	. Dec.		a Nal <b>A</b> H			Ç				
Intersection Summary							• ••• •					
HCM Average Control D			5.6	CONCEPTS NUMBER	COMPTINGER PERIS	vel of Si	I PETERSON CONSIGNATION CONTINUES		A	INTERNET CONTRACTOR	(CONSTRUCTION OF D	11812-0022018122120
HCM Volume to Capacit		1.11.11	0.51	ana ta sa mangaga	สมัณฑิตรีสมัตร์	ALTERNATION OF	NATINE TO	11 1 1 1	4.5			22,4
Actuated Cycle Length (s			60.0	SA PS	Sum of I	ost time	(s)	adal	8.0			2
Intersection Capacity Uti			57.9%			el of Ser		146 372727101 016	B			
Analysis Period (min)			15	2				<b>Barder</b>	1			
c Critical Long Group					1) v	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	e anter en la sur su	1.00 11.000 3				

# CUMULATIVE+PROJECT 4\_A.M. 3: LOVR & 10th

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_SINGON CONTRACTOR SOUTH AND ADDRESS OF THE SUB-	142-1417-14-245-4-14-14	701212020-055500.12	fa kila i v EFra i DSSatt Vita Faci	1976) a 41.600 MP 4132 (1742) (1860)	sterenzed crostola	10000000000000000000000000000000000000	CA CA CA DA		12200for #65220d2122299212112	153556512011-04403-0468	a daran da da da ko da ko da k	9.4.4.2.2.17.9.4.9.2.4.0.4.4.4.2.9.2.2.7.4.4.4
Movement	EBL	ACCURATE ACC		· WBR	SBL	SBR	DOPOTION CONTRACTOR	· · · •.				
Lane Configurations	7	<b>Å</b> Å	<b>ት</b> ኩ		N.	۲						
Ideal Flow (vphpl)	1900			1900			And					
Total Lost time (s)	4.0	4.0	4.0		4.0	4.0		an Same	Same to S			
Lane Util, Factor	1.00	0.95			1.00	1,00					的推	1
Frt	1.00	1.00	0.98		1.00	0.85		<	na anta a		. 1. 1. 1	
Flt Protected	0,95	1,00	1.00		0.95	1.00						År et st
Satd. Flow (prot)	1736	3471	3389		1736	1553	111. BB	s t stalls stability.	ana sa can		1 M. 61.	
Flt Permitted	0.95	1.00	1.00		0.95	1.00			RIGH			
Satd. Flow (perm)	1736	3471	3389	12345-01 (12, 12, 14, 14)	1736	1553	···	14478-0022-22-01	IN DECEMBER OF			
Volume (vph)	75	754	1.556,496613994545	crawshill is president of rithman of	60	45		And a set of the set o				
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	207.17	e abatria da una	1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1			
Adj. Flow (vph)	82	820	322	the electropic of the second	65	49				· .		
RTOR Reduction (vph)	0	0	27	0	0	32			·	136.3.4.5		
Lane Group Flow (vph)	82	820	355	0.1	65		<u>Uuluu</u>	Dark J.		1932	193	
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	CONTRACTOR AND	ahasaraa asaa	-26 K. 25 S Z			
Turn Type	Prot					Perm						
Protected Phases	7	4	8 	es des.	6		1	न मोद्यांस्टर, व्य	6332 S - 1		111.2	an an Children.
Permitted Phases	10.0				20.0					*		
Actuated Green, G (s)	10.3	31.1	16.8		20.9	20.9	Net olus H	11 21 000 141	as de terra.		N. 1	State Addition
Effective Green, g (s)	10.3 0.17				20.9		. 명덕행원				. 1	
Actuated g/C Ratio Clearance Time (s)		0.52	0.28	1 1 <sup>1</sup> .	0.35	0.35		r stransast	lladan Anti	£.,, .		. es et strats
Vehicle Extension (s)	4.0	110 110 10	40		4.0					338617	*	
	3.0	3.0	3.0	CASE M	3.0	3.0	ALC AREAD	a ana comuna	846.84638.878	12 2.1.5.2		
Lane Grp Cap (vph) v/s Ratio Prot	298		949		605	541				1.20.20		
	0.05	c0.24	0.10	Titte, Kannek 5 4e.	c0.04	െക്ക	ster is so	w 15		s tra la	11.1.154	
v/s Ratio Permana Para v/c Ratio	0.00	0.46	0.37				alasoni	latat y		는 문의 (한		
Uniform Delay, d1	0.28 21.6	0.40 9.1		(11.1.1)。 (11.1.1)。 (11.1.1)。	0.11	0.03	ed, bla – e f			br b	13 1 15	
Progression Factor	0.72	0.51	17.4 1.00		13.2 1.00	1.00		전문 생각 전		· )  (}-	0.190	A STATE OF CONTRACT OF CONTRAC
Incremental Delay, d2	0.72	0.31	0.2	111.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.	0.4	0.1	5 x 1		3	er de Marie	843393	1. D. 862
Delay (s)	16.0	4.8	17.6	自相思的分子	13.6	13.0		s 2	`			
Level of Service	B.1					13.0 B:				35 5 4 5 4 5 4 5 T	12441.9	1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.
Approach Delay (s)	U.	5.8	17.6	CHUCKS SH	В 13.3	<b>P</b> .	•••			그 한감종?		
Approach LOS		A	17.0 1818	see and the second s		i cheste				. • •		A Contraction of the contraction
	*******	÷	SAME IN		8853223	27 - ELDED	भारत क्रांसी	Martina'.	· `. `		1 174	
Intersection Summary					· •.	્ય વધુ	210102211021210101000200	a La				
HCM Average Control De		·	9,7	HC	DM Lev	el of S	ervice		A			
HCM Volume to Capacity			0.32									
Actuated Cycle Length (s			60.0	Su	m of lo	ost time	(s)		8.0		2.23	
Intersection Capacity Utili	ization		30.8%			of Ser			A			
Analysis Period (min)			15							-		
c Critical Lane Group												

#### CUMULATIVE+PROJECT 4\_P.M. 3: LOVR & 10th

	ھر		4	<b>&amp;</b>	1.	» d
Movement	EBL	EBT	WBT	. WBR	SBL	LSBR
Lane Configurations	٣	<b>伶</b> 个	飰		, K	<u> </u>
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	
Total Lost time (s)	4.0	4.0	4.0		4.0	
Lane Util. Factor	1.00	0.95	0.95		1.00	
Frt	1.00	1.00	0.98		1.00	
Flt Protected	0.95	1.00	1.00		0.95	5 100
Satd. Flow (prot)	1736	3471	3417		1736	
Flt Permitted	0.95	1.00	1,00		0.95	5時間100。同時常增減調味見影響的多考了多少。
Satd. Flow (perm)	1736	3471	3417		1736	6 1553
Volume (vph)	90	476	899	105	70	0 55
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	
Adj. Flow (vph)	98	517	977	114		
RTOR Reduction (vph)	0	0	17	0	0	
Lane Group Flow (vph)	98	517	1074	0	76	6部目前6時回到,1999年,1997年,1997年,1996年6月
Heavy Vehicles (%)	4%	4%	4%	4%	4%	6 4%
Turn Type	Prot					Perm
Protected Phases	7	4	8		6	3

Protected Phases	7	4	8	6					
Permitted Phases					1	植的感动。			2°
Actuated Green, G (s)	7.5	35.7	24.2	16.3					
Effective Green, g (s)	7.5	35.7	24,2	16.3	16.3				`
Actuated g/C Ratio	0.12	0.60	0.40	0.27	0.27				
Clearance Time (s)	4.0	4.0	4.0	 4 0	4.0		-		the body to
Vehicle Extension (s)	3.0	3.0	3.0	3.0					
Lane Grp Cap (vph)	217	2065	1378	472	422		Tribilit is	n an	
v/s Ratio Prot	c0.06	0.15	c0.31	 c0.04	·				
v/s Ratio Perm	요하네ㅋ		비민행동		0.01		이 아이	2 3 2 3	esta de
v/c Ratio	0.45	0.25	0.78	0.16	0.04				
Uniform Delay, d1	24.3	5.8	15.6	16.6	16,1	關門。這些			. f *
Progression Factor	1.00	0.79	1.00	1.00	1.00				
Incremental Delay, d2	liii 105 ⊂	0.1	2,9	0.7	0.2				1.
Delay (s)	25.9	4.6	18.4	17.4	16.3				
Level of Service	iali <b>C</b> ⁺,	A	1 (Mar B.)	B	u î <b>B</b> ili		1		
Approach Delay (s)		8.0	18.4	16.9					
Approach LOS (1991)		А	B					a di bah	
		NATION	n i canto de la come				entrationalitz	seconderation of	orennessere energy

Intersection Summary HCM Average Control Delay 14.8 HCM Level of Service B HCM Volume to Capacity ratio 0.52 Actuated Cycle Length (s) 600 600 12.0 Intersection Capacity Utilization 47.1% ICU Level of Service А Analysis Period (min) 

# CUMULATIVE+PROJECT 4\_A.M. 4: LOVR & South Bay

HCM Signalized Intersection Capacity Analysis k

	<u>بر</u>		>	£~~	4	A.	4	Â	Þ	\$	Ļ	4
Movement	EBL	EBT	ERR	: WBL	WBT	WBR	NBL	NBT	NBR	, SBL	SBT	SBR
Lane Configurations	<u>1988</u> 7	<del>ሳ</del> ት	HIGHLENDER		TTERN TRANSPORT	CONTRACTOR OF CONTRACTOR OF CONTRACT		<del>ري</del> ه چې	HUHRHOMMAN		4 *	interation Ť
Ideal Flow (vphpl)	1900	1900	1900	1900	1900		1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	1500	4.0	4.0	4.0	1200	4.0		a ni <b>ng ki ki</b>	4.0	4.0
Lane Util. Factor	1.00	0.95		1.00	0.95			1.00			1.00	1.00
Frt	1.00	1.00		1.00	1.00	0.85		0.98	a	100	1.00	0.85
Fit Protected	0.95	1.00	1.1	0.95	1.00			1.00			0.96	1.00
Satd. Flow (prot)	1736	3467		1736	3471	1553		1791			1745	1553
Fit Permitted	0.95	1.00		0.95	1.00	1.00		1.00	;	1000	0.96	1.00
Satd. Flow (perm)	1736	3467	1.11.04.000.054	1736	3471	1553	1.5 2.178.3	1791		1.3.1993.51	1745	1553
Volume (vph)	260	639	5	5	191	125	5	45	6	397	25	140
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)		695	0.52	0.52	208		5	49	7	432	27	152
RTOR Reduction (vph)	0	1	0 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	N	0	116	0	- <u>∧</u>	0	0	ाकी क्रेस के होने <b>0</b>	106
Lane Group Flow (vph)	283	699	0	5	208	20	Ŏ	55	a da o	J 0.	459	46
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%
manual second	Prot	+ /0	-+ /U	Prot	+ /0	Perm	Split	+ /0	4 /0	Split		Perm
Turn Type Protected Phases	7	4		3	•	ĿĠIJŰ :	2 2	2		. opiit. 6	CHANGE C	
Permitted Phases	'	4		3	8		_	_		0	6	6
and the first of the second	11.7	20.5	• •	0.4	9.2	9.2		7.0			19.0	19.0
Actuated Green, G (s) Effective Green, g (s)	11.7	20.5		0.4	9.2	9.2 9.2		7.0		;	19.0	19.0
Actuated g/C Ratio	0.19	0.33		0.01	0.15	9.2 0.15	n a air	0.11			0.30	0.30
Clearance Time (s)	4.0	4.0	:	4.0	4.0	4.0		4.0			4.0	4.0
Vehicle Extension (s)	3.0	3.0		3.0	4.0 3.0	3.0	N	4.0 3.0			3.0	3.0
			2.				S			9444.43		
Lane Grp Cap (vph)	323	1130		11	508	227		199		135613.0	527	469
v/s Ratio Prot	c0.16	c0.20	n	0.00	0.06	664	en tean de tr	c0.03			c0.26	0.02
v/s Ratio Perm	0.00	0.60				0.01	874 B 47			6		0.03
v/c Ratio	0.88	0.62	1. HAR	0.45	0.41	0.09	ant Mes	0.28			0.87	0.10
	24.9		1.9149698	31.1	24,4	23.2	er o goar	25.6	. 1		20.8	15.8
Progression Factor	1.00	1.00		1.00	1.00	1.00	R time Silico	1.00	State 1		1.00	1.00
Incremental Delay, d2	22.3	1.0	1.1.*	27.0	0.5	02		3.4			17.7	0.4
Delay (s)	47.2 D	18.9 B	```	58.2 E	24.9	23.4		29.0	ai haali t		38.5	16.2
Level of Service	Ų			`, <b>⊑</b> , :		С		Ċ.	10,18,29	19-10 A. A.		B
Approach Delay (s)		27.1			24.8	5 . E % 1 B	111.008.14	29.0			32.9 C	
Approach LOS		C	· ·	3.5.10.5444		A state	And the second s	<b>U</b>			Ċ,	
Intersection Summary											•	
HCM Average Control D	elay	1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 -	28.5	1 Marth	ICM Le	vel of Se	ervice		С			
HCM Volume to Capacit	y ratio		0.71		· · · · ·	<ul> <li>* 1000, 400 000000</li> </ul>	1949 (1992) - Cold (1993)	1999 C. 1999 C. 1997	1.00000000000			
Actuated Cycle Length (	s)		62.9	S	um of l	ost time	(s)		12.0			
Intersection Capacity Uti			61.1%			el of Ser			В			
Analysis Period (min)			15	• • •								
c Critical Lane Group												1,

# CUMULATIVE+PROJECT 4\_P.M. 4: LOVR & South Bay

HCM Signalized Intersection Capacity Analysis -

٨		>	*	4	4	4	Î	p	\$	Ļ	4
Movement	EBT	· EBR .	WBL	WBT	WBR	NBL	: NBT	NBR	.SBL	SBT	SBR
Lane Configurations	<u>ት</u> ቤ		Ŵ	个个	7		<b>\$</b>			र्स	ሻ
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s) 4.0	4.0	1.11.11.11.11.11.11.11.11.11.11.11.11.1	4.0	4.0	4.0		4.0	1144401111		4.0	4.0
Lane Util. Factor 1.00	0.95		1.00	0.95	1.00	And the second s	1.00			1.00	1.00
Frt 1.00	1.00		1.00	1.00	0.85		0.97			1.00	0.85
Flt Protected 0.95	1.00		0.95	1.00	1.00		0.99			0.96	1.00
Satd. Flow (prot) 1736	3464		1736	3471	1553		1743			1749	1553
Fit Permitted	1.00	2 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1.	0.95	1.00	1.00	A state of the sta	0.99			0.96	1.00
Satd. Flow (perm) 1736	3464		1736	3471	1553		1743			1749	1553
Volume (vph)	316	5	6	664	327	10	20	10	200	25	200
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)	343	5	<b>7</b>	722	355	14	22	ia <b>11</b>	217	27	217
RTOR Reduction (vph) 0	2	0	0	0	253	0	10	0	0	0	179
Lane Group Flow (vph) 250	346	N 0,	7	722	102	0	34	0		244	38
Heavy Vehicles (%) 4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%
Turn Type Prot	1.4310.1		Prot		Perm	Split			Split	. 195	Perm
Protected Phases 7	4		3	8	. N. N. Jul N.S. N.	2	2		. 6	6	N. N.M. 1
Permitted Phases		2	Jul 1		8	다잡다고	sy alk				6
Actuated Green, G (s) 11.3	28.8		0.4	17.9	17.9		6.0			11.0	11.0
Effective Green, g (s) 11,3	28.8		0.4	17,9	17.9	114.11	6.0			11.0	11.0
Actuated g/C Ratio 0.18	0.46	5. 5.5	0.01	0.29	0.29	,	0.10			0.18	0.18
Clearance Time (s) 4.0	4.0		4.0	4.0	4.0		4.0			4,0	4.0
Vehicle Extension (s) 3.0	3.0		3.0	3.0	3.0		3.0			3.0	3.0
Lane Grp Cap (vph) 315	1604		11	999	447		168		机能加出	309	275
v/s Ratio Prot c0.14	0.10	5	0.00	c0.21	<u> </u>	2. 1	c0.02			c0.14	
v/s Ratio Permini a	· · · · ·		Here.		0.07						
v/c Ratio 0.79	0.22		0.64	0.72	0.23	× 2 3.1	0.20			0.79	0.14
Uniform Delay, d1 24.3	10.0	en la recorde de la familia	30.8	19.9	16.9		25.9			24,5	21.6
Progression Factor 1.00	1.00		1.00	1.00	1.00	ant consideration	1.00			1.00	1.00
Incremental Delay, d2 12.9	0.1		81.7	2.6	0.3		2.7			18.3	11
Delay (s) 37.2	10.0		12.6	22.5	17.1		28.6	an an an an an		42.8	22.7
Level of Service	B	A Construction of the second s	F	C	B		C C		19	D.∖	Ċ
Approach Delay (s)	21.4		1 1 2 2	21.3	a 'n prikad	en en en en	28.6	دي فو د د	Ena Pro	33.3	
Approach LOS		-i., 2010 .			SHUDDO	hatasi		. ( · · ·		Habit <b>C</b>	
Intersection Summary											
HCM Average Control Delay	-	24.0		CM Lev	vel of Se	ervice		O I			
HCM Volume to Capacity ratio		0.69		9791702011Q373-71	alan a talah a sa	22.21.		<ul> <li>31 (10) (10) (10)</li> </ul>		۰ : ۱	CALCED TO
Actuated Cycle Length (s)		62.2	S	um of l	ost time	(s)	1.000	16.0	. ·		
Intersection Capacity Utilization		60.2%			el of Ser			B			
Analysis Period (min)		15					MALINA A	N MARY	,		
c Critical Lane Group											

# CUMULATIVE+PROJECT 4\_A.M. 5: LOVR & Turri

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Movement	EBL	EBT	WBT	WBR	SBL	SBR	
Lane Configurations	×	*	î,		×/		
Sign Control		Free	Free		Stop	. •	and the state of the state of the state of the
Grade		0%	0%		0%		
Volume (veh/h)	13	1040	230	13		6	A A A A A A A A A A A A A A A A A A A
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	
Hourly flow rate (vph)	14	1130	250	14	17	7	المراجع
Pedestrians		14 C 17 TA					
Lane Width (ft)	8	1960	a diga di		6 C. S	1911	and the start of the second second second
Walking Speed (ft/s)	`						
Percent Blockage				2.			
Right turn flare (veh)							
Median type		· .	x 1 -	ंभाष	WLTL	· ·	
Median storage veh)					1		х х х
Upstream signal (ft)							
pX, platoon unblocked							
vC, conflicting volume	264	in a para	a <sub>t</sub> i su c	1.25	1416	257	and the second second second second
vC1, stage 1 conf vol					257		
vC2, stage 2 conf vol				· . ·	1159	1 (N 1	The consequences of a state of the state of
vCu, unblocked vol	264				1416	257	
tC, single (s)	4.1		2	e e ta a	6.4	6.2	and the second
tC, 2 stage (s)				*	5.4		
tF (s)	2.2	s. 2	August 1		3.5	3.3	and the second second second second second
p0 queue free %	99				93	99	•
cM capacity (veh/h)	1288	· · ·	• •	÷	243	777	
Direction, Lane #	EB.1	EB 2 ::	WR 1-	SB 1:-		* <b>;</b>	
Volume Total	14	1130	and the second	24			
Volume Left	14	0	0	17	-	21. O M	きょうない最近にいい ガンドン あいない おんしがく しゅうちゅうし
Volume Right	0	õ	14	7			
cSH	1288	1700	1700	299			
Volume to Capacity	0.01	0.66	0.16	0.08			
Queue Length 95th (ft)	1	0.00	0.10	6			
Control Delay (s)	7.8	0.0	0.0	18.1			• •
Lane LOS	A	0.0	0.0	C			
Approach Delay (s)	0.1		0.0	18.1			
Approach LOS	0, ,		010	C			
				-			*
Intersection Summary							
Average Delay			0.4				-
Intersection Capacity Uti	lization	6	64.7%	IC	U Leve	l of Servic	ce C
Analysis Period (min)			15				
ranalysis r chod (miny							
ranayolo r chod (miny							
radiyolo r chod (miny		and the second	lines 2	9564	L 2	- 40- 81 	0 < C.
ranalysis r chod (miny		and the second	the seal	NATE AND		5 - Car	
7 maryolo r chod (miny		and a second	(J mak	Mgg dayn		in di Sungara In - Sungara	5 C.

### CUMULATIVE+PROJECT 4\_P.M. 5: LOVR & Turri

HCM Unsignalized Intersection Capacity Analysis

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	EBL	EBT	WBT	WBR SBL	SBR			
Lane Configurations	W	ŧ	ß	¥.				
Sign Control	st ist	Free		Stop	N N N	19 - 19 - 19 - 19		the the second
Grade		0%	0%	0%				
Volume (veh/h)	6	450	980	21 18	13		an shi ya ƙ	
Peak Hour Factor	0.92	0.92	0.92	0.92 0.92				
Hourly flow rate (vph) Pedestrians	7	489	1065	23 20	a <b>14</b>	Sec. March 1	ler i ser e	y the second
Lane Width (ft)	$\mathcal{N}_{i}^{(1)}$		·' ~ / ',	n i na stati				
Walking Speed (ft/s) Percent Blockage							an an t	· .
Right turn flare (veh)								
Median type	1. A. A.	X	· · ·	TWLTL		$X_{i} = -\frac{1}{2}$	(1 <i>7</i> )	
Median storage veh)				1				
Upstream signal (ft) pX, platoon unblocked	· · ·			N	Sec. Sec. Sec.	Na ang ang ang ang ang ang ang ang ang an	an a	a e d
vC, conflicting volume	1088		*** <u>*</u>		1077	an training and a star	an a	e en esta de la composition de la compo
vC1, stage 1 conf vol				1077	· · · · ·			·
vC2, stage 2 conf vol	्र २ ४०००		1.9	502	172.4	N. C. Sar	we they the	e .
vCu, unblocked vol	1088			1579	1077			
tC, single (s) tC, 2 stage (s)	4.1			6:4. 5.4	6.2	- (21-3) -		an Ang Ang Ang Ang Ang Ang Ang Ang Ang An
tF (s)	2.2		2 10 10 -	. 3.5	<b>3,3</b> ,	Carlos Alexander	de post alternation	$m_{i}(t) = \left( \sum_{j=1}^{N}  \chi_{j}(t) ^{-1/2}  y ^{-1} \right)$
p0 queue free %	99			92	95			
cM capacity (veh/h)	634	, T.		239	- 264	erşikî a Ti	ist. And	
Direction, Lane #	EB 1	EB 2	WB,1;	SB-172	···			•
Volume Total	7	489	NERTO-ROOMSCOULD CONTRACTOR	34		Superior Sector Francisco Construction of the sector of th		
Volume Left	7	0	0	20		· • •		
Volume Right	. 0	-						
-011		0	23	14	$\varphi_{1,N} = \{N^{k,N}\}$		n an thair the	p <sup>aran</sup> ay sana a gi
cSH	634	0 1700	23 1700	14 249	an a		n an thair the T	A <sup>nnen</sup> al constant de gr An
cSH Volume to Capacity			200 200				nak înapriși Î	entra de la seconda de las elementes de las Alementes de las elementes de las elementes Alementes de las elementes
	634	1700	1700	249			n an thair the	e <sup>man</sup> agen an an sea an an an sea an an an a
Volume to Capacity	634 0.01	1700 0.29	1700 0.64	249 0.14				e <sup>na n</sup> ago se a se
Volume to Capacity Queue Length 95th (ft)	634 0.01 1	1700 0,29 0	1700 0.64 0	249 0.14 12				e <sup>n an</sup> geologie de geo ele ele ele ele ele ele ele ele ele ele
Volume to Capacity Queue Length 95th (ft) Control Delay (s) Lane LOS Approach Delay (s)	634 0.01 1 10.7	1700 0,29 0	1700 0.64 0	249 0.14 12 21.7 C 21.7				
Volume to Capacity Queue Length 95th (ft) Control Delay (s) Lane LOS	634 0.01 1 10.7 B	1700 0,29 0	1700 0.64 0 0.0	249 0.14 12 21.7 C				
Volume to Capacity Queue Length 95th (ft) Control Delay (s) Lane LOS Approach Delay (s)	634 0.01 1 10.7 B	1700 0,29 0	1700 0.64 0 0.0	249 0.14 12 21.7 C 21.7				
Volume to Capacity Queue Length 95th (ft) Control Delay (s) Lane LOS Approach Delay (s) Approach LOS Intersection Summary.	634 0.01 1 10.7 B	1700 0,29 0	1700 0.64 0 0.0	249 0.14 12 21.7 C 21.7				
Volume to Capacity Queue Length 95th (ft) Control Delay (s) Lane LOS Approach Delay (s) Approach LOS	634 0.01 10.7 B 0.1	1700 0.29 0 0,0	1700 0.64 0 0.0 0.0	249 0.14 12 21.7 C 21.7 C	el of Service		n an line an line an line B	
Volume to Capacity Queue Length 95th (ft) Control Delay (s) Lane LOS Approach Delay (s) Approach LOS Intersection Summary Average Delay	634 0.01 10.7 B 0.1	1700 0.29 0 0,0	1700 0.64 0 0.0 0.0 0.0	249 0.14 12 21.7 C 21.7 C	el of Service	1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 -	nes l'agriga	
Volume to Capacity Queue Length 95th (ft) Control Delay (s) Lane LOS Approach Delay (s) Approach LOS Intersection Summary Average Delay Intersection Capacity Util	634 0.01 10.7 B 0.1	1700 0.29 0 0,0	1700 0.64 0 0.0 0.0 0.0 0.5 62.9%	249 0.14 12 21.7 C 21.7 C	el of Service		ная Саранар 23 В	
Volume to Capacity Queue Length 95th (ft) Control Delay (s) Lane LOS Approach Delay (s) Approach LOS Intersection Summary Average Delay Intersection Capacity Util	634 0.01 10.7 B 0.1	1700 0.29 0 0,0	1700 0.64 0 0.0 0.0 0.0 0.5 62.9%	249 0.14 12 21.7 C 21.7 C	el of Service		ная Салунар 29 - С	
Volume to Capacity Queue Length 95th (ft) Control Delay (s) Lane LOS Approach Delay (s) Approach LOS Intersection Summary. Average Delay Intersection Capacity Util	634 0.01 10.7 B 0.1	1700 0.29 0 0,0	1700 0.64 0 0.0 0.0 0.0 0.5 62.9%	249 0.14 12 21.7 C 21.7 C	el of Service		ных Салар (199 2011) В Х	
Volume to Capacity Queue Length 95th (ft) Control Delay (s) Lane LOS Approach Delay (s) Approach LOS Intersection Summary. Average Delay Intersection Capacity Util	634 0.01 10.7 B 0.1	1700 0.29 0 0,0	1700 0.64 0 0.0 0.0 0.5 52.9% 15	249 0.14 12 21.7 C 21.7 C			χ.	
Volume to Capacity Queue Length 95th (ft) Control Delay (s) Lane LOS Approach Delay (s) Approach LOS Intersection Summary. Average Delay Intersection Capacity Util	634 0.01 10.7 B 0.1	1700 0.29 0 0,0	1700 0.64 0 0.0 0.0 0.5 52.9% 15	249 0.14 12 21.7 C 21.7 C			χ.	
Volume to Capacity Queue Length 95th (ft) Control Delay (s) Lane LOS Approach Delay (s) Approach LOS Intersection Summary. Average Delay Intersection Capacity Util	634 0.01 10.7 B 0.1	1700 0.29 0 0,0	1700 0.64 0 0.0 0.0 0.5 52.9% 15	249 0.14 12 21.7 C 21.7 C		Current Contraction	χ.	