# **TRAFFIC IMPACT STUDY**

for

# **Enloe Medical Office Building**

April 27, 2018

**PREPARED FOR:** 

Modern Building, Inc.

**PREPARED BY:** 





TRAFFIC WORKS, LLC 2240 St. George Lane, Suite 1, Chico, CA 95926 530.897.0199 www.Traffic-Works.com

#### LIST OF FIGURES

- 1. Project Location
- 2. Project Site Plan
- 3. Existing Lane Configurations & Controls
- 4. Existing Traffic Volumes
- 5. Project Trip Distribution & Assignment
- 6. Existing Plus Project Traffic Volumes
- 7. Cumulative Traffic Volumes
- 8. Cumulative Plus Project Traffic Volumes

#### LIST OF APPENDICES

- A. Existing LOS Calculations
- B. Existing Plus Project LOS Calculations
- C. Cumulative No Project LOS Calculations
- D. Cumulative Plus Project LOS Calculations



#### Intersections

Intersection level of service methodology is established in the *Highway Capacity Manual (HCM), 2010*, published by the Transportation Research Board (TRB). The methodology for signalized intersections determines the level of service by comparing the average control delay for the overall intersection to the delay thresholds in **Table 1**. The level of service at unsignalized (side-street stop controlled) intersections is determined by comparing the average control delay for the worst movement/approach to the delay thresholds in **Table 1**.

Table 1:	Level of S	ervice Defi	inition for I	ntersections

Level		Averag (seconds p	
of Service	Brief Description	Unsignalized Intersections	Signalized Intersections
A	Free flow conditions.	< 10	,< 10
В	Stable conditions with some affect from other vehicles.	10 to 15	10 to 20
С	Stable conditions with significant affect from other vehicles.	15 to 25	20 to 35
D	High density traffic conditions still with stable flow.	25 to 35	35 to 55
E	At or near capacity flows.	35 to 50	55 to 80
F	Over capacity conditions.	> 50	> 80

Source: Highway Capacity Manual (2010), Chapters 18 & 19

Level of service calculations were performed for the study intersections using the Synchro 9 software package with results reported in accordance with the current *HCM 2010* methodology.

#### Level of Service Policy

#### **City of Chico**

The City of Chico 2030 General Plan Circulation Element includes the following level of service policy:

Policy CIRC-1.4 (Level of Service Standards) – Maintain LOS D or better for roadways and intersections at the peak PM period, except as specified below:

- LOS E is acceptable for City streets and intersections under the following circumstances:
  - Downtown streets within the boundaries identified in Figure DT-1 of the Downtown Element.
  - o Arterials served by scheduled transit.
  - Arterials not served by scheduled transit, if bicycle and pedestrian facilities are provided within or adjacent to the roadway.
  - o Utilize Caltrans LOS standards for Caltrans' facilities.
  - o There are no LOS standards for private roads.



Segment 16 [of SR 99] is a 4-lane freeway beginning south of Chico, running from Southgate Avenue to north of Eaton Road.

The segment currently operates at LOS F, with AADT at 73,000. By the year 2035, peak hour operation is expected to remain at LOS F, with AADT increasing to 111,370.

Caltrans will collaborate and coordinate with BCAG and City of Chico on future projects and studies that will improve mobility along the SR 99 corridor.

#### Level of Service Threshold Summary

LOS E was used as the threshold (i.e. the minimum acceptable LOS) for this project consistent with the City of Chico and Caltrans policies outlined above.

Where intersections are already experiencing level of service beyond the thresholds, conditions should not be exacerbated. In practice, this has often been interpreted as not increasing average delay per vehicle by more than 5 seconds at signalized intersections.

#### EXISTING TRANSPORTATION FACILITIES

#### **Roadway Facilities**

A brief description of the key roadways in the study area is provided below.

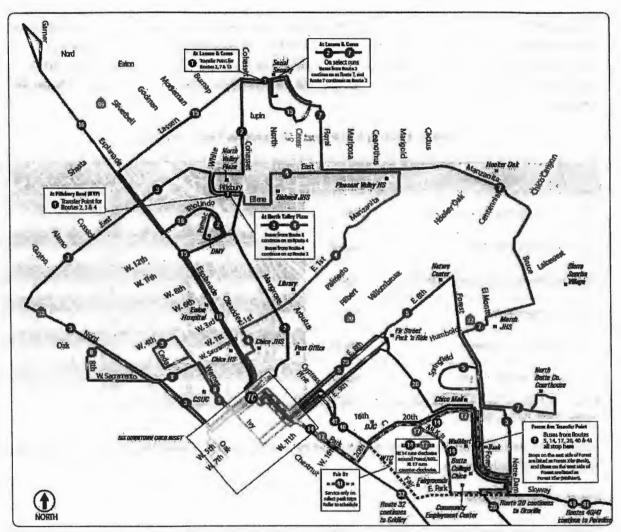
State Route (SR) 99 is a north-south highway that intersects Interstate 5 (I-5) near Redding, CA at its north end and I-5 south of Bakersfield, CA at its south end. Within the analysis area, SR 99 is a divided freeway with two through lanes in each direction.

*W. East Avenue* is an Arterial roadway in the City of Chico running in a northeast-southwest direction west of SR 99. East of SR 99, the roadway is called East Avenue. Within the project area, East Avenue is a fourlane roadway (two lanes in each direction) with left-turn pockets or a two-way left-turn lane for the entire length. Some intersections on East Avenue also have right-turn pockets. The posted speed limit on East Avenue varies from 25 mph near SR 99 to 45 mph at Cussick Avenue and Holly Avenue.

*Esplanade* is an Arterial roadway that generally parallels SR 99 west of the highway. In the project area, Esplanade is a four-lane roadway (two lanes in each direction) with a two-way left-turn lane. The posted speed limit on Esplanade near East Avenue is 35 mph.

*Cussick Avenue/Holly Avenue* is a two-lane Collector roadway. North of East Avenue the roadway is Cussick Avenue and south of East Avenue the roadway is called Holly Avenue. Cussick Avenue and Holly Avenue primarily serve residential uses. The posted speed limit on Cussick Avenue north of East Avenue is 25 mph. The posted speed limit on Holly Avenue south of East Avenue is 35 mph.





**B-Line Transit Stops & Routes – Chico Area** 

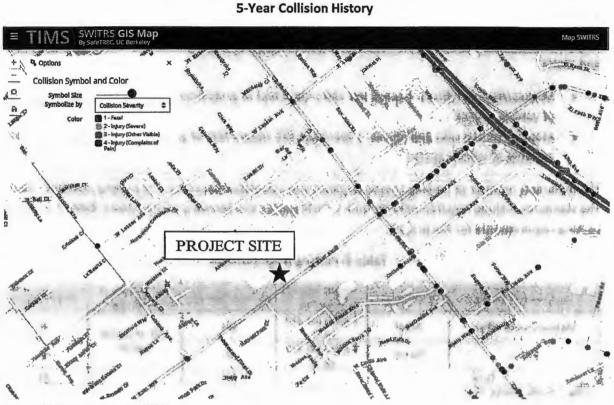
#### **EXISTING CONDITIONS**

#### Traffic Volumes

Existing AM (7:00 AM to 9:00 AM) and PM (4:00 PM to 6:00 PM) peak hour intersection turning movement volumes were collected at the study intersections on a mid-week day in April 2018 when schools were in regular session. Figure 4 shows the existing intersection turning movement volumes.



Source: blinetransit.com, April 2018



Source: blinetransit.com, April 2018

#### **PROJECT CONDITIONS**

#### **Project Description**

The proposed project consists of a 120,292 square foot medical office building that would likely include approximately 90,000 square feet (75 percent) of medical/dental office and 30,000 square feet (25 percent) of clinical space. The project site is located on the north side of East Avenue on the vacant parcel between Enloe Rehabilitation Center and the Save Mart anchored shopping center.

#### **Project Access**

As shown on the project site plan (Figure 2), the proposed project includes two access driveways, one connecting west to the existing East Avenue / Harvest Park Court/ Enloe Rehab Hospital signalized intersection and a new driveway on East Avenue east of Harvest Park Court. The new driveway would include right-in/right-out/left-in access only. Left-out access would be prohibited for safety and traffic operations reasons. Emergency access will be adequately provided with the multiple points of ingress and egress to the site.



#### **Table 4: Project Trip Generation**

and the second of the second	and the station of	A.K. Janza	and the start of	and the state and the second	Trips <sup>2</sup>	and the first and the second	The he was a	and the second second
Land Use (ITE Code)	Size/Units <sup>1</sup>	Daily	AM	AMIn	AM Out	PM	PMIIn	PMOut
Medical Dental Office (720)	90.25 ksf	3,140	251	196	55	312	87	225
Clinic (630)	30.05 ksf	1,147	111	87	24	99	29	70
Total		4,287	362	283	79	411	116	295

Notes: 1. ksf = 1,000 square feet

2. Based on the following ITE trip rates:

Medical Dental Office: Daily – 34.8 trips per ksf; AM – 2.78 trips per ksf (78% in / 22% out); PM – 3.46 trips per ksf (28% in / 72% out)

Clinic: 38.16 trips per ksf; AM – 3.69 trips per ksf (78% in / 22% out); PM – 3.28 trips per ksf (29% in / 71% out) Source: Traffic Works, 2018

#### **Trip Distribution and Assignment**

Project generated traffic was distributed to the surrounding roadway network based on existing traffic volumes and traffic patterns in the area and the locations of complimentary land uses. The following trip distribution percentages were used:

- 15 % to/from west on East Avenue
  - o 5 % to/from west on East Avenue
  - o 5 % to/from north on Cussick Avenue
  - o 5 % to/from south on Holly Avenue
- 85 % to/from east on East Avenue
  - o 2 % to/from the Save Mart Driveway
  - o 3 % to/from the Raley's Driveway
  - o 10 % to/from north on Esplanade
  - o 25 % to/from south on Esplanade
  - o 10 % to/from north on SR 99
  - o 25 % to/from south on SR 99
  - o 10 % to/from east on East Avenue

The project trip distribution and assignment is shown on Figure 5.

#### Vehicle Miles Travelled (VMT) Estimation

With adoption of and implementation of California Senate Bill 743, Vehicle Miles Travelled (VMT) is an important consideration and a key metric of vehicular travel contributions to Green House Gas (GHG) emissions and energy consumption. VMT is typically expressed in miles per day and can simplistically be calculated by multiplying the number of daily project generated trips by the anticipated trip length(s).

The average trip length and percentage of each type of commercial based trip in Butte County was obtained from the California Emissions Estimator Model (CalEEMod). The CalEEMod trip length output



	Sector Sec	Contraction of the Contraction	Exi	sting	Ridding .	E	kisting P	lus Projec	6	
Intersection	Control	A	N	PN	Л	AN	<b>/</b>	P	N	
personal in the statement	See Little	Delay <sup>1</sup>	LOS	Delay <sup>1</sup>	LOS	Delay <sup>1</sup>	LOS	Delay <sup>1</sup>	LOS	
East Ave/Holly Ave/Cussick	Cianal				and the second				A Second Second	
Ave	Signal	15.7	В	20.6	С	16.0	В	21.7	С	
Fast Aug / Lanuart Dark Ct2	Cional									
East Ave/Harvest Park Ct <sup>2</sup>	Signal	6.1	Α	8.4	Α	7.6	А	15.9	В	
East Ave/Project Driveway	Side	で、「「「「「」」」		a stand and the second	San Sector	Man Street			Canal States	
Southbound Right	Street			1/4		13.6	А	19.8	С	
Eastbound Left	STOP		r	I/A		11.3	В	11.8	В	
East Ave/Raley's Dwy/Save	Circul	Non-Million Parked of	Carlos of Bas		N K IS	DIGNE PROFESSION			NO.	
Mart Dwy	Signal	7.3	Α	16.3	В	7.5	Α	18.0	В	
Fast Ave/Fastanade	Cignal			Starting 1						
East Ave/Esplanade	Signal	30.6	С	31.7	С	33.0	С	32.8	С	
Fast Ave /CD 00 CD Damas	Signal							Lucie and		
East Ave/SR 99 SB Ramps	Signal	14.2	В	14.8	В	14.2	В	14.9	В	
East Ave/SR 99 NB Ramps	Signal	A PARA TAN		Charles and the second	and the second	Service and		and the second		
cast weeps as ind ramps	Signal	19.4	В	18.5	В	20.1	С	18.5	В	

#### Table 6: Existing Plus Project Conditions Intersection Level of Service

Notes: 1. Delay is reported in seconds per vehicle for the overall intersection for signalized intersections.

2. Delay and LOS reported based on HCM 2000 methodology because HCM 2010 cannot analyze U-turn movements. Source: Traffic Works, 2018

As shown in the table, all the study intersections are expected to operate at acceptable levels of service during the AM and PM peak hours under Existing Plus Project conditions.

#### **CUMULATIVE CONDITIONS**

#### **Traffic Volume Forecasts**

Future year (2040) traffic volume forecasts were developed using outputs from the Butte County Association of Governments (BCAG) regional travel demand forecasting model. The BCAG model provides traffic volumes forecasts for the years 2014 and 2040 which were used to develop annual average growth rates for major roadways in the project area. Based on the BCAG model forecasts, the following growth rates were applied to the existing traffic volumes to develop future year (2040) traffic volume forecasts:

- 1.2 percent per year growth on East Avenue, Cussick Avenue/Holly Avenue, and Esplanade
- 2.0 percent per year growth on the SR 99 Ramps
- Zero percent growth was assumed at Harvest Park Court and Save Mart and Raley's Driveways, as the areas these roadways serve are already built-out

The final 2040 turning movement volumes were rounded to the nearest 5 (if the volume was less than or equal to 5) or 10 (if the volume was greater than 5) vehicles. Volumes were also adjusted to be balanced between intersections based on existing traffic volumes. The future year (2040) traffic volumes at the study intersections are shown on Figure 7.



#### CUMULATIVE PLUS PROJECT CONDITIONS

#### Traffic Volumes

Cumulative Plus Project traffic volumes were developed by adding the project generated trips (Figure 5) to the Cumulative No Project traffic volumes (Figure 7) and are shown on Figure 8, attached.

#### Intersection Level of Service Analysis

Table 8 presents the level of service analysis summary for the Cumulative Plus Project scenario assuming the Cumulative No Project intersection configurations and traffic controls (same as Existing Conditions). Detailed calculation sheets are provided in Appendix D, attached.

Carlos and a second	Although and the second		Cum	ulative		Cu	mulative	<b>Plus Proj</b>	ect
Intersection	Control	A	Ń	PN	M	A	<b>M</b> <u>1</u> 10	P	M
	A I CALLER TO A	Delay <sup>1</sup>	LOS	Delay <sup>1</sup>	LOS	Delay <sup>1</sup>	LOS	Delay <sup>1</sup>	LOS
East Ave/Holly Ave/Cussick	Signal						we had the offer		
Ave	Signal	19.6	В	39.9	D	19.9	В	42.4	D
East Ave/Harvest Park Ct <sup>2</sup>	Signal	C. C				Carrie Hay	Calandarian)		
East Ave/ narvest Park CL	Signal	6.6	А	10.0	В	11.1	В	48.3	D
East Ave/Project Driveway	Side			No.					
Southbound Right	Street		A	I/A	15.7	С	28.2	D	
Eastbound Left	STOP	-	N	i/A		13.1	В	14.1	В
East Ave/Raley's Dwy/Save	Signal					R. Martin	<b>新教育</b> 新	<b>t</b>	
Mart Dwy	Signal	15.5	В	20.9	С	19.0	В	24.0	С
East Ave/Esplanade	Signal	-			-		A BAR		
cast Ave/ Espianaue	Signal	35.2	D	45.2	D	37.8	D	53.3	D
East Ave/SR 99 SB Ramps	Signal	A SALAN AND AND AND AND AND AND AND AND AND A							
East Ave/on 33 30 Kallips	Signal	15.6	В	15.9	В	15.7	В	15.8	В
East Ave/SR 99 NB Ramps	Cignal	ないないのであるのである				A CONTRACTOR	warding the plan hy		
East Aversk 33 ND Kamps	Signal	21.1	С	20.5	С	22.0	С	21.0	С

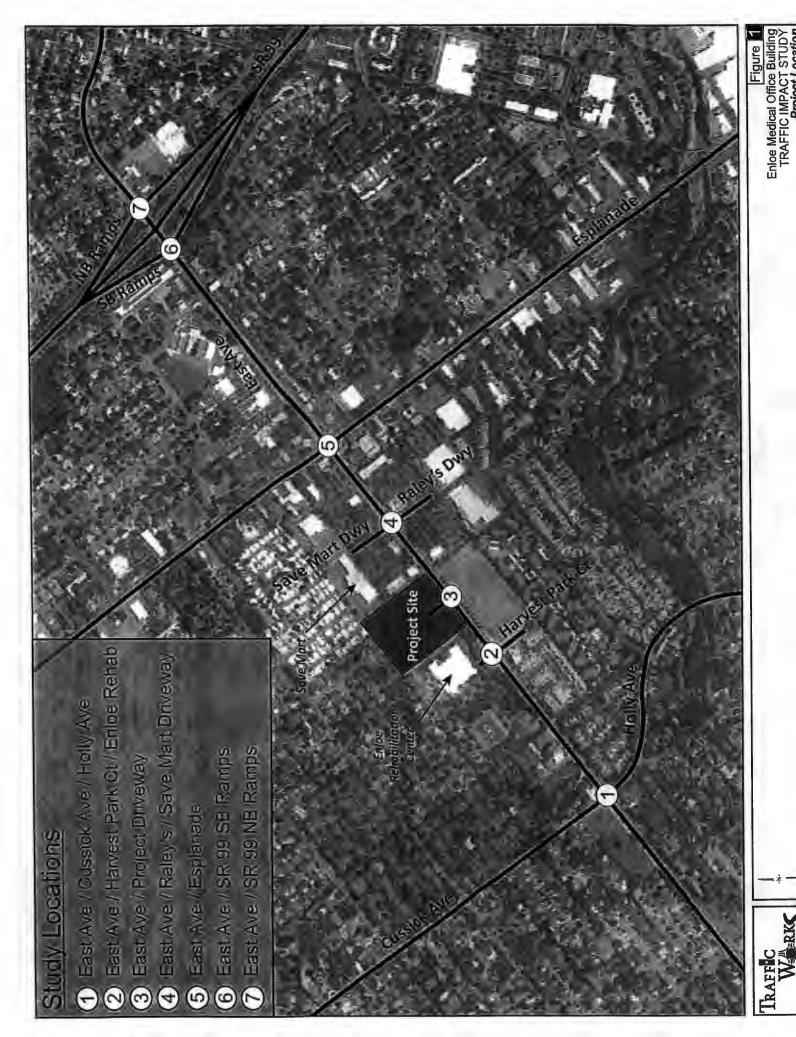
#### Table 8: Cumulative Plus Project Conditions Intersection Level of Service

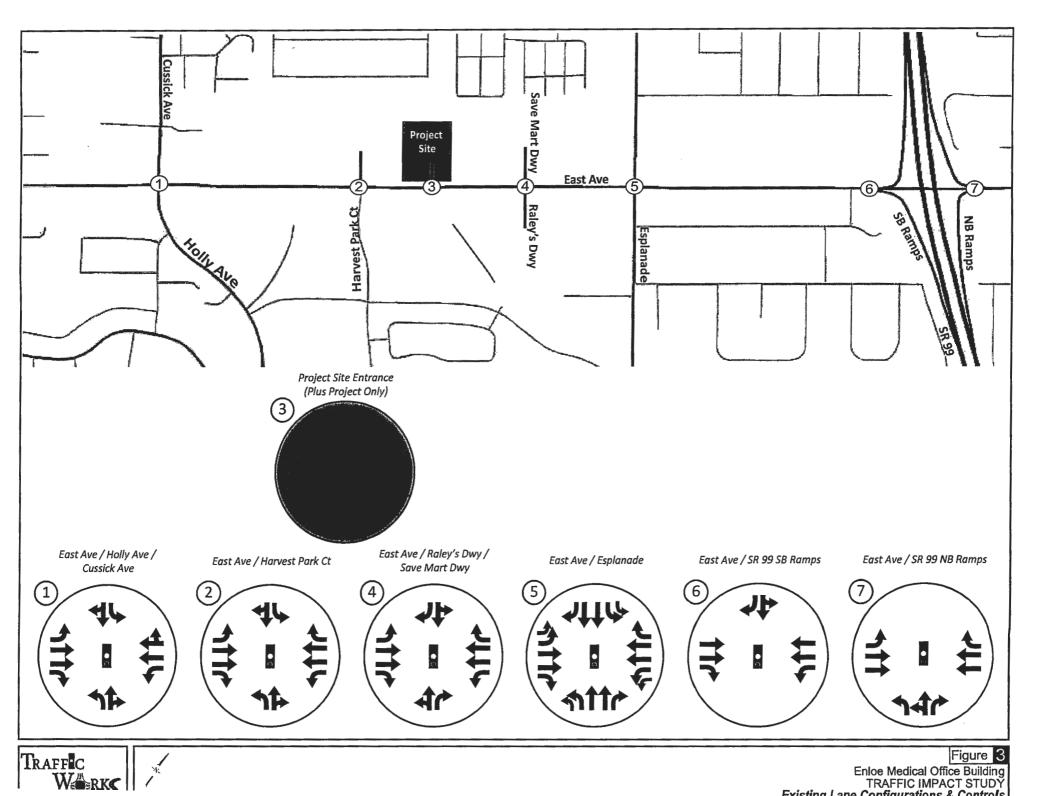
Notes: 1. Delay is reported in seconds per vehicle for the overall intersection for signalized intersections.

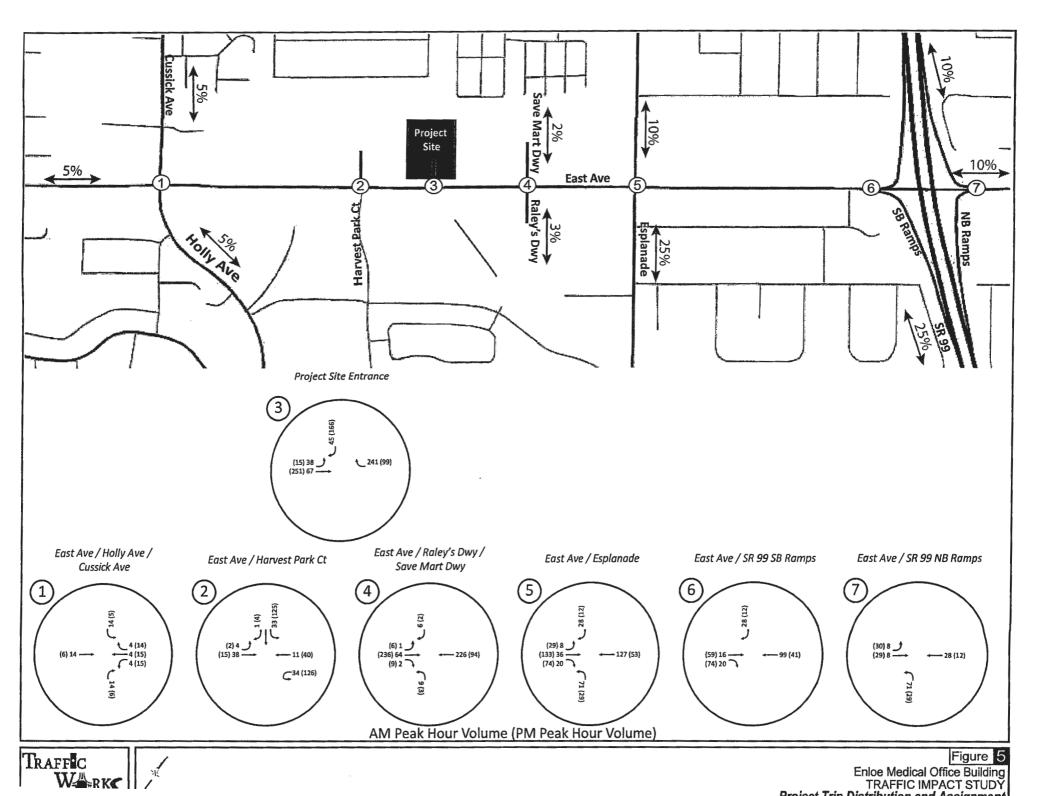
2. Delay and LOS reported based on HCM 2000 methodology because HCM 2010 cannot analyze U-turn movements. Source: Traffic Works, 2018

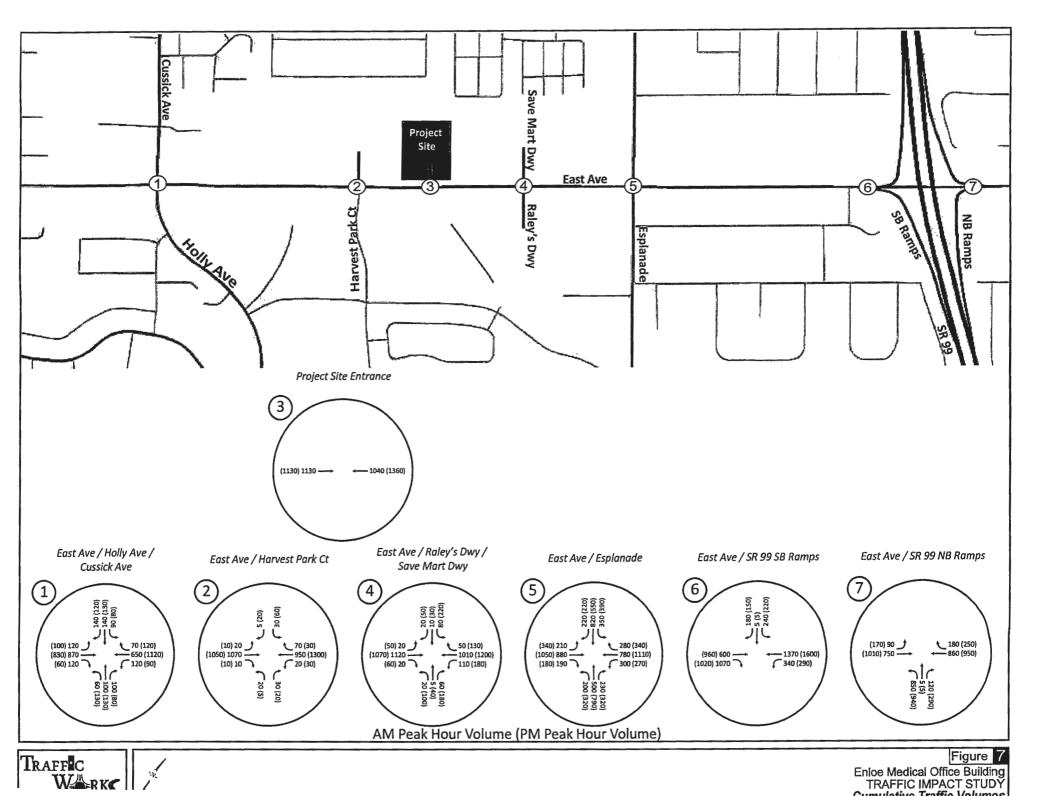
As shown in the table, all the study intersections are expected to operate at acceptable levels of service during the AM and PM peak hours under Cumulative Plus Project conditions.











## Appendix A Existing LOS Calculations



## HCM 2010 Signalized Intersection Summary 2: Harvest Park Ct & East Ave

	*		7	1	-	*	1	Ť	1	4	Ŧ	1
NO AD HOME	- 			WD:	1)(S)=	-this :	<b>秋日</b> 。		時間が	32.	- Nett	୍ରାର
ane Configurations	٦	<b>^</b>	1	٦	<u>†</u> †	۲	۲	1		٦	ţ,	
Traffic Volume (veh/h)	16	849	2	14	727	62	14	Õ	27	24	Ō	
Future Volume (veh/h)	16	849	2	14	727	62	14	0	27	24	0	
Number	5	2	12		6	16	3	8	18	7	4	1
nitial Q (Qb), veh	0	0	0	. 0	0	0	0	0	0	0	0	
Ped-Bike Adj(A_pbT)	1.00		1.00	1,00		1.00	1.00		1.00	1.00		1.0
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1,0
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1900	1863	1863	190
Adj Flow Rate, veh/h	18	954	1	16	817	44	16	0	0	27	0	
dj No. of Lanes		2		1	2		1		0	1	1	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.8
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	
Cap, veh/h	56	2172	972	50	2122	949	250	120	0	250	120	
Arrive On Green	0.03	0.61	0.61	0.03	0.60	0.60	0.06	0.00	0.00	0.06	0.00	0.0
Sat Flow, veh/h	1774	3539	1583	1774	3539	1583	1412	1863	0	1412	1863	
Grp Volume(v), veh/h	18	954	A	16	817	44	16	0	0	27-	0	
Grp Sat Flow(s), veh/h/in	1774	1770	1583	1774	1770	1583	1412	1863	0	1412	1863	A. M. C
Serve(g_s), s	0.4		0.0	0.4	5.4	0.5	0.5	0.0	0.0	0.8	0.0	0
Cycle Q Clear(g_c), s	0.4	6.5	0.0	0.4	5.4	0.5	0.5	0.0	0.0	0.8	0.0	C
Prop In Lane	1.00		1.00	1.00	Nerg Colo	1.00	1.00	20 T	0,00	1.00		0.
ane Grp Cap(c), veh/h	56	2172	972	50	2122	949	250	120	0	250	120	
V/C Ratio(X)	0.32	0.44	0.00	0.32	0.39	0.05	0.06	0.00	0.00	0.11	0.00	0.0
Avail Cap(c_a), veh/h	783	2735	1223	783	2735	1223	1125	1275	0	1125	1275	anite of
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1,00	1.00	1.00	1.0
Upstream Filter(I)	1.00	1.00 4.6	1.00	1.00	1.00 4.7	1.00 3.7	1.00	0.00	0.00	1.00	0.00	0.0 C
Uniform Delay (d), s/veh	21.5	4.6	0.0	1.3	4.7	0.0	0.1	0.0	0.0	0.1	0.0	C
Incr Delay (d2), s/veh Initial Q Delay(d3),s/veh	0.0	0.2	0.0	0.0	0.2	0.0	0.0	0.0	0.0		0.0	0
%ile BackOfQ(50%),veh/in	0.0	3.1	0.0	0.0	2,7	0.0	0.0	0.0	0.0	0.3	0.0	
LnGrp Delay(d),s/veh	22.7	4.8	3.4	22.9	4.9	3.8	20.1	0.0	0.0	20.3	0.0	Ö
LIGIP Delay(u), siven	C	A	A	C	<del>4.5</del> А	A	C	「「「」、「」、「」	豊富等でも	C	の言語のよう	·新花·花
Approach Vol, veh/h		973	T T	<u> </u>	877			16			27/	
Approach Delay, s/veh		5.2			5.2			20.1			20.3	
Approach LOS		υ.Ζ	it a had the		5.2		TRANSFER STA	20.1			20.5	EDER.
-wpidadi LOS								0			U	
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.3	33.1		6.9	5.9	32.5		6.9				-
Change Period (Y+Rc), s	4.0		い、うい		4.5	5.3				Arra and and and	State and	社主.
Max Green Setting (Gmax), s	20.0	35.0	1 in 1 mar	31.0	20.0	35.0	1	31.0				
Max Q Clear Time (g_c+l1), s			- Son Ale Ba	2.8	2.4	7.4			2. 18 28	State of the state	的很多的	
Green Ext Time (p_c), s	0.0	19.2		0.1	0.0	19.7		0.1		-		
Intersection Summary HCM 2010 Ctrl Delay			5.5									
Hemeron Hand Hand			A.							is te prove Singer Autor		
Notes User approved pedestrian inte	nucl to b	a lose the	n nhasa	max area	'n							

## HCM 2010 Signalized Intersection Summary 5: Esplanade & East Ave

	*	->	7	1	+	*	1	1	1	4	ŧ	1
Movemen	ÊD.	B		WBL	WET	WER	MEL	TEM	NBR	SBL O	SET	5B)F
ane Configurations	ሻሻ	**	۴	ሻሻ	**	۴	ሻሻ	<b>††</b>	۴	ሻሻ	<del>††</del>	1
Traffic Volume (veh/h)	167	656	148	221	579	198	159	393	166	262	649	17
Future Volume (veh/h)	167	656	148	221	579	198	159	393	166	262	649	17
Number	5	2	12	2011	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	(
Ped-Bike Adj(A_pbT)	1.00		1,00	1.00		1.00	1.00	A A A A A A A A A A A A A A A A A A A	1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	201	790	117	266	698	137	192	473	155	316	782	134
Adj No. of Lanes	2	2		- 2	2	1	2	2	1	2	2	
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.8
Percent Heavy Veh, %	2	2	2	2	2	- 2	2	2	2	2	2	
Cap, veh/h	291	1189	659	393	1294	766	277	917	591	407	1051	604
Arrive On Green	0.08	0.34	0.34	0.11	0.37	0.37	0.08	0.26	0.26	0.12	0.30	0.3
Sat Flow, veh/h	3442	3539	1583	3442	3539	1583	3442	3539	1583	3442	3539	158
Grp Volume(v), veh/h	201	790	117	266	698	137	192	473	155	316	782	13
Grp Sat Flow(s),veh/h/in	1721	1770	1583	1721	1770	1583	1721	1770	1583	1721	1770	158
Q Serve(g_s), s	5.3	17.8	4.3	6.9	14.5	4.6	5.1	10.7	6.3	8.3	18.6	5.3
Cycle Q Clear(g_c), s	5.3	17.8	4.3	6.9	14.5	4.6	5.1	10.7	6.3	8.3	18.6	5.
Prop In Lane	1.00		1.00	1.00		1.00	1.00	1.2.4	1.00	1.00		1.0
Lane Grp Cap(c), veh/h	291	1189	659	393	1294	766	277	917	591	407	1051	60
V/C Ratio(X)	0,69	0.66	0.18	0.68	0.54	0.18	0.69	0.52	0.26	0.78	0.74	0.2
Avail Cap(c_a), veh/h	922	1328	721	922	1328	781	922	1100	673	922	1138	64
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.0
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.0
Uniform Delay (d), s/veh	41.5	26.5	17.2	39,7	23.4	13.6	41.8	29,6	20.3	39.9	29,6	19.
Incr Delay (d2), s/veh	2.9	1.3	0.2	4.3	0.6	0.2	2.3	0.6	0.3	2.4	2.8	0.
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.
%ile BackOfQ(50%),veh/In	2.6	8.9	1.9	3.5	7,2	2.0	2.5	5.3	2.8	4.1	9.4	2.
LnGrp Delay(d),s/veh	44.4	27.8	17,3	44.0	24.0	13.8	44.1	30.2	20.6	42.3	32.4	19.
LnGrp LOS	D	С	В	D	С	В	D	C	C	D	С	
Approach Vol, veh/h		1108			1101			820	2 + 2 3		1232	
Approach Delay, s/veh	and a second	29.7	Niller Brith Scholer	Courses in the second	27.5	rafakene jaine shew	الممتكا فأسط كم فان لا المراكب م	31.7	and Barriel and and and	a second di rendo dalla produce	33.5	histor transferre
Approach LOS		Ĉ			C	<b>R</b> ista		C			Û.	
Thie		3.8.324		TT di		5. SOBI	7. 71		Same and	The l		1.00
Assigned Phs	. 1	2,	3	4	5	6	17	8				
Phs Duration (G+Y+Rc), s	14.3	36.1	11.1	31.8	11.5	38.9	14.6	28.3				
Change Period (Y+Rc), s		4.8	3.6	4.1	3.6	4.8	3.6	4.1		State State	the state of the s	A STATE
Max Green Setting (Gmax), s	25.0	35.0	25.0	30.0	25.0	35.0	25.0	29.0				
Max Q Clear Time (g_c+l1), s		19.8	7.1	20.6	7.3	16.5	10.3	12.7		actives.	本語	ant a
Green Ext Time (p_c), s	1.7	11.5	0.4	7.1	0.6	13.5	0.7	11.1	6-12			
Intersection Summary		and the second sec			nation in a A in a A in a					in the sector		1.24 ·
HCM 2010 Ctrl Delay			30.6		a second and a second secon				a star strawer			
HEMP2DIONLOS			C	10. X	المراجع المحاجمة الم	n an					is in i	

## HCM 2010 Signalized Intersection Summary 7: SR 99 NB Ramps & East Ave

	٠	-	7	*	+	*	1	Ť	1	4	Ŧ	4
ไปวักษาเมา	() () () ()	112/22	218)8- 218)8-	WEN.	100	(महीर)	NÊ)	327	- di je	6.01		351
ane Configurations	۳	††			<b>††</b>	1	٣	4	1			
Traffic Volume (veh/h)	59	581	Û	0	682	125	589	3	86	0	t Ő	読書 (
Future Volume (veh/h)	59	581	0	0	682	125	589	3	86	0	0	(
Number	5	2	12	1	6	16	3	8	18			
nitial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1 BAR	Patrick	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln	1863	1863	0	0	1863	1863	1863	1863	1863	and a state		
Adj Flow Rate, veh/h	69	676	0	0	793	72	687	0	15			
Adj No, of Lanes		2	0	Ū.	2	1	2	0				
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	1 AM & JAN 36 . A SHAL BE	i Ilinardin 6.8 at 9frith da 98 and	Hole, "Allow of
Percent Heavy Veh, %	2	2	Ô	0	2	2	2	2	2			itters.
Cap, veh/h	492	2200	0	0	947	424	796	0	355	and the second	99, 207, 209, 919, 919, 909, 904, 904,	1949-0-0-0-19-15
Arrive On Green	0.55	1.00	0.00	0.00	0.27	0.27	0.22	0.00	0.22			
Sat Flow, veh/h	1774	3632	0	0	3632	1583	3548	0	1583		n (Suntaine) under mitte	Met. 243 mills
Grp Volume(v), veh/h	69	676	0	0	793	72	687	0	15			22
Grp Sat Flow(s),veh/h/ln	1774	1770	0	0	1770	1583	1774	0	1583	<b>这种是可能的</b> 是不是有这		- art at a
Q Serve(g_s), s	12	0.0	0.0	0.0	13.7	2.3	12.1	0.0	0.5			
Cycle Q Clear(g_c), s	1.2	0.0	0.0	0.0	13.7	2.3	12.1	0.0	0.5	d的 14 日 年 19 19 日	"新军"的" <u>新</u> "的"	
Prop In Lane	1.00	0.0	0.00	0.00		1.00	1.00	AREA THE	1.00	ALL POLICE	COLUMN S	a second
Lane Grp Cap(c), veh/h	492	2200	0	0.00	947	424	796	0	355		CALL PROPERTY AND	S. S. C. S. C. S.
V/C Ratio(X)	0.14	0.31	0.00	0.00	0.84	0,17	0.86	0.00	0.04		这 推進 通行	
Avail Cap(c_a), veh/h	492	2200	0	0.00	1089	487	1365	0.00	609	and a strength of the state of	1、1946年3月1日第1月1日	ALCONT.
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	A Charles		State 1
Upstream Filter(I)	0.94	0.94	0.00	0.00	1.00	1.00	1.00	0.00	1.00	である。		Constraint of the second s
Uniform Delay (d), s/veh	10.7	0.0	0.0	0.0	22.5	18.3	24.2	0,0	19.7		影得我们的	ALCON.
Incr Delay (d2), s/veh	0.0	0.3	0.0	0.0	8.7	0.9	1.2	0.0	0.0	描いていたいのういった	in the second second	the start and
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		新教室	Store the
%ile BackOfQ(50%),veh/In	0.6	0.1	0.0	0.0	7.9	1.1	6.0	0.0	0.2	and and an a	cirti'neonie	William C
LnGrp Delay(d),s/veh	10.8	0.3	0.0	0.0	31.2	19.1	25.4	0.0				ALCON.
LnGrp LOS	B	A		Participant - A a come called	C	B	C	Contraction of the second of the	B		2.4%%、3%%的13%%3%	的成为:201-20-2010
Approach Vol, veh/h		745			865	No.	No. Contraction	702				12 Mar
Approach Delay, s/veh		1.3	ARE CREW AS		30.2	新 <i>品</i> 。 建制 投资	The state of the second	25.3			記録が外国	
Approach LOS	The state of the sa	1.5	Stand of Stand		50.2 C		and the second the second	25.5	法学校的	ACIE LAND		a sector
Approach LOS			<b>建建制的新闻</b>		G			A STATE OF STATE	の時代を見ていい	<b>的。在这些新闻的</b>	國家主要國家	
Minten Contraction	467			E E	1.1	6					ST. AN	
Assigned Phs	開始時	. 2			5	6		8		調整影響		STATISTICS OF
Phs Duration (G+Y+Rc), s		45.4			23.0	22.4		19.6		-		
Change Period (Y+Rc), s	a l'inter	*5	· · · · · · · · · · · · · · · · · · ·	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	*5	*5	· - # . £	5.0	4	3.27 27 3	The state of the state	1 . No.
Max Green Setting (Gmax), s		* 30			*5	* 20		25.0				
Max Q Clear Time (g_c+l1), s	でも必要を	2.0	the states	義裕 たた	3.2	15.7	* 1. " · · · · · · · · · · · · · · · · · ·	14.1		<b>····································</b>	The states	"Anter
Green Ext Time (p_c), s		3.2			0.7	1.7		0.5		,	and the second	
Dedendstide Safetinger												
HCM 2010 Ctrl Delay			19,4		and the second second second second							
CM20101LOS			Ð									
Name	1-1- C			-		-		20 California				
Notes			2011		a china happe	-	and the same	Supra-	And and a second second		and a start	
User approved volume balance	ing amoi	ng the lan	es tor turi	ning mov	ement.					5 - 5 - 2		

## HCM 2010 Signalized Intersection Summary 2: Harvest Park Ct & East Ave

	1	->	7	1	+	*	1	Ť	1	4	.+	~
Movement	A B	EBT	ENR	WBL	MBT	WER	NB	NBT	NER	58	SPT	183
ane Configurations	۳	<b>†</b> †	۲	٦	<b>†</b> †	۴	٦	4		٦	4î	
Traffic Volume (veh/h)	8	842	The second	21	1026	23	3	Û	17	57	0	
Future Volume (veh/h)	8	842	1	21	1026	23	3	0	17	57	0	1
Number	5	2	12	1	6	16	3	8	18	7	4	1
nitial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00	tada da	1.0
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1:00	1.00	1.0
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1900	1863	1863	190
Adj Flow Rate, veh/h	8	859	1	21	1047	14	3	0	. 2	58	0	
Adj No. of Lanes	in the	2	1	1.	2	1	1	1	0	1	1	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.9
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	R-Mall
Cap, veh/h	26	2127	952	63	2164	968	240	0	134	240	0	13
Arrive On Green	0.01	0.60	0.60	0.04	0.61	0.61	0.08	0.00	0.08	0.08	0.00	0.0
Sat Flow, veh/h	1774	3539	1583	1774	3539	1583	1071	0	1583	1071	0	158
Grp Volume(v), veh/h	8	859	1	21	1047	14	3	0	2	58	·····0	Sec. C
Grp Sat Flow(s), veh/h/ln	1774	1770	1583	1774	1770	1583	1071	0	1583	1071	0	158
Q Serve(g_s), s	0.2	6.1	0.0	0.6	7.8	0.2	0.1	0.0	0.1	2.5	0.0	Ō
Cycle Q Clear(g_c), s	0.2	6.1	0.0	0.6	7.8	0.2	0.2	0.0	0.1	2.6	0.0	0
Prop In Lane	1.00	T. S.	1.00	1.00		1.00	1.00		1.00	1.00		1.0
Lane Grp Cap(c), veh/h	26	2127	952	63	2164	968	240	0	134	240	0	13
V/C Ratio(X)	0.31	0.40	0.00	0.33	0.48	0.01	0.01	0.00	0.01	0.24	0.00	0.0
Avail Cap(c_a), veh/h	743	2595	1161	743	2595	1161	845	0	1028	845	0	102
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.0
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.0
Uniform Delay (d), s/veh	23.3	5.0	3.8	22.5	5.1	3,6	20.1	0.0	20.0	21.2	0,0	20
Incr Delay (d2), s/veh	2.4	0.2	0.0	1.1	0.2	0.0	0.0	0.0	0.0	0.4	0.0	0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0
%ile BackOfQ(50%),veh/In	0.1	2.9	0.0	0.3	3,7	0.1	0.0	0.0	0.0	0.8	0.0	0
LnGrp Delay(d),s/veh	25,7	5.2	3.8	23.6	5.4	3.6	20.1	0.0	20.1	21.6	0.0	20
LnGrp LOS	C	Α	Α	C	Α	Α	С		С	C		
Approach Vol, veh/h		868		An Marsh Lotte	1082			5	A A A A A A A A A A A A A A A A A A A		60	
Approach Delay, s/veh	an all for a sheet-an liste 1 st.	5.4			5.7			20.1			21.5	
Approach LOS		A			A		R. G.	C		11	C	
		10. 10. 10. 10. 10. 10. 10. 10. 10. 10.		and the second second	COLOR & C	a transfer a series				Service of the service of	Section 41	1.5
THE AND A COMPANY AND A COMPANY AND A	and an appropriate		" but make an also	Augustan and	2. an - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 -		Heliyaya . www	3-2	1997 - 19 19 19 19 19 19 19 19 19 19 19 19 19	Variation of the		
Assigned Phs		2	AND STREET	4	5	6	N'Ener in	8	AT			Star Star
Phs Duration (G+Y+Rc), s	5.7	34.0	312. 39	8.0	5.2	34.5	*	8.0	1 THAT TH	AC 21 2022	· · · · ·	4.1+X.
Change Period (Y+Rc), s	4.0	5.3	·利·加加	4.0	4.5	5.3	**** > ?**	4.0	いたちないと	A.V. Berth	and a with the states	Att in
Max Green Setting (Gmax), s	20.0	35.0	-	31.0	20.0	35.0	Surse Calif	31.0	15.94	-	-	
Max Q Clear Time (g_c+11), s		8.1	TEST	4.6	2.2	9,8		22		11.10		100
Green Ext Time (p_c), s	0.0	20.4		0.2	0.0	19.4		0.2				
masseller Summery			en angerer i						······			، •**، ، • · • · • · • · • · • • • • • • • •
HCM 2010 Ctrl Delay			6.1									
HEMPLOIDIKOS			A									
			THE R. LEWIS CO., LANSING, MICH.	and an other states	No. of Concession, Name of Street, or other	NAME AND ADDRESS OF TAXABLE PARTY.	THE REAL PROPERTY OF THE PARTY	Calle - Mark Cold and a start	CONTRACTOR OF THE OWNER OF THE	and a print of the second s	The second se	A 100 March

User approved pedestrian interval to be less than phase max green.

## HCM 2010 Signalized Intersection Summary 5: Esplanade & East Ave

	۶	-	7	1	+	A.	1	t	1	4	Ŧ	4
Manan	59	E S			MET	(MER)	NB <u>.</u>	NET:	Maria			SE
Lane Configurations	ሻሻ	<b>†</b> †	۴	ሻሻ	<b>†</b> †	1	ሻሻ	<b>†</b> †	1	ሻሻ	<b>†</b> †	ľ
Traffic Volume (veh/h)	270	749	142	212	878	266	253	627	239	289	434	175
Future Volume (veh/h)	270	749	142	212	878	266	253	627	239	289	434	175
Number	5	2	12	1	6	16	3	8	18	7	- 4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	ANAL AND A STATISTICS	1.00	1.00		1.00	1.00		1.00	1.00	19 <sup>10</sup>	1,00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	278	772	64	219	905	227	261	646	202	298	447	128
Adj No. of Lanes	2	2		2	2	1	2	2		2	2	1
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	371	1266	726	334	1228	727	347	939	573	386	978	608
Arrive On Green	0.11	0.36	0.36	0.10	0.35	0.35	0.10	0.27	0.27	0.11	0.28	0.28
Sat Flow, veh/h	3442	3539	1583	3442	3539	1583	3442	3539	1583	3442	3539	1583
Grp Volume(v), veh/h	278	772	.64	219	905	227	261	646	202	298	447	128
Grp Sat Flow(s), veh/h/in	1721	1770	1583	1721	1770	1583	1721	1770	1583	1721	1770	1583
Q Serve(g_s), s	7.5	17.2	2.2	5,9	21.5	8.7	7.1	15.7	8.9	8.1	10.0	5.2
Cycle Q Clear(g_c), s	7.5	17.2	2.2	5.9	21.5	8.7	7.1	15.7	8.9	8.1	10.0	5.2
Prop In Lane	1.00		1.00			1.00	1.00	<b>A</b> AAAA	1.00	1.00		1.00
Lane Grp Cap(c), veh/h	371	1266	726	334	1228	727	347	939	573	386	978	608
V/C Ratio(X)	0.75	0.61	0.09	0.66	0.74	0.31	0.75	0.69	0.35	0.77	0.46	0.21
Avail Cap(c_a), veh/h	898	1293	738	898	1293	756	898	1071	633	898	1108	666
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	41.5	25.3		41.7	27.5	16.4	41.9	31.6	22.3	41,4	28.7	19.8
Incr Delay (d2), s/veh	3.0	1.0	0.1	4.6	2.4	0.3	2.5	1.9	0.5	2.5	0.5	0.2
Initial Q Delay(d3),s/veh	0.0	0.0		0,0	0.0	0.0	0.0	0,0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/In	3.7	8.5	1.0	3.0	10.8	3.8	3.5	8.0	4.0	4.0	5.0	2.3
LnGrp Delay(d),s/veh	44.5	26.2	14.7	46.4	29.8	16.7	44.4	33.5	22.9	43.8	29.2	20.0
LnGrp LOS	D	C	В	D	C	B	D	С	C	D	C	C
Approach Vol, veh/h		1114			1351			1109			873	
Approach Delay, s/veh		30.1	発言を思われ		30.3			34.1	。 在 1 1 1 1 1 1 1 1 1 1 1 1 1		32.8	
Approach LOS	BUTT	30.1			30.3	The second		J4.1	A CARE T	GI CLE	52.0 C	
Approach		V	新文明推进的新日		V	the state of the second			能加熱的電			
				÷				(e) (d)	3			
Assigned Phs	1	2	3	4	5	6	7	8				and k
Phs Duration (G+Y+Rc), s	12.9	39.1	13.3	30.6	13.9	38.0	14.3	29.5				
Change Period (Y+Rc), s	3.6	4.8	3.6	4.1-	3.6	4.8	3.6	4.1	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	-12- 37.52 4	AT HER THE THE	in the
Max Green Setting (Gmax), s	25.0	35.0	25.0	30.0	25.0	35.0	25.0	29.0				
Max Q Clear Time (g_c+l1), s			9.1	12.0	9.5	23.5	10.1	17.7	an Renter		· · · · · · · · · · · · · · · · · · ·	
Green Ext Time (p_c), s	1.4	12.9	0.6	10.8	0.8	9.7	0.7	7.7				
Intersection Summary						enere seere jaa.		dines com				
HCM 2010 Ctrl Delay	es annim às tarantanan réa		31.7	and the second second second	بهمار بالمساهما براسا							
CMP20101608			C									A.
							and the second second					adapted in the
	•											

## HCM 2010 Signalized Intersection Summary 7: SR 99 NB Ramps & East Ave

	۶	-	7	*	-	*	1	1	1	4	ŧ	1
New-men:	.EA	R ( 10 % ) R ( 10 % )		113							Pet r	C L
Lane Configurations	۴	<b>†</b> †			**	۴	٦	र्भ	1			
Traffic Volume (veh/h)	128	804	0	0	805	173	668	2	204	: 0	0	0
Future Volume (veh/h)	128	804	0	0	805	173	668	2	204	0	0	0
Number	5	2	12		6	16	3	8	18	12.20	5	62 14
Initial Q (Qb), veh	0	Ö	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00	100 Carl	1.00	1.00	Marrie La	1.00	1.00	1	1.00	Sec. 1.3	and the second	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln	1863	1863	0	0	1863	1863	1863	1863	1863	5.5	()*-) (	1-2-1
Adj Flow Rate, veh/h	131	820	Ö	0	821	108	683	0	121			
Adj No. of Lanes	S. 28 18	2	0	0	2	A R AL	7.12	0	*******	Sec. 2	4	. 11 22
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98			
Percent Heavy Veh. %	2	-25	1.0	0	2	2	2	2	2			
Cap, veh/h	481	2202	0	0	971	434	794	0	355			
Arrive On Green	0.54	1.00	0.00	0.00	0.27	0.27	0.22	0.00	0.22	to Bette for		120
Sat Flow, veh/h	1774	3632	0	Ô	3632	1583	3548	0	1583			
Grp Volume(v), veh/h	131	820	0	0	821	108	683	0	121		way so an add	the second
Grp Sat Flow(s), veh/h/ln	1774	1770	0	0	1770	1583	1774	Õ	1583			
Q Serve(g_s), s	2.6	0.0	0.0	0.0	14.2	3.5	12.0	J. 0.0	4.2			
Cycle Q Clear(g_c), s	2.6	0.0	0.0	0.0	14.2	3.5	12.0	0.0	4.2			
Prop In Lane	1.00		0.00	0.00	177	1.00	1.00		1.00	1	12.0	
Lane Grp Cap(c), veh/h	481	2202	0	0	971	434	794	0	355			
V/C Ratio(X)	0.27	0.37	0.00	.0.00	0.85	0.25	0.86	0.00	0.34	A.		
Avail Cap(c_a), veh/h	481	2202	0	0	1089	487	1365	0	609			
HCM Platoon Ratio	2.00	2.00	31.00	1.00	1.00	1.00 %	21.00	1.00	1.00	1		
Upstream Filter(I)	0.90	0.90	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	114	10.0 %	0.0	\$ 0.0	4-22-3	18.4	24.2	0.0.2	21.2	and and a state of the state of	1000	
Incr Delay (d2), s/veh	0.1	0.4	0.0	0.0	9.0	1.4	1.1	0.0	0.2			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	÷ 0.0 2	0.0	0.0	0.0	0.0	0.0	AL.		
%ile BackOfQ(50%),veh/In	1.2	0.1	0.0	0.0	8.2	1.7	6.0	0.0	1.8			
LnGrp Delay(d),s/veh	11.5	0.4	0.0	0.0	31.3	19.7	25.3	0.0	21.4		19	
LnGrp LOS	В	A			С	В	C		C			
Approach Vol, veh/h	S TO AND S	951	2) MART		929			804		*	to the state	
Approach Delay, s/veh	AC 20-49,19-1138	2.0	1. 20 m 10 m 40		30.0	the second second	- 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1	24.8	-33 (Carr. 1. 4)			
Approach LOS		A	· North	1	C	in him	2, 5, 7, 7,	C		1993	10	area to
4 Streetungle Gerenauchs, V. Court South St. 10.	and the state	7 44 No 52 7 August 1	a and a second		1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	ande and the			19	511.5 Sec. 17		the large state of the
Tister.	SALAD			2384		6					6.5.5	62.14
Assigned Phs	The state of the state	2	the Marine	4. · · ·		6		and the second of	and the strated	- King in		
Phs Duration (G+Y+Rc), s		45.4	-11 -79454		22.6	22.8	Brecht, Marcan and Sta	19.6	- And - Million Mill 10			
Change Period (Y+Rc), s	and in	*5			3	- 5	1.4	50				
Max Green Setting (Gmax),		* 30	-		*5	* 20		25.0				
Max Q Clear Time (g_c+l1),	S	2.0	S. Toka	3. m.	4.6	16.2		14.0	25-24		- 10	÷
Green Ext Time (p_c), s		4.0			0.2	1.6		0.5				
mosaulos Sommers		-					-					
HCM 2010 Ctrl Delay			18.5									
HEMIZOIDLES			B									
et of the second se												
User approved volume balar		ng the lan	os for tu	ning mov	ement	MI SHE	·				NUMBER OF STREET	
user approved volume balar	iong and	ing the land		ning mov	cinciir.	. 1. Jan .	* *		19-19-19-19-19-19-19-19-19-19-19-19-19-1		-	

## HCM 2010 Signalized Intersection Summary 1: Holly Ave/Cussick Ave & East Ave

	>	-	7	*	+	*	1	t	1	4	ŧ	1
Movement	() () () () () () () () () () () () () (			MB	WBT		NEL	NET	NBR	S91.		
Lane Configurations	۳	**	۴	٦	<b>₫</b> ₽		۳	fi		٩	f	
Traffic Volume (veh/h)	92	705	92	101	490	60	- 44	78	90	88	1111	109
Future Volume (veh/h)	92	705	92	101	490	60	44	78	90	88	111	109
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00	le la faite	1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	100	766	54	110	533	55	48	85	56	96	121	84
Adj No. of Lanes	1	2	1	1	2	0	1	1	Û	1	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	And a state of the second second
Cap, veh/h	187	1271	569	195	1062	109	121	148	98	183	181	125
Arrive On Green	0.11	0.36	0.36	0.11	0.33	0.33	0.07	0.14	0.14	0.10	0.18	0.18
Sat Flow, veh/h	1774	3539	1583	1774	3240	333	1774	1049	691	1774	1025	712
Grp Volume(v), veh/h	100	766	54	110	290	298	48	0	141	96	.0	205
Grp Sat Flow(s), veh/h/ln	1774	1770	1583	1774	1770	1804	1774	0	1741	1774	0	1737
Q Serve(g_s), s	2.7	8.8	1.1	2.9	6,6	6.6	1.3	0.0	3.8	2.6	0.0	5.5
Cycle Q Clear(g_c), s	2.7	8.8	1.1	2.9	6.6	6.6	1.3	0.0	3.8	2.6	0.0	5.5
Prop In Lane	1.00		1.00	1.00		0.18	1.00		0.40	1.00		0.41
Lane Grp Cap(c), veh/h	187	1271	569	195	580	591	121	0	246	183	0	306
V/C Ratio(X)	0.54	0.60	0.09	0.56	0.50	0,50	0.40	0.00	0.57	0.52	0.00	0.67
Avail Cap(c_a), veh/h	534	2839	1270	534	710	723	605	0	873	534	0	871
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1,00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	21,2	13.1	10.6	21.1	13.5	13,5	22.3	0.0	20.0	21.2	0.0	C. Meridand .
Incr Delay (d2), s/veh	0.9	0.2	0.0	1.0	0.2	0.2	0.8	0.0	0.8	0.9	0.0	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6 3. 3. 42 . +2 pm 2
%ile BackOfQ(50%),veh/ln	1.4	4.3	0.5	1.5	3.3	3.3	0.7	0.0	1.9	1.3	0.0	2.7
LnGrp Delay(d),s/veh	22.0	13.2	10.6	22.0	13.7	13.7	23.0	0.0	20.8	22.1	0.0	20.1
LnGrp LOS	C	B	B	C	B	B	C	a contraction of the second	C	C		
Approach Vol, veh/h	in statis	920		Sec. Mar	698	Million Chilling	E. C. S. S. P. C.	189		de la come	301	nerce.
Approach Delay, s/veh	A DE LA LA DE L	14.0	the state of the s	Ch and the state of the	15.0		State State State	21.4		and the water of the	20.8	timeter etc.
Approach LOS		B			B			C			C	
Assigned Phs	1	2	3	4	5	6	7	8	a de la			ARACE -
Phs Duration (G+Y+Rc), s	8.5	22.7	6.4	12.3	10.0	21.1	8.1	10.5	an this was a starting a	and the second second second	OF THERE THERE	She was the St.
Change Period (Y+Rc), s	3.0	4.8	3.0	3.5	4.8	THE OWNER AND A	3.0	3.5	- THE PART	ALL BASS - 3'	· · · · · · ·	***** 2* -
Max Green Setting (Gmax), s	15.0	40.0	17.0	25.0	15.0	* 20	15.0	25.0	ALL ALL SU	a water and a	CPY-THE AST & LANDER	y an ag a ligh
Max Q Clear Time (g_c+l1), s	4.9	10.8	3.3	7.5	4.7	8.6	4.6	5.8	1.	at the	こううき 上京の子・	· ?
Green Ext Time (p_c), s	0.1	7.1	0.0	1.3	0.1	4.9	0.1	1.3				
Intersection Summary HCM 2010 Ctrl Delay			16.0		1999 (S. 1997) 1997 (S. 1997)							and a second
HGM2010E0S			B,						1 a 2			
Notes					r a .							
* HCM 2010 computational en	gine requ	uires equa	al clearan	ce times	tor the ph	ases cro	ssing the	barner.			1. 17	- 11-TA

1

and the second second					
Mowernieni	SHA		State File State Aug		
Lant Configurations					
Traffic Volume (vph)	4 de la desta d	at a martin of the state from the maker of	and an and of the state of the state of the	and a state of the state of the	in article in the weather in the weather the
Future Volume (vph)	4				
Ideal Flow (vphpl)	1900			·教育者 ···································	
Total Lost time (s)		1 16.46	- 1977年	WANK I WAR LINE	
Lane Util. Factor	مر المراجع من المراجع المراجع مراجع المراجع ا	and the second	The second second		
Frt	of the decision of the second	No			11 . M. 194-04-08-00-12 . M. 199-
Flt Protected	A State of the sta				STAR STAR
Satd. Flow (prot)	A MAR IS INTERNATION AND IN THE A				
Fit Permitted			man and a second second second		
Satd. Flow (perm)	0.00	きない かくちゅうかん かな おおかいの あななる あん			15-14-14-14-14-14-14-14-14-14-14-14-14-14-
Peak-hour factor, PHF	0.89				
Adj. Flow (vph)	4	and a start of a start of the start	いまい、「「「ない」、「あい」		
RTOR Reduction (vph) Lane Group Flow (vph)	0	his working have the state			
		ここのであっていていていていていていていていない	いちょう ちょうちょう	~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	1 名目の時間をかり 200
Turn Type Protected Phases					
Permitted Phases				-	State of the sector
Actuated Green, G (s)	and the second fails and a second	a start a serie of a serie of the	The second s	"S. distres versionals". 2. S.	
Effective Green, g (s)			· · · · · · · · · · · · · · · · · · ·		
Actuated g/C Ratio	**************************************		AND A PARTY AND	Contraction of the second	· · · · · · · · · · · · · · · · · · ·
Clearance Time (s)	なからないないない なない うち から キャ	いるか のほう 学習を読みがないのです	第三部第三部第三部第三部第三部第三部第三部第三部第三部第三部第三部第三部第三部第	to the second	
Vehicle Extension (s)					
Lane Grp Cap (vph)	and the second second second second	State and a state of the state	ath and no him and a start and	New Section of the section of the	
v/s Ratio Prot					an a
vareilorann 🚬 🤟	a	Meter source in the	S AN ARA ARA		49
v/c Ratio	120 GR/4301 N.R. ( Stor B) ( 195 - 197				
Uniform Delay, d1		and the second se	and the second second		data water and the
Progression Factor	「東京語」の語言であるということででは、「「	きないのでので、 ちゃうないののでのでので、	·汉子、南部、中部、王子子王王、武帝和帝王子	·小子が、たちろうのかいです。 あろうのうちののない	
Incremental Delay, d2		the standay of a more			產這些影響。
Delay (s)			The substant of the second second	· · · · · · · · · · · · · · · · · · ·	
Level of Service		このである。 ないないない (1)		「「「「「「「」」」	
Approach Delay (s) Approach LOS					
messedion Summersy	·	an alternation processions. Alternational projections are chronically atterned			

## HCM 2010 Signalized Intersection Summary 4: Raley's Dwy & East Ave

	1	->	7	1	+	*	1	t	1	4	Ŧ	1
Mavement	-EB.	EBT	(BP)	wel.	WET	WER		MET	NER	SEL	SET	SBR
Lane Configurations	٦	<b>†</b> †	۲	٦	<b>††</b>	7	······································	र्स	٢		4	۴
Traffic Volume (veh/h)	18	890	22	74	989	42	26	4	60	71	6	19
Future Volume (veh/h)	18	890	22	74	989	42	26	4	60	71	6	19
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1900	1863	1863	1900	1863	1863
Adj Flow Rate, veh/h	21	1047	13	87	1164	29	31	5	0	84	7	0
Adj No. of Lanes	1	2	<b>建</b> 道商	1	2		0	1	less 1	0	1	1
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	62	2168	970	162	2369	1060	256	33	167	264	13	167
Arrive On Green	0.03	0.61	0.61	0.09	0.67	0.67	0.11	0.11	0.00	0.11	0,11	0.00
Sat Flow, veh/h	1774	3539	1583	1774	3539	1583	1322	312	1583	1366	127	1583
Grp Volume(v), veh/h	21	1047	13	87	1164	29	36	0	0	.91	0	0
Grp Sat Flow(s),veh/h/ln	1774	1770	1583	1774	1770	1583	1633	0	1583	1493	0	1583
Q Serve(g_s), s	0.7	9.4	0.2	2.7	9.4	0.4	0.0	0.0	0.0	2.2	0.0	0.0
Cycle Q Clear(g_c), s	0.7	9.4	0.2	2.7	9.4	0.4	1.0	0.0	0.0	3.2	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	0.86		1.00	0.92		1.00
Lane Grp Cap(c), veh/h	62	2168	970	162	2369	1060	288	0	167	277	0	167
V/C Ratio(X)	0.34	0.48	0.01	0.54	0.49	0.03	0.12	0.00	0.00	0.33	0.00	0.00
Avail Cap(c_a), veh/h	461	2453	1098	461	2453	1098	815	0 ·	741	797	0	741
HCM Platoon Ratio	1.00	1.00	1.00		ALL MAINTONNE PARTY	1.00	1.00	1.00	1.00	A POST OF A POST	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	27.2	6.1		25.1	4.7	3.2	23.6	0.0	0.0	24.5	0.0	0.0
Incr Delay (d2), s/veh	1.2	0.2	0.0	1.0	0.2	0.0	0.1	0.0	0.0	0.3	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0,0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/In	0.3	4.6	0.1	1.4	4.4	0.2	0.5	0.0	0.0	1.4	0.0	0.0
LnGrp Delay(d),s/veh	28.4	6.4	4.4	26.1	4.9	3.2	23.6	0.0	0.0	24.7	0.0	0.0
LnGrp LOS	С	A	A	C	A	A	С			С		
Approach Vol, veh/h		1081			1280			36			91	
Approach Delay, s/veh		6.8			6.3			23.6			24.7	
Approach LOS		A		No.	À			C			C	
Time				Sector Sector		10110389	a ser en gree	the state of the state	and the second second	Light States	ووسحني	
The second s	1000 C		A A STREET OF A STREET	1				n n	1993 C 1997	TAX BE BALLANDARD	A STREET	STREESS:
Assigned Phs	1	2		4	5	6		8		A. J.C. John Print & S. J.		
Phs Duration (G+Y+Rc), s	8.3	39.9		9.6	5.0	43.1		9.6		i dan in	ath and	the ty
Change Period (Y+Rc), s		4.5	3" - Stay Start			4.5	14 - 7 the	Constants S	n'n ib	1	Area and a series	
Max Green Setting (Gmax), s	15.0	40.0		27.0	15.0	40.0		27.0	1	n		
Max Q Clear Time (g_c+l1), s		11.4		5.2	45.34	· · · · · · · · · · · · · · · · · · ·	yes a the themest		陈江喜迎小学			34.55
Green Ext Time (p_c), s	0.1	24.0		0.4	0.0	24.0		0.4	_		200	
inerseetion อังมากอาง HCM 2010 Ctrl Delay			7.5				a a dessa di sa ta di sa da					
HCM2010403		1	A	a la serie a s				a ne se se se				
In Survey States	San		/A <sup>1</sup>			1		S. S. S. S. S. S.		Sec. as Sec. 1.		and the second second

## HCM 2010 Signalized Intersection Summary 6: SR 99 SB Ramps & East Ave

	1	-	7	*	+	*	1	1	1	1	Ŧ	1
Mavenen	(EBL)	EBT.		WEL	WET	WEIR	NB	MET	- NBR	SB.	Sat	38
ane Configurations		**	۴	٦	<b>†</b> †					-	र्भ	1
Traffic Volume (veh/h)	0	487	762	214	1156	0	0	0	0	169	2	15
Future Volume (veh/h)	0	487	762	214	1156	0	0	0	0	169	2	15
Number	5	2	12	1	6	A CODEPCT				7	4	1
nitial Q (Qb), veh	0	0	0	0	0	0				0	0	and the second second
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	記載の後	A PARTY	State State	1.00		1.0
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.0
Adj Sat Flow, veh/h/ln	0	The second state of the se	1863	1863		0				1900	1863	186
Adj Flow Rate, veh/h	0	573	0	252	1360	0			the second second	199	2	7
Adj No. of Lanes	0	2	1	1	2	0		资 游游	度影响在	0	1	
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85		1000	Standah sanad	0.85	0.85	0.8
Percent Heavy Veh, %	0	2	2	3	1	0				2	2	
Cap, veh/h	0	749	335	733	2483	0				254	3	22
Arrive On Green	0.00	0.21	0.00	0.41	0.70	0.00			18 1 N 1	0.14	0.14	04
Sat Flow, veh/h	0	3632	1583	1774	3632	0			Stand and	1757	18	158
Grp Volume(v), veh/h	0	573	0	252	1360	0				201	0	7
Grp Sat Flow(s),veh/h/ln	0 0.0	1770	1583	1774	1770	0.0	Salar States	a stration	the the nat is such	1775	0	158
Q Serve(g_s), s	0.0	9.9 9.9	0.0	6.3 6.3	12.1 12.1	0.0				7.1	0.0	2.
Cycle Q Clear(g_c), s Prop In Lane	0.0	9.9	1.00	1.00	12.1	0.0	Stand Strate College 14	STRES PRES	CARLO CAR	7.1 0.99	0.0	2. 1.0
Lane Grp Cap(c), veh/h	0.00	749	335	733	2483	0.00	時に成立ではあい	底:当常频调制		257	0	22
V/C Ratio(X)	0.00	0.77	0.00	0.34	0.55	0.00		日本に開催の	- 125 × 5- 50	0.78	0.00	0.3
Avail Cap(c_a), veh/h	0.00	1143	512	733	2483	0.00	· · · · · · · · · · · · · · · · · · ·			601	0.00	53
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		13.1 17 TAB	A A S & B & B & B	1.00	1.00	1.0
Upstream Filter(I)	0.00	0.67	0.00	0.75	0.75	0.00	19. ( <b>1</b> 9 19 19 19 19 19 19 19 19 19 19 19 19 19 19 19 19 19 - 19 19 19 19 19 19 19 19 19 19 19 19 19 19 19 19 19 19 1 - 19 19 19 19 19 19 19 19 19 19 19 19 19 19 19 19 19 19 1	是 FS, N. 物质是 FS	<b>进入同时的</b> 现在 他	1.00	0.00	1.0
Uniform Delay (d), s/veh	0.0	24.1	0.0	13.1	4.7	0.0				26.8	0.0	24.
Incr Delay (d2), s/veh	0.0	5.0	0.0	0.1	0.7	0.0	al Colori Colisione	in Kar Juhl Bas	and the second second	2.0	0.0	0.
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.
%ile BackOfQ(50%),veh/In	0.0	5.4	0.0	3.1	6.1	0.0	14. 1918-55 41 - 1919 - 1919 - 181	nailte in this after a	an chaine ann bhairte St	3.6	0.0	1.
LnGrp Delay(d),s/veh	0.0	29.1	0.0	13.1	5.4	0.0	ALL ALL ALL		POR AT AN	28.8	0.0	25.
LnGrp LOS	e.To enviro folde alles.	С	5.42945-2045 (1 <b>995</b> 21992) - 34	В	A	ndito conscribe and constraint	\$ 2 Y. W. Teriotzak a diverse	hunnishin kurintishti.	a or definition of the second	С	ali (na an a	BURTOWN
Approach Vol, veh/h	PAR AN	573			1612	States -					271	
Approach Delay, s/veh	24-20-41-1-44-2-2-2-1-2-44L	29.1	なるなななる。数字のような	in an an 25 an an 28 an	6.6	HERE'S CARAGE FO		Kindlijet-Killer Dagen	tark all sizes with	RATEN, AFE, PAGE	27.9	
Approach LOS	<b>新市</b> 建设	C			A			E E E			C.	
			etheranericato dibaira	through conjugation	Marcover weeks of		and an one of a standard de-		and a state of the second			
Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	31.8	18.8		14.4		50.6						_
Change Period (Y+Rc), s		*5	the state		inter is spin		· · · · ·	·	· · · · · · · · · · · · · · · · · · ·	LARE TA		President C-
Max Green Setting (Gmax), s	*8	* 21		* 22		* 33						
Max Q Clear Time (g_c+l1), s	8.3	11.9	新闻 是 被	9.1	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	-14.1	in the states	* 2 - 2 - 2 - 2	至 國家	新校社会	the set	A SHI
Green Ext Time (p_c), s	0.0	1.9		0.4		7.1						
naeseeton Summery HCM 2010 Ctrl Delay		nikita karangan tahini kang provide a	14.2	ad adada (979 - 14 - 14 - 18 - 18 - 18 - 18 - 18 - 18	and an owner property of the second state of the pro-					front difference of the state	n ana amin' na amin' na akaka amin'	
ECM2010 Car Delay	-		14.2 B	<u></u>		34 10 T	11111111111111111111111			49.50		5
Plotte Sander Sond		St	ب <b>ر</b> و	¥		in date second	and the states in	A				
								PC			AL- 22	
* HCM 2010 computational en	gine requ	uires equ	al clearan	ice times	for the ph	ases cros	ssing the b	arrier.	43 MC	a Je	A thread	405

## HCM 2010 Signalized Intersection Summary 1: Holly Ave/Cussick Ave & East Ave

1	-	7	1	+-	*	1	1	1	4	+	~
EBL	EBT	EBR	WEL	WBT	WBR	N(B)L	NET		SEL	SIT	SB
٦	<b>^</b>	*	٩	<b>↑</b> ₽		η	P		۳	4	
77	665	50	87	899	112	104	102	68	70	102	97
			87		112	104	102	68	70	102	97
5					16		8	18	7	4	14
the standard of the	0	0	0	0	0	0	0	0	0	0	
					1.00	1.00		1.00	1.00		1.00
	1.00		COM NOT THE OWNER WATCH	1.00	LAND THE REAL PROPERTY AND INCOME.		1.00	THE REPORT OF THE PARTY OF THE	CONTRACTOR OF A DESCRIPTION OF A DESCRIP	1.00	1.00
											1900
			A TENNESS STATE								7
			And I and the second second								
		0.93		and the second	A LONG A MANAGER	S ES-ARIDONALE OF		CONCOMPTING MORE TO	PAZA AND AND A DECIMAL OF A		0.9
	So Far and the second second	COLUMN THE OWNER OF THE	ACTIVITY AND ADDRESS TO A	Party Support of the Lot of the Party of the		- DELL'ADDOUGH			APPART AND ADDRESS OF ADDRES	AB ALL Y HUDDRID COULD DATE OF THE	10
											0.1
											68
											18
		-d GW/WD/WWWWW	Self of the self of the self of the self of the			a transformed and the second	BARTON N. JOHN 24				The State of Lot
1774											174
						AND					5.
	8.6			15.3			0.0			0.0	5.
											0.3
							-				27
							Cold Control Control Control of C			and the second second second	0.6
											79
											1.0
											21.
											1.
						274. 8 "/ ALL YOUR AVE			Contraction of the second s		0.
	4.2										2.
24.6	13.3	10.6	24.5	26.5	26.3	24.6	0.0	21.0	24.7	0.0	22.
C	В	В	С	С	С	С		С	С		
E Condition	815			1172	AR LANDE		271	and a state of the	305	256	
A REAL PROPERTY OF THE PARTY OF T		AL CONTRACTOR OF A	EL DESEMPLOR DE COLOCAS ANA	26.2	de 20 marten de la construction de	98-93 18-949 - 948 - 948	22.5	nunderfamin mitsamtsför farges	A MARKED BALLEY BALLEY CAN	23.3	Sterfolicite/days.
- P	B			C		S. HEROP	G	6892	Sabi	C	
		1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	4	5	E State	策 37 2	1			Andrea State	
2.0.2.000	COTO A CALON MONTH WART		that sample and a character 2"			ALLER REPORT OF ALL PROPERTY AND ALL PRO		Carl Sale			Aroutent
								- tota in the	the second	r der bis	
	NOV 24 THE COMPLETE OF			SP. MILLER THROUGH THE PARTY				1 + +++ + ++++++++++++++++++++++++++++	the states	Eistade Ste	the state of the
					and a second second		and a second second		ABORNAL NO	100 t 100 2	
					and them				1996 M. W. W. 1. 8.	at we we wanted a start of the a	14 1
0.1	10.2	0.1	1.2	0.1	2.0	0.1	1.2				
		217									
and the state of t	ACCESS MALLA . MARMAL	G	AC 430 MARINE THE ACT AND		四百百日 大 代	· · · · · · · · · · · · · · · · · · ·	-	-	in succession		in a
		- 1 <b>- 1</b> - 1		· · · · · · · · · · · · · · · · · · ·	S - 2 - 2 - 2 - 2	20 (1 ( 1 ( 1 ( 1 ( 1 ( 1 ( 1 ( 1 ( 1 ( 1	0				
	EB 77 77 5 0 1.00 1.00 1.00 1.00 1.00 1863 83 1 0.93 2 163 0.09 1774 83 1774 83 1774 83 1774 2.4 1.00 163 0.51 487 1.00 1.00 2.3.7 0.9 0.0 1.2 24.6 C 1 8.3 3.0 15.0 4.8	EB       EB         77       665         77       665         5       2         0       0         1.00       1.00         1.00       1.00         1.00       1.00         1.00       1.00         1863       1863         83       715         1       2         0.93       0.93         2       2         163       1346         0.09       0.38         1774       3539         83       715         1774       1770         2.4       8.6         1.00       1.00         163       1346         0.51       0.53         487       2589         1.00       1.00         1.00       1.00         1.2       4.2         24.6       13.3         C       B         815       14.4         B       14.4         B       3.3         2.4       8.6         3.0       4.8         1.5.0       40.0         4.8	EB         EF         EBR           77         665         50           77         665         50           5         2         12           0         0         0           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           1.03         1.863         1863           83         715         17           1         2         2           163         1346         602           0.09         0.38         0.38           1774         3539         1583           83         715         17           1774         1770         1583           24         8.6         0.4           1.00         1.00         1.00           163         1346         602           0.51         0.53         0.03           487         2589         1158           1.00         1.00	EB         EBT         EBR         WEI           ¶         ♣↑         ¶         ¶           77         665         50         87           5         2         12         1           0         0         0         0           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           1.03         0.93         0.93         0.93           2         2         2         2           163         1346         602         173           0.09         0.38         0.38         0.10           1774         3539         1583         1774           83         715         17         94           1774         3539         1583         1774           24         8.6         0.4         2.8           1.00         1.00         1.00         1.00           1.53         0.53         0.03	EB         EB         WB         WBT           1         1         1         1         1           77         665         50         87         899           77         665         50         87         899           5         2         12         1         6           0         0         0         0         0           1.00         1.00         1.00         1.00         1.00           1.00         1.00         1.00         1.00         1.00           1.63         1.863         1.863         1.863         1.863           83         715         17         94         967           1         2         1         1         2         2           1.3         2.4         6.02         173         1130           0.09         0.38         0.38         0.10         0.35           1774         3539         1583         1774         3200           83         715         17         94         535           1774         3700         1583         1774         1700           2.4         8.6         0.4	EBI         EBR         WEI         WET         VBR           77         665         50         87         899         112           77         665         50         87         899         112           5         2         12         1         6         16           0         0         0         0         0         0           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         1.02         1         1         2         0           0.93         0.93         0.93         0.93         0.93         0.93           0.93         0.93         0.93         0.93         0.93         0.93           0.93         0.93         0.93         0.93         0.93         0.93           0.93         0.93         0.93         0.93         0.93         0.93           1.11         2         2         2         2         2           163         1346         602         173	E81         EB7         E88         WEI         WB1         WB2         NB           77         665         50         87         899         112         104           77         665         50         87         899         112         104           5         2         12         1         6         16         3           0         0         0         0         0         0         0         0           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         2         0         1<	EB1         EB7         EBR         WB1         WB1         WB2         NB1         NB1 $\mathbf{T}$ 665         50         87         899         112         104         102           77         665         50         87         899         112         104         102           5         2         12         1         6         16         3         8           0         0         0         0         0         0         0         0         0           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 </td <td>EB         EB         EB         WE         WBT         WBE         NBL         NBL         NBE           77         665         50         87         899         112         104         102         68           5         2         12         1         6         16         3         8         18           0         0         0         0         0         0         0         0         0           100         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         1.00         1.00         1.00         1.00         1.00         1.00           1.03         1.863         1863         1863         1803         1.90         1.863         1.900           8.3         715         17         94         967         1.11         1.12         0         1.51           0.99         0.38         0.3</td> <td><math display="block"> \begin{array}{c c c c c c c c c c c c c c c c c c c </math></td> <td><math display="block"> \begin{array}{c c c c c c c c c c c c c c c c c c c </math></td>	EB         EB         EB         WE         WBT         WBE         NBL         NBL         NBE           77         665         50         87         899         112         104         102         68           5         2         12         1         6         16         3         8         18           0         0         0         0         0         0         0         0         0           100         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         1.00         1.00         1.00         1.00         1.00         1.00           1.03         1.863         1863         1863         1803         1.90         1.863         1.900           8.3         715         17         94         967         1.11         1.12         0         1.51           0.99         0.38         0.3	$ \begin{array}{c c c c c c c c c c c c c c c c c c c $	$ \begin{array}{c c c c c c c c c c c c c c c c c c c $

\* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

## HCM Signalized Intersection Capacity Analysis 2: Harvest Park Ct & East Ave

Moviement	3BP
Lans Configurations	
Traffic Volume (vph)	20
Future Volume (vph)	20
Ideal Flow (vphpl)	1900
Total Lost time (s)	
Lane Util. Factor	
Fit	and the second se
Flt Protected	
Satd. Flow (prot)	
Fit Permitted	
Satd. Flow (perm)	0.00
Peak-hour factor, PHF	0.98 20
Adj. Flow (vph) RTOR Reduction (vph)	
Lane Group Flow (vph)	
Tum Type	
Protected Phases	ころから、「「「「「「「「」」」」「「「「「「」」」」「「「「「「「「」」」」」」「「「」」」」
Permitted Phases	Anna and an and an and a second a second a second and a second second second second second second second second
Actuated Green, G (s)	να το του το του του του του του του του τ
Effective Green, g (s)	
Actuated g/C Ratio	
Clearance Time (s)	
Vehicle Extension (s)	
Lane Grp Cap (vph)	
v/s Ratio Prot	
v/s Ratio Rem	
Uniform Delay, d1	
Progression Factor	Contraction Manufacture and an anti-strategy and an an an an an an and an and a strategy of the second strategy
Incremental Delay, d2	
Delay (s)	where the state of
Level of Service	
Approach Delay (s)	
Approach LOS	
morealor Summery	
INTERPORT SHITTING IST	

1

### HCM Signalized Intersection Capacity Analysis 4: Raley's Dwy & East Ave

Existing Plus Project Conditions PM Peak

	٠	-	7	1	+	*	1	1	1	1	¥	1
Vovemen	ES.		EBR	WEL	WB	WBR		NET	NER	S]B].	(Sa)	SP.
Lane Configurations	٦	<b>††</b>	۴	٦	<b>††</b>	1		र्भ	۲		र्भ	۴
Traffic Volume (vph)	48	973	66	172	984	110	95	33	149	201	21	50
Future Volume (vph)	48	973	66	172	984	110	95	33	149	201	21	50
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.0	4.5	4.5	3.0	4.5	4.5	the test to the other and the	3.5	3.5	all has no well to pay on a share to	3.5	3.5
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00			1.00		1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	ab men Sin 18 seman	1.00	0.85	This was a war as to	1.00	0.85
Fit Protected	0.95	1.00	1.00	0.95	1.00	1.00		0.96	1.00		0.96	1.00
Satd. Flow (prot)	1770	3539	1583	1770	3539	1583	NUMBER OF BRIDE	1796	1583	a strengthy parties. And designed	1782	1583
Fit Permitted	0.95	1.00	1.00	0.95	1.00	1.00	13 B	0,58	1.00		0.63	1,00
Satd, Flow (perm)	1770	3539	1583	1770	3539	1583		1073	1583		1169	1583
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	1 Particular Parties	0.97	0,97
Adj. Flow (vph)	49	1003	68	177	1014	113	98	34	154	207	22	52
RTOR Reduction (vph)	0	0	25	0	0	53	Q	0	114	0	0	38
Lane Group Flow (vph)	49	1003	43	177	1014	60	0	132	40	0	229	14
Tum Type	Prot	NA	Perm	Prot	NA	Perm	Perm	NA	Perm	Perm	NA	Perm
Protected Phases	5	2		1	6			8			4	
Permitted Phases			2			6	8		8	4		4
Actuated Green, G (s)	4.2	31.8	31.8	11.6	39.2	39.2		19.2	19.2		19.2	19.2
Effective Green, g (s)	4.2	31.8	31.8	11.6	39.2	39,2		19.2	19.2		19.2	19.2
Actuated g/C Ratio	0.06	0.43	0.43	0.16	0.53	0.53	the state of the state	0.26	0.26	attended as a more to the stand	0.26	0.26
Clearance Time (s)	3.0	4.5	4.5	3.0	4.5	4,5	A CALL	3.5	3.5	A REAL PROPERTY AND A REAL	3.5	3.5
Vehicle Extension (s)	2.0	4.0	4.0	2.0	4.0	4.0		2.0	2.0		2.0	2.0
Lane Grp Cap (vph)	101	1529	683	278	1884	843	And the second	279	412	and a second	304	412
v/s Ratio Prot	0.03	c0.28	· · · · · · · · · · · · · · · · · · ·	c0.10	0.29	Mr sec Williams 6	1		and the second state of the second states of the			·
v/s Ratio Perm			0.03	- Care and a second second	0.2	0.04	P.6	0.12	0.03	いたのかりかりますの	c0.20	0.01
v/c Ratio	0.49	0.66	0.06	0.64	0.54	0.07	anta a la i seci	0.47	0.10	****	0.75	0.03
Uniform Delay, d1	33,7	16,6	12.2	29,0	11.3	8,4	and a set of	22.9	20.6		25.0	20.3
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	NA	1.00	1.00	1377485-65291 Sala (19. 1	1.00	1.00
Incremental Delay, d2	1.3	1.1	0,1	3.5	0.4	0.0			0.0		9.0	0.0
Delay (s)	35.0	17.7	12.3	32.5	11.6	8.4	and the subscript of the	23.4	20.7	AND	34.0	20.3
Level of Service	Ç	В	В	Ç	В	A	a stand	C	C	Prace 2. 3 Holding	C	C
Approach Delay (s)	COL MONTHING PROVIDE	18.1	234540C9451255784		14.2	STATES AND THE PARTY	LAN 244 FL - Statistic at	21.9	W MILL ADDRESS AND A MARK	THE OFF THE COUNT	31.5	
Approach LOS	· Series	B			В	A REAL PROPERTY AND A		C	Real Property of the		÷C.	
Intersection Summary	1. 19 C	an a		5.57		COLUMN,		10000	15, 13			Tan-
HCM 2000 Control Delay			18.0	H	CM 2000	Level of S	Service		B	No.	The state	Withe
HCM 2000 Volume to Cap	acity ratio	and manager starting	0.68	and the second	and the second of the		and comparison the	- martine (C) - March	an of the second se	C		HAR BOTH C. S.
Actuated Cycle Length (s)	and the manufacture of the second	1 12 12 14	73,6	S	um of los	t time (s)	4	· · · · · · · · · · · · · · · · · · ·	11.0	A.F BAS	the war la	13 B
Intersection Capacity Utiliz	ation	1	65.7%			of Service	1	-	C			
Analysis Period (min)	a un when a single and	4. J.	15	·	and the state	the state that		Mint de	· · · · · · · · · · · · · · · · · · ·	1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1	· · · · · · · · · · · · · · · · · · ·	2º 2 th

c Critical Lane Group

	≯		7	1	+	*	1	1	1	1	ŧ	-
(cwejment)	BUC	EBT .	A STATE	WEIL	WET	WER	MEL	NET	NER	SBL	SET	2. 2.
ane Configurations		<b>†</b> †	1	۲	<b>††</b>						4	
raffic Volume (veh/h)	0	836	794	204	1310		1 = 2 0	0	0	155	3	1
uture Volume (veh/h)	0	836	794	204	1310	0	0	0	0	155	3	- 1
umber	5	2	12		6	16			The second	7	4	
nitial Q (Qb), veh	0	0	0	0	0	0				0	0	
ed-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1. 1.
arking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.
dj Sat Flow, veh/h/ln	0	1863	1863	1863	1863	0	から、		A STATE OF	1900	1863	18
dj Flow Rate, veh/h	0	853	0	208	1337	0				158	3	
dj No. of Lanes		2	HINT	(1)	2	0	高いない	新潮湖	影響。	0	1	
eak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	No	1 . 1		0.98	0.98	0
ercent Heavy Veh, %	0	2	2	2	2	0		S. F. A.		2	2	
ap, veh/h	0	1006	450	651	2578	0		With the state of		205	4	1
mive On Green	0.00	0.28	0.00	0.37	0.73	0.00			12月1月日	0.12	0.12	0
at Flow, veh/h	0	3632	1583	1774	3632	0	an a la fada incluia, das concentiti	March 10 and Analysis	Tank to Color and the state	1743	33	15
Grp Volume(v), veh/h	0	853	0	208	1337	0			ARE AN	161	0	
Srp Sat Flow(s), veh/h/ln	0	1770	1583	1774	1770	0		1+ · · · · · · · · ·	1	1776	0	18
Serve(g_s), s	0.0	14.8	0.0	5.5	10.7	0.0		<b>学会的学</b>		5.7	0.0	
Cycle Q Clear(g_c), s	0.0	14.8	0.0	5.5	10.7	0.0	ad the set of the set	· ····································	1060 112	5.7	0.0	1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.
Prop In Lane	0.00	A COLORED	1.00	1.00		0.00	是最差距离。僅			0.98		1
ane Grp Cap(c), veh/h	0	1006	450	651	2578	0	Carrie Section		Contra des	209	0	-
//C Ratio(X)	0.00	0.85	0.00	0.32	0.52	0.00	<b>新新教育</b>	是自己的		0.77	0,00	0
Avail Cap(c_a), veh/h	0	1143	512 1.00	651 1.00	2578	0 1.00	All and a strend and	i and the	and in the states the states to	601 1.00	0	1
ICM Platoon Ratio	1.00	1.00	0.00	0.71	1.00 0.71	0.00		<b>新新新教</b>		1.00	0.00	1
Jpstream Filter(I)	0.00	0.70	0.0	14.7	3.9	0.0	And an Alas	ELED LINGS	and the second	27,8	0.0	2
Jniform Delay (d), s/veh	0.0	6.4	0.0	0.1	0.5	0.0	· 如何不可见。			2.3	0.0	
ncr Delay (d2), s/veh	0.0	0.4	0.0	0.0	0.0	0.0	And the second	AR Set Wash	THE REAL PROPERTY AND INC.	0.0	0.0	
nitial Q Delay(d3),s/veh %ile BackOfQ(50%),veh/ln	0.0	8.1	0.0	2.7	5.2	0.0	國家的思想		理会成了多考虑	2.9	0.0	
_nGrp Delay(d),s/veh	0.0	28.3	0.0	14.8	4.4	0.0		C. H. T. H. BARN		30,1	0.0	2
LnGrp LOS	0.0	20.5 C	0.0	B	۲·۲ A	0.0		<b>王王王王王王王王</b> 王王王王王王王王王王王王王王王王王王王王王王王王王王王王		C	C.C.	A STATE STATE
	Constant of the	853			1545	and the second					177	A
Approach Vol, veh/h Approach Delay, s/veh		28.3			5.8						29.7	
		20.5	A STREET	HAL-	J.0			Carline and	NOR AND AND	AV STREET	23.1 C	it it is
Approach LOS		C LA A		<b>新闻的联系和原本</b>	1							
Imer Assigned Phs	1	2		-4		6	2. U.P. 5. 3			ue baard		
Phs Duration (G+Y+Rc), s	28.9	23.5		12.7		52.3		in cope	and a start	and the second	had the second second	
Change Period (Y+Rc), s	*5	*5	15 2 1 5 1 5 1 1 1 1 1 1 1 1 1 1 1 1 1 1		1. 14 . E.F.		and we what	17 16 V 1 14	1.2. 1 14		······································	A.
Max Green Setting (Gmax), s	*8	* 21		* 22		* 33						
Max Q Clear Time (g_c+l1); s	7.5	16.8	二十二十二	7.7		12.7	~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	E. E	M. Bart	N. S. S. A. F.		1 man
Green Ext Time (p_c), s	0.4	1.7		0.3		7.2						
Hiteretter Sammer HCM 2010 Ctrl Delay			14.9									
CM2010140S			B			55.0				· · · · · · · · · · · · · · · · · · ·	at - 17 - 28	* 1
			4- <b>7</b>	Service Barthan Service				A.A. 84 A.M.				
ৰ নি (নি জন্ম নি (নি জন্ম)) নি (নি জন্ম নি (নি জন্ম)) নি (নি জন্ম) নি (নি জন্ম)) নি (নি জন্ম) নি (নি জন্ম)) নি (নি জন												

## Appendix C Cumulative No Project LOS Calculations



## HCM Signalized Intersection Capacity Analysis 2: Harvest Park Ct & East Ave

	×	-+	~	*	+	*	1	t	1	4	Ŧ	1
Movemen	STRAL	EBT.	ENR	WEL	WET	WBR	NB.	NET	NBR	SAL	SET	SBR
Lane Configurations	۲	**	۴	۲	竹	۴	٦	ŧ,		٦	fi	
Traffic Volume (vph)	20	1070	10	20	950	70	20	0	30	30	0	5
Future Volume (vph)	20	1070	10	20	950	70	20	0	30	30	0	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	5.3	5.3	4.0	5.3	5.3	4.0	4.0	·····································	4.0	4.0	10774-386 (Table*
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00		1.00	1.00	
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.85	Solution and the second	1.00	0.85	SCHOOLS .
Fit Protected	0.95	1.00	1,00	0.95	1.00	1.00	0,95	1.00	<b>这</b> 个你的"你没	0.95	1.00	
Satd. Flow (prot)	1770	3539	1583	1770	3539	1583	1770	1583	CHARLES AND	1770	1583	ana samaza
Fit Permitted	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	<b>股票利益</b>	1.00	1.00	
Satd. Flow (perm)	1770	3539	1583	1770	3539	1583	1863	1583		1863	1583	and the second
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)	22	1163	11	22	1033	76	22	0	33	33	0	5
RTOR Reduction (vph)	0	0	4	0	0	20	0	30	0	0	5	0
Lane Group Flow (vph)	22	1163	7	22	1033	56	22	3	O	33	0	0
Tùm Type	Prot	NA	Perm	Prot	NA	Perm	Perm	NA		Perm	NA	
Protected Phases	5	2	A CONTRACTOR OF THE OWNER	1	6			8	たまれなうため	这一种日本的 <b>和</b> 国家 的 白	4	· 把建立金/
Permitted Phases			2			6	8			4		and the
Actuated Green, G (s)	1.0	32.3	32.3	1.0	31.8	31.8	4.0	4.0	Carlo and the second	4.0	4.0	
Effective Green, g (s)	1.0	32.3	32.3	1.0	31.8	31.8	4.0	4.0	The start of the second starts	4.0	4.0	Strand .
Actuated g/C Ratio	0.02	0.64	0.64	0.02	0.63	0.63	0.08	0.08	あるの 二十二日 二日	0.08	0.08	
Clearance Time (s)	4.5	5.3	5.3	4.0	5.3	5.3	4.0	4.0	and the second second	4.0	4.0	and there as t
Vehicle Extension (s)	1.0	4.0	4.0	1.0	4.0	4.0	2.5	2.5	and the second second	2.5	2.5	ACREACES.
Lane Grp Cap (vph)	34	2259	1010	34	2224	994	147		2.2. 3.	147	125 0.00	and the
v/s Ratio Prot	c0.01	c0.33	0.00	0.01	0.29	0.04	0.01	0.00	建建造 中华	c0.02	0.00	
v/s Ratio Perm v/c Ratio	0.65	0.51	0.00	0.65	0.46	0.04	0.01	0.02		0.22	0.00	EPHON 26
Uniform Delay, d1	24.6	4.9	3.3	24.6	4.9	3.6	21.7	21.5	· · · · · · · · · · · · · · · · · · ·	21.8	21,5	
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	EFSEX"
Incremental Delay, d2	27.5		0.0	27.5	0.2	0.0	0.3	0.0	·····································	0.6	0.0	ALL ALL
Delay (s)	52.1	5.2	3.3	52.1	5.1	3.7	22.1	21.5		22.4	21.5	
Level of Service	D	A	A	D	A	A	C	C	<b>展出的国际教</b> 室	C	C	
Approach Delay (s)	Sec	6.0	and the second	14 10-8	6.0	- Anter		21.7			22.3	All and a state of the state of
Approach LOS		Â			A			C			C	
Intersection Summary	1272.137 Magaan	Planton		A AND AND A		3	7	Konta-ta	and the second	MEMORY + 18		Roman Brook 1
HCM 2000 Control Delay	and the second second	Internet and a second	6.6	H	CM 2000	Level of	Service		A	the state of the state		a main in a
HCM 2000 Volume to Capa	acity ratio	CARACTER SALES	0.49	A STATE OF STATE	2000	Contraction of the second	Aronald Windows and		ALLENA REALIST			
Actuated Cycle Length (s)	AND THE PARTY	R 45	50.6	S	um of los	t time (s)	· · · · ·	- 3 - M	13.8	- 14 " 4's ;	at the second second	BAT IS "
Intersection Capacity Utiliza	ation		45.7%			of Service		4.4	A	the man	+3 - ==	to the
Analysis Period (min)	all a sur	2	15	1	A. I. C. B. L. T. B. L. T. B. L. L. B. L.	1	1. 3.	- X +	- 134 · 151 ·	2. 1. 1 2	1.35 PHI 1944	A

c Critical Lane Group

## HCM 2010 Signalized Intersection Summary 5: Esplanade & East Ave

	۶	-	7	1	+	*	1	1	1	4	Ŧ	-
Movemen:	EBIL			WE:	WET	MER	NEL	MET		800	SET	SB
ane Configurations	ሻሻ	<b>†</b> †	۴	ሻሻ	**	۴	ኘኘ	**	۴	ሻሻ	**	
raffic Volume (veh/h)	210	880	190	300	780	280	200	500	230	350	820	22
Future Volume (veh/h)	210	880	190	300	780	280	200	500	230	350	820	22
lumber	5	2	12	211	6	16	3	8	18	7	4	
nitial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00	C. C.	1.00	1.00		1.00	1.00		1.0
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.0
dj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	186
Adj Flow Rate, veh/h	228	957	173	326	848	236	217	543	221	380	891	17
Adj No. of Lanes	2	2		2	2		2	2		2	2	1 A
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.9
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	
Cap, veh/h	313	1143	648	450	1284	789	296	891	606	466	1066	62
Arrive On Green	0.09	0.32	0.32	0.13	0.36	0.36	0.09	0.25	0.25	0.14	0.30	0.:
Sat Flow, veh/h	3442	3539	1583	3442	3539	1583	3442	3539	1583	3442	3539	15
Grp Volume(v), veh/h	228	957	173	326	848	236	217	543	221	380	891	1
Grp Sat Flow(s),veh/h/ln	1721	1770	1583	1721	1770	1583	1721	1770	1583	1721	1770	15
Q Serve(g_s), s	6.5	25.4	7,3	9.2	20.3	8.9	6.2	13.7	10.1	10.9	23.8	7
Cycle Q Clear(g_c), s	6.5	25.4	7.3	9.2	20.3	8.9	6.2	13.7	10.1	10.9	23.8	7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.
ane Grp Cap(c), veh/h	313	1143	648	450	1284	789	296	891	606	466	1066	6
//C Ratio(X)	0.73	0.84	0.27	0.72	0.66	0.30	0.73	0.61		0.82	0.84	0.
Avail Cap(c_a), veh/h	850	1224	684	850	1284	789	850	1014	661	850	1066	6
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.
Uniform Delay (d), s/veh	44.8	31.8	19.8	42.2	27.0	15.0	45.1	33.5	22.4	42,5	33.0	21
Incr Delay (d2), s/veh	3.3	5.3	0.3	4.7	1.4	0.3	2.6	1.1	0.5	2,7	6.1	C
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0,0	0.0	0.0	0.0	0.0	C
%ile BackOfQ(50%),veh/In	3.2	13.2	3.3	4.7	10.1	3.9	3.1	6.9	4.5	5.3	12.5	3
LnGrp Delay(d),s/veh	48,1	37.1	20.2	46.9	28.5	15.3	47.7	34.6	22.9	45.2	39.2	21
LnGrp LOS	D	D	С	D	С	B	D	С	С	D	D	BUTCHER BURGE
Approach Vol, veh/h		1358			1410			981			1443	
Approach Delay, s/veh	14、2011年1月1日至1月1日年	36.8	al alian san ann an	an da Print da California sec	30.5	<b>出来的特定的现在是</b> 当时的	· · · · · · · · · · · · · · · · · · ·	34.9		New York and the State of the State of the	38.6	Luis Carlor Contra
Approach LOS		D			G			C			D	
. I to at 1 Sub- bullened the construction of the	Carlo and Marris Prophile	A BUCHENE AND	AN ALL AND ALL A	12 1004 Children 200	Str Maintanda	A STORE STORE STORE	R. and M. C. Control	20-2-2-3-4-7-2-3-1			and see the second second	PCDHARREN
Timer	and Sto			4			THE REPORT OF STREET, SPACE			Contraction of the		_
Assigned Phs	1	2	3	4	5	6	7	8	A Strater and			A Card
Phs Duration (G+Y+Rc), s	16.8	37.5	12.3	34.6	12.8	41.5	17.3	29.6				
Change Period (Y+Rc), s	3.6	4.8	3.6	4.1	3.6		3.6		1 4 2 2	and and	计 谷田城	E PAR
Max Green Setting (Gmax), s	25.0	35.0	25.0	30.0	25.0	35.0	25.0	29.0				
Max Q Clear Time (g_c+l1), s					8.5		12.9		NER AL	新二·新春秋季	建动动动	LI WARK
Green Ext Time (p_c), s	2.0	5.3	0.5	3.7	0.7	11.1	0.8	9.8				
Interspecture Stammerry			25.0									
HCM 2010 Ctri Delay			35.2 D					an a star a				
IGM 2010 LOS			j <b>_</b> j	Sec. And Sec.					last sandt		Sec. Production	

## HCM 2010 Signalized Intersection Summary 7: SR 99 NB Ramps & East Ave

	*	-	~	*	+	*	1	Ť	r	4	ţ	1
ND/CACH!	F3.		Esta.	YHE:	100			ini i		Se).	22	C)ele Cleis
Lane Configurations	۲	<b>†</b> †			<b>†</b> †	7	٦	र्भ	1			
Traffic Volume (veh/h)	90	750	0	Ö	860	180	850	5	120	0	0	
Future Volume (veh/h)	90	750	0	0	860	180	850	5	120	0	0	(
Number	5	2	12	1	6	16	3	8	18			
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	and while to many date 120	all should be be be be a life of a l	sold of sec. sousse.
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00	CE AN	1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	and the set officials	and a straight	
Adj Sat Flow, veh/h/ln	1863	1863	0	0	1863	1863	1863	1863	1863	in the second		N'SE.
Adj Flow Rate, veh/h	98	815	0	0	935	118	928	0	44	e. we bein Bain	PREMARKS AND AND AND	2.8.3.7.200,451
Adj No, of Lanes		2	0	0	2	1	2	Ō				
Peak Hour Factor	0.92	0.92	0.92	0,92	0.92	0.92	0.92	0.92	0.92	d varieten dan den den die	Lafidadedringer and Da	uther address of a
Percenti Hoavy Veh, %	2	2	0	0	$\widehat{2}$	2	2	2	2			
Cap, veh/h	322	1963	0	0	1049	469	1034	0	461	a sector de la dela des	مغمرة ومناقع والمعتاد	
Arrive On Green	0.36	1,00	0.00	0.00	0.30	0.30	0.29	0.00	0.29			ALC: N
Sat Flow, veh/h	1774	3632	0	0	3632	1583	3548	0	1583	and the set of the set	Constant Proventing and a	and CERBRAN e
Grp Volume(v), veh/h	98	815	0	Û	935	118	928	0	44			
Grp Sat Flow(s), veh/h/ln	1774	1770	0	0	1770	1583	1774	0	1583			
Q Serve(g_s), s	2.6	0.0	0.0	0.0	16.4	3.7	16.3	0.0	1.3			
Cycle Q Clear(g_c), s	2.6	0.0	0.0	0.0	16.4	3.7	16.3	0.0	1.3			and a solution
Prop In Lane	1.00	0.0	0.00	0.00	10.4	1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	322	1963	0.00	0.00	1049	469	1034	0	461			NAME OF STREET ST.
V/C Ratio(X)	0.30	0.42	0.00		0.89	0.25	0.90	0.00	0.10			
Avail Cap(c_a), veh/h	322	1963	0.00	0.00	1089	487	1365	0.00	609	an Ana Manag	AT BE ARE	Co Martingere
HCM Platoon Ratio	2,00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	UNT THAT FO		Chi Alto int
Upstream Filter(I)	0.92	0.92	0.00	0.00	1.00	1.00	1.00	0.00	1.00			· · · · · · · · · · · · · · · · · · ·
Uniform Delay (d), s/veh	17.8	0.92	0.00	0.00	21.9	17.4	22.1		16.8		Sales Stat	·苏本市第4
Incr Delay (d2), s/veh	0.2	0.6	0.0	0.0	11.4	1.3	5.6	0.0	0.0	北京高級制約部署	「「「「「「「」」」	the species of the second s
Initial Q Delay(d3),s/veh	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	1.2	0.0	0.0	0.0	9.6	1.8	8.8	0.0	0.6		"中共任"	and the second second
	17,9	0.2	0.0	0.0	33.3	18.7	27.7	0.0	16.8	<b>法长在</b> 他的合约		
LnGrp Delay(d),s/veh	the state of the state	the or broking and	0.0	0.0	00.0 C	10.1 B	C	0.0	10.0 B	<b>除</b> 不可能的。		<b>特定是空</b> 行。
LnGrp LOS	B	A	ANTER MARK			D	WE ACT AND A DECIMAL OF	070	D			WARRAN &
Approach Vol, veh/h		913			1053			972				
Approach Delay, s/veh	Ref a list Standing	2.5	Ser State State		31.7	1.55.53.1.14.14		27.2	There is	Contract to the second	Share and the state	いた状态は、
Approach LOS	<b>马克莱</b> 卡	A			Ċ		A Product	C				
Time	10.11	0757 (Z.)	1	12-4	TE TER	12 18	CALCULATION OF	10	Sec. 16	and on the	and the second second	a Case
Assigned Phs		2	A REPORT		5	6		8	<b>FEINE DELLA</b>			Wind Street
Phs Duration (G+Y+Rc), s	ten F	41.1	1. H. M. H. S. S. W.	and the state of	16.8	24.3	here's an artist a	23.9	a a sait, but the	- Ale End av An	Nor Ale Rivella	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
Change Period (Y+Rc), s	1		in the sec	二十 遊休	1		in a series		· · · · · · · · · · · · · · · · · · ·	おうちちょうちょうちょう	in the state	通ぎ地震
Max Green Setting (Gmax), s	e	* 30	in all a	the state	* 5	* 20	and in all	25.0		A	1 2 2 4 8 . 5 8	7. 1. ·
Max Q Clear Time (g_c+11), s	1 it settion		1-1-1-1-1-1				and a strat		13:香香油	1 + it + to the	at - Ballander	·花春~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~
Green Ext Time (p_c), s	1. DEOTAG	4.1	ne ni trzelikał	1.308 3 th	0.2	0.8	interesting 2.	0.6	2 D . el & . in	an Britshe at	West with a	a standard .
margano Summary												
HCM 2010 Ctrl Delay			21.1									
HEMIZOIDALES			<u>C</u>									
Addies.											- P-10-	:
User approved volume balance	cing amor	ig the lan	es for tun	ning mov	ement.			and a frage	· · · · · · · · ·	A. 24	+ 21 AT 16	4 . 4

### HCM Signalized Intersection Capacity Analysis 2: Harvest Park Ct & East Ave

	×	-	7	~	-	*	1	t	1	1	ţ	1
Vitz+(z)Vi(z))			- E		WE:	a Be	(81 <u>8</u> ]]	N (3)	MIR	Sil.	55	3312
Lane Configurations	٦	<b>†</b> †	1	٦	<b>†</b> †	1	ሻ	7		٣	Þ	
Traffic Volume (vph)		1050	10	30	1300	30	5	0	20	60	Û,	20
Future Volume (vph)	10	1050	10	30	1300	30	5	0	20	60	0	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	5.3	5.3	4.0	5.3	5.3	4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	0.95	1.00	1:00	0.95	1.00	1.00	1.00		1.00	1.00	
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.85		1.00	0.85	
Flt Protected	0.95		1.00	0.95	1.00	1.00	0.95	1.00	等自动预计	0.95	1.00	
Satd. Flow (prot)	1770	3539	1583	1770	3539	1583	1770	1583		1770	1583	
Flt Permitted	0,95	1.00	1.00	0.95	1.00	1.00	0.74	1.00	BELEVE	0.74	1.00	
Satd. Flow (perm)	1770	3539	1583	1770	3539	1583	1386	1583		1386	1583	
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	10	1071	10	31	1327	31	5	0	20	61	0	20
RTOR Reduction (vph)	- 0 · ·	0	4	0	0	12	0	16	1 O .	0	16	0
Lane Group Flow (vph)	10	1071	6	31	1327	19	5	4	0	61	4	0
Tum Type	Prot	NA	Perm	Prot	NA	Perm	Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			8		1 1	4	
Permitted Phases			2			6	8			4		<b>美丽花</b>
Actuated Green, G (s)	1.1	45.1	45.1	2.3	45.8	45.8	13.4	13.4		13,4	13.4	
Effective Green, g (s)	11	45.1	45.1	2.3	45.8	45.8		13.4	· ATHIN AT	13.4	13.4	
Actuated g/C Ratio	0.01	0.61	0.61	0.03	0.62	0.62	0.18	0.18		0.18	0.18	
Clearance Time (s)	4.5			4.0	5.3	5.3			A States	4.0	4.0	
Vehicle Extension (s)	1.0	4.0	4.0	1.0	4.0	4.0	2.5	2.5		2.5	2.5	-
Lane Grp Cap (vph)	26	2153	963	54	2187	978	250	286	A STATISTICS	250	286	
v/s Ratio Prot	0.01	0.30		c0.02	c0.37		and a control designment	0.00		Water and the Address of the Address	0.00	and other states
vis Reito Rom			0.00			10.01	0.00			_CO.02%		
v/c Ratio	0.38	0.50	0.01	0.57	0.61	0.02	0.02	0.01	mana in them was a	0.24	0.01	uteret Official and under //
Uniform Delay, d1	36.2	8.1		35.4	8.6	5.5	25.0	24.9	A State of the state	26.0	24.9	
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	Der 14 - 16
Incremental Delay, d2	3.4	0.2		8.8	0.6	0.0	0.0	0.0		0.4	0.0	
Delay (s)	39.6	8.4	5.7	44.3	9.2	5.5	25.0	24.9		26.4	24.9	util utel -
Level of Service	D		A	D	A	Ä	C	C	計會的影響	Ç	C	
Approach Delay (s)	ALLET'S TO'S ALLESSING IN	8.6		. ALY SECOND EN	9.9		(二,人) 影点 建金属的金叉丸	24.9	an actor of a star	55° ' a dedision anos	26.0	distant stands
Approach LOS		A			A			C			O L	
Intersection Summary	- Star	and the second	and and	and the second	a segure	a Stanin	and the second	Section 252	Concernsor	1771 MAG	D. C. Star	21.222
HCM 2000 Control Delay		1	10.0	1	CM 2000	l evel of	Service		B		Station of the	examination
HCM 2000 Volume to Capa	acity ratio	But a no the st	0.54	State of the Party of the	0111 2000		CONTROOM	C. S. C. S.		an and the second s	S. S	Entrants fr -
Actuated Cycle Length (s)		in the state of the	74.1	2 ·	um of los	t time (c)	f 1 1 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4		13.8		the trans	· 注: · · · ·
Intersection Capacity Utiliz			53.7%		CU Level			and the second se	A	the state of the s	The an and the	E * 1
Analysis Period (min)		· · · · · · · · · · · · · · · · · · ·	15		He to be the	UN OUT YIO		(+ + × 4)	· · · · ·	1 54 4 3		in it's
Critical Lana Croup	and a war i she	4		the applier	an all		· · · · ·		1. 1. 1. 1.	and a second	i seite	and the second

c Critical Lane Group

## HCM 2010 Signalized Intersection Summary 5: Esplanade & East Ave

	×	-+	*	*	+	*	1	1	1	4	ţ	1
Morraman		and and		199 <u>-</u>	<u> 1987</u>	NE	Nel.	VE	A BA	- 283-	35	561
Lane Configurations	ኘኘ	<b>††</b>	1	ኘካ	<b>#†</b>	۴	ሻሻ	<b>††</b>	1	ሻሻ	††	ĩ
Traffic Volume (veh/h)	340	1050	180	270	1110	340	320	790	320	390	550	220
Future Volume (veh/h)	340	1050	180	270	1110	340	320	790	320	390	550	220
Number	5	2	-12	1	6	16	3	8	18	7	- 4	14
nitial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	(
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	186
Adj Flow Rate, veh/h	351	1082	132	278	1144	325	330	814	302	402	567	19
Adj No. of Lanes	2	2	1	2	2	1	2	2	1	2	2	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0,97	0.97	0.97	0.97	0.9
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	
Cap, veh/h	436	1195	722	387	1144	734	408	924	591	482	1000	64
Arrive On Green	0.13	0.34	0.34	0.11	0.32	0.32	0.12	0.26	0.26	0.14	0.28	0,2
Sat Flow, veh/h	3442	3539	1583	3442	3539	1583	3442	3539	1583	3442	3539	158
Grp Volume(v), veh/h	351	1082	132	278	1144	325	330	814	302	402	567	19
Grp Sat Flow(s), veh/h/ln	1721	1770	1583	1721	1770	1583	1721	1770	1583	1721	1770	158
Q Serve(g_s), s	10.7	31.6	5.4	8.4	35.0	15.0	10.1	23.9	16.0	12.3	14.8	9.
Cycle Q Clear(g_c), s	10.7	31.6	5.4	8.4	35.0	15.0	10.1	23.9	16.0	12.3	14.8	9.
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.0
Lane Grp Cap(c), veh/h	436	1195	722	387	1144	734	408	924	591	482	1000	64
V/C Ratio(X)	0.80	0.91	0.18	0.72	1.00	0,44	0.81	0.88	0.51	0.83	0.57	0.3
Avail Cap(c_a), veh/h	795	1195	722	795	1144	734	795	948	602	795	1000	64
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.0
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.0
Uniform Delay (d), s/veh	46.0	34.2	17.5	46.4	36.6	19.6	46.5	38,4	26.2	45.3	33.2	21.
Incr Delay (d2), s/veh	3.5	10.1	0.2	5.3	26.5	0.6	2.9	9.8	1.0	3.1	0.9	0.
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.
%ile BackOfQ(50%),veh/In	5.3	17.0	2.4	4.3	21.2	6.6	5.0	12,9	7.1	6.1	7.4	4.
LnGrp Delay(d),s/veh	49.5	44.3	17.6	51.7	63.2	20.2	49.4	48.1	27.2	48.4	34,1	22.
LnGrp LOS	D	D	В	D	E	C	D	D	С	D	С	
Approach Vol, veh/h		1565		Sale of the second	1747	1. A.		1446		Server -	1167	
Approach Delay, s/veh	and the second	43.2	ann aint ann an an	in a station in a station of the state	53.3	in and find the star of the	でいる。加いないで、それにはな	44.1			37.0	AC-AC MARKAN AND AND AND AND AND AND AND AND AND A
Approach LOS		D			D	and as the second		D	tant 14 BA		D	
Tirr(s)	· 1月19日 1998年1998年1998年1998年1998年1998年1998年1998	NUMBER OF STREET		20年2月·20日 20日111		an a				and a state of the		and the second s
Assigned Phs	(h. 1)	2	3	4	5	6	7					
Phs Duration (G+Y+Rc), s	15.8	41.4	16.4	34.7	17.3	39.8	18.8	32.4		and a set	- To Maria - An	
Change Period (Y+Rc), s	3.6	4.8		4.1			3.6		at the second	的复数物		· Hite
Max Green Setting (Gmax), s	25.0	35.0	25.0	30.0	25.0	35.0	25.0	29.0	<u>a</u>		at a day	
Max Q Clear Time (g_c+l1), s				16.8						Mar Antonia	1. A. A. A.	E TRAN
Green Ext Time (p_c), s	1.7	1.4	0.7	10.4	1.0	0.0	0.8	2.4		T. S. Luiss	. d.2. 3	they a
messeller Sumpersy				-		 	. : • • • •					
HCM 2010 Ctrl Delay			45.2			10-21-2						
CALLUILOS			<b>(b</b> )									No.

## HCM 2010 Signalized Intersection Summary 7: SR 99 NB Ramps & East Ave

	1	-	7	-	-	*	1	1	1	1	ŧ	-
(levaniari		10. 10. 11 10. 10. 11 10. 11		WB.	145122		NB.	3(2)	N all	31	e E	3
ane Configurations	٦	<b>†</b> †			<b>^</b>	۴	٦	<del>ب</del> ا	1			
raffic Volume (veh/h)	170	1010	Ö	0	950	250	940	5	290			·
uture Volume (veh/h)	170	1010	0	0	950	250	940	5	290	0	0	
umber	5	2	12		6	16	3	8	18	10 10 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1. 2. 19 - 1	
nitial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
ed-Bike Adj(A_pbT)	1.00	A CONTRACTOR	1.00	1,00		1.00	1.00		1.00	and the second	1	· · · ·
arking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
dj Sat Flow, veh/h/ln	1863	1863	0	0	1863	1863	1863	1863	1863	······································	· · · · · · · · · · · · · · · · · · ·	
dj Flow Rate, veh/h	173	1031	0	0	969	174	963	0	216			-
d No. of Lanes		2	0	Û	. 2	Li. I.	2	0			· 12.2	2 4
eak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	ð .		
ercent Heavy Veh, %	2	2	0	0	2	2	2	2	2		Sec.	
Cap, veh/h	294	1927	0	0	1069	478	1071	0	478			
mive On Green	0.33	1.00		0.00	0.30	0.30			0.30		1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1	
Sat Flow, veh/h	1774	3632	0	0	3632	1583	3548	0	1583	C+ To the Min	4 . 67	
Srp Volume(v), veh/h	173	1031	0	0	969	174	963	Ó	216	and the second se		S 47 4 23.
Srp Sat Flow(s), veh/h/in	1774	1770	0	0	1770	1583	1774	0	1583	\$	a a care	
Serve(g_s), s	5.3	0.0	0.0	0.0		5.6	16.9		7.2			
Cycle Q Clear(g_c), s	5.3	0.0	0.0	0.0	17.1	5.6	16.9	0.0	7.2			
Prop In Lane	1.00	0.0	0.00	0.00	San Start St.	1.00	1.00	0.0	1.00			
ane Grp Cap(c), veh/h	294	1927	0.00	0.00	1069	478	1071	0	478	1992 ( A & A & A	- v. * .	
//C Ratio(X)	20.59	0.54		0.00		0.36	0.90	0.00		14		
vail Cap(c_a), veh/h	294	1927	0	0	1089	487	1365	0	609	453		
	2.00				1.00				1.00			
Jpstream Filter(I)	0.79	0.79	0.00	0.00	1.00	1.00	1.00	0.00	1.00	[**}		
Jniform Delay (d), s/veh	19.9	0.0	0.0	0.0					# 18.3		1-01	
ncr Delay (d2), s/veh	1.7	0.8	0.0	0.0	12.6	2.1	6.1	0.0	0.2	4		
nitial Q Delay(d3),s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0		A AND A A		
%ile BackOfQ(50%),veh/ln	2.7	0.2	0.0	0.0	10.2	2.7	9.1	0.0	3.2	and the second sec		
	21.6	0.2	0.0	0.0	34.4	19.9	27.8	0.0	18.6	A desta d		
nGrp Delay(d),s/veh	21.0 C	A	0.0	0.0	C C	B	C	0.0	B			
InGrp LOS	学校は学校学校		entration and the second second	ATT CONTRACT	1143	D	anticipation and the	1470		The second second	and i fitte	A. 180
Approach Vol, veh/h		1204		1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1		主 法 國 医		1179	- States States	and the second	and any the second	2 20
Approach Delay, s/veh	a change in the	3.8	The second		32.2 C	a francisco de la composición de la composicinde la composición de la composición de la composición de		26.1	and reasons			-
Approach LOS	にきまでいいいという	A	A	- do	C	the second	eren e	C		10.00	1.000	201-
	1937 (194)	10011-82	1.3			6	的人们	1	State 1	1.12	Adu	4255
Assigned Phs	6世日7世纪197	2	atterned is	structure in the and	5	6	saine Marinesterd	8	Construction of Supervised	\$ h	e se she es	44. 4.
Phs Duration (G+Y+Rc), s	and the second	40.4			15.8	24.6		24.6	Constant of the			
Change Period (Y+Rc), s	and a set of	*5		0.15-00	*5	*5		5.0				
Max Green Setting (Gmax), s	and the factor	* 30			*5	* 20	-	25.0	Managers of the States of States	24		
Max Q Clear Time (g_c+l1), s		2.0	1	-	7.3	19.1		18.9	1111-2			
Green Ext Time (p_c), s		5.4			0.0	0.5		0.7	1000			
ntensianar Summary												
HCM 2010 Ctrl Delay	aranda at Milayan genetika kaland	al a - an anna a sua banda a na dha da abaan mara	20,5			ana ana falina il na arawa da ana			A CONTRACTOR OF			
CM2010LOS			20,0									
COLUMNED A			5 10			1. S.	1.000					

User approved volume balancing among the lanes for turning movement.

## HCM 2010 Signalized Intersection Summary 1: Holly Ave/Cussick Ave & East Ave

#### Cumulative Plus Project Conditions AM Peak

	*	-	7	1	-	A.	1	1	1	4	ŧ	-
Nevemen	E.	EBT	ESR	WEL	WET	WBR	NBL	MET	NER	SEL	SET	SB
ane Configurations	٣	<b>†</b> †	*	٢	朴		٦	Ţ.		¥j.	4	
raffic Volume (veh/h)	120	884	120	124	654	74	60	100	114	104	140	14
uture Volume (veh/h)	120	884	120	124	654	74	60	100	114	104	140	14
lumber	5	2	12		6	16	3	8	18	7	4	
nitial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	<b>新建筑建筑主义</b>
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00	SAF ZORIANS	1.
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.(
dj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900	1863	1863	1900	1863	1863	19
dj Flow Rate, veh/h	130	961	85	135	711	71	65	109	82	113	152	1
di No. of Lanes	1	2	1	100	2	0	1	1	0	1	102	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.
Percent Heavy Veh, %	2	2	2	2	2	0.52	2	2	0.52	0.32	2	0.
	179	1368	612	181	1165	116	135	181	136	172	200	1
Cap, veh/h	0.10	0.39	0.39	0.10	0.36	0.36	0.08	0,18	0.18	0.10	0.20	0.
Arrive On Green	1774	3539	1583	1774	3251	324	1774	988	743	1774	982	<u>U.</u> 7
Sat Flow, veh/h											the second se	
Grp Volume(v), veh/h	130	961	85	135	387	395	65	0	191	113	0	2
Grp Sat Flow(s),veh/h/ln	1774	1770	1583	1774	1770	1805	1774	0	1732	1774	0	17
Q Serve(g_s), s	4,4	14.2	2.2	4.6	11.1	11.1	2.2	0.0	6.3	3.8	0.0	ç
Cycle Q Clear(g_c), s	4.4	14.2	2.2	4.6	11.1	11.1	2.2	0.0	6.3	3.8	0.0	2
Prop In Lane	1.00		1.00	1.00		0.18	1.00	And A start	0.43	1.00		0,
ane Grp Cap(c), veh/h	179	1368	612	181	634	647	135	0	318	172	0	3
//C Ratio(X)	0.73	0,70	0.14	0.75	0.61	0.61	0.48	0.00	0.60	0.66	0,00	0.
Avail Cap(c_a), veh/h	430	2287	1023	430	634	647	487	. 0	699	430	0	6
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.
Jpstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.
Jniform Delay (d), s/veh	27.0	16.0	12.3	27.0	16.3	16.3	27.4	0.0	23.2	27.0	0.0	
ncr Delay (d2), s/veh	2.1	0.2	0.0	2.3	1.2	1.2	1.0	0.0	0.7	1.6	0.0	-
nitial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	(
%ile BackOfQ(50%),veh/In	2.3	6.9	1.0	2.4	5.6	5.7	1.1	0.0	3.0	1.9	0.0	1
nGrp Delay(d),s/veh	29,1	16.2	12.3	29.3	17.5	17.5	28.4	0.0	23.9	28.6	0.0	24
InGrp LOS	С	В	В	С	В	В	С		С	С		
Approach Vol, veh/h	- 12	1176	AT STREET, AND	A STATE OF	917			256			381	z 14. j
Approach Delay, s/veh	advinbood . et add	17.4			19.3		ALL DEPENDENCE IN CONTRACT	25.0	and other and the second	ek handa, a sher din Alamin bordha	25.7	and side with a
Approach LOS		В	L F		B			C			C	
limei -			-	7. 4.	1.1.1	Contraction of the		1	22.24	31.3		
Assigned Phs	1	2		4			7	8	2.406 2.44			at the second
Phs Duration (G+Y+Rc), s	9.3	28.7	7.7	16.1	11.1	27.0	9.0	14.9				
Change Period (Y+Rc), s	3.0	4.8	3.0	3.5	HAR STREET, STREET, STREET, STREET, ST	* 4.8	3.0	3.5	1		Contain a	4 7 F. A
Max Green Setting (Gmax), s	15.0	40.0	17.0	25.0	15.0	* 20	15.0	25.0				
Max Q Clear Time (g_c+l1), s	6.6	16.2	4.2	11.0	6,4	13.1	5.8	8.3	1	- AN AND AN	有些 一些 化	14 × ×.
Green Ext Time (p_c), s	0.1	7.8	0.0	1.6	0.1	4.4	0.1	1.7				
nterration Annum												•
HCM 2010 Ctrl Delay	Sci Manintan T	Contractor Contractor Contractor	19.9	and a state of the state of the	UNITED AND AND AND AND	MUNICE STREET		and the second second second	AND STREET, ST	Value Riter and	CEA + Fahat (1944	the state of the second s
CMANNAS			B								1	

\* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

## HCM Signalized Intersection Capacity Analysis 2: Harvest Park Ct & East Ave

1

Movement
Lan Configurations
Traffic Volume (vph) 6
Future Volume (vph) 6
Ideal Flow (vphpl) 1900
Total Lost time (s)
Lane Util. Factor
Fit Protected
Satd. Flow (prot)
Fit Permitted
Satd. Flow (perm)
Peak-hour factor, PHF 0.92
Adj. Flow (vph) 7
RTOR Reduction (vph)
Lane Group Flow (vph) 0
Tum Type
Protected Phases
Permitted Phases
Actuated Green, G (s)
Effective Green, g (s) Actuated g/C Ratio
Clearance Time (s)
Vehicle Extension (s)
Lane Grp Cap (vph)
v/s Ratio Prot
v/s Ratio Perm
v/c Ratio
Uniform Delay, d1
Progression Factor
Incremental Delay, d2
Delay (s)
Level of Service
Approach Delay (s)
Approach LOS

hasedor Summary

## HCM 2010 Signalized Intersection Summary 4: Raley's Dwy & East Ave

	1		7	*	-	*	1	Ť	1	4	Ŧ	4
Movement	(FD)	BETT	er er	WE)_	WB	WER	NÊL	NBT	一個和	SRL	SPT.	SBF
ane Configurations	٩	个个	۲	٦	<b>*</b> *	۴		र्भ	۴		4	٢
Traffic Volume (veh/h)	21	1184	22	110	1236	50	29	5	60	80	10	26
Future Volume (veh/h)	21	1184	22	110	1236	50	29	5	60	80	10	26
Number	5	2	12	1	6	16	3	8	18	7	4	14
nitial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	C
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00	to vale	1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1900	1863	1863	1900	1863	1863
Adj Flow Rate, veh/h	23	1287	13	120	1343	34	32	5	3	87	11	1
Adj No, of Lanes		2	1	1	2	1	Ö			0	1	4
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	62	1716	768	151	1894	847	94	9	456	95	7 7	456
Arrive On Green	0.03	0.48	0.48	0.09	0.54	0.54	0.29	0.29	0.29	0,29	0.29	0,29
Sat Flow, veh/h	1774	3539	1583	1774	3539	1583	25	30	1583	26	24	1583
Grp Volume(v), veh/h	23	1287	13	120	1343	34	37	0	3	98	-0	
Grp Sat Flow(s), veh/h/ln	1774	1770	1583	1774	1770	1583	55	0	1583	50	0	1583
Q Serve(g_s), s	1.0	22.8	0.3	5.1	22.0	0.8	0.5	0.0	0.1	0.5	0,0	0.0
Cycle Q Clear(g_c), s	1.0	22.8	0.3	5.1	22.0	0.8	22.3	0.0	0.1	22.3	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	0.86	·水子和: 你是	1.00	0.89		1.00
Lane Grp Cap(c), veh/h	62	1716	768	151	1894	847	102	0	456	102	0	456
V/C Ratio(X)	0.37	0.75	0.02	0.79	0.71	0.04	0.36	0.00	0.01	0.96	0.00	0.00
Avail Cap(c_a), veh/h	343	1826	817	343	1894	847	189	0	551	189	0	55
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	36.6	16.2	10.4	34.8	13.5	8.6	34.2	0.0	19.7	37.4	0.0	19.
Incr Delay (d2), s/veh	1.4	1.8	0.0	3.5	1.4	0.0	0.8	0.0	0,0	22.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0,0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/In	0.5	11.5	0.1	2.7	11.0	0.3	0.8	0.0	0.0	2.7	0.0	0.0
LnGrp Delay(d),s/veh	38.0	18.0	10.4	38.3	14.9	8.6	35.0	0.0	19.7	59.4	0.0	19.
LnGrp LOS	D	В	B	D	В	A	D	an in iteration	B	E	C. Y. C. N. L. N	E
Approach Vol, veh/h	A DECEMBER OF	1323			1497			40	1 State Sugar		99	
Approach Delay, s/veh		18.3			16.6			33.9		\$P\$64.50.50.50.50.50.50.50.50.50.50.50.50.50.	59.0	To the second second
Approach LOS	Ser aller all	B		6 Aldiand	B			C			E	
1.1 Construction of the second s									Selaran Pelanan			
Timen		<u> </u>	<u></u>	4		3	-	5 720 min - 10 min - 10 min		and the second second		
Assigned Phs		2		4	5	6		8				1.4.5. TH
Phs Duration (G+Y+Rc), s	9.6	42.1		26.3	5.7	46.0		26.3	25			
Change Period (Y+Rc), s		4.5	and it is	3.5			x - x , x		the state	and a start of	and the second	Sterry .
Max Green Setting (Gmax), s	15.0	40.0	3. 3	27.0	15.0	40.0	14 AT .	27.0		See . 1 . Take		5
Max Q Clear Time (g_c+l1), s			1 4 . + 2 7 8 .	24.3	the case with the state	24.0	ななない、大学	1000 100 1 0	Part and	A A A	あるない	王朝行前的
Green Ext Time (p_c), s	0.1	12.8		0.1	0.0	15.1		0.1				
margadine Samirary												
HCM 2010 Ctrl Delay	and the second second		19.0									
HCM20104ECS			3						a ta da a ta			

	٠	-	7	*	+	*	1	1	r	4	Ŧ	1
Movement	Sin .	EBI	EBR	WEL	WET	WBR	N(E).	- NBT	NEIS	38	Sal I	SBR
ane Configurations		<b>^</b>	r	٢	<b>^</b>						ৰ	1
Traffic Volume (veh/h)	0		1090	340	1469	0	0	言。0	0	240	5	208
Future Volume (veh/h)	0	616	1090	340	1469	0	0	0	0	240	5	208
Number	5		12	A 24-1	6	16	「東京」		and an and the	7	4	14
nitial Q (Qb), veh	0	0	0	0	0	0				0	0	(
Ped-Bike Adj(A_pbT)	1.00	Ser and	1.00	1.00		1.00	and a state of the	the state	the states	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1863	1863	1863	1863	0				1900	1863	1863
Adj Flow Rate, veh/h	0	670	0	370	1597	0		· · · · · · · · · · · · · · · · · · ·	5 Barrow 4	261	5	125
Adj No. of Lanes	0	2	1	1	2	0	A REAL PROPERTY AND A REAL		1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	0	1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92		electric at etc.	1 W. S	0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	2	2	0			State And	2	2	
Cap, veh/h	0	845	378	617	2349	0		N	Marth 1775 21 4	318	6	289
Arrive On Green	0.00	0.24	0.00	0.35	0.66	0.00				0,18	0.18	0.18
Sat Flow, veh/h	0	3632	1583	1774	3632	0	Barry La Store and the second store	and the set of the Real of the		1742	33	158
Grp Volume(v), veh/h	0	670	0	370	1597	0				266	0	12
Grp Sat Flow(s), veh/h/ln	0	1770	1583	1774	1770	0	+ * 1.15 · 5 3.95	2 30 3×3 1962%	At 1 1 1 1 1 1	1776	0	158
Q Serve(g_s), s	0.0	11.6	0.0	11.2	18.0	0.0			<b>教教</b> 教	9,4	0.0	4.
Cycle Q Clear(g_c), s	0.0	11.6	0.0	11.2	18.0	0.0	المحافة المساحد والمسا		The set of the	9.4	0.0	4.
Prop In Lane	0.00		1.00	1.00		0.00	的社会。	· · · · · · · · · · · · · · · · · · ·		0.98		1.0
Lane Grp Cap(c), veh/h	0	845	378	617	2349	0		the setting of	and the second as	324	0	28
V/C Ratio(X)	0.00	0.79	0.00	0.60	0.68	0.00	And the second		and a start	0.82	0.00	0.4
Avail Cap(c_a), veh/h	. 0	1143	512	617	2349	0	the state of the		mar Aller	601	0	53
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	<b>教科社</b> 主義			1.00	1.00	1.0
Upstream Filter(I)	0.00	0.52	0.00	0.55	0.55	0.00	State & State	St. 1. 2. 3. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1.	matanite to a sec of 3	1.00	0.00	1.0
Uniform Delay (d), s/veh	0.0	23.2	0.0	17.5	6,7	0.0				25.5	0.0	23.
Incr Delay (d2), s/veh	0.0	4.1	0.0	0.6	0.9	0.0	At all Salate	Str. 1 . 4 5 3 3 4	and the second second	2.0	0.0	0.
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0,0	0.0		和新生活		0.0	0.0	0.
%ile BackOfQ(50%),veh/In	0.0	6.1	0.0	5.6	8.9	0.0		Marrie Laid		4.8	0.0	2.
LnGrp Delay(d),s/veh	0.0	27.3	0.0	18.1	7.6	0.0		大学が		27.5	0.0	24.
LnGrp LOS	10-10-00-00-00-00-00-00-00-00-00-00-00-0	С	-	В	A	Read of Social States in the local			Paris Astronomical	C	2024	RATENDIA
Approach Vol, veh/h		670			1967						391	
Approach Delay, s/veh		27.3	Fritz and maker in	Marchie Harde	9.6	a statute for the	1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1	Charles a shirt of the	in the state of instate	walking this at the La	26.4	and the state
Approach LOS		C			A						G	
Assigned Phs		2	and and and	4		6			and the second	ay meny meny succ		
Phs Duration (G+Y+Rc), s	27.6	20.5	Same and the same same same same same same same sam	16.9	the of the second	48.1		ないという	En and Bring the	Chai That All the	and the state of the state	A HAR BALL
Change Period (Y+Rc), s	21.0	*5	The said the	10.9	er			··· · · ·		in the same the	historia Historia	the fact is
Max Green Setting (Gmax), s	*8	* 21	and a general state	* 22	AS THE CONTRACT	* 33	B . 3 . 2 pe	in the first	Son and a g to	String to the string it is	To the second	and the second of
Max Q Clear Time (g_c+11), s		13.6	作,而是,是你们 段	11.4	Sact Sat	20.0	the states	the ant.	" ment & P		·····································	S. T. T. T.
Green Ext Time (p_c), s	0.0	2.0		0.5		7.2	34 · (14)	·	145 x 1 E	and the second second second	医	- Start La
intersection Summer								en vog vog h	an a			
HCM 2010 Ctrl Delay		· · · · · · · · · · · · · · · · · · ·	15.7									
HCM 2010 LOS	i similar	What is as	B	The Fagia	5. F	*	En ing	· · · · · ·	12 +	and the second		2 2 4 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
NOIRS											-	
* HCM 2010 computational en	dine red	uires equ	al clearar	ice times	for the n	nases cro	ssing the	barrier	·,			
Trom Loto competitional en	Suro red	anoo oqu	al oroural		. or are pr							

## HCM 2010 Signalized Intersection Summary 1: Holly Ave/Cussick Ave & East Ave

	>	-+	Y	1	+	*	1	1	1	4	+	1
levemen	53	EFT	EBR	WEL	WETT	WEIF	NEL	NET	NEF	SEL	S	33
ane Configurations	٣	<b>†</b> †	۴	٦	†p		٣	1+		٦	ef.	
raffic Volume (veh/h)	100	836	60	105	1135	134	130	130	86	85	130	12
uture Volume (veh/h)	100	836	60	105	1135	134	130	130	86	85	130	12
lumber	5	2	12	1	6	16	3	8	18	7	4	1
nitial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00	Carling the	1.00	1.00		1.0
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.0
dj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900	1863	1863	1900	1863	1863	190
dj Flow Rate, veh/h	108	899	21	113	1220	135	140	140	69	91	140	g
dj No. of Lanes	1	2	1	1	2	0	1	1	Ő		1	3.4
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.9
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	
Cap, veh/h	168	1370	613	171	1157	128	181	234	116	158	191	13
Arrive On Green	0.09	0.39	0.39	0.10	0.36	0.36	0.10	0.20	0.20	0.09	0,19	0.
Sat Flow, veh/h	1774	3539	1583	1774	3215	355	1774	1179	581	1774	1026	7
Grp Volume(v), veh/h	108	899	21	113	670	685	140	0	209	91	-Ō	23
Grp Sat Flow(s), veh/h/in	1774	1770	1583	1774	1770	1800	1774	0	1760	1774	0	17:
Q Serve(g_s), s	3.7	13.0	0.5	3.8	22.5	22.5	4.8	0.0	6.7	3.1	0.0	8
Cycle Q Clear(g_c), s	3.7	13.0	0.5	3.8	22.5	22.5	4.8	0.0	6.7	3.1	0.0	8
Prop In Lane	1.00		1.00	1.00		0,20	1.00		0.33	1.00		0.4
ane Grp Cap(c), veh/h	168	1370	613	171	637	648	181	0	350	158	0	3
//C Ratio(X)	0.64	0.66	0.03	0.66	1.05	1.06	0.77	0.00	0.60	0.58	0.00	0.
Avail Cap(c_a), veh/h	426	2265	1013	426	637	648	482	0	704	426	0	. 69
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.
Uniform Delay (d), s/veh	27.3	15.7	11.9	27.3	20.0	20.0	27.4	0.0	22.8	27.3	0.0	24
Incr Delay (d2), s/veh	1.5	0,2	0.0	1.6	50,1	51.6	2.6	0.0	0.6	1.2	0.0	1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	Carling and Carlin
%ile BackOfQ(50%),veh/In	1.9	6.4	0.2	2.0	19.7	20.3	2.5	0.0	3.3	1.6	0.0	3
LnGrp Delay(d),s/veh	28.8	15.9	11.9	28.9	70.1	71.6	30.0	0.0	23.4	28.6	0.0	25
LnGrp LOS	C	В	В	С	F	F	C	and a second production of the second product of the	С	C	-Contraction and a second	
Approach Vol. veh/h		1028			1468	and the first	C. A. C. A. C. A.	349	Contraction of the		328	
Approach Delay, s/veh	全美族的年期100、121	17.2	的方法的法律		67.6	Sealing Constants and the second		26.0	n en stan an a		26.2	
Approach LOS		B			A E			C			C	
Ime			27.01	27007.8	13 19 H		7.	10.718	1. 1.	S.S.S.		-
Assigned Phs	1	2	3	4	5	6	7	8		Party Day of	A	A REAL PROPERTY
Phs Duration (G+Y+Rc), s	9.0	29.0	9.4	15.1	10.7	27.3	8.6	15.9	and the state of t	N3年19月1日日1月1日日1月1日日1日1日1日1日1日1日1日1日1日1日1日1日	an an anna an	CIC PALSONIA
Change Period (Y+Rc), s	3.0	4.8	3.0	3.5	4.8	* 4.8		3.5	Million a	A FRANCIS	- 12 · ( + + + + + + + + + + + + + + + + + +	the set
Max Green Setting (Gmax), s	15.0	40.0	17.0	25.0	15.0	* 20	15.0	25.0	A THERE A	a with entry th	water wet and the	Rel3. 74
Max Q Clear Time (g_c+l1), s	5.8	15.0	6.8	10.0	5.7	24.5	5.1	8.7	-	the site to	" 調整 · 等於	and the second s
Green Ext Time (p_c), s	0.1	9.2	0.1	1.6	0.1	0.0	0.1	1.6				
masasilor Langer												
HCM 2010 Ctrl Delay			42.4									
HENERONDIEOS			D				a Decesion		2, 11			
			Olice & suit day of particular	an and share and share a	Provident of the State Control of the	NAME AND ADDRESS OF A DESCRIPTION OF	and a realization of the state of the	County and a state of the state of the		Contrast & State & State 2.14	and the second second second	38-100 *48-34-76

\* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

1

Maxement         SBE           Land Configurations         Traffic Volume (vph)         24           Ideal Flow (vph)         1900         704           Total Lost time (s)         1900         704           Lane Uill, Factor         Fit         71           Fit Protected         Satd, Flow (prot)         24           Satd, Flow (prot)         1900         70           Fit Protected         Satd, Flow (prot)         71           Fit Protected         53         71           Fit Protected         53         71           Fit Protected         71         71           Fit Protected         71         71           Fit Protected         71         71           Satd, Flow (prot)         74         71           Flow (vph)         0         1         71           Protected Phases         72         71         71           Protected Phases         74         71         71           Velotale Extension (s)		•	
Traffic Volume (vph)       24         Future Volume (vph)       24         ideal Flow (vphp)       1900         Total Lost time (s)	Movement	SBR. C.L. S.	
Traffic Volume (vph)       24         Future Volume (vph)       24         ideal Flow (vphp)       1900         Total Lost time (s)	Lan <sup>®</sup> Configurations		
Future Volume (vph)         24           (deal Flow (vphp))         1900           Total Lost time (s)         1           Lane UIII: Factor         1           Frt         Fit           FitProtected         3           Satd, Flow (port)         FitProtected           Satd, Flow (perm)         9           Peak-hour factor, PHF         0.98           Adj, Flow (vph)         24           RTOR Reduction (vph)         0           Lane Group Flow (vph)         0           Turn Type         Protected Phases           Permitted Phases         Permitted Phases           Actuated Green, G (s)         Effective Green, g (s)           Actuated green, G (s)         Effective Green, g (s)           Actuated green (time (s)         Vehicle Extension (s)           Lane Grup Cap (vph)         V/s           V/s Ratio Prot         V/s           V/s Ratio Prot<		24 and a state of the state of	a fille all a fair and the second second second
Total Lost time (s) Lane Util: Factor Fit Fit Permitted Satd. Flow (port) Fit Permitted Satd. Flow (perm) Peak-hour factor, PHE 0.98 Adj. Flow (vph) 24 RTOR Reduction (vph) 0 Lane Group Flow (vph) 0 Tum Type Protected Phases Permitted Phases Permitted Phases Actuated Green, G (s) Effective Green, G (s) Effective Green, G (s) Effective Green, G (s) Lane Group Flow Vehicle Extension (s) Lane Grp Cap (vph) V/s Ratio Perm V/s Ratio Perm V	Future Volume (vph)	24	
Lane Util. Factor Frt Fit Protected Satd, Flow (prot) Fit Permitted Satd, Flow (perm) Peak-hour factor, PHE 0.98 Adj. Flow (pph) 24 RTOR Reduction (vph) 0 Lane Group Flow (vph) 0 Turn Type Protected Phases Permitted Phases Permitted Phases Actuated Green, G (s) Effective Green, g (s) Actuated g/C Ratio Clearance Time (s) Vehicle Extension (s) Lane Grp Cap (vph) v/s Ratio Perm v/s Ratio Perm v/s Ratio Perm v/s Ratio Perm v/s Ratio Prot V/s Ratio Perm v/s Ratio Perm		1900	
Fit         Fit Protected         Satd. Flow (prot)         Fit Permitted         Satd. Flow (perm)         Peak-hour factor, PHF         0.98         Adj. Flow (vph)         24         RTOR Reduction (vph)         0         Lane Group Flow (vph)         0         Turn Type         Protected Phases         Permitted Phases         Actuated Green, G (s)         Effective Green, g (s)         Actuated Green, g (s)         Actuated g/C Ratio         Clearance Time (s)         Vehicle Extension (s)         Lane Gry Cap (vph)         v/s Ratio Prot         v/s Ratio Prot         v/s Ratio Prot         v/s Ratio Prot         Vis Ratio Prot         Vis Ratio Prot         v/s Ratio         Progression Factor         incremental Delay, d1		a second and the	
Fit Protected         Satd, Flow (port)         Fit Promitted         Satd, Flow (perm)         Peak-hour factor, PHF       0.98         Adj, Flow (vph)       24         RTOR Reduction (vph)       0         Lane Group Flow (vph)       0         Turn Type         Protected Phases         Permitted Phases         Actuated Green, G (s)         Effective Green, g (s)         Actuated g/C Ratio         Clearance Time (s)         Vehicle Extension (s)         Lane Grp. Cap (vph)         v/s Ratio Prot         v/s Ratio         Uniform Delay, d1         Progression Factor         Incremental Delay, d2		and the second	the second second second
Satd. Flow (prot)         Fit Permitted         Satd. Flow (perm)         Peak-hour factor, PHF       0.98         Adj. Flow (vph)       24         RTOR Reduction (vph)       0         Lane Group Flow (vph)       0         TUrn Type         Protected Phases         Permitted Phases         Actuated Green, G (s)         Effective Green, g (s)         Actuated Green, G (s)         Uehare Group Cap (vph)         v/s Ratio         Vis Ratio Prot         V/s Ratio Prot         V/s Ratio         Uniform Delay, d1         Progression Factor         Incremental Delay, d2		**** との、生ますを、おくしやし、シーン・シーン・シーン・シーン・シーン・マン・マン・マン・マン・マン・マン・マン・マン・マン・マン・マン・マン・マン	
Fit Permitted         Satd. Flow (perm)         Peak-hour factor, PHF       0.98         Adj. Flow (vph)       24         RTOR Reduction (vph)       0         Lane Group Flow (vph)       0         Turn Type         Protected Phases         Permitted Green, G (s)         Effective Green, g (s)         Actuated g/C Ratio         Clearance Time (s)         Vehicle Extension (s)         Lane Grp Cap (vph)         v/s Ratio Prot         V/s Ratio Prot         V/s Ratio Prot         V/s Ratio Dermi         v/c Ratio         Uniform Delay, d1         Progression Factor         incremental Delay, d2			
Satd. Flow (perm)         Peak-hour factor, PHF       0.98         Adj. Flow (vph)       24         RTOR Reduction (vph)       0         Lane Group Flow (vph)       0         Turn Type         Protected Phases         Permitted Phases         Actuated Green, G (s)         Effective Green, g (s)         Actuated g/C Ratio         Clearance Time (s)         Vehicle Extension (s)         Lane Grp Cap (vph)         v/s Ratio Prot         v/s Ratio Prot         Uniform Delay, d1         Progression Factor         incremental Delay, d2			
Peak-hour factor, PHF         0.98           Adj. Flow (vph)         24           RTOR Reduction (vph)         0           Lane Group Flow (vph)         0           Turn Type         Protected Phases           Permitted Phases         Actuated Green, G (s)           Effective Green, g (s)         Actuated g/C Ratio           Clearance Time (s)         Vehicle Extension (s)           Lane Grp Cap (vph)         V/s Ratio Perot           V/s Ratio Perot         V/s Ratio Perot			
Adj. Flow (vph)       24         RTOR Reduction (vph)       0         Lane Group Flow (vph)       0         Turn Type         Protected Phases         Permitted Phases         Actuated Green, G (s)         Effective Green, g (s)         Actuated g/C Ratio         Clearance Time (s)         Vehicle Extension (s)         Lane Grp Cap (vph)         V/s Ratio Prot         V/s Ratio Derm         V/c Ratio         Uniform Delay, d1         Progression Factor         incremental Delay, d2		0.00	
RTOR Reduction (vph)       0         Lane Group Flow (vph)       0         Turn Type       Protected Phases         Permitted Phases       Actuated Green, G (s)         Effective Green, g (s)       Actuated g/C Ratio         Clearance Time (s)       Vehicle Extension (s)         Lane Grp Cap (vph)       v/s Ratio Prot         V/s Ratio Prot       V/s Ratio         Uniform Delay, d1       Progression Factor         Incremental Delay, d2       Incremental Delay, d2		近天,我们曾知道是是是这些问题,这些人,这些人们们的,我们们的问题,我是这些问题,我们是这些问题,我们的是是是是这些问题。""你们,你们们们是不是这些,你们们就是是是是是是是是是是是是是是是是是是是	
Lane Group Flow (vph)       0         Turn Type       Protected Phases         Permitted Phases       Actuated Green, G (s)         Effective Green, g (s)       Actuated g/C Ratio         Clearance Time (s)       Vehicle Extension (s)         Lane Grp Cap (vph)       V/s Ratio Parm         V/s Ratio Parm       V/c Ratio         Uniform Delay, d1       Progression Factor         Incremental Delay, d2       Market Actuated Delay, d2	RTOP Production (uph)		
Tum Type         Protected Phases         Permitted Phases         Actuated Green, G (s)         Effective Green, g (s)         Actuated g/C Ratio         Clearance Time (s)         Vehicle Extension (s)         Lane Grp Cap (vph)         v/s Ratio Prot         V/s Ratio Prot         V/s Ratio         Uniform Delay, d1         Progression Factor         incremental Delay, d2		第一方の、金融になったからいたいないため、「お子」、シージルないためになったいではなないがい、ないたいないないないないないないないないないないないないないないないないない	
Protected Phases Permitted Phases Actuated Green, G (s) Effective Green, g (s) Actuated g/C Ratio Clearance Time (s) Vehicle Extension (s) Lane Grp Cap (vph) v/s Ratio Prot V/s Ratio Prot V/s Ratio Uniform Delay, d1 Progression Factor incremental Delay, d2			and a start and a strain of the start of the
Permitted Phases Actuated Green, G (s) Effective Green, g (s) Actuated g/C Ratio Clearance Time (s) Vehicle Extension (s) Lane Grp Cap (vph) v/s Ratio Prot V/s Ratio Perm v/c Ratio Uniform Delay, d1 Progression Factor incremental Delay, d2		医骨骨骨骨骨骨骨骨骨骨 化二烯酸化丁烯基 计计划设计算法 化化学 计正式分子语言的 化化化化合金化合金化合金化合金化合金	1 Same - Bar Barbara and and and
Actuated Green, G (s) Effective Green, g (s) Actuated g/C Ratio Clearance Time (s) Vehicle Extension (s) Lane Grp Cap (vph) v/s Ratio Prot V/s Ratio Perm v/c Ratio Uniform Delay, d1 Progression Factor Incremental Delay, d2			
Actuated g/C Ratio Clearance Time (s) Vehicle Extension (s) Lane Grp Cap (vph) v/s Ratio Prot V/s Ratio Port V/s Ratio Uniform Delay; d1 Progression Factor Incremental Delay, d2		n e segura a segura a segura e	Endelli diML, i kand Kan in Malin andri an dirinan
Clearance Time (s) Vehicle Extension (s) Lane Grp Cap (vph) v/s Ratio Prot v/s Ratio Porm v/c Ratio Uniform Delay, d1 Progression Factor incremental Delay, d2			
Vehicle Extension (s) Lane Grp Cap (vph) v/s Ratio Prot v/s Ratio Porm v/c Ratio Uniform Delay, d1 Progression Factor Incremental Delay, d2		·····································	- antesting when strate state works and a strategy in the state of the
Lane Grp Cap (vph) v/s Ratio Prot v/s Ratio Perm v/c Ratio Uniform Delay, d1. Progression Factor Incremental Delay, d2.		an a	
v/s Ratio Prot V/s Ratio Perm v/c Ratio Uniform Delay, d1 Progression Factor Incremental Delay, d2			and the state of the states and the second states of the
V/SRAUD Perm v/c Ratio Uniform Delay, d1 Progression Factor Incremental Delay, d2			
v/c Ratio Uniform Delay, d1 Progression Factor Incremental Delay, d2			
Uniform Delay, d1 Progression Factor Incremental Delay, d2			
Progression Factor Incremental Delay, d2			
Incremental Delay, d2			to deter side samba surrounditiers
			The state of the state of the
	Delay (s)	n na	THE OTHER PROPERTY.
Level of Service			
Approach Delay (s)			
Approach LOS			
massediur Summery	massadito Sumariy		

## HCM Signalized Intersection Capacity Analysis 4: Raley's Dwy & East Ave

MovementEBLLane ConfigurationsTraffic Volume (vph)56Traffic Volume (vph)56Future Volume (vph)56Ideal Flow (vphpl)1900Total Lost time (s)3.0Lane Util. Factor1.00Frt1.00Frt1.00Fit Protected0.95Satd. Flow (prot)1770Fit Permitted0.95Satd. Flow (perm)1770Peak-hour factor, PHF0.97Adj. Flow (vph)58TUR Reduction (vph)00Lane Group Flow (vph)58Tum TypeProtoProtected Phases55Permitted Phases55Actuated Green, G (s)6.3Effective Green, g (s)6.3Actuated g/C Ratio0.07Clearance Time (s)3.0Vehicle Extension (s)2.0	1306 1306 1900 4.5 0.95	EBR 69 69 1900	WEL 180 180	WBT <b>^†</b> 1294	WBR		NBT - 슈	NER	SB	ST	SBR
Traffic Volume (vph)56Future Volume (vph)56Ideal Flow (vphpl)1900Total Lost time (s)3.0Lane Util. Factor1.00Frt1.00Frt1.00Fit Protected0.95Satd. Flow (prot)1770Fit Permitted0.95Satd. Flow (perm)1770Peak-hour factor, PHF0.97Adj. Flow (vph)58RTOR Reduction (vph)0Lane Group Flow (vph)58Tum TypeProtProtected Phases55Permitted Phases55Actuated Green, G (s)6.3Effective Green, g (s)6.3Actuated g/C Ratio0.07Clearance Time (s)3.0	1306 1306 1900 4.5 0.95	69 69 1900	180 180	1294			स	1			
Future Volume (vph)56Ideal Flow (vphpl)1900Total Lost time (s)3.0Lane Util. Factor1.00Frt1.00Frt1.00Fit Protected0.95Satd. Flow (prot)1770Fit Permitted0.95Satd. Flow (perm)1770Peak-hour factor, PHF0.97Adj. Flow (vph)58RTOR Reduction (vph)00Lane Group Flow (vph)58Tum TypeProtProtected Phases55Permitted Phases55Actuated Green, G (s)6.3Effective Green, g (s)6.3Actuated g/C Ratio0.07Clearance Time (s)3.0	1306 1900 4.5 0.95	69 1900	180		生活があってない			-		र्भ	۴
Ideal Flow (vphpl)1900Total Lost time (s)3.0Lane Util. Factor1.00Frt1.00Frt1.00Flt Protected0.95Satd. Flow (prot)1770Fit Permitted0.95Satd. Flow (perm)1770Peak-hour factor, PHF0.97Adj. Flow (vph)58RTOR Reduction (vph)0Lane Group Flow (vph)58Tum TypeProtProtected Phases5Permitted Phases5Actuated Green, G (s)6.3Effective Green, g (s)6.3Actuated g/C Ratio0.07Clearance Time (s)3.0	1900 4.5 0.95	1900			130	103	-40	180	220	30	52
Total Lost time (s)3.0Lane Util. Factor1.00Frt1.00Frt1.00Fit Protected0.95Satd. Flow (prot)1770Fit Permitted0.95Satd. Flow (perm)1770Peak-hour factor, PHF0.97Adj. Flow (vph)58RTOR Reduction (vph)0Lane Group Flow (vph)58Tum TypeProtProtected Phases55Permitted Phases55Actuated Green, G (s)6.3Effective Green, g (s)6.3Actuated g/C Ratio0.07Clearance Time (s)3.0	4.5 0.95			1294	130	103	40	180	220	30	52
Lane Util. Factor1.00Frt1.00Fit Protected0.95Satd. Flow (prot)1770Fil Permitted0.95Satd. Flow (perm)1770Peak-hour factor, PHF0.97Adj. Flow (vph)58RTOR Reduction (vph)00Lane Group Flow (vph)58Tum TypeProtected PhasesProtected Phases55Permitted Phases55Actuated Green, G (s)6.3Effective Green, g (s)6.3Actuated g/C Ratio0.07Clearance Time (s)3.0	0.95	AC	1900	1900	1900	1900	1900	1900	1900	1900	1900
Frt1.00Flt Protected0.95Satd. Flow (prot)1770Flt Permitted0.95Satd. Flow (perm)1770Peak-hour factor, PHF0.97Adj. Flow (vph)58RTOR Reduction (vph)0Lane Group Flow (vph)58Tum TypeProtProtected Phases55Permitted Phases55Actuated Green, G (s)6.3Effective Green, g (s)6.3Actuated g/C Ratio0.07Clearance Time (s)3.0		4.5	3.0	4.5	4.5	and the states of a reality	3.5	3.5	AND MAN. D. MARINA MARINA	3.5	3.5
Filt Protected0.95Satd. Flow (prot)1770Filt Permitted0.95Satd. Flow (perm)1770Peak-hour factor, PHF0.97Adj. Flow (vph)58RTOR Reduction (vph)0Lane Group Flow (vph)58Tum TypeProtProtected Phases55Permitted Phases55Actuated Green, G (s)6.3Effective Green, g (s)6.3Actuated g/C Ratio0.07Clearance Time (s)3.0		1.00	1,00	0.95	1.00		1.00	1.00		1.00	1.00
Satd. Flow (prot)1770Fit Permitted0.95Satd. Flow (perm)1770Peak-hour factor, PHF0.97Adj. Flow (vph)58RTOR Reduction (vph)0Lane Group Flow (vph)58Tum TypeProtProtected Phases55Permitted Phases55Actuated Green, G (s)6.3Effective Green, g (s)6.3Actuated g/C Ratio0.07Clearance Time (s)3.0		0.85	1.00	1.00	0.85	A LACE OF LAND AND	1.00	0.85		1.00	0.85
Fil Permitted       0.95         Satd. Flow (perm)       1770         Peak-hour factor, PHF       0.97         Adj. Flow (vph)       58         RTOR Reduction (vph)       0         Lane Group Flow (vph)       58         Tum Type       Prot         Protected Phases       55         Permitted Phases       55         Actuated Green, G (s)       6.3         Effective Green, g (s)       6.3         Actuated g/C Ratio       0.07         Clearance Time (s)       3.0		1,00	0.95	1.00	1.00		0,97	1.00		0.96	1.00
Satd. Flow (perm)1770Peak-hour factor, PHF0.97Adj. Flow (vph)58RTOR Reduction (vph)0Lane Group Flow (vph)58Tum TypeProtProtected Phases55Permitted Phases55Actuated Green, G (s)6.3Effective Green, g (s)6.3Actuated g/C Ratio0.07Clearance Time (s)3.0		1583	1770	3539	1583	an Mat - of A cartaine	1798	1583	n a schrönigt in station at states stade	1784	1583
Peak-hour factor, PHF0.97Adj. Flow (vph)58RTOR Reduction (vph)0Lane Group Flow (vph)58Tum TypeProtProtected Phases55Permitted Phases55Actuated Green, G (s)6.3Effective Green, g (s)6.3Actuated g/C Ratio0.07Clearance Time (s)3.0		1.00	0.95	1,00	1,00		0.51	1.00		0.59	1.00
Adj. Flow (vph)58RTOR Reduction (vph)0Lane Group Flow (vph)58Tum TypeProtProtected Phases55Permitted Phases55Actuated Green, G (s)6.3Effective Green, g (s)6.3Actuated g/C Ratio0.07Clearance Time (s)3.0		1583	1770	3539	1583	and some the of south a st software	944	1583		1107	1583
RTOR Reduction (vph)0Lane Group Flow (vph)58Tum TypeProtProtected Phases5Permitted Phases5Actuated Green, G (s)6.3Effective Green, g (s)6.3Actuated g/C Ratio0.07Clearance Time (s)3.0		0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Lane Group Flow (vph)58Tum TypeProtProtected Phases5Permitted Phases5Actuated Green, G (s)6.3Effective Green, g (s)6.3Actuated g/C Ratio0.07Clearance Time (s)3.0		71	186	1334	134	106	41	186	227	31	54
Tum Type     Prot       Protected Phases     5       Permitted Phases     5       Actuated Green, G (s)     6.3       Effective Green, g (s)     6.3       Actuated g/C Ratio     0.07       Clearance Time (s)     3.0		22	0	0	63	0	Ō	136	0	Q	39
Protected Phases     5       Permitted Phases     5       Actuated Green, G (s)     6.3       Effective Green, g (s)     6.3       Actuated g/C Ratio     0.07       Clearance Time (s)     3.0		49	186	1334	71	0	147	50	0	258	15
Permitted Phases         Actuated Green, G (s)       6.3         Effective Green, g (s)       6.3         Actuated g/C Ratio       0.07         Clearance Time (s)       3.0		Perm	Prot	NA	Perm	Perm	NA	Perm	Perm	NA	Perm
Actuated Green, G (s)6.3Effective Green, g (s)6.3Actuated g/C Ratio0.07Clearance Time (s)3.0	2		1	6			8			4	
Effective Green, g (s)       6.3         Actuated g/C Ratio       0.07         Clearance Time (s)       3.0		2			6	8		8	4	trank	4
Actuated g/C Ratio 0.07 Clearance Time (s) 3.0		38.7	12.3	44.7	44.7	Product and the sec	22.9	22.9		22.9	22,9
Clearance Time (s) 3.0		38.7	12.3	44.7	44.7		22.9	22,9		22.9	22,9
		0.46	0.14	0.53	0.53	Matter Cal. 41.	0.27	0.27	Reviewood at a state wide w	0.27	0.27
Vohicle Extension (s) 20		4.5	3.0	4.5	4.5		3.5	3.5	A States	3.5	3.5
		4.0	2.0	4.0	4.0	at the set of a data	2.0	2.0	And all and a state of the local division of	2.0	2.0
Lane Grp Cap (vph) 131		721	256	1863	833		254	426	C. Section Deverse	298	426
v/s Ratio Prot 0.03	c0.38	and a standard of	c0.11	0.38							
VisiRaito Perm		0.03		A 9842 -	0.021	-	0.16	0.03		<u>c0-</u> 2}	0,01
v/c Ratio 0.44		0.07	0.73	0.72	0.08		0.58	0.12		0.87	0.04
Uniform Delay, d1 37.6			34.7	15.3	10.0		26.8	23.4		29.5	22,9
Progression Factor 1.00		1.00	1.00	1.00	1.00		1.00	1.00	化学学的学 化四分子	1.00	1.00
	4.1				0.1		2.0	0.0		21.5	0.0
Delay (s) 38.5		13.0	43.1	16.7	10.0		28.8	23.4	物要考虑的希望的	51.0	22.9
Level of Service D		В	Ď	B	В	ter's a standard and	C	Ç	18. 2	D	C
Approach Delay (s)	24.4			19.1		Constant at the put of the	25.8			46.2	
Approach LOS	C	a and the fact in the state	A CONTRACTOR	В		a li Bashara	C	inderset and and the		• D	
Intersection Summary	and a state of the				21.0	2.5.23		121	and the second	ing an annual second	1112
HCM 2000 Control Delay		24.0	H	ICM 2000	Level of	Service		C	· · · · · · · · · · · · · · · · · · ·		The second
HCM 2000 Volume to Capacity ratio	an earaite ann an Start ann an Start	0.83		NAME OF TAXABLE PARTY OF TAXABLE PARTY.	and the surface of the second second	and the second		and a second statement of the second s		an men and the	N. S. P. MARINE MARKS
Actuated Cycle Length (s)	and in the set	84.9	S	um of los	time (s)		······································	11.0	1-	The second second	saet
Intersection Capacity Utilization		76.9%	IC	CU Level	of Sonia			D	find 's		
Analysis Period (min)		10.378		O Level	OI SEIVICE			D			

c Critical Lane Group

## HCM 2010 Signalized Intersection Summary 6: SR 99 SB Ramps & East Ave

	۶		Y	*	+	*	1	Ť	1	4	ŧ	1
lic)vetitient		EBT	EBR	WEL	WET	WER	NEL	NBT	NER	3BL	SET	-
ane Configurations		<b>^</b>	*	٦	<b>†</b> †						4	
raffic Volume (veh/h)	0	The best manual and and	1094	290	1641	Din O the	O #	0	1.5 O 1	220	5	16
uture Volume (veh/h)	0	1019	1094	290	1641	0	0	0	0	220	5	16
lumber	5	2	12		6	16	St Stat	The state of the	With The Star	7	4	in the
nitial Q (Qb), veh	0	0	0	0	0	0		1. 314	a de sel a de la carde a	0	0	L + 2.464
ed-Bike Adj(A_pbT)	1.00		1.00	1.00	NEON STA	1.00		1. States		1.00		1.0
arking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		1	Area - re-ra	1.00	1.00	1.0
dj Sat Flow, veh/h/ln	0	1863	1863	1863	1863	0		MAR TH	Statil	1900	1863	18
dj Flow Rate, veh/h	0	1040	0	296	1674	0	and a first fight for the set	In Tax	10.2 miles - 200 r de 17.2 miles	224	5	(
dj No. of Lanes	0	2			2	0			der state	0	ALC: T	ALCAR &
eak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98				0.98	0.98	0.
Percent Heavy Veh, %	Ö	2	2	2	2	0				2	- 2	5
Cap, veh/h	0	1130	506	513	2426	0				279	6	2
Arrive On Green	0.00	0.32	0.00	0.29	0.69	0.00				0.16	0.16	0.
Sat Flow, veh/h	0	3632	1583	1774	3632	0				1737	39	15
Grp Volume(v), veh/h	0	1040	0	296	1674	0				229	0	4
Grp Sat Flow(s),veh/h/in	0	1770	1583	1774	1770	0				1776	0	15
Serve(g_s), s	0.0	18.4	0.0	9.3	18.3	0.0				8.1	0.0	2
Cycle Q Clear(g_c), s	0.0	18.4	0.0	9.3	18.3	0.0				8.1	0.0	2
Prop In Lane	0.00	in the second	1.00	1.00	8-1-1-1-1	0.00	Alt of the light			0.98	State State	1.
ane Grp Cap(c), veh/h	0	1130	506	513	2426	0				285	0	2
//C Ratio(X)	0.00	0.92	0.00	0.58	0.69	0.00				0.80	0.00	0.
Avail Cap(c_a), veh/h	0	1143	512	513	2426	0		· . · · ·	** *** ***	601	0	5
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00			建设	1:00	1.00	1
Upstream Filter(I)	0.00	0.27	0.00	0.44	0.44	0.00	a we taken		Station of a	1.00	0.00	1.
Uniform Delay (d), s/veh	0.0	21.3	0.0	19.7	6.1	0,0				26.3	0.0	23
ncr Delay (d2), s/veh	0.0	4.4	0.0	0.5	0.7	0.0	and the second	Lars. The cardela	And a state on the second	2.0	0.0	2.451.4522542
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	(
%ile BackOfQ(50%), veh/In	0.0	9.6	0.0	4.6	9.1	0.0	Prins war a State	Nut the skew	Aure is a in	4.1	0.0	1
LnGrp Delay(d),s/veh	0.0	25.7	0.0	20.2	6.8	0,0				28.3	0.0	24
LnGrp LOS		С		С	A	and the off of the first series and the	and the same Real Add March 10 Second Party	ant Sec. of Company on Man Schwedersch Aus-	and advances to be as as	С	Add Distances in A. F. Malaci	and anothing of
Approach Vol, veh/h		1040			1970						297	
Approach Delay, s/veh	A	25.7	The state of all and a	ala a cata a marina	8.8	6167176326.311611	W	CI MARCON STATE	Martin Part Share	. Pasta Albaka	27.4	10001-000
Approach LOS		Ć			A					in is	C	
Time	1.2					1						
Assigned Phs	1	2	Will Have	4	「「「「「「「」」」			the state	and the second	· Carbo - Anthony		Charles Co
Phs Duration (G+Y+Rc), s	23.8	25.8		15.4	of stores	49.6		The second			1. 1	dereie
Change Period (Y+Rc), s	*5	*5	CI ALIGAR	*5	ARIATION		the start	and the second in the	1 17 A		W. S. Langer & S.	C ALLA
Max Green Setting (Gmax), s	*8	* 21	135 1 m		and and a second	* 33	a fran	the it.	the the the	En-trate +	で現金を	a. 14 52
Max Q Clear Time (g_c+l1), s			· · · · ·	10.1	AND STORES	1 1 1 M	A A A A A A A A A A A A A A A A A A A	BAR R. B. T.	The second	"经济"的资料	A State of the second	Eur E. Co.
Green Ext Time (p_c), s	0.0	0.3	_	0.4		7.4	-					
দেৱেরবার্ত উদ্যালয়ক HCM 2010 Ctrl Delay			15.8				-					
HEM 20104COS			B	1 1 1								
						10					ana tan ina ang kanta	
N(0)(2)5	· · · · · · · · · · · · · · · · · · ·	· 22" ~						× 6, × 1		1		
* HCM 2010 computational en	gine req	uires equ	al clearar	ice times	tor the ph	ases cros	ssing the	bamer.			The the	

