Traffic Impact Study

Broadcast Center One A Mixed-Use Complex Washington, D.C.

Prepared for: Broadcast Center Partners, LLC

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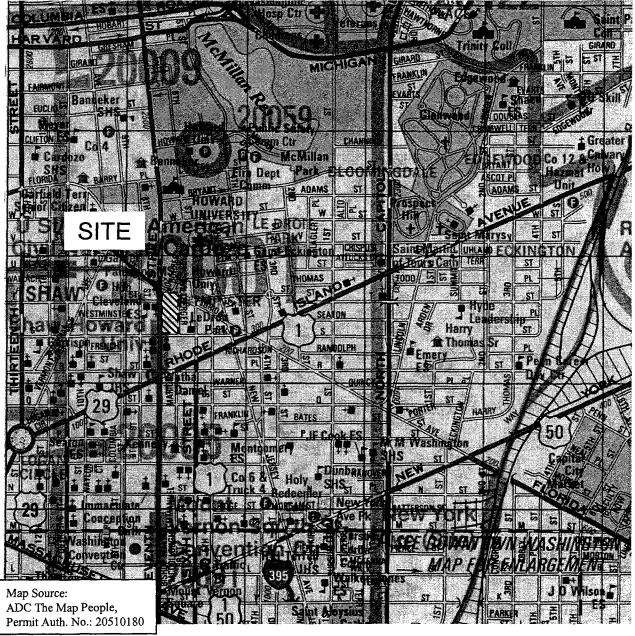
INTRODUCTION

This report presents the results of a traffic impact study for the proposed Broadcast Center One mixed-use development in northwest Washington, D.C., at the Shaw-Howard University Metrorail station. The site is located along the east side of 7th Street between S Street and T Street. It is bordered by T Street to the north, 7th Street to the west, S Street to the south, and an alley to the east. The property currently contains the Shaw-Howard University Metro Station, retail buildings and a vacant lot. The site location is shown on Figure 1. The proposed development includes 180 residential units, 23,272 SF of retail and 100,601 SF of office space.

The following traffic study was prepared to satisfy the traffic requirements associated with the Planned Unit Development (PUD) application for Broadcast Center One and is in accordance with direction provided by the District of Columbia Department of Transportation (DDOT).

The following sections of this report describe the area transportation system, existing traffic volumes, the calculation of background traffic volumes including estimated traffic generated by approved and unbuilt developments, and the impact of the proposed development.







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KHA Project # 110081000

Site Location Map

Broadcast Center One Washington, DC

Figure

1

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AREA TRANSPORTATION SYSTEM

Existing Area Streets

Streets considered in this study included 7th Street NW, S Street NW, T Street NW and Florida Avenue NW. A brief description of the area street system follows:

7th Street – This north-south arterial serves as a commuter route for people commuting to the vicinity of Howard University and destinations to the south. It forms the west boundary of Broadcast Center One. North of the study area, 7th Street is named Georgia Avenue (US Route 29). In the vicinity of the site, 7th Street has a four-lane cross-section with sidewalks on both sides. The study intersection of 7th Street and S Street is signalized. The study intersection of 7th Street and T Street is unsignalized, with the T Street approach being stop controlled.

S Street – This local east-west street, which forms the southern boundary of the site, has a single travel lane in each direction plus on-street parking and sidewalks on both sides. The study intersection of 7th and S Streets is signalized.

T Street – This local east-west street forms the north boundary of Broadcast Center One. It is a one-way eastbound street with a single travel lane and parking and sidewalks on both sides. The junction of T Street with Florida Avenue is offset. East of Florida Avenue, T Street continues as a one-way eastbound street.

Florida Avenue— This arterial serves as a commuter route that provides east-west access within the study area. West of 9th Street, Florida Avenue becomes U Street. In the vicinity of the site, Florida Avenue has a two travel lanes in each direction, no parking, and sidewalks on both sides.

Existing Area Transit Service

Existing transit service in the study area includes the on-site Shaw-Howard University Metrorail station on the Green Line, as well as Metrobus service.

Metrobus service in the study area is provided along 7th Street by the Georgia Avenue - 7th Street Line. (Route 70 and 71). This line serves the area around Howard University. The buses on this line travel north and south along 7th Street on weekdays, weekends, and holidays. There is also Metrobus service along Florida Avenue by the U Street – Garfield Line (Route 90, 92 and 93) and the East Capitol Street – Cordozo Line (Route 96). The buses on this line travel east and west along Florida Avenue on weekdays, weekends, and holidays.

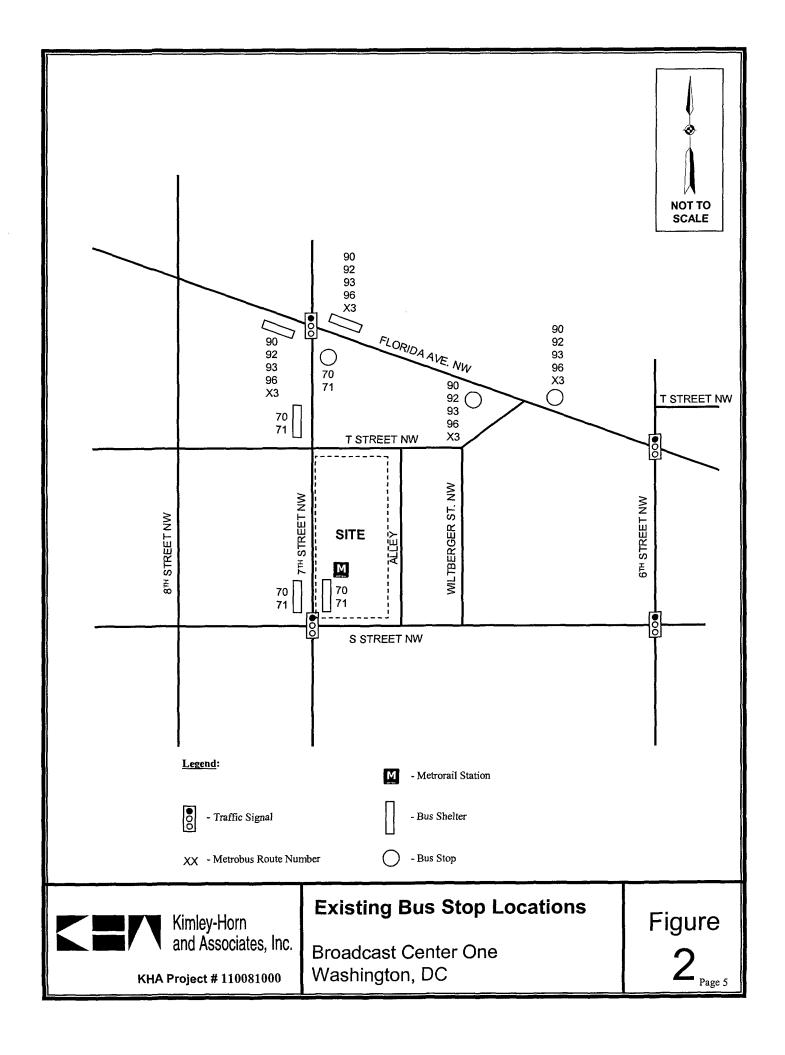
There are bus stops along Florida Avenue and along 7th Street in the study area. Bus shelters are provided at the following locations:

- On the southwest corner of 7th Street and Florida Avenue intersection.
- On the northwest corner of 7th and T Streets.
- On the northwest corner of 7th and S Streets.
- On the northeast corner of 7th and S Streets.

Figure 2 shows the existing bus stop locations at the study area intersections.

Future Transportation Improvements

Based on discussions with the DDOT staff, the intersection of 7th Street and T Street is planned to be signalized. This improvement was assumed to be in place in the analysis of future conditions.



DESCRIPTION OF PROPOSED DEVELOPMENT

Location

The proposed Broadcast Center One development is bordered by 7th Street to the west, T Street to the north, S Street to the south, and an alley to the east. The site is located along the east side of 7th Street between S and T Streets within the greater U Street Historic District. The proposed development consists of 180 residential units, 23,272 SF of retail and 100,601 SF of office space. The property currently contains the Shaw-Howard University Metro Station, retail buildings and a vacant lot.

Vehicle Access

Vehicle access is planned to be provided along the alley located along the east side of the property that connects T Street with S Street. This alley will operate one-way northbound.

Parking

The proposed development will contain a total of 320 parking spaces, with 60 of these spaces being tandem spaces. The zoning requirement for this development mix and quantity is 143 spaces. The total of 320 spaces being provided far exceeds the zoning requirement. This total also exceeds the practical parking requirements.

A total of 182 parking spaces will be provided for the residential, which results in slightly more than 1 space per unit. The remaining 138 parking spaces will be allocated to the office and retail. From a practical standpoint, it is not expected that there will be parking demand for the retail given its nature as non-destination retail. As a result, the 138 parking spaces will be primarily used for the office component. This results in approximately 1.4 spaces per thousand square feet of office space, which is ample for office space located at a Metrorail station.

Based on the amount of on-site parking being provided, there is expected to be no spillover of parking from this development into the surrounding community.

TRAFFIC VOLUMES

Traffic volumes used in this study include existing traffic volumes, the projection of traffic volumes to obtain background traffic volumes, estimated traffic generated by approved and unbuilt developments, and traffic generated by the proposed Broadcast Center One development to obtain total future traffic volumes. The horizon year for this study is 2009, which represents a year after the expected completion and occupancy of Broadcast Center One. The District of Columbia transportation staff directed that the weekday AM and PM commuter peak hours be studied. Intersections identified for study by District of Columbia Department of Transportation staff are as follows:

- 7th Street and Florida Avenue
- T Street and Florida Avenue
- 7th and T Streets
- 7th and S Streets

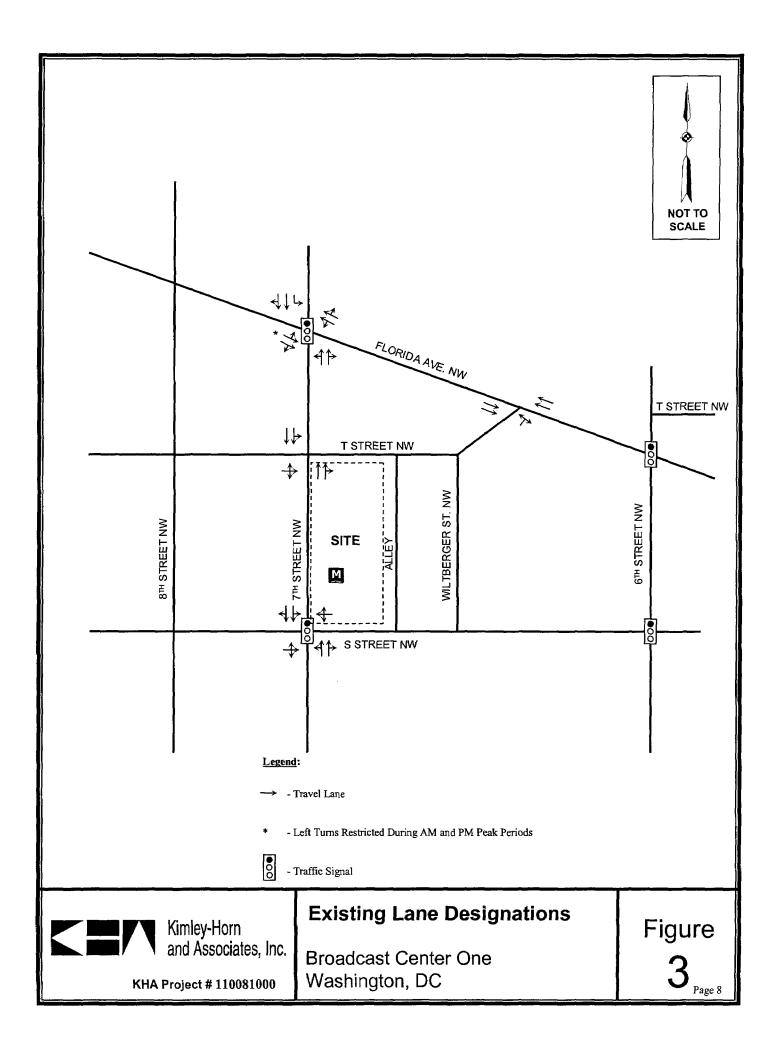
Figure 3 shows the lane designations at the study area intersections. The following sections describe the traffic volumes used in this study.

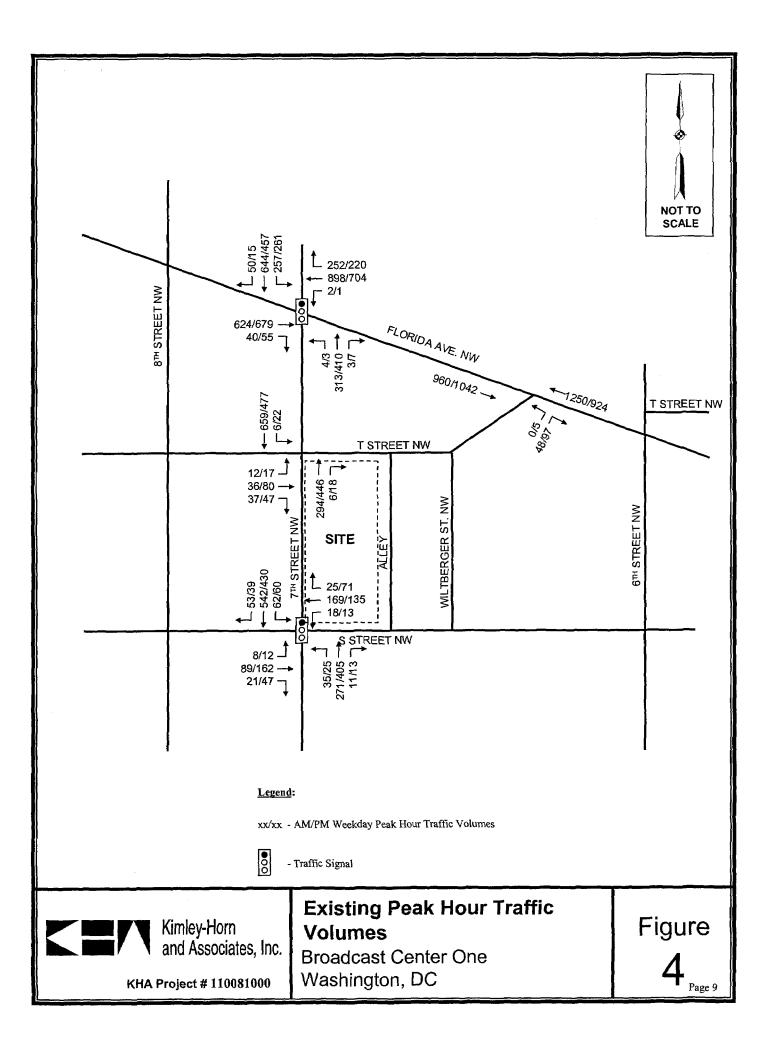
Existing Traffic Volumes

Traffic and pedestrian counts were conducted at the study area intersections in November 2005 between 7:00 AM and 9:00 AM and between 4:00 PM and 6:00 PM. These counts were used to establish current peak hour traffic conditions. The peak hours at each intersection were established by identifying the peak 60 minutes of traffic during the AM and PM peak hours. From these traffic counts, the peak study hours were identified for each intersection as follows:

- 7th Street and Florida Avenue 8:00 to 9:00 AM, 4:15 to 5:15 PM
- 7th and T Streets 8:00 to 9:00 AM, 4:30 to 5:30 PM
- 7th and S Streets 8:00 to 9:00 AM, 4:30 to 5:30 PM
- Florida Avenue and T Street 7:45 to 8:45 AM, 4:00 to 5:00 PM

The existing peak hour traffic volumes at the study intersections are shown on Figure 4. The appendix of this report contains the traffic count and pedestrian count summaries.





Background Traffic Volumes

Background traffic volumes represent future traffic that would travel through the area intersections without the proposed Broadcast Center One development. Since the U Street Greater Historic District is undergoing redevelopment, growth in traffic to the projected horizon year of 2009 was estimated using a combination of yearly growth of through traffic and projected traffic from approved and unbuilt developments within the study area.

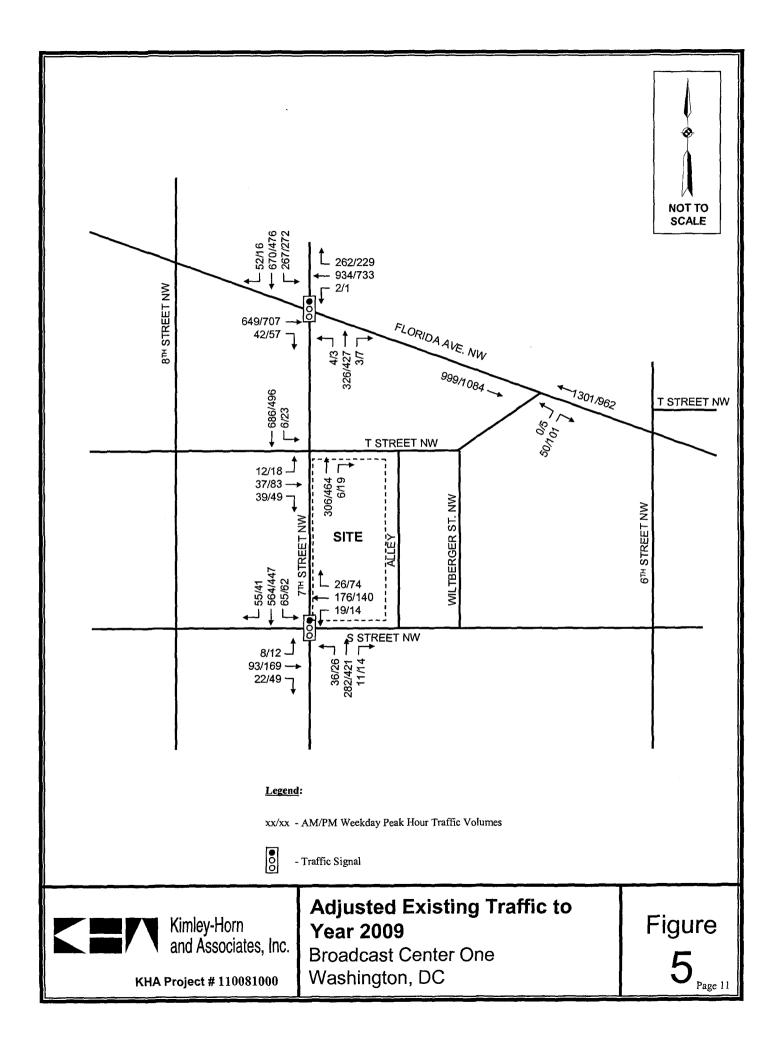
In order to represent the growth of through traffic resulting from development activity outside the study area, traffic volumes for each of the movements at the study intersections were increased by 1% per year to the horizon year of 2009.

The existing traffic volumes adjusted to reflect the yearly growth of through traffic are shown on Figure 5.

Approved and unbuilt developments included in the study were obtained through the District of Columbia Office of Planning. These developments were included due to their proximity to the proposed Broadcast Center One development and since they are imminent. A list of these developments along with their quantities is contained in Table 1. The locations of these developments are depicted on Figure 6.

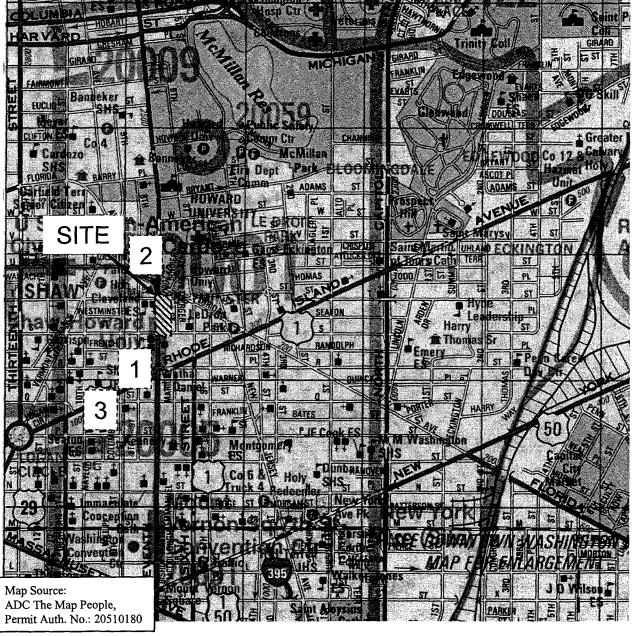
Traffic generated by these developments was estimated using the *ITE Trip Generation Report* (7th Edition). Reductions in trip generation were taken to reflect the urban setting of the area, the proximity to transit, and the opportunity for non-vehicular travel. The resulting trip generation rates for each approved and unbuilt development for this study are summarized in Table 1. It should be noted that the ITE equations were utilized where applicable, therefore rates for similar land uses will vary based on the quantities of these land uses.

The estimated traffic generated by the approved and unbuilt developments is summarized in Table 2.



- 1. Shaw Library
- 2. Atlantic Condos
- 3. Phyllis Wheatley Condos







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Approved and Unbuilt Development Location Map

Broadcast Center One Washington, DC

Figure

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Table 1 Trip Generation Rates Approved and Unbuilt Developments PM Peak Hour **AM Peak Hour** Land Use **Total** In Total In Out Out 1. Shaw Library - per 1,000 SF 0.20 0.07 0.27 0.88 0.87 1.75 (15,000 SF) 2. Atlantic Condos – per dwelling 0.02 0.12 0.06 0.18 0.14 0.12 unit (620 units) 3. Phyllis Wheatley Condos – per 0.03 0.17 0.20 0.15 0.08 0.23 dwelling unit (117 units)

Trip rates per thousand square feet adjusted to reflect 75% non-driver mode share for Shaw Library.

Trip rates per residential unit adjusted to reflect 60% non-driver mode share for Phyllis Wheatley Condos.

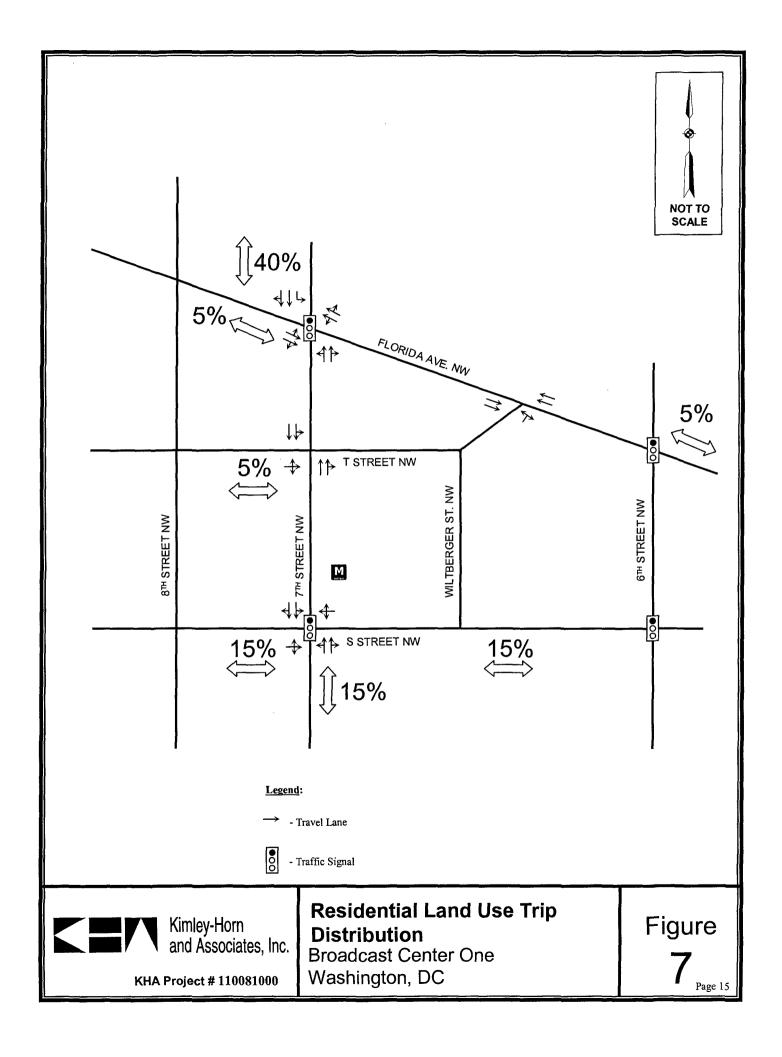
App	Peak	Table 2 Hour Trij Unbuilt D		nts									
AM Peak Hour PM Peak Hour													
Land Use	In	Out	Total	In	Out	Total							
1. Shaw Library – 15,000 SF	3	1	4	13	13	26							
2. Atlantic Condos – 620 residential units	15	74	89	72	36	108							
3. Phyllis Wheatley Condos – 117 residential units	4	20	24	18	9	27							
Total	22	95	117	103	58	161							

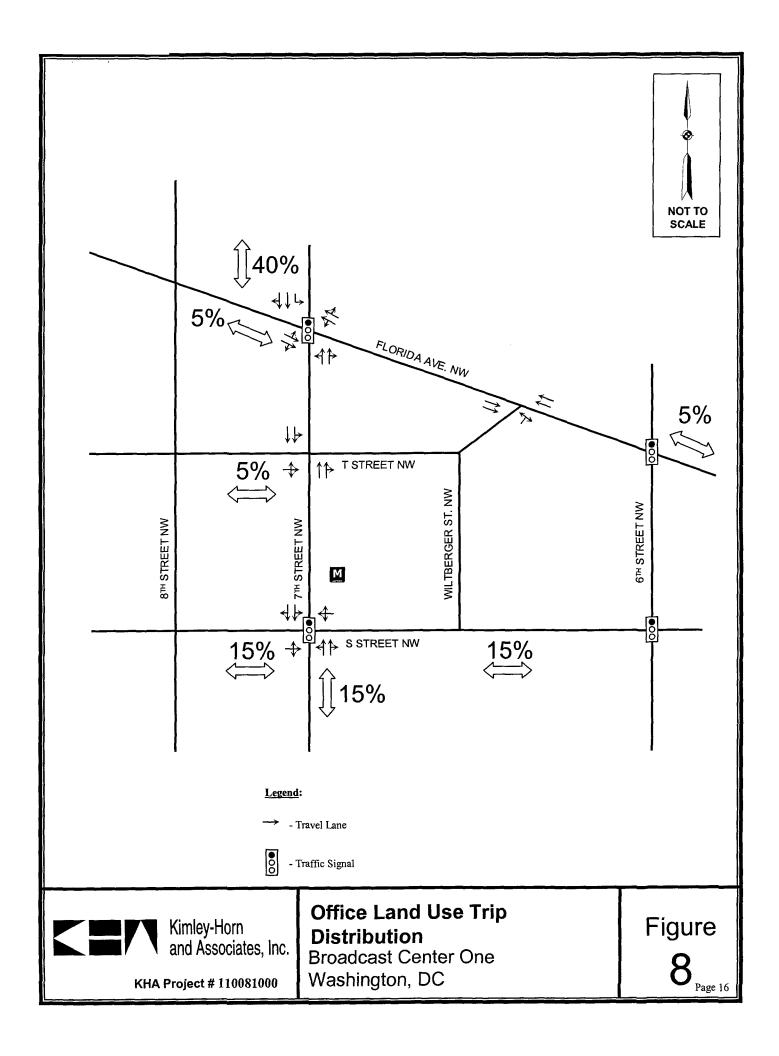
Trip rates per residential unit adjusted to reflect 60% non-driver mode share for Atlantic Condos.

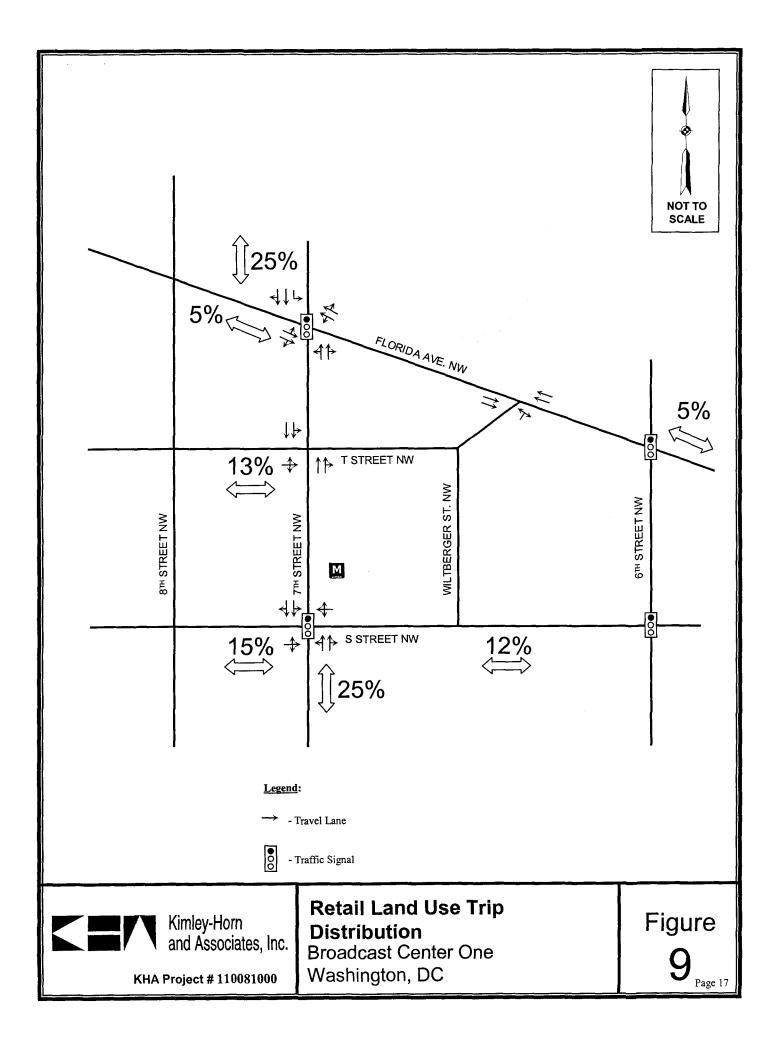
The AM and PM peak hour trips generated by the approved and unbuilt developments were assigned to the area streets based upon existing traffic volume patterns in the study area and adjacent land use. The resulting percent distributions of generated trips are depicted on Figures 7 through 9 and summarized in Table 3.

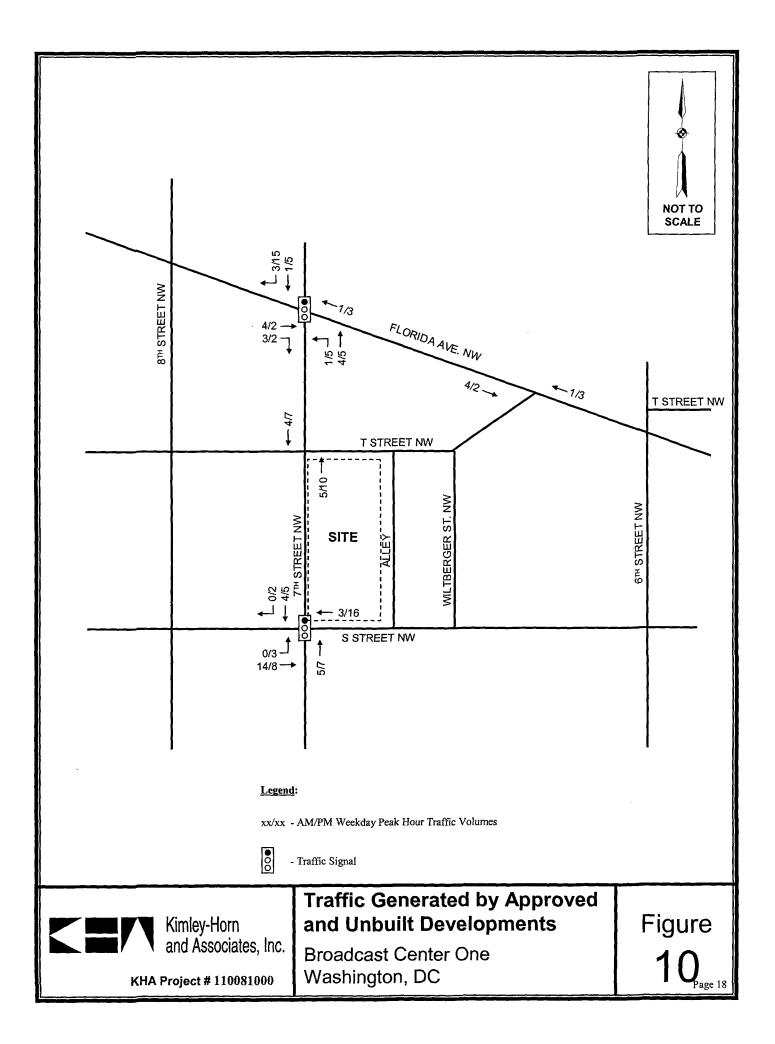
Tab Distribution of Approved and		Traffic
Direction To/From	Residential/Office	Retail
To/From North on 7th Street NW	40%	25%
To/From South on 7th Street NW	15%	25%
To/From West on Florida Avenue NW	5%	5%
To/From East on Florida Avenue NW	5%	5%
To/From West on T Street NW	5%	13%
To/From West on S Street NW	15%	15%
To/From East on S Street NW	15%	12%

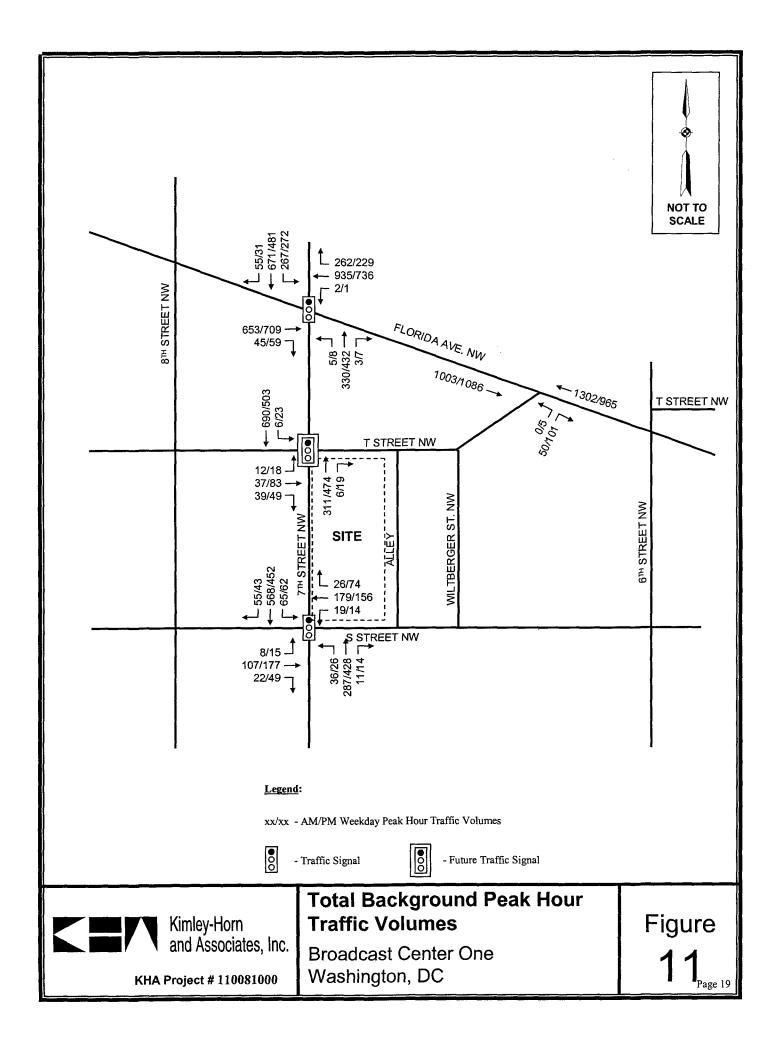
The assignments of the trips generated by the approved and unbuilt developments are shown on Figure 10. These trips were added to the adjusted volumes that reflect the growth of existing traffic, shown in Figure 5. The resulting total background peak hour traffic volumes at the study area intersections are shown on Figure 11.











Site Generated Traffic Volumes

Peak hour traffic volumes generated by the proposed development were calculated using the trip generation equations for Land Use Codes 230 (residential condominium/townhouse), 814 (specialty retail center) and 710 (general office building) contained in the ITE Trip Generation Report. The resulting trip generation rates for each land use, which includes reduction for non-driver trips similar to the calculations for the approved and unbuilt developments, are shown in Table 4.

	Trij Broadcast	Table p Generati Center Or	on Rates	ment		
	AN	A Peak Ho	ur	PN	A Peak Ho	ur
Land Use	In	Out	Total	In	Out	Total
180 Residential Units	0.03	0.15	0.19	0.14	0.07	0.21
23,272 SF Retail	0.21	0.17	0.38	0.73	0.90	1.63
100,601 SF Office	0.82	0.11	0.93	0.16	0.79	0.95

Trip rates per residential unit adjusted to reflect 60% non-driver mode share for Residential. Trip rates per thousand square feet adjusted to reflect 50% non-driver mode share for Retail.

The estimated traffic generated by the Broadcast Center is summarized in Table 5.

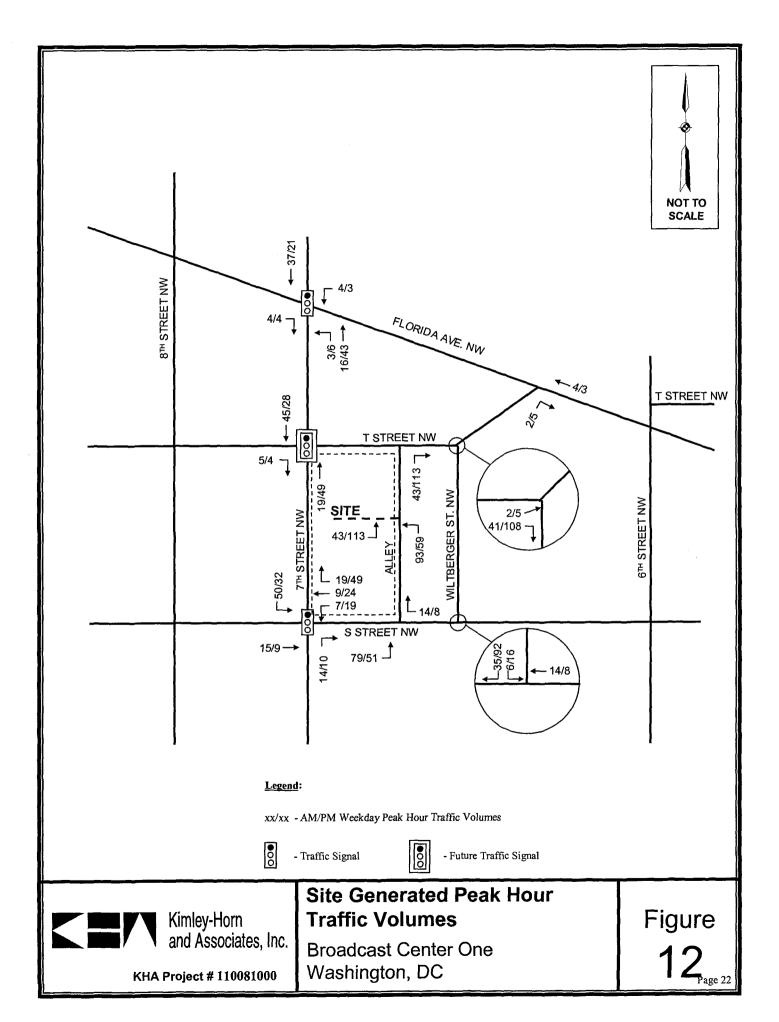
	l Broadcast	Table Peak Hour Center O	Trips	oment									
AM Peak Hour PM Peak Hour													
Land Use	In	Out	Total	In	Out	Total							
180 Residential Units	6	28	34	26	13	39							
23,272 SF Retail	5	4	9	17	21	38							
100,601 SF Office	82	11	93	16	79	95							
Total	93	43	136	59	113	172							

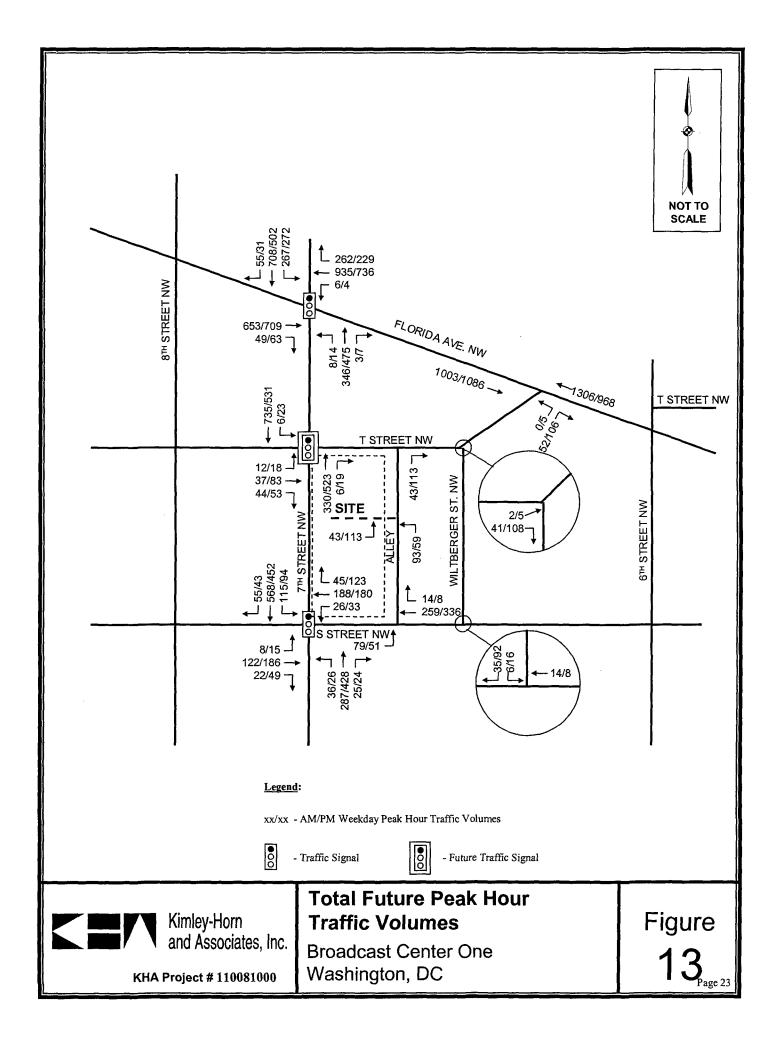
Trip rates per thousand square feet adjusted to reflect 50% non-driver mode share for Office.

The trips were assigned to the study area intersections using the distributions depicted on Figures 7 through 9 and summarized in Table 3. Figure 12 shows the site trips at the study area intersections.

Total Future Traffic Volumes

Total future traffic volumes represent future traffic volumes with the proposed Broadcast Center One development in place. These volumes were calculated by adding the site generated trips (shown on Figure 12) to the background traffic volumes (shown on Figure 11). The resulting total future peak hour traffic volumes are shown on Figure 13.





ASSESSMENT OF TRAFFIC CONDITIONS

The following is a discussion of the assessment of traffic conditions.

Intersection Capacity Analyses

Intersection capacity analyses were conducted for existing, background, and total future traffic volumes. The capacity analyses were conducted using Synchro Software Package, which utilizes methodologies in the *Highway Capacity Manual (2000 Edition)* (HCM) for signalized and unsignalized intersections. The analyses of existing, background, and total future traffic volumes were based on the existing lane uses and existing signal operations at the study area intersections. Under background and total future conditions the 7th Street and T Street intersection was assumed to be signalized.

According to the HCM, capacity is defined as the maximum number of vehicles that can pass over a particular road segment or through a particular intersection within a fixed time duration. The operating conditions are described by Level-of-Service (LOS), which is defined as a qualitative measure that describes operational conditions and motorist perceptions within a traffic stream. The *Highway Capacity Manual* defines six levels of service, LOS A through F, with A being the best and F the worst. The District attempts to maintain a level of service D and better during the peak traffic hours.

The results of the capacity analyses are summarized in Table 6 for the study area intersections. Analysis results show overall level of service and delay information for each intersection for the existing, background, and total future traffic volumes. The Synchro analysis worksheets are contained in the Appendix.

	Level of Se	109900000000000000000000000000000000000	able 6 nary at Stud	y Intersectio	ns ,			
Intersection		ng 2005 litions		ckground litions	2009 Total Future Conditions			
	AM	PM	AM	PM	AM	PM		
Florida Avenue NW and 7th Street NW	C (28.3)	C (20.9)	C (32.2)	C (21.7)	C (32.7)	C (22.0)		
Florida Avenue NW and T Street NW	A (0.2)	A (0.7)	A (0.3)	A (0.7)	A (0.3)	A (0.7)		
7th Street NW and S Street NW	B (12.0)	B (13.9)	B (12.3)	B (14.3)	B (13.3)	B (15.5)		
7th Street NW and T Street NW	A (3.7)	F (85.4)	B (12.9)*	B (12.6)*	B (13.3)*	B (13.2)*		

C (28.3) - Level of Service (Seconds of Delay per Vehicle)

These results show that under existing conditions, the study area intersections operate at satisfactory levels of service with the exception of the 7th Street and T Street intersection which operates at LOS F during the PM peak hour. Signalizing the intersection of 7th Street and T Street improves the operation by reducing the eastbound approach delay. The capacity analyses of background traffic volumes result in levels of service ranging from A to C.

The addition of the traffic generated by the Broadcast Center One development will result in only a slight change in the operation of the area intersections. The proposed development will result in marginal increases in vehicle delay. There will be no change in the levels of service. The area intersections will continue to operate at levels of service that range from A to C during the AM and PM peak hours, well above the satisfactory level of service D condition.

Pedestrian Impact

There are existing sidewalks along all of the adjacent streets. The proposed Broadcast Center One development will enhance the sidewalk connections to these adjacent streets.

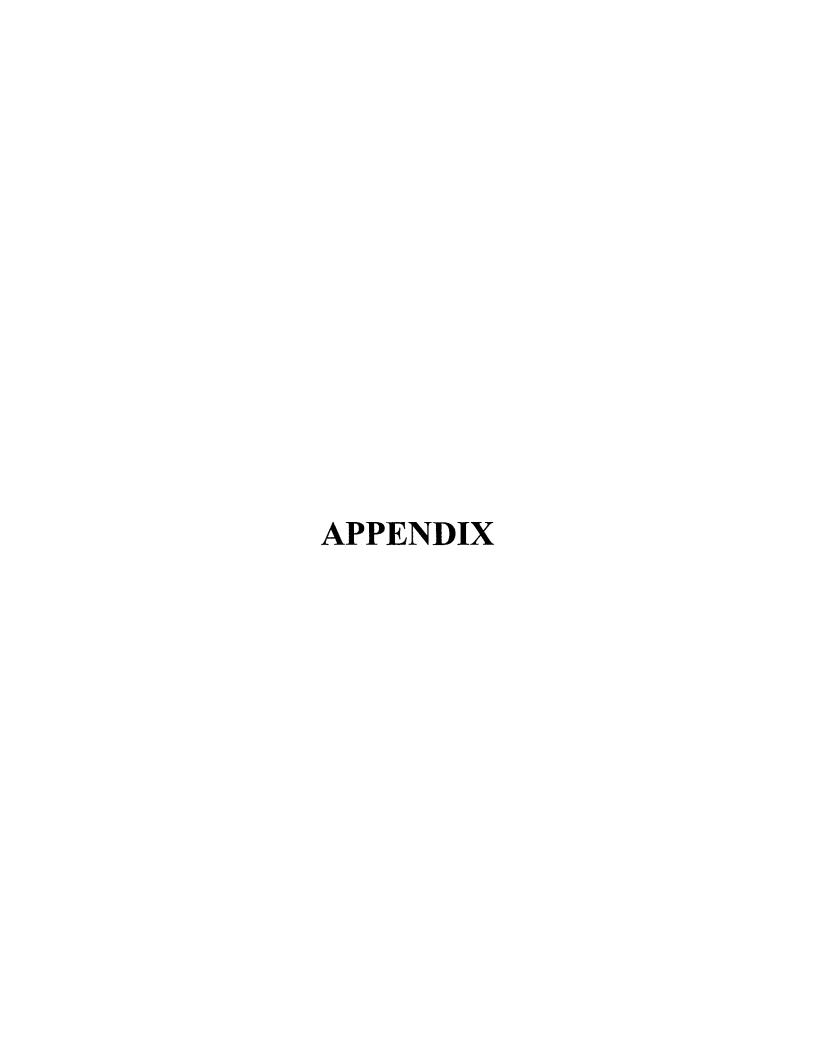
^{* -} With Signalization

CONCLUSIONS

As a result of this study, it is concluded that the area intersections will all operate at satisfactory conditions with the Broadcast Center One development in place. The proposed development will result in no change in the intersection levels of service. The intersections will continue to operate at better than level of service D. The increases in vehicle delay will be marginal. The proposed development will have a negligible effect on the area intersections.

The site and the surrounding area are well served by transit including Metrorail and Metrobus. Pedestrian connections in the area will be enhanced by this development. As a result, there will be ample opportunities for travel by alternatives to the automobile.

Sufficient parking will be provided to satisfy the demand for Broadcast Center One. As a result, there is expected to be no spillover of parking into the surrounding community.





Intersection: Florida Avenue NW and 7th Street NW

Date Counted: 16-Nov-05 Day of Week: Wednesday Weather: Cloudy and Cool Jurisdiction: Washington, DC Counted by: MDB/AW/TJ

		Southbo	ound 7tl	Street		We	estbour	nd Florid	da Aver	nue		Northb	ound 7th	Street		E	astboun	d Florid	a Aven	ue	Veh
Start Time	Left	Thru	Right	Peds	Total	Left	Thru	Right	Peds	Total	Left	Thru	Right	Peds	Total	Left	Thru	Right	Peds	Total	Tota
7:00 AM	33	118	2	2	153	0	178	55	34	233	0	57	1	16	58	0	110	4	3	114	558
7:15 AM	47	112	7	14	166	0	203	56	47	259	٥	60	0	7	60	0	140	6	18	146	631
7:30 AM	59	119	5	. 7	183	4	234	53	80	291	D	61	1	9	62	0	151	10	24	161	697
7:45 AM	75	142	9	23	226	0	257	54	109	311	0	67	0	15	67	0	147	8	19	155	759
8:00 AM	64	158	10	30	232	0	225	67	141	292	1	76	1	28	78	0	160	16	67	176	778
8:15 AM	61	160	13	24	234	1	245	66	148	312	0	68	1	17	69	0	174	10	32	184	799
8:30 AM	58	160	14	25	232	0	213	54	124	267	1	80	0	27	81	0	146	7	32	153	733
8:45 AM	74	166	13	30	253	1	215	65	130	281	2	89	1	25	92	0	144		24	151	777
l laure - Tate	-l (C4-	-1 Tim -1																			
Hourly Tota					700		972	240	070	1004		245		47	247					576	2645
7:00 AM 7:15 AM	214 245	491 531	23 31	46 74	728 807	4	872 919	218 230	270 377	1094 1153	0	245 264	2 2	47 59	247 267	0	548 598	28 40	64 128	638	2865
7:15 AM	259	579	37	14 84	875	5	961	240	478	1206	1	272	3	59 69	276	٥	632	44	142	676	3033
7:45 AM	258	620	46	102	924	1	940	241	522	1182	2	291	2	87	295	0	627	41	150	668	3069
8:00 AM	257	644	50	109	951	2	898	252	543	1152	4	313	3	97	320	0	624	40	155	664	308
8:15 AM	193	486	40	79	719	2	673	185	402	860	3	237	2	69	242	0	464	24	88	488	230
8:30 AM	132	326	27	55	485	1	428	119	254	548	3	169	1	52	173	ō	290	14	56	304	1510
8:45 AM	74	166	13	30	253	1	215	65	130	281	2	89	1	25	92	0	144	7	24	151	777
Peak Hour	(Start	Time)																			
8:00 AM	257	644	50	109	951	2	898	252	543	1152	4	313	3	97	320	0	624	40	155	664	308
		Southbo	ound 7th	Street		We	estbour	d Floric	ia Aven	nue		Northb	ound 7th	Street	 7	Ea	astbound	l Florid	a Aveni	ie l	Veh
Start Time					Total	Left	Thru	Right		Total	Left	Thru	Right	Peds	Total	Left		Right		Total	Tota
4:00 PM	69	118	2	41	189	1	158	58	153	217	1	80	5	50	86	0	195	19	52	214	786
4:15 PM	65	117	5	18	187	0	173	57	127	230	3	93	2	37	98	٥	157	13	51	170	685
4:30 PM	69	110	3	23	182	0	167	59	114	226	0	102	4	36	106	0	189	19	39	208	722
4:45 PM	56	101	5	32	162	1	177	53	167	231	_0	104	1	41	105	0	170	9	46	179	677
5:00 PM	71	129	2	20	202	0	187	51	150	238	0	111	0	29	111	0	163	14	38	177	728
E-4E DN4	56	92	4	18	152	1	180	50	124	231	2	71	2	37	75	0	185	17	48	202	660
5:15 PM	59	112	4	21	175	0	162	74	102	236	0	86	12	36	98	0	182	19	31	201	718
5:30 PM		84	_2	15	143	0	176	40	76	216	_0	90		27	92	0	145	10	23	155	606
	57																				
5:30 PM 5:45 PM Hourly Tota	als (Sta																			 -	
5:30 PM 5:45 PM Hourly Tota 4:00 PM	als (Star 259	446	15	114	720	2	675	227	561	904	4	379	12	164	395	0	711	60	188	771	
5:30 PM 5:45 PM Hourly Tota 4:00 PM 4:15 PM	als (Sta 259 261	446 457	15	93	733	1	704	220	558	925	3	410	7	143	420	0	679	55	174	734	2812
5:30 PM 5:45 PM Hourly Tota 4:00 PM 4:15 PM 4:30 PM	259 261 252	446 457 432	15 14	93 93	733 698	1 2	704 711	220 213	558 555	925 926	3 2	410 388	7 7	143 143	420 397	0	679 707	55 59	174 171	734 766	2812 2787
5:30 PM 5:45 PM Hourly Tota 4:00 PM 4:15 PM 4:30 PM 4:45 PM	259 261 252 242	446 457 432 434	15 14 15	93 93 91	733 698 691	1 2 2	704 711 706	220 213 228	558 555 543	925 926 936	3 2 2	410 388 372	7 7 15	143 143 143	420 397 389	0 0 0	679 707 700	55 59 59	174 171 163	734 766 759	2812 2787 2775
5:30 PM 5:45 PM Hourly Tota 4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM	259 261 252 242 243	446 457 432 434 417	15 14 15 12	93 93 91 74	733 698 691 672	1 2 2 1	704 711 706 705	220 213 228 215	558 555 543 452	925 926 936 921	3 2 2 2	410 388 372 358	7 7 15 16	143 143 143 129	420 397 389 376	0 0 0	679 707 700 675	55 59 59 60	174 171 163 140	734 766 759 735	2790 2812 2787 2775 2704
5:30 PM 5:45 PM Hourly Tota 4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM	259 261 252 242 243 172	446 457 432 434 417 288	15 14 15 12 10	93 93 91 74 54	733 698 691 672 470	1 2 2 1 1	704 711 706 705 518	220 213 228 215 164	558 555 543 452 302	925 926 936 921 683	3 2 2 2 2	410 388 372 358 247	7 7 15 16 16	143 143 143 129 100	420 397 389 376 265	0 0 0 0	679 707 700 675 512	55 59 59 60 46	174 171 163 140 102	734 766 759 735 558	2812 2787 2775 2704 1976
5:30 PM 5:45 PM Hourly Tota 4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM	259 261 252 242 243 172 116	446 457 432 434 417 288 196	15 14 15 12 10 6	93 93 91 74 54 36	733 698 691 672 470 318	1 2 2 1 1 0	704 711 706 705 518 338	220 213 228 215 164 114	558 555 543 452 302 178	925 926 936 921 683 452	3 2 2 2 2 0	410 388 372 358 247 176	7 7 15 16 16	143 143 143 129 100 63	420 397 389 376 265 190	0 0 0 0	679 707 700 675 512 327	55 59 59 60 46 29	174 171 163 140 102 54	734 766 759 735 558 356	2812 2787 2775 2704 1976
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5:30 PM 5:45 PM Hourly Tota 4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM	als (Star 259 261 252 242 243 172 116 57	446 457 432 434 417 288 196 84	15 14 15 12 10 6	93 93 91 74 54 36	733 698 691 672 470 318	1 2 2 1 1 0	704 711 706 705 518 338	220 213 228 215 164 114	558 555 543 452 302 178	925 926 936 921 683 452	3 2 2 2 2 0	410 388 372 358 247 176	7 7 15 16 16	143 143 143 129 100 63	420 397 389 376 265 190	0 0 0 0	679 707 700 675 512 327	55 59 59 60 46 29	174 171 163 140 102 54	734 766 759 735 558 356	281 278 277 270 197 131



Intersection: Florida Avenue NW and T Street NW

Date Counted: 16-Nov-05
Day of Week: Wednesday
Weather: Cloudy and Cool

Jurisdiction: Washington, DC

Counted by: RD

Southbound Florida Avenue Westbound Northbound Florida Avenue			
		nd T Street	Veh.
Start Time Left Thru Right Peds Total Left Thru Right Right		Right Peds Total	Total
7:00 AM 0 134 0 0 134 0 0 0 0 0 0 0 247 0 0 247 0 7:15 AM 0 205 1 0 206 0 0 0 1 0 0 298 0 2 298 0	-	5 4 5 7 3 7	386
7:15 AM 0 205 1 0 206 0 0 0 1 0 0 298 0 2 298 0 7:30 AM 0 198 0 0 198 0 0 0 4 0 0 320 0 2 320 1		,	511 530
7.45 AM 0 246 0 3 246 0 0 0 8 0 0 342 0 1 342 0		11 2 12 6 3 6	594
8:00 AM 0 227 0 1 227 0 0 0 10 0 0 286 0 7 286 0		6 8 6	519
8:15 AM 0 240 0 0 240 0 0 0 5 0 0 305 0 0 305 0	-	17 3 17	562
B:30 AM 0 247 0 3 247 0 0 0 5 0 0 317 0 0 317 0		19 4 19	583
8.45 AM 0 218 0 0 218 0 0 0 7 0 0 283 0 1 283 2		14 7 16	517
0.707M	· · · · · · · · · · · · · · · · · · ·	14 / 10	317
Hand Table (Ola 4 Teas)			
Hourly Totals (Start Time) 7:00 AM 0 783 1 3 784 0 0 0 13 0 0 1207 0 5 1207 1		20 42 20	2021
7:00 AM 0 783 1 3 784 0 0 0 13 0 0 1207 0 5 1207 1 7:15 AM 0 876 1 4 877 0 0 0 23 0 0 1246 0 12 1246 1		29 12 30 30 16 31	
7:30 AM 0 911 0 4 911 0 0 0 27 0 0 1253 0 10 1253 1	-		2154
	-	[2205
7:45 AM 0 960 0 7 960 0 0 0 28 0 0 1250 0 8 1250 0 8:00 AM 0 932 0 4 932 0 0 0 27 0 0 1191 0 8 1191 2		48 18 48 56 22 58	2258
8:15 AM 0 705 0 3 705 0 0 0 17 0 0 905 0 1 905 2			
8:30 AM 0 465 0 3 465 0 0 0 12 0 0 600 0 1 600 2			1662
8:45 AM 0 218 0 0 218 0 0 0 7 0 0 283 0 1 283 2	-		1100
0.45 AM 0 216 0 0 216 0 0 0 7 0 0 263 0 1 263 2	0 1	14 7 16	517
Peak Hour (Start Time)			
7:45 AM 0 960 0 7 960 0 0 0 28 0 0 1250 0 8 1250 0	0 4	48 18 48	2258
	<u></u>	ىلىدە <u>ئىزى بىرى ق</u> قى	
Southbound Florida Avenue Westbound Northbound Florida Avenue	Eastbour	nd T Street	Veh.
Start Time Left Thru Right Peds Total Left Thru Right R		nd T Street	Veh. Total
Start Time Left Thru Right Peds Total Left 4:00 PM 0 272 0 0 0 0 0 228 0 1 226 3	ft Thru Ri		
Start Time Left Thru Right Peds Total Left Total Left Total Left Total Total Left Total	ft Thru Ri	ight Peds Total	Total
Start Time Left Thru Right Peds Total Left Total Right Peds Total Right Total Right Peds Total Right Peds Total Right	ft Thru Ri 0 2 0 2	ight Peds <i>Total</i> 25 10 28	Total 526
Start Time Left Thru Right Peds Total Left Thru Right Peds Total Left Left Thru Right Peds Total Left 4:00 PM 0 272 0 0 272 0 0 6 0 0 228 0 1 226 3 4:15 PM 0 252 0 0 25 0 0 3 0 0 231 0 4 237 1 4:30 PM 0 273 0 0 273 0 0 0 6 0 0 233 0 2 233 0 4:45 PM 0 245 0 0 0 5 0 0 234 0 2 234 1	ft Thru Ri 0 : 0 : 0 :	ight Peds Total 25 10 28 25 2 26 25 2 25 22 5 23	Total 526 509
Start Time Left Thru Right Peds Total Left Thru Right Peds Total Left 4:00 PM 0 272 0 0 0 0 0 228 0 1 226 3 4:15 PM 0 252 0 0 0 3 0 0 231 0 4 231 1 4:30 PM 0 273 0 0 273 0 0 0 6 0 0 233 0 2 233 0 4:45 PM 0 245 0 0 0 5 0 0 234 0 2 234 1 5:00 PM 0 240 0 0 <	ft Thru Ri 0 : 0 : 0 :	ight Peds Total 25 10 28 25 2 26 25 2 25	Total 526 509 531
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Start Time Left Thru Right Peds Total To	ft Thru Ri	ight Peds Total 25 10 28 25 2 26 25 2 25 22 5 23 22 3 23 28 5 30 24 4 25	Total 526 509 531 502 475 500 504
Start Time Left Thru Right Peds Total Left Total Left Thru Right Peds Total Left Total Left <th< td=""><td>ft Thru Ri</td><td>ight Peds Total 25 10 28 25 2 26 25 2 25 22 5 23 22 3 23 28 5 30 24 4 25</td><td>Total 526 509 531 502 475 500 504</td></th<>	ft Thru Ri	ight Peds Total 25 10 28 25 2 26 25 2 25 22 5 23 22 3 23 28 5 30 24 4 25	Total 526 509 531 502 475 500 504
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Start Time Left Thru Right Peds Total Left 4:00 PM 0 272 0 0 272 0 0 0 8 0 0 228 0 1 226 3 4:15 PM 0 252 0 0 0 252 0 0 0 3 0 0 231 0 4 231 1 4:30 PM 0 273 0 0 273 0 0 0 0 6 0 0 233 0 2 233 0 0 4:45 PM 0 273 0 0 274 0 0 0 5 0 0 234 0 2 233 0 1 4:45 PM 0 245 0 0 245 0 0 0 5 0 0 234 0 2 233 1 5:00 PM 0 240 0 0 240 0 0 0 6 0 0 212 0 0 212 1 5:15 PM 0 230 0 0 230 0 0 0 5 0 0 240 0 0 3 240 2 5:30 PM 0 235 0 0 235 0 0 0 0 5 0 0 240 0 3 240 2 5:30 PM 0 235 0 0 225 0 0 0 0 1 0 2 0 0 229 0 1 229 1 5:45 PM 0 223 0 0 223 0 0 0 0 2 0 0 0 229 0 1 229 1	ft Thru Ri	ight Peds Total 25 10 28 25 2 26 25 2 25 22 5 23 22 3 23 28 5 30 24 4 25 21 6 22 97 19 102	Total 526 509 531 502 475 500 504 474
Start Time	ft Thru Ri	ight Peds Total 25 10 28 25 2 26 25 2 25 22 5 23 22 3 23 28 5 30 24 4 25 21 6 22 97 19 102 94 12 97	Total 526 509 531 502 475 500 504 474 2068 2017
Start Time	ft Thru Ri	ight Peds Total 25 10 28 25 2 26 25 2 25 22 5 23 22 3 23 28 5 30 24 4 25 21 6 22 97 19 102 94 12 97 97 15 101	Total 526 509 531 502 475 500 504 474 2068 2017 2008
Start Time	ft Thru Ri	ight Peds Total 25 10 28 25 2 26 25 2 25 22 5 23 22 3 23 28 5 30 24 4 25 21 6 22 97 19 102 94 12 97 97 15 101 96 17 101	Total 526 509 531 502 475 500 504 474 2068 2017 2008 1981
Start Time Left Thru Right Peds Total Left 4:00 PM 0 272 0 0 272 0 0 0 8 0 0 228 0 1 226 3	0 2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	ight Peds Total 25 10 28 25 2 26 25 2 25 22 5 23 22 3 23 28 5 30 24 4 25 21 6 22 97 19 102 94 12 97 97 15 101 96 17 101 95 18 100	Total 526 509 531 502 475 500 504 474 2068 2017 2008 1981 1953
Start Time	ft Thru Ri	ight Peds Total 25 10 28 25 2 26 25 2 25 22 5 23 22 3 23 28 5 30 24 4 25 21 6 22 97 19 102 94 12 97 97 15 101 96 17 101 95 18 100 73 15 77	Total 526 509 531 502 475 500 504 474 2068 2017 2008 1981 1953 1478
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Start Time	0 2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	ight Peds Total 25 10 28 25 2 26 25 2 25 22 5 23 22 3 23 28 5 30 24 4 25 21 6 22 97 19 102 94 12 97 97 15 101 96 17 101 95 18 100 73 15 77	Total 526 509 531 502 475 500 504 474 2068 2017 2008 1981 1953 1478
Start Time	0 2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	ight Peds Total 25 10 28 25 2 26 25 2 25 22 5 23 22 3 23 28 5 30 24 4 25 21 6 22 97 19 102 94 12 97 97 15 101 96 17 101 95 18 100 73 15 77 45 10 47	Total 526 509 531 502 475 500 504 474 2068 2017 2008 1981 1953 1478 978
Start Time Left Thru Right Peds Total Left Thru Left Thru Left Thru Total Tot	ft Thru Ri	ight Peds Total 25 10 28 25 2 26 25 2 25 22 5 23 22 3 23 28 5 30 24 4 25 21 6 22 97 19 102 94 12 97 97 15 101 96 17 101 95 18 100 73 15 77 45 10 47	Total 526 509 531 502 475 500 504 474 2068 2017 2008 1981 1953 1478 978



Intersection: 7th Street NW and S Street NW

Date Counted: 22-Nov-05 Day of Week: Tuesday Weather: Cloudy and Cool Jurisdiction: Washington, DC Counted by: MDB, TC

	· · ·	Southbo	ound 7th	Street			Westb	oound S	Street			Northbo	ound 7th	Street			Fastb	ound S	Street		Veh.
Start Time	Left	Thru		Peds	Total	Left	Thru	Right	Peds	Total	Left	Thru	Right	Peds	Total	Left	Thru		Peds	Total	Tota
7:00 AM	14	84	10	7	108	0	22	3	5	25	5	59	1	2	65	1	4	4	4	9	207
7:15 AM	18	95	3	3	116	2	31	5	3	38	4	64	2	1	70	1	9	3	11	13	237
7:30 AM	13	101	7	10	121	3	32	9	12	44	3	42	0	2	45	1	7	5	9	13	223
7:45 AM	19	122	14	8	155	1	34	16	5	51	7	69	3	3	79	3	10	5	9	18	303
8:00 AM	18	122	8	15	148	2	44	7	10	53	5	82	4	6	91	5	15	6	4	26	318
8:15 AM	21	159	18	6	198	5	42	4	11	51	10	59	3	6	72	1	21	8	13	30	351
8:30 AM	10	123	14	11	147	5	52	9	11	66	9	69	2	4	80	1	26	5	9	32	325
8:45 AM	13	138	13	6	164	6	31	5	12	42	11	61	2	- 6	74	1	27	2	6	30	310
Hourly Tota	als (<u>Sta</u>	rt <u>Time</u>)	·																		
7:00 AM	64	402	34	28	500	6	119	33	25	158	19	234	6	8	259	6	30	17	33	53	970
7:15 AM	68	440	32	36	540	8	141	37	30	186	19	257	9	12	285	10	41	19	33	70	1081
7:30 AM	71	504	47	39	622	11	152	36	38	199	25	252	10	17	287	10	53	24	35	87	1195
7:45 AM	68	526	54	40	648	13	172	36	37	221	31	279	12	19	322	10	72	24	35	106	,1297
8:00 AM	62	542	53	38	657	18	169	25	44	212	35	271	11	22	317	8	89	21	32	118	1304
8:15 AM	44	420	45	23	509	16	125	18	34	159	30	189	7	16	226	3	74	15	28	92	986
8:30 AM	23	261	27	17	311	11	83	14	23	108	20	130	4	10	154	2	53	7	15	62	635
8:45 AM	13	138	13	6	164	6	31	_5	12	42	11	61	2	6	74	1	27	2	6	30	310
Peak Hour	(Start T	ime)																			
MA 00:8	62	542	53	38	657	18	169	25	44	212	35	271	11	22	317	8	89	21	32	118	130
	· · · · · ;																				
Start I Imel	left		ound 7th Right			left	Westb Thru	ound S	Street Peds	Total	Left	Northbo Thru		Street	Total	Left	Eastbo	ound S		Total	Veh Tota
4:00 PM	Left 11			Peds 14	Total	Left 4		Right 8		Total 39			Right			Left			Street Peds	Total 35	
		Thru	Right	Peds	Total		Thru	Right	Peds		Left	Thru	Right	Peds	Total		Thru	Right	Peds	_	Tota 303
4:00 PM	11	Thru 106	Right 6	Peds 14	Total 123	4	Thru 27	Right 8	Peds 19	39	Left 5	Thru 100	Right	Peds 15	Total 106	0	Thru 31	Right 4	Peds 9	35	303 311
4:00 PM 4:15 PM	11 15	Thru 106 101	Right 6 17	Peds 14 6	Total 123 133	4 5	Thru 27 16	Right 8 17	Peds 19 7	39 38	Left 5 8	Thru 100 81	Right 1 3	Peds 15 5	Total 106 92	0 2	Thru 31 40	Right 4 6	Peds 9 14	35 48	303 311 340
4:00 PM 4:15 PM 4:30 PM	11 15 11	Thru 106 101 95	Right 6 17 8	Peds 14 6 7	Total 123 133 114	4 5 1	7hru 27 16 34	Right 8 17 16	Peds 19 7 21	39 38 51	Left 5 8 4	100 81 117	Right 1 3 3	Peds 15 5 11	Total 106 92 124	0 2 4	31 40 37	Right 4 6 10	9 14 17	35 48 51	303 311 340 368
4:00 PM 4:15 PM 4:30 PM 4:45 PM	11 15 11 17	Thru 106 101 95 116	Right 6 17 8 10	Peds 14 6 7 3	Total 123 133 114 143	4 5 1 4	7hru 27 16 34 37	Right 8 17 16 14	Peds 19 7 21 9	39 38 51 55	Left 5 8 4 6	100 81 117 105	Right 1 3 3 2	Peds 15 5 11 5	Total 106 92 124 113	0 2 4 1	31 40 37 45	Right 4 6 10 11	9 14 17 18	35 48 51 57	303 311 340 368 364
4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM	11 15 11 17	Thru 106 101 95 116 109	Right 6 17 8 10 8	Peds 14 6 7 3 6	Total 123 133 114 143 136	4 5 1 4	7hru 27 16 34 37 20	Right 8 17 16 14 25	Peds 19 7 21 9	39 38 51 55 49	Left 5 8 4 6 9	Thru 100 81 117 105	Right 1 3 3 2 4	Peds 15 5 11 5 10	Total 106 92 124 113	0 2 4 1	7hru 31 40 37 45 40	Right 4 6 10 11 17	9 14 17 18	35 48 51 57 61	Total 303 311 340 368 364 340
4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM	11 15 11 17 19	Thru 106 101 95 116 109 110	Right 6 17 8 10 8 13	Peds 14 6 7 3 6 3	Total 123 133 114 143 136 136	4 5 1 4 4	7hru 27 16 34 37 20 44	Right 8 17 16 14 25 16	Peds 19 7 21 9 13 21	39 38 51 55 49 64	Left 5 8 4 6 9 6	Thru 100 81 117 105 105 78	Right 1 3 3 2 4 4	Peds 15 5 11 5 10 8	Total 106 92 124 113 118 88	0 2 4 1 4 3	Thru 31 40 37 45 40 40	Right 4 6 10 11 17 9	9 14 17 18 14 16	35 48 51 57 61 52	Tot 303 311 340 368 364 340 334
4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM 5:45 PM	11 15 11 17 19 13 14	Thru 106 101 95 116 109 110 93 102	Right 6 17 8 10 8 13 9	Peds 14 6 7 3 6 3 6	Total 123 133 114 143 136 136 116	4 5 1 4 4 4 5	Thru 27 16 34 37 20 44 47	Right 8 17 16 14 25 16 14	Peds 19 7 21 9 13 21 17	39 38 51 55 49 64 66	Left 5 8 4 6 9 6 6	Thru 100 81 117 105 105 78 89	Right 1 3 3 2 4 4 12	Peds 15 5 11 5 10 8 10	Total 106 92 124 113 118 88 107	0 2 4 1 4 3	Thru 31 40 37 45 40 40 37	Right 4 6 10 11 17 9 8	9 14 17 18 14 16 4	35 48 51 57 61 52 45	Tota
4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM 5:45 PM	11 15 11 17 19 13 14 15	Thru 106 101 95 116 109 110 93 102 1 Time)	Right 6 17 8 10 8 13 9 6	Peds 14 6 7 3 6 3 6 3	Total 123 133 114 143 136 136 116 123	4 5 1 4 4 4 5 7	Thru 27 16 34 37 20 44 47 37	Right 8 17 16 14 25 16 14 13	Peds 19 7 21 9 13 21 17 7	39 38 51 65 49 64 66 57	Left 5 8 4 6 9 6 6 12	Thru 100 81 117 105 105 78 89 100	Right 1 3 3 2 4 4 4 12 3	Peds 15 5 11 5 10 8 10 3	Total 106 92 124 113 118 88 107 115	0 2 4 1 4 3 0 7	Thru 31 40 37 45 40 40 37 40	Right 4 6 10 11 17 9 8 13	Peds 9 14 17 18 14 16 4 8	35 48 51 57 61 52 45 60	Tota 303 311 340 368 364 340 334 355
4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:30 PM 5:30 PM 5:45 PM	11 15 11 17 19 13 14 15	Thru 100 100 101 100 110 93 102 11 Time) 418	Right 6 17 8 10 8 13 9 6	Peds 14	Total 123 133 114 143 136 136 136 116 123	4 5 1 4 4 4 5 7	Thru 27 16 34 37 20 44 47 37 114	Right 8 17 16 14 25 16 14 13 13	Peds 19 7 21 9 13 21 17 7	39 38 51 55 49 64 66 57	Left 5 8 4 6 9 6 6 12 23	Thru 100 81 117 105 105 78 89 100 403	Right 1 3 3 2 4 4 4 12 3 3	Peds 15 5 11 5 10 8 10 3	Total 106 92 124 113 118 88 107 115	0 2 4 1 4 3 0 7	Thru 31 40 37 45 40 40 37 40 153	Right 4 6 10 11 17 9 8 13	Peds 9 14 17 18 14 16 4 8	35 48 51 57 61 52 45 60	Total 303 311 340 368 364 340 334 355
4:00 PM 4:15 PM 4:30 PM 4:34 PM 5:00 PM 5:15 PM 5:30 PM 5:35 PM 5:45 PM Hourly Tota 4:00 PM 4:15 PM	11 15 11 17 19 13 14 15	Thru 106 101 95 116 109 110 93 102 11 Time) 418 421	Right 6 17 8 10 8 13 9 6	Peds 14 6 7 3 6 3 6 3 30 22	Total 123 133 114 143 136 136 136 136 123	4 5 1 4 4 4 5 7	7hru 27 16 34 37 20 44 47 37 114 107	Right 8 17 16 14 25 16 14 13 55 72	Peds 19 7 21 9 13 21 17 7	39 38 51 55 49 64 66 57	Left 5 8 4 6 9 6 6 12 23 27	Thru 100 81 117 105 105 78 89 100 403 408	Right 1 3 3 2 4 4 4 12 3 3 9 12	Peds 15 5 11 5 10 8 10 3 36 31	Total 106 92 124 113 118 88 107 115	0 2 4 1 4 3 0 7	Thru 31 40 37 45 40 40 37 40 153 162	Right 4 6 10 11 17 9 8 13 144	Peds 9 14 17 18 14 16 4 8 8 58 63	35 48 51 57 61 52 45 60	Total 303 311 340 368 364 340 334 355
4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM 5:45 PM Hourly Tota 4:00 PM 4:15 PM 4:30 PM	11 15 11 17 19 13 14 15 54 62 60	Thru 106 101 95 116 109 110 93 102 11 Time) 418 421 430	Right 6 17 8 10 8 13 9 6 41 43 39	Peds 14 6 7 3 6 3 6 3 30 22 19	Total 123 133 114 143 136 136 136 116 123 513 526 529	4 5 1 4 4 4 5 7	7 hru 27 16 34 37 20 44 47 37 114 107 135	Right 8 17 16 14 25 16 14 13 55 72 71	Peds 19 7 21 9 13 21 17 7 56 50 64	39 38 51 55 49 64 66 57 183 193 219	Left 5 8 4 6 9 6 6 12 23 27 25	Thru 100 81 117 105 105 78 89 100 403 408 405	Right 1	Peds 15 5 11 5 10 8 10 3 36 31 34	Total 106 92 124 113 118 88 107 115	0 2 4 1 4 3 0 7	Thru 31 40 37 45 40 40 37 40 153 162 162	Right 4 6 10 11 17 9 8 13 144 47	Peds 9 14 17 18 14 16 4 8 8 58 63 65	35 48 51 57 61 52 45 60 191 217 221	Total 303 311 340 368 344 334 355 132 138 141 140
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Intersection: 7th Street NW and T Street NW

Date Counted: 22-Nov-05
Day of Week: Thursday
Weather: Sunny and Cool

Jurisdiction: Washington, DC Counted by: RD/KD/AW

				W	eather:	Sunny	and Co	oi													
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8:15 AM	2	187	0	2	189	0	ō	0	58	0	0	58	2	18	60	0	3	10	37	13	262
8:30 AM	1	144	ō	0	145		ō	0	52	ő		86	0	21	86	7	8	12	22	27	258
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7:30 AM	7	625	0	10	632	0	0	0	252	0	0	287	11	46	298	5	27	21	76	53	983
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8:15 AM	5	499	0	6	504	0	0	0	161	١	0	203	3	55	206	8	28	34	71	70	780
8:30 AM	3	312	0	4	315	0	0	0	103	0	0	145	1	37	146	8	25	24	34	57	518
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Lane Configurations	47			414			414		ሻ	† \$	
Ideal Flow (vphpl)	1900 1900		1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0			4.0			4.0	**************************************	4.0	4.0	-9
Lane Util. Factor	0.95	5		0.95			0.95		1.00	0.95	
Frpb, ped/bikes	0.99)		0.96			1.00		1.00	0.97	60 Percentano de Caramano de C
Flpb, ped/bikes	1.00			1.00			1.00		0.93	1.00	
Frt	0.99			0.97			1.00		1.00	0.99	
Flt Protected	1.00	2010 0420		1.00			1.00		0.95	1.00	
Satd. Flow (prot)	3440			3261			3519		1648	3397	
Flt Permitted	1.00			0.95			0.95		0.52	1.00	i da
Satd. Flow (perm)	3440			3112			3336		902	3397	
Volume (vph)	0 624		2	898	252	4	313	3	257	644	50
Peak-hour factor, PHF	0.97 0.97		0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	0 643		2	926	260	4	323 330	3	265	664	. 52
Lane Group Flow (vph)	0 684 109	0 97	0 97	1188	0 109	0 543	330	0 155	265 1 5 5	716	0 543
Confl. Peds. (#/hr) Bus Blockages (#/hr)	0 5	and the control of th	91	5	0	0	0	133	0	0	343 0
Parking (#/hr)	0 3	, 0	0	J	U	U	U	U	U	U	10
Turn Type	Perm		Perm			Perm			pm+pt		10
Protected Phases	reiiii 2		Feiiii	6		renn	8		μπτ ρι 7	4	
Permitted Phases	2	•	6	•		8	, ,		4	.	
Actuated Green, G (s)	30.0			30.0			25.0		40.0	40.0	
Effective Green, g (s)	31.0			31.0			26.0		41.0	41.0	•
Actuated g/C Ratio	0.39			0.39			0.32		0.51	0.51	
Clearance Time (s)	5.0)		5.0			5.0		5.0	5.0	
Lane Grp Cap (vph)	1333			1206			1084		565	1741	
v/s Ratio Prot	0.20)							c0.06	0.21	-
v/s Ratio Perm	fall and the second	1		c0.38			0.10		c0.18		
v/c Ratio	0.51			0.99		MA-1900	0.30		0.47	0.41	
Uniform Delay, d1	18.7			24.3			20.2		14.4	12.0	, and the second
Progression Factor	1.00			1.00			1.00		1.00	1.00	
Incremental Delay, d2	1.4			22.6			0.7		2.8	0.7	
Delay (s)	20.1			46.9 D			21.0		17.1	12.8	
Level of Service	20.1			46.9			21.0		В	13.9	
Approach Delay (s) Approach LOS	20.1 C			40.9 D			21.0 C			13.9 B	
Approach EUS			s- 12 2.2	U			U			· ·	

ត្រមែនដល់ត្រែ ទិវាតាក្រស											
HCM Average Control D	elay	28.3	F	ICM Lev	el of Se	rvice		C			
HCM Average Control D HCM Volume to Capacit	elay	0.68									
HCM Average Control D	ela y y ratio		S	ICM Lev um of lo CU Leve	st time	(s)		8.0 C			
HCM Average Control D HCM Volume to Capacit Cycle Length (s)	ela y y ratio	0.68 80.0	S	um of lo	st time	(s)		8.0			18 20 1 2 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		«î î»			414			414		ሻ	† }	
Ideal Flow (vphpl)	1900	Control of the Control of the Control	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0			4.0		4.0	4.0	
Lane Util. Factor	100	0.95			0.95			0.95		1.00	0.95	
Frpb, ped/bikes		0.98 1.00			0.96 1.00			1.00 1.00		1.00 0.94	0.99 1.00	
Flpb, ped/bikes Frt		0.99		and a state of the	0.96			1.00		1.00	1.00	
Fit Protected		1.00			1.00			1.00		0.95	1.00	
Satd. Flow (prot)		3406			3259			3509		1672	3478	
Flt Permitted		1.00			0.95			0.95		0.46	1.00	
Satd. Flow (perm)		3406			3111			3344		802	3478	
Volume (vph)	0	679	55	1	704	220	3	410	7	261	457	15
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	0	700	57	1	726	227	3	423	7	269	471	15
Lane Group Flow (vph)	0	757	0	0	954	0	0	433	0	269	486	0
Confl. Peds. (#/hr)	93	_	143	143	-	93	558	_	174	174	^	558
Bus Blockages (#/hr)	0	5	0	0	5	0	0	0	0	0	0	0 10
Parking (#/hr) Turn Type	Perm			Dorm			Perm	n-	10	om±nt		10
Protected Phases	reim	2		Perm	6		Pellii	8		pm+pt 7	Λ	
Permitted Phases	2			6			8			4		
Actuated Green, G (s)	-	30.0			30.0			30.0		40.0	40.0	les .
Effective Green, g (s)		31.0	300	***	31.0	**		31.0		41.0	41.0	
Actuated g/C Ratio		0.39			0.39			0.39		0.51	0.51	
Clearance Time (s)		5.0			5.0			5.0		5.0	5.0	
Lane Grp Cap (vph)		1320			1206			1296		476	1782	
v/s Ratio Prot		0.22								c0.04	0.14	
v/s Ratio Perm					c0.31			0.13		c0.25		
v/c Ratio		0.57			0.79			0.33		0.57	0.27	
Uniform Delay, d1		19.3 1.00			21.6 1.00			17.2 1.00		16.0 1.00	11.1 1.00	
Progression Factor Incremental Delay, d2		1.00			5.3			0.7		4.8	0.4	
Delay (s)		21.1			27.0			17.9		20.8	11.4	
Level of Service	2	C			Z1.0			В		20.0 C	В	
Approach Delay (s)		21.1			27.0			17.9			14.8	
Approach LOS		C			С			В			В	
hitesealon Sumativ												
HCM Average Control De	elav	G TAK BA	20.9	Н	CM Lev	el of Se	rvice		C	<u>- 1860 - 1860 - 1</u>		
HCM Volume to Capacity			0.65								***	
Cycle Length (s)			80.0	S	um of lo	st time	(s)		8.0			
Intersection Capacity Util	ization	(37.2%		CU Leve				В			
c Critical Lane Group							1					

	۶		7	1	4	1	1	†	*	1	+	1
Movement	EBL	EBT	EBR	WBL	WBT	WBR:	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4 îb	***************************************	***************************************	सभ		***************************************	414	-	ሻ	ተ ጉ	dansirma yanangar 1990kanantan
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0			4.0		4.0	4.0	
Lane Util. Factor		0.95	i ka		0.95			0.95		1.00	0.95	
Frpb, ped/bikes		0.99 1.00			0.96 1.00			1.00 1.00		1.00 0.94	0.97 1.00	
Flpb, ped/bikes Frt		0.99		e service de	0.97			1.00	areas (Secretary)	1.00	0.99	
Flt Protected		1.00			1.00			1.00		0.95	1.00	
Satd. Flow (prot)		3436			3261			3519		1656	3390	
Flt Permitted		1.00			0.95			0.95		0.50	1.00	
Satd. Flow (perm)		3436			3112		***************************************	3329		880	3390	
Volume (vph)	0	653	45	2	935	262	5	330	3	267	671	55
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	0	673	46	2	964	270	5	340	- 3	275	692	57
Lane Group Flow (vph)	0	719	0	0	1236	0	0	348	0	275	749	0
Confl. Peds⊫(#/hr)	109		97	. 97		109	543		155	155		543
Bus Blockages (#/hr)	0	5	0	0	5	0	0	0	0	0	0	0
Parking (#/hr)	_			_			_					10
Turn Type	Perm			Perm			Perm			pm+pt		
Protected Phases	2	2		^	6		0	8		7	4	
Permitted Phases Actuated Green, G (s)	2	30.5		6	30.0		8	25.5		4 40.5	40.5	
Effective Green, g (s)		31.0			31.0			26.0		41.0	41.0	
Actuated g/C Ratio		ensummer of the second second second			0.39			0.32		0.51	0.51	
Clearance Time (s)		4.5			5.0			4.5		5.0	4.5	
Lane Grp Cap (vph)		1331			1206			1082		558	1737	
v/s Ratio Prot		0.21	•							c0.07	0.22	
v/s Ratio Perm					c0.40			0.10		c0.18		
v/c Ratio		0.54			1.02			0.32		0.49	0.43	
Uniform Delay, d1		19.0			24.5			20.4		14.9	12.2	
Progression Factor		1.00			1.00			1.00		1.00	1.00	
Incremental Delay, d2		1.6			32.4			8.0		3.1	0.8	4
Delay (s)		20.6			56.9			21.1		18.0	13.0	
Level of Service		C			E			C		В	В	
Approach Delay (s)		20.6 C			56.9 F			21.1 C			14.3 B	
Approach LOS		U			E			, L			D	i i i i i i i i i i i i i i i i i i i
intersection Summary :												
HCM Average Control D			32.2	1 F	ICM Lev	el of Se	rvice		C		Ţ	
HCM Volume to Capacit	y ratio		0.71						<u>.</u>		(2.5 (1.3 (1.3 (1.3 (1.3 (1.3 (1.3 (1.3 (1.3	
Cycle Length (s)			0.08	COLOR MATERIAL SOCIETY OF THE STATE OF THE S	um of lo	ETERNOS APRIL DE CONTRACTOR DE LA CONTRACTOR DE CONTRACTOR	PATRONICA POR PROPERTURA DE CARACTERISTA DE CARACTERISTA DE CARACTERISTA DE CARACTERISTA DE CARACTERISTA DE C		8.0			
Intersection Capacity Uti	lization		32.3%	10	CU Leve	of Sen	/ice		D			
c Critical Lane Group			2.00	4.1								

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Movement	EBL.	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		47>			414			414		75	^ }	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0			4.0		4.0	4.0	
Lane Util. Factor		0,95		7	0.95			0.95		1.00	0.95	
Frpb, ped/bikes		0.98		tone Dancon on the section	0.96		oorteen television on the section of	1.00		1.00	0.98	
Flpb, ped/bikes		1.00		and the same	1.00	en manager en estado	a de la companione de l	1.00		0.95	1.00	
Frt		0.99	*177		0.96			1.00		1.00	0.99	
Flt Protected		1.00 -			1.00	1.0		1.00		0.95	1.00	
Satd. Flow (prot)		3404			3260			3503		1682	3420	
Fit Permitted Satd. Flow (perm)		1.00 3404			0.95 3112		and the second	0.95 3315		0.44 773	1.00 3420	
	0	709	59		736	229	8	432	7	272	481	31
Volume (vph) Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	0.91	731	61	0.91	759	236	8	445	7	280	- 496	32
Lane Group Flow (vph)	0	792	0	0	996	0	0	460	0	280	528	0
Confl. Peds. (#/hr)	93	102	143	143	000	93	558	100	174	174	0_0	558
Bus Blockages (#/hr)	0	5	0	0	5	0	0	0	0	0	0	0
Parking (#/hr)												10
Turn Type	Perm			Perm			Perm			pm+pt		
Protected Phases		2			6			8		7	4	
Permitted Phases	2			6			8	-		4	(C)	#*************************************
Actuated Green, G (s)		30.0			30.0			30.0		40.0	40.0	
Effective Green, g (s)		31.0			31.0			31.0		41.0	41.0	
Actuated g/C Ratio		0.39			0.39			0.39		0.51	0.51	
Clearance Time (s)		5.0			5.0			5.0		5.0	5.0	
Lane Grp Cap (vph)		1319			1206			1285		464	1753	
v/s Ratio Prot		0.23								c0.05	0.15	
v/s Ratio Perm		2.00			c0.32		Jar.	0.14		c0.26	0.00	
v/c Ratio		0.60 19.6			0.83 22.1			0.36 17.4		0.60	0.30	
Uniform Delay, d1		1.00			1.00			1.00		16.8 1.00	11.2 1.00	
Progression Factor Incremental Delay, d2		2.0			6.5			0.8		5.7	0.4	
Delay (s)		21.6			28.6			18.2		22.5	11.7	
Level of Service		21.0 C			20.0			B		22.5 C	В	
Approach Delay (s)	San and an artist	21.6			28.6		200	18.2		<u> </u>	15.4	
Approach LOS		C			Ĉ			В			В	
Intersection Summary		4 (144)										
HCM Average Control D			21.7	Н	ICM Lev	el of Se	rvice		C,			
HCM Volume to Capacit	y ratio		0.69	· ·	ium af la	at time	<i>(</i> 6)		ΘΛ			
Cycle Length (s) Intersection Capacity Uti	lization		80.0 69.0%		um of lo CU Leve				8.0 B			
c Critical Lane Group	nzaliOH		UB.U%	10	O FEAR	101361	VICE		D			
C Critical Latte Group			Marian African	Ar								

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Movement 💮 🐪 😘	EBL	EBT	EBR	WBL:	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		47>			414			414		٦	ተ ኈ	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0			4.0		4.0	4.0	
Lane Util. Factor		0.95			0.95			0.95		1.00	0.95	
Frpb, ped/bikes		0.99			0.96			1.00		1.00	0.97	
Flpb, ped/bikes		1.00	i e		1.00			1.00		0.94	1.00	
Frt Flt Protected		0.99 1.00			0.97 1.00			1.00 1.00		1.00 0.95	0.99 1.00	
Satd. Flow (prot)		3429			3261			3516		1665	3398	
Fit Permitted		1.00			0.95			0.94		0.49	1.00	
Satd. Flow (perm)		3429			3104			3299		855	3398	2200
Volume (vph)	0	653	49	6	935	262	8	346	3	267	708	55
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	0	673	51	6	964	270	8	357	3	275	730	57
Lane Group Flow (vph)	0	724	0	0	1240	0	0	368	0	275	787	0
Confl. Peds. (#/hr)	109		97	97		109	543		155	155		543
Bus Blockages (#/hr)	0	5	0	0	5	0	0	0	0	0	0	0
Parking (#/hr)												10
Turn Type	Perm			Perm			Perm			pm+pt		
Protected Phases		2			6			8		7	4	
Permitted Phases	2			6			8			4		
Actuated Green, G (s)		30.5			30.0			25.5		40.5	40.5	
Effective Green, g (s)		31.0			31.0			26.0		41.0	41.0	
Actuated g/C Ratio		0.39			0.39			0.32		0.51	0.51	
Clearance Time (s)		4.5			5.0			4.5		5.0	4.5	
Lane Grp Cap (vph)		1329			1203			1072		550	1741	
v/s Ratio Prot		0.21			6 10			~ 1 T		c0.07	0.23	
VIs Ratio Perm		0.54			c0.40 1.03			0.11 0.34		c0.19 0.50	0.45	
v/c Ratio Uniform Delay, d1		19.0			24.5			20.5		15.3	12.4	
Progression Factor		1.00		<u> </u>	1.00			1.00		1.00	1.00	
Incremental Delay, d2		1.6			34.2			0.9		3.2	0.8	
Delay (s)		20.6			58.7			21.4		18.5	13.2	
Level of Service		C			E			C		В		
Approach Delay (s)		20.6			58.7			21.4			14.6	
Approach LOS		C			E			С			В	
Intersection Summary			00.7		CUL	-1 - (0 -					445	
HCM Volume to Capacit			32.7	, F	ICIVI LEV	el of Se	vice		С			
HCM Volume to Capacit Cycle Length (s)	y iallo		0.72 80.0	ć	um of la	st time	(e)		o n			
Intersection Capacity Uti	lization	ç	34.6%			of Serv			8.0 D	a description of the second		
c Critical Lane Group	1124UVI)		, T. O /U	, ,	70 2010	, or our						

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Movement	EBL	EBT	EBR.	WBL.	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		414			4Th			414		ሻ	† }	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0			4.0		4.0	4.0	
Lane Util. Factor		0.95			0.95			0.95		1.00	0.95	
Frpb, ped/bikes		0.98	to the Very later and the very l		0.96			1.00		1.00	0.98	
Flpb, ped/bikes	arthur gang 40 and	1.00			1.00			1.00		0.96	1.00	
Frt		0.99			0.96	distance in the second of		1.00		1.00	0.99	
Flt Protected		1.00			1.00			1.00		0.95	1.00	
Satd. Flow (prot)		3398			3260	-		3498		1697	3424	
Fit Permitted		1.00			0.95			0.94		0.40	1.00	
Satd. Flow (perm)		3398			3105			3279		719	3424	
Volume (vph)	0	709	63		736	229	14	475	7	272	502	31
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	0	731	65	4	759	236	14	490	7	280	518	32
Lane Group Flow (vph)	0 93	796	0 143	0 143	999	0 93	0 558	511	0 174	280 174	550	0 558
Confl. Peds. (#/hr)		5		143	5	93 0		^			0	- 330 0
Bus Blockages (#/hr)	0	3	0	U	3	U	0	0	0	0	0	10
Parking (#/hr)	Danna			Deales			Da.===					10
Turn Type	Perm	2		Perm	C		Perm	8		pm+pt →	A	
Protected Phases Permitted Phases	2			6	U		8	0		4	4	
Actuated Green, G (s)		30.0		U	30.0		U	30.0		40.0	40.0	
Effective Green, g (s)		31.0			31.0			31.0		41.0	41.0	
Actuated g/C Ratio		0,39			0.39			0.39		0.51	0.51	
Clearance Time (s)		5.0			5.0			5.0		5.0	5.0	
Lane Grp Cap (vph)		1317			1203			1271		442	1755	
v/s Ratio Prot		0.23								c0.05	0.16	
v/s Ratio Perm					c0.32			0.16		c0.28		
v/c Ratio		0.60			0.83			0.40		0.63	0.31	
Uniform Delay, d1		19.6			22.1			17.8		18.0	11.3	
Progression Factor		1.00			1.00			1.00		1.00	1.00	
Incremental Delay, d2		2.1			6.7			0.9		6.8	0.5	
Delay (s)		21.7			28.9			18.7		24.7	11.8	
Level of Service		C			C			В		C	В	
Approach Delay (s)		21.7			28.9			18.7			16.2	
Approach LOS		С			С			В			В	
Intersection Summary												
HCM Average Control D			22.0	F	ICM Lev	el of Se	rvice		C			
HCM Volume to Capacit	y ratio		0.71	_								
Cycle Length (s)	lization		80.0		um of lo CU Leve			metric and	8.0			
Intersection Capacity Utic Critical Lane Group	IIZAUON		71.1%	IC	O Leve	ı oı sel	vice		С			
C Cilical Lane Group												

		*	_	-	7	1	
Movement	EBT	EBR	WBL	WBT	NEL	NER	
Lane Configurations	ተ ተ			个 个	7	7	
Sign Control	Free			Free	Stop	•	nem programme and the second s
Grade	0%	anner bereite de la commune	***************************************	0%	0%		
Volume (veh/h)	960	0	Ō	1250	0	48	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	
Hourly flow rate (veh/h)	1011	0	0	1316	. 0	51	
Pedestrians	28	***		28			
Lane Width (ft)	12.0			12.0			and the second of the second o
Walking Speed (ft/s)	4.0			4.0			7/10
Percent Blockage	2			2	a di Simula di As		
Right turn flare (veh)							
Median type		100			None		
Median storage veh)	202			440			
Upstream signal (ft) pX, platoon unblocked	392		0.86	140	0.86	0.86	
vC, conflicting volume			1011		1696	533	
vC1, stage 1 conf vol			IUII		1090	JUJ	94 - 72 - 34 - 34 - 34 - 34 - 34 - 34 - 34 - 3
vC2, stage 2 conf vol							
vCu, unblocked vol			854		1648	301	
tC, single (s)			4.1		6.8	6.9	
tC, 2 stage (s)						-	
tF (s)			2.2		3.5	3.3	
p0 queue free %			100		100	91	
cM capacity (veh/h)			675		76	586	
		FNA	MUD A	WA A	TRIF A		
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	INE I	NE 2	44
Volume Total	505	505	658	658 0	0	51	
Volume Left	0 0	0	0 0	0	0 0	0 - 51	
Volume Right cSH	1700	1700	1700	1700	1700	586	
Volume to Capacity	0.30	0.30	0.39	0.39	0.00	0.09	
Queue Length (ft)	0.00	0.00	0.55	0.33	0.00	7	
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	11.7	
Lane LOS				U.U	A	В	
Approach Delay (s)	0.0		0.0		11.7	_	
Approach LOS			-		В		
·							
Intersection Summary			0.0				
Average Delay			0.2	1.2			▼ The Control of the
Intersection Capacity Uti	uzation		52.4%	, IL	JU Leve	l of Serv	rice A

	→	7	•	•	フ	/-	
Movement :::	EBT.	EBR	WBL	WBT.	NEL	NER	
Lane Configurations	ተተ			个 个	*	7	
Sign Control	Free			Free	Stop		and the second of the second o
Grade	0%			0%	0%		
Volume (veh/h)	1042	-0	0	924	5	97	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	
Hourly flow rate (veh/h)	1063	0	0	943	5	99	
Pedestrians	20			20			
Lane Width (ft)	12.0			12.0	. I was a second		region of the second of the second of the second of
Walking Speed (ft/s)	4.0 2			4.0			
Percent Blockage Right turn flare (veh)	Z			Δ.			
Median type					None		
Median storage veh)							
Upstream signal (ft)	392			140			
pX, platoon unblocked	and the state of t		0.84		0.84	0.84	
vC, conflicting volume			1063		1555	552	
vC1, stage 1 conf vol							
vC2, stage 2 conf vol							
vCu, unblocked vol			888		1471	280	
tC, single (s)			4.1		6.8	6.9	A Company of the comp
tC, 2 stage (s)					_	_	
tF (s)			2.2		3.5	3.3	
p0 queue free %			100		95	83	
cM capacity (veh/h)			639		98	594	
Direction, Lane#	EB1	EB 2	WB 1	WB 2	NE 1	NE 2	
Volume Total	532	532	471	471	5	99	A CONTRACTOR OF THE STATE OF TH
Volume Left	0	0	0	0	5	0	
Volume Right	0	0	0	0	0	99	
cSH	1700	1700	1700	1700	98	594	
Volume to Capacity	0.31	0.31	0.28	0.28	0.05	0.17	
Queue Length (ft)	0	0	0	0	4	15	
Control Delay (s)	0.0	0.0	0.0	0.0	43.9	12.3	
Lane LOS Approach Delay (s)	0.0		0.0		E 13.8	В	
Approach LOS	0.0		. 0.0		В		(Contract)
					U		
ntersection Summary.							
Average Delay		10000000000000000000000000000000000000	0.7				
Intersection Capacity Uti	lization	4	46.7%	, IC	CU Leve	l of Serv	ice A

	-	7	*	—	7	/	
Movement	EBT	EBR	WBL	WBT	NEL	NER	
Lane Configurations	^ ^			ተ ተ	ነ	ř	
Sign Control	Free				Stop		
Grade	0%		***************************************	0%	0%		
Volume (veh/h)	1003	. 0	0	1302	0	50	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	
Hourly flow rate (veh/h)		0	0	1371	0	53	
Pedestrians	28		Page 1 and 1	28			
Lane Width (ft)	12.0			12.0			
Walking Speed (ft/s)	4.0			4.0			
Percent Blockage	2			2			and the control of th
Right turn flare (veh)							
Median type				÷	None		
Median storage veh)	392			140			
Upstream signal (ft) pX, platoon unblocked	392		0.85	140	0.85	0.85	
vC, conflicting volume			1056		1769	556	
vC1, stage 1 conf vol			1000		1705	JJU	
vC2, stage 2 conf vol							
vCu, unblocked vol			893		1729	307	
tC, single (s)			4.1		6.8	6.9	
tC, 2 stage (s)							
tF(s)			2.2		3.5	3.3	The second secon
p0 queue free %			100	April 1	100	91	and the state of the
cM capacity (veh/h)			644		66	574	
Direction, Lane#	FB 1.	FB 2	WB T	WB 2	NE 1	NE 2	
	528	528	685	685	0	NL 2	
Volume Total Volume Left	326 0	⊃∠o 0	000	0 0	0	ეა 	
Volume Leit Volume Right	0	0	0	Ö	0	53	
cSH	1700	1700	1700	1700	1700	574	
Volume to Capacity	0.31	0.31	0.40	0.40	0.00	0.09	
Queue Length (ft)	0.01	0.01	0.40	0.40	0.00	8	
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	11.9	
Lane LOS					A	В	
Approach Delay (s)	0.0		0.0		11.9	_	
Approach LOS					В		
· ·							
Intersection Summary							and the same of th
Average Delay			0.3	1.0	N 1 1	1_40	^
Intersection Capacity Ut	mzauon		54.0%	, IL	U Leve	l of Serv	ice A

		*			,		
Movement	EBT	EBR	-WBL	WBT-	NEL	NER	and the second s
Lane Configurations	朴朴			ተተ	ሻ	ŕ	
Sign Control	Free			Free	Stop		
Grade	0%			0%	0%		
Volume (veh/h)	1086	0	0	965	5	101	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	
Hourly flow rate (veh/h)	1108	0	0	985	5	103	
Pedestrians	20			20			
Lane Width (ft)	12.0			12.0			
Walking Speed (ft/s)	4.0			4.0			
Percent Blockage	2			2			$\Delta M_{\rm c} \sim 10^{-3} M_{\odot}^{2} M_{\odot$
Right turn flare (veh)					None		42
Median type Median storage veh)					None		estados de estados de Canada de estados de e
Upstream signal (ft)	392			140			The second of
pX, platoon unblocked	OUL.		0.83		0.83	0.83	and the appearant the place with a series of the place of
vC, conflicting volume			1108		1621	574	
vC1, stage 1 conf vol		15			***	3,40	
vC2, stage 2 conf vol							
vCu, unblocked vol	100		927		1543	284	
tC, single (s)			4.1		6.8	6.9	
tC, 2 stage (s)							
tF(s)			2.2		3.5	3.3	
p0 queue free %			100		94	82	
cM capacity (veh/h)			609		86	583	
Direction, Lane#	EB 1.	EB 2	WB1	WB2	NE 1	NE 2	4.4
Volume Total	554	554	492	492	5	103	
Volume Left	0	0	0	0	5	0	
Volume Right	0	NACONAL PROPERTY AND	0	0		103	
cSH	1700	1700	1700	1700	86	583	
Volume to Capacity	0.33	0.33	0.29	0.29	0.06	0.18	
Queue Length (ft)	0	0	0	0	5	16	
Control Delay (s)	0.0	0.0	0.0	0.0	49.3	12.5	
Lane LOS					E	В	
Approach Delay (s)	0.0		0.0		14.2		Landing to the state of the sta
Approach LOS					В		
Intersection Summary							
Average Delay			0.7				
Intersection Capacity Uti	lization	•	48.1%	IC	CU Leve	l of Serv	rice A

Movement EBT EBR WBL WBT NEL NER Lane Configurations ↑↑ ↑↑ ↑↑ ↑ Sign Control Free Free Stop Grade 0% 0% 0% Volume (veh/h) 1003 0 0 1306 0 52 Peak Hour Factor 0.95 0.95 0.95 0.95 0.95 0.95 Hourly flow rate (veh/h) 1056 0 0 1375 0 55 Pedestrians 28 28 28 Lane Width (ft) 12.0 12.0 Walking Speed (ft/s) 4.0 4.0 Percent Blockage 2 2 Right turn flare (veh) None Median type None Median storage veh)
Lane Configurations **
Sign Control Free Free Stop Grade 0% 0% 0% Volume (veh/h) 1003 0 0 1306 0 52 Peak Hour Factor 0.95 0.95 0.95 0.95 0.95 Hourly flow rate (veh/h) 1056 0 0 1375 0 55 Pedestrians 28 28 28 28 28 28 28 28 24 2 3 2 3 2 2 2 2 2 3 2 3 2 3 2 3 2 3 2 3 2 3 2 3 2 3 3 3 4 0 4 <
Volume (veh/h) 1003 0 0 1306 0 52 Peak Hour Factor 0.95 0.95 0.95 0.95 0.95 0.95 Hourly flow rate (veh/h) 1056 0 0 1375 0 55 Pedestrians 28 28 2 2 Lane Width (ft) 12.0 12.0 12.0 Walking Speed (ft/s) 4.0 4.0 Percent Blockage 2 2 Right turn flare (veh) None Median type None Median storage veh)
Peak Hour Factor 0.95 0.9
Hourly flow rate (veh/h) 1056 0 0 1375 0 55 Pedestrians 28 28 Lane Width (ft) 12.0 12.0 Walking Speed (ft/s) 4.0 4.0 Percent Blockage 2 2 Right turn flare (veh) Median type None Median storage veh)
Pedestrians 28 28 Lane Width (ft) 12.0 12.0 Walking Speed (ft/s) 4.0 4.0 Percent Blockage 2 2 Right turn flare (veh) Median type None Median storage veh)
Lane Width (ft) 12.0 12.0 Walking Speed (ft/s) 4.0 4.0 Percent Blockage 2 2 Right turn flare (veh) Median type None Median storage veh)
Walking Speed (ft/s) 4.0 4.0 Percent Blockage 2 2 Right turn flare (veh) Median type None Median storage veh)
Percent Blockage 2 2 Right turn flare (veh) Median type None Median storage veh)
Right turn flare (veh) Median type None Median storage veh)
Median type Median storage veh)
Median storage veh)
Upstream signal (ft) 392 140
pX, platoon unblocked 0.85 0.85
vC, conflicting volume 1056 1771 556
vC1, stage 1 conf vol
vC2, stage 2 conf vol.
vCu, unblocked vol 892 1731 306
tC, single (s) 4.1 6.8 6.9
tC, 2 stage (s)
tF(s) 2.2 3.5 3.3
p0 queue free % 100 100 90
cM capacity (veh/h) 644 66 575
Direction, Lane # EB 1 EB 2 WB 1 WB 2 NE 1 NE 2
Volume Total 528 528 687 687 0 55
Volume Left 0 0 0 0 0 0
Volume Right 0 0 0 0 55
cSH 1700 1700 1700 1700 575
Volume to Capacity 0.31 0.31 0.40 0.40 0.00 0.10
Queue Length (ft) 0 0 0 0 8
Control Delay (s) 0.0 0.0 0.0 0.0 11.9
Lane LOS A B
Approach Delay (s) 0.0 0.0 11.9
Approach LOS B
Intersection Summary
Average Delay 0.3
Intersection Capacity Utilization 54.1% ICU Level of Service A

	-	3	*	•	フ	/-	
Movement	EBT	EBR	WBL	WBT	NEL	NER	
Lane Configurations	ተተ	<u> </u>		ተተ	ሻ	7	
Sign Control	Free			Free	Stop		
Grade	0%	_	_	0%	0%		
Volume (veh/h)	1086	0	0	968	5	106	
Peak Hour Factor	0.98	0.98 0	0.98 0	0.98 988	0.98 5	0.98 108	
Hourly flow rate (veh/h) Pedestrians	1108 20	U	U	20	J	100	
Lane Width (ft)	12.0			12.0			
Walking Speed (ft/s)	4.0			4.0			
Percent Blockage	2		19	2			
Right turn flare (veh)							
Median type			Top.		None		
Median storage veh)							
	392			140			
pX, platoon unblocked			0.83		0.83	0.83	
vC, conflicting volume			1108	a de la companya de	1622	574	
vC1, stage 1 conf vol vC2, stage 2 conf vol							
vCu, unblocked vol	4.		926		1545	282	Line Comments
tC, single (s)			4.1		6.8	6.9	
tC, 2 stage (s)						***	
tF(s)			2.2		3.5	3.3	
p0 queue free %			100		94	81	
cM capacity (veh/h)			609		86	583	
Direction, Lane#	EB 1	EB 2	WB 1	WB2	NE 1	NE 2	
Volume Total	554	554	494	494	5	108	
Volume Left	0	0	0	0	5	0	
Volume Right	0	0	0	0	0	108	
cSH	1700	1700	1700	1700	86	583	
Volume to Capacity	0.33	0,33	0.29	0.29	0.06	0.19	
Queue Length (ft)	0	0	0	0	5	17	
Control Delay (s) Lane LOS	0.0	0.0	0.0	0.0	49.5 E	12.6 B	
Approach Delay (s)	0.0		0.0		14.2	D	
Approach LOS	0.0		9.0		B		
					_		
Intersection Summary							ALCO TO THE RESIDENCE OF THE PERSON OF THE P
Average Delay			0.7	10	SI 1 1 2	1 -4 0	A
Intersection Capacity Uti	ilzation		48.2%	IL	U Leve	l of Serv	ACC A A

	<u> </u>	>	7	1	+	4	1	†	~	1	ļ	4
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		44			44			र्वी			414	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0		ermanis, panner op	4.0			4.0			4.0	
Lane Util. Factor		1.00			1.00			0.95			0.95	
Frpb, ped/bikes		0.99			0.99			1.00			0.99	
Flpb, ped/bikes		1.00			1.00			1.00			0.99	
Frt		0.98		*****************************	0.98			0.99			0.99	went #0.000000 u.no.00000000000000000000000000000000000
Flt Protected	e a se	1.00			1.00			0.99			1.00	
Satd. Flow (prot)		1524			1540		Commission of the Commission o	3439	estation and a second and a second		3388	MARKET SACRESS AND
Flt Permitted		0.98			0.98			0.84			0.88	
Satd. Flow (perm)		1498			1508			2894			2989	
Volume (vph)	8	89	21	18	169	25	35	271	11	62	542	53
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	9	96	23	19	182	27	38	291	12	67	583	57
Lane Group Flow (vph)	0	128	0	0	228	0	0	341	0	0	707	0
Confl. Peds. (#/hr)	19		22	22		19	44		32	32		44
Bus Blockages (#/hr)	0	0	0	0	0	0	0	5	0	0	5	0
Parking (#/hr)		. 10			10							
Turn Type	Perm	MOMORPOOR AND	**************************************	Perm			Perm	60mmuni 1750 18000000 marrino 175 a 4 0000000		Perm		
Protected Phases	di.	4			8			2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)		37.4			37.4			42.6			42.6	
Effective Green, g (s)		38.4			38.4			43.6			43.6	
Actuated g/C Ratio		0.43			0.43	and the		0.48			0.48	
Clearance Time (s)		5.0	Second of the second comme		5.0			5.0			5.0	
Lane Grp Cap (vph)		639			643			1402			1448	
v/s Ratio Prot												
v/s Ratio Perm		0.09			c0.15			0.12			c0.24	
v/c Ratio		0.20			0.35			0.24			0.49	
Uniform Delay, d1		16.2			17.4			13.6			15.7	
Progression Factor		1.00			1.00			1.00			0.44	
Incremental Delay, d2		0.7			1.5			0.4			1.1	
Delay (s)		16.9			19.0			14.0			7.9	*
Level of Service		16 O			19.0		2	14.0				
Approach Delay (s)		16.9									7.9	
Approach LOS		В			В.			В		-	Α	
Intersection Summary :												
HCM Average Control D	elay		12.0	. Н	CM Levi	el of Se	rvice		В		4	
HCM Volume to Capacit			0.43							77 A C C C C C C C C C C C C C C C C C C		and the constitution of the
Cycle Length (s)			90.0	S	um of lo	st time	(s).		8.0			
Intersection Capacity Ut	ilization	(30.2%	IC	U Level	of Sen	vice		В			
c Critical Lane Group			i.				18					

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT.	NBR	SBL	SBT	SBR
Lane Configurations		€}-			4		***************************************	414			414	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0			4.0			4.0	
Lane Util. Factor		1.00		19	1.00			0.95			0.95	
Frpb, ped/bikes		0.99 1.00			0.99 1.00			0.99 1.00			0.99 0.99	
Flpb, ped/bikes Frt		0.97			0.96			1.00			0.99	
Fit Protected		1.00			1.00			1.00			0.99	
Satd. Flow (prot)		1510			1485		•	3185			3362	
FIt Permitted		0.98			0.98			0.91			0.85	
Satd. Flow (perm)		1489			1459			2898			2867	
Volume (vph)	12	162	47	13	135	71	25	405	13	60	430	39
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	12	169	49	14	141	74	26	422	141	62	448	41
Lane Group Flow (vph)	0	230	0	0	229	0	0	462	0	0	551	0
Confl. Peds. (#/hr)	19	^	34	34		19	64	-	65	65	-	64
Bus Blockages (#/hr) Parking (#/hr)	0	0 - 10	0	0	0 10	0	0	5 10	0	0	5	0
Turn Type	Perm	10		Perm			Perm	IU		Perm		
Protected Phases	reiiii			FUIII	8		reiiii	2		reiiii	6	
Permitted Phases	4	•		8			2			6	.	
Actuated Green, G (s)		40.0		_	40.0		-	40.0		-	40.0	
Effective Green, g (s)		41.0			41.0			41.0			41.0	
Actuated g/C Ratio		0.46			0.46			0.46			0.46	
Clearance Time (s)		5.0			5.0	·		5.0			5.0	
Lane Grp Cap (vph)		678			665			1320			1306	
v/s Ratio Prot												
vis Ratio Perm		0.15			c0.16		a climatorial	0.16			c0.19	
v/c Ratio		0.34			0.34			0.35			0.42	
Uniform Delay, d1 Progression Factor		15.8 1.00			15.8 1.00	•		15.9 1.00			16.5 0.48	
Incremental Delay, d2		1.00			1.00			0.7			1.0	
Delay (s)		17.1			17.2		11	16.6			8.9	
Level of Service		В			В			В			Α	
Approach Delay (s)		17.1		*	17.2			16.6			8.9	
Approach LOS		В			В			В			A	
intersection. Summary is												
HCM Average Control D	elav		13.9	H	CM Lev	el of Se	rvice		В		B CAT CONTRACT	
HCM Volume to Capacit			0.38									
Cycle Length (s)			90.0	S	um of lo	st time	(s)		8.0			
Intersection Capacity Uti	lization		55.1%		U Leve				Α		orec. <u>(2008</u> 0000000000000000000000000000000000	30000000000000000000000000000000000000
c Critical Lane Group												

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			44			414			414	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0			4.0			4.0	**************************************
Lane Util. Factor		1.00			1.00			0.95			0.95	
Frpb, ped/bikes		0.99			0.99			1.00			0.99	
Flpb, ped/bikes		1.00			1.00			1.00			1.00	
Frt Flt Protected		0.98			0.98			1.00			0.99	
		1.00 1530			1.00 1541			0.99 3443			1.00 3390	
Satd. Flow (prot) Flt Permitted		0.98			0.97			0.83			0.87	
Satd. Flow (perm)		1507		art example	1506			2883			2976	
Volume (vph)	8	107	22	19	179	26	36	287	11	65	568	55
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	9.	115	24	20	192	28	39	309	12	70	611	59
Lane Group Flow (vph)	0	148	0	0	240	0	0	360	0	0	740	0
Confl. Peds. (#/hr)	19		22	22		19	44		32	32		44
Bus Blockages (#/hr)	0	0	0	0	0	0	0	5	0	0	5	0
Parking (#/hr) =		10			10	-						
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			8			2			- 6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)		37.4			37.4			42.6			42.6	
Effective Green, g (s)		38.4			38.4			43.6			43.6	
Actuated g/C Ratio		0.43		.mas.wa.an.mas.a	0.43			0.48			0.48	
Clearance Time (s)		5.0			5.0			5.0			5.0	
Lane Grp Cap (vph)		643			643			1397			1442	
v/s Ratio Prot		0.10			-0.46			0.40			-0.05	
v/s Ratio Perm v/c Ratio		0.10			c0.16 0.37			0.12 0.26			c0.25 0.51	
Uniform Delay, d1		16.4			17.6			13.7			15.9	
Progression Factor		1.00			1.00			1.00			0.44	
Incremental Delay, d2		0.8			1.7			0.4			1.2	
Delay (s)		17.2			19.3			14.1			8.3	
Level of Service		В			В			В				
Approach Delay (s)		17.2			19.3	A. (())	•	14.1			8.3	
Approach LOS		В			B-			В			Α	
intersection Summary												
HCM Average Control D	elav		12.3	H	CM Lev	el of Se	rvice		В			
HCM Volume to Capacit			0.45					and the second second				
Cycle Length (s)	,		90.0	S	um of lo	st time	(s)		8.0			
Intersection Capacity Uti	lization	(52.6%		U Leve				В		•	*
c Critical Lane Group												

	۶	→	*	€	-	4	1	†	<i>*</i>	1		1
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4			414			414	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0			4.0			4.0	
Lane Util. Factor		1.00			1.00			0.95			0.95	
Frpb, ped/bikes		0.99 1.00			0.99			0.99 1.00			0.98 0.99	
Flpb, ped/bikes Frt		0.97			0.96			1.00			0.99	
Fit Protected		1.00			1.00			1.00			0.99	
Satd. Flow (prot)		1512			1491			3186			3361	
FIt Permitted		0.98			0.98			0.90			0.84	
Satd. Flow (perm)		1481			1463			2890			2845	
Volume (vph)	15	177	49	14	156	74	26	428	14	62	452	43
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	16	184	51	15	162	77	27	446	15	65	471	45
Lane Group Flow (vph)	0	251	0	0	254	0	0	488	0	0	581	0
Confl. Peds. (#/hr)	19	0	34 0	34 0	0	19 0	64 0	5	65 0	65	5	64 0
Bus Blockages (#/hr) Parking (#/hr)	0	10	U	U	10	U	U	10	U	0	ວ	U
Turn Type	Perm	10		Perm	10		Perm	10		Perm		
Protected Phases	1 01111	4		1 Cilli	8		1 Citi	2		7 01111	6	
Permitted Phases	4			8			2			6	_	
Actuated Green, G (s)	F	40.0			40.0			40.0			40.0	
Effective Green, g (s)		41.0			41.0			41.0			41.0	
Actuated g/C Ratio		0.46	*		0.46			0,46			0.46	
Clearance Time (s)		5.0			5.0			5.0			5.0	
Lane Grp Cap (vph)		675			666			1317			1296	
v/s Ratio Prot		~ 2 =			A 47			A 23			2.00	
v/s Ratio Perm v/c Ratio		0.17 0.37			c0.17 0.38			0.17 0.37			c0.20 0.45	
Uniform Delay, d1		16.1			16.1			16.0			16.8	
Progression Factor		1.00			1.00			1.00			0.49	
Incremental Delay, d2		1.6			1.7			0.8			1.1	
Delay (s)		17.6			17.8			16.9			9.3	**************************************
Level of Service		В			В			В			Α	
Approach Delay (s)		17.6			17.8			16.9			9.3	
Approach LOS		В	1		В	, and		В			Α	
Intersection Summary	T.											
HCM Average Control D	elay		14.3	Н	CM Lev	el of Se	rvice		В			
HCM Volume to Capacit	y ratio	***************************************	0.41								23200000	
Cycle Length (s)			90.0		um of lo				8.0			
Intersection Capacity Uti	ilization		58.5%	IC	U Leve	of Sen	vice		Α			
c Critical Lane Group												

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		43>			4			414			414	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	v-waresannoux/spank/	4.0			4.0			4.0			4.0	***************************************
Lane Util. Factor		1.00			1.00			0.95			0.95	
Frpb, ped/bikes		0.99			0.99			0.99			0.99	
Flpb, ped/bikes		1.00 0.98			1.00 0.98			1.00 0.99		a de la companya de	0.99 0.99	
Frt Flt Protected		1.00			0.90			0.99			0.99	12
Satd. Flow (prot)		1535			1523			3411			3375	
Fit Permitted		0.98			0.96			0.83			0.81	
Satd. Flow (perm)	247	1512			1474			2842			2747	
Volume (vph)	8	122	22	26	188	45	36	287	25	115	568	55
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	9	131	24	28	202	48	39	309	27	124	611	59
Lane Group Flow (vph)	0	164	0	0	278	0	0	375	0	0	794	0
Confl. Peds. (#/hr)	19		22	22		19	44		32	32		44
Bus Blockages (#/hr)	0	0	0	0	0	0	0	5	0	0	5	0
Parking (#/hr)		10			10							
Turn Type	Perm	***		Perm	_		Perm	_		Perm	_	
Protected Phases		4			8			2		_	6	
Permitted Phases	4	07 I		8	07 I		2	10.0		6_	10.0	
Actuated Green, G (s)		37.4 38.4			37.4 38.4			42.6 43.6		And the second second	42.6 43.6	
Effective Green, g (s) Actuated g/C Ratio		0.43			0.43			0.48			0.48	
Clearance Time (s)		5.0			5.0			5.0			5.0	
Lane Grp Cap (vph)		645			629			1377			1331	_
v/s Ratio Prot		970			ULU						1001	
v/s Ratio Perm		0.11			c0.19			0.13			c0.29	
v/c Ratio		0.25			0.44			0.27			0.60	
Uniform Delay, d1		16.6			18,2			13.8			16.8	
Progression Factor		1.00			1.00			1.00			0.46	
Incremental Delay, d2		0.9		100	2.2		100	0.5			1.8	
Delay (s)		17.5			20.5			14.3			9.5	
Level of Service	100	В			C			В			A	
Approach Delay (s)		17.5			20.5			14.3			9.5	
Approach LOS		В			С			В			Α	
Intersection Summary												
HCM Average Control D	elay		13.3	Н	CM Lev	el of Se	rvice		В			
HCM Volume to Capacit	y ratio		0.52									
Cycle Length (s)			90.0		um of lo			<u> </u>	8.0			
Intersection Capacity Uti	lization	-	71.7%	IC	U Leve	l of Serv	vice		С	***		
c Critical Lane Group												

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Movement*.	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4		Plant constitution of the	43			414		www.comeander.com	414	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0			4.0			4.0	
Lane Util. Factor Frpb, ped/bikes		1.00 0.99			1.00 0.98			0.95 0.99			0.95 0.99	
Fipb, ped/bikes		1.00			1.00			1.00			0.99	
Frt		0.97		400	0.95			0.99		•	0.99	
Flt Protected		1.00			1.00			1.00			0.99	
Satd. Flow (prot)		1515		4	1470			3165			3346	
FIt Permitted		0.97			0.95			0.90			0.78	
Satd. Flow (perm)		1477			1407			2866			2621	
Volume (vph)	15	186	49	33	180	123	26	428	24	94	452	43
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	16	194	51 0	34	188 350	128 0	27 0	446 498	25 0	. 98	471 614	45 0
Lane Group Flow (vph) Confl. Peds. (#/hr)	0 19	261	34	0 34	330	19	64	490	65	0 65	014	64
Bus Blockages (#/hr)	0	Ó	0	0	0	0	0	5	0	0	5	0
Parking (#/hr)		10			10			10				
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		- 4			8			2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)		40.0			40.0			40.0			40.0	
Effective Green, g (s)		41.0			41.0			41.0			41.0	
Actuated g/C Ratio		0.46			0.46	day of the same		0.46			0.46	
Clearance Time (s)		5.0 673			5.0 641			5.0 1306			5.0 1194	
Lane Grp Cap (vph) v/s Ratio Prot		0/3			041			1500		4 - 4 - 4		
v/s Ratio Perm		0.18			c0.25			0.17			c0.23	
v/c Ratio		0.39			0.55			0.38			0.51	
Uniform Delay, d1		16.2			17.8			16.1			17.4	
Progression Factor		1.00			1.00			1.00			0.50	
Incremental Delay, d2		1.7			3.3			0.8			1.5	
Delay (s)		17.9			21.1			17.0			10.1	
Level of Service		17.9			21.1		a de la composición	17.0		l.	B 10.1	
Approach Delay (s) Approach LOS		17.9 B		1000	21.1 C			17.0 B			10.1 B	
	Jacob da											
Intersection Summary					10.00							
HCM Average Control D			15.5	Н	CM Lev	el of Se	rvice		В			
HCM Volume to Capacit Cycle Length (s)	у гапо		0.53 90.0	e	um of lo	et time	(e)	25	8.0			
Intersection Capacity Uti	lization	5	30.1%		U Leve				0.0 D	and the second		
c Critical Lane Group		•	- 3,0	, ,								

	•	-	*	V	-	•	1	Î	*	-	¥	4
Movement 1744 7	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT.	NBR	SBL	SBT	SBR
Lane Configurations		4						↑ ↑			414	
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Volume (veh/h)	12	36	37	0	0	0	0	294	6.	6	659	0
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
Hourly flow rate (veh/h)	12	37	38	0	0	0	0	303	- 6	6	679	0
Pedestrians		237			90			67			7	-
Lane Width (ft)		-12.0			0.0			12.0			12.0	Ţ.
Walking Speed (ft/s)		4.0			4.0			4.0			4.0	
Percent Blockage	and the second	20			0			6			1	and the special
Right turn flare (veh)												
Median type		None			None							
Median storage veh)								-67			OFO	
Upstream signal (ft)	0.00	0.00	0.00	0.00	0.00		0.00	527	e de la companya de		252	
pX, platoon unblocked	0.88	0.88 1328	0.88	0.88 872	0.88 1325	252	0.88 916			399		
vC, conflicting volume vC1, stage 1 conf vol	1087	1320	644	0/2	1020	202	910			399		
vC1, stage 1 conf vol												
vCu, unblocked vol	968	1241	467	725	1237	252	775	· ·	e de la composition	399		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)	1.0	U. U					1			7.1		
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	90	70	90	100	100	100	100			99		//www.
cM capacity (veh/h)	124	123	364	153	123	744	594			1156		
Direction, Lane#	"EB 1"	NB 1	NB 2	SB/1	SB 2							
Volume Total	88	202	107	233	453							
Volume Left	12	0	0	6	0							
Volume Right	38	0	6	0	0							
cSH	173	1700	1700	1156	1700							
Volume to Capacity	0.51	0.12	0.06	0.01	0.27							
Queue Length (ft)	62	0	0	0	0							
Control Delay (s)	45.5	0.0	0.0	0.3	0.0							
Lane LOS	E 45.5	. 0.0		A 0.1								
Approach Delay (s)		. 0.0		U. I	1.2					112		
Approach LOS	E							_				
Intersection Summary	19											
Average Delay			3.7									
Intersection Capacity Ut	ilization		39.2%	10	CU Leve	l of Ser	vice		A			

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Movement 4	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4						^ }			4 1	
Sign Control		Stop			Stop			Free	and the second of the		Free	
Grade		0%			0%	_		0%			0%	_
Volume (veh/h)	17	80	47	. 0	0	0	0	446	18	22	477	0
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Hourly flow rate (veh/h) Pedestrians	18 -	85 476	50	0	0 123	Ō	0	474	19	23	507	0
Pedestrians Lane Width (ft)		12.0			0.0			66 12.0			36 12.0	
Walking Speed (ft/s)		4.0			4.0			4.0			4.0	
Percent Blockage		4.0			4.0			4.0 6			3	
Right turn flare (veh)	20120	-			U							ž
Median type		None			None							
Median storage veh)				and the second								
Upstream signal (ft)								527			252	
pX, platoon unblocked	0.93	0.93	0.93	0.93	0.93		0.93	********				
vC, conflicting volume	1303	1647	796	1066	1637	406	983			617		
vQ1, stage 1 conf vol				***************************************					annin musim menus			
vC2, stage 2 conf vol												
vCu, unblocked vol	1252	1621	706	997	1610	406	908			617	*****	
tC single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC 2 stage (s)												
tF(s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		1.0
p0 queue free %	62	0	75	0	100	100	100			98		
cN capacity (veh/h)	48	56	201	0	57	577	419			959		
Direction, Lane#	EB1	NB 1	NB 2	SB 1	SB 2							
Volume Total +	153	316	177	193	338							
Volume Left	18	0	0	23	0							
Volume Right	50	- 0	19	0	0							
cSH	71	1700	1700	959	1700							
Volume to Capacity	2.15	0.19	0.10	0.02	0.20							
Queue Length (ft)	357	0	0	2	0		******************		-	***************************************		
Control Delay (s)	655.1	0.0	0.0	1.3	0.0							
Lane LOS	F			Α								-
Approach Delay (s)	655.1	0.0		0.5					1			
Approach LOS	F											
n ersection Summary												
Average Delay			85.4									
Intersection Capacity Ut	ilization		37.3%	10	CU Leve	l of Sen	/ice		Α			

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4		_				ት ጮ			414	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900		1900
Total Lost time (s)		4.0	****		,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,		<u> </u>	4.0		100	4.0	60-942-900-944-44-0 ³ 900000000000000000000000000000000000
Lane Util. Factor		1.00	1					0.95			0.95	
Frpb, ped/bikes		0.95		2/12/				1.00			1.00	
Flpb, ped/bikes		1.00						1.00			1.00	
Frt		0.94						1.00			1.00	
Flt Protected		0.99						1.00			1.00	4
Satd. Flow (prot)		1396						3512			3498	
FIt Permitted		0.99						1.00			0.95	
Satd. Flow (perm)		1396						3512			3333	
Volume (vph)	12	37	39	. 0	0	0	0	311	6	6	690	0
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	12	38	40	0	0	0	0	321	6	6	711	0
Lane Group Flow (vph)	0	90	0	0	0	0	0	327	0	0	717	0
Confl. Peds. (#/hr)	7	in in an annual contract of the second	67	67	~~~~	7	237	^	90	90		237
Bus Blockages (#/hr) Parking (#/hr)	0	0 10	0	0	0	0	0	0	0	0	5	0
Turn Type	Perm	10								Dorm		
Protected Phases	Pellin	4						2		Perm	- 6	
Permitted Phases	4	4								6	· ·	
Actuated Green, G (s)	7	36.0						44.0		Ŭ,	44.0	
Effective Green, g (s)		37.0						45.0			45.0	a aasaa aasaa aasa s
Actuated g/C Ratio		0.41						0.50			0.50	
Clearance Time (s)		5.0				dia.		5.0			5.0	
Lane Grp Cap (vph)		574						1756			1667	
v/s Ratio Prot								0.09				
v/s Ratio Perm		c0.06									c0.22	
v/c Ratio		0.16						0.19			0.43	
Uniform Delay, d1		16.7						12.4			14.3	
Progression Factor		1.00						0.52			1.00	
Incremental Delay, d2		0.6				el e		0.2			8.0	
Delay (s)		17.3				***************************************		6.6			15.1	*****
Level of Service		В						A			В	
Approach Delay (s)		17.3			0.0			6.6			15.1	
Approach LOS		В	1		Α			Α			В	
intersection Summarys												
HCM Average Control D	elay		12.9	Н	CM Lev	el of Se	rvice		В			-
HCM Volume to Capacit		-	0.31									
Cycle Length (s)			90.0		um of lo				8.0			
Intersection Capacity Uti	ilization		10.7%	IC	U Leve	l of Serv	/ice		Α			
c Critical Lane Group		i.										

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Movement .	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		€}-				-		†			414	
Ideal Flow (vphpl)	1900	**************************	1900	1900	1900	1900	1900	an in the second section of the second	1900	1900	1900	1900
Total Lost time (s)		4.0					~~~	4.0			4.0	COMPANY MANAGEMENT COMP
Lane Util. Factor		1.00					and the second	0.95			0.95	
Frpb, ped/bikes		0.96						0.99			1.00	
Flpb, ped/bikes		0.99			raration, to			1.00			0.99	
Frt		0.96						0.99			1.00	
Fit Protected		0.99						1.00			1.00	
Satd. Flow (prot) Flt Permitted		1434 0.99						3471 1.00			3475 0.92	
Satd. Flow (perm)		1434	and the second	in the state of the state of			201	3471			3205	
Volume (vph)	. 18	83	49	0	0	0	0	474	19	23	503	0
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	19	88	52	0.94	0.94	0.54	0.94	504	20	24	535	0.34
Lane Group Flow (vph)	0	159	0	0	0	0	0	524	0	 0	559	0
Confl. Peds. (#/hr)	36	100	66	66		36	476	024	123	123	000	476
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	5	.,,0
Parking (#/hr)		10							-			
Turn Type	Perm									Perm		
Protected Phases		4						2			6	
Permitted Phases	4									6		
Actuated Green, G (s)		38.0						42.0			42.0	
Effective Green, g (s)		39.0			Lanco Islando de Carrollo de C			43.0		Decimal services of the first	43.0	
Actuated g/C Ratio		0.43						0.48	7		0.48	
Clearance Time (s)		5.0						5.0			5.0	
Lane Grp Cap (vph)		621						1658			1531	
v/s Ratio Prot								0.15				
v/s Ratio Perm		c0.11		1							c0.17	
v/c Ratio		0.26						0.32			0.37	
Uniform Delay, d1		16.3						14.5			14.9	
Progression Factor		1.00						0.53			1.00	
Incremental Delay, d2		1.0		- 1				0.5			0.7	
Delay (s)		17.2						8.2			15.5	
Level of Service		17.0			- 0 0			A			15 E	
Approach Delay (s)		17.2 B			0.0 A			8.2 A			15.5 B	
Approach LOS	10.12 1.00.000	. D			Α	1		A			D,	
Intersection Summary			100									
HCM Average Control E			12.6	Н	CM Lev	el of Se	rvice		В		2.5	
HCM Volume to Capaci	ty ratio		0.31			000000000000000000000000000000000000000	02001/000010000000000000000000000000000					
Cycle Length (s)		a a	90.0		um of la		and the second second second		8.0			
Intersection Capacity Ut	ilization		38.6%	IC	U Leve	I of Sen	vice		Α			
c Critical Lane Group												

	*	-	•	•	←	*	4	†	*	-	ļ	4
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4						ሶ			41>	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0						4.0			4.0	
Lane Util. Factor Frpb, ped/bikes		1.00 0.94			and the second			0.95 1.00			0.95 1.00	
Flpb, ped/bikes		1.00						1.00			1.00	
Frt		0.94						1.00			1.00	
Flt Protected		0.99						1,00			1.00	
Satd. Flow (prot)		1385						3514		************************	3498	orrespectuation (control of the control of the cont
Flt Permitted		0.99						1.00			0.95	
Satd. Flow (perm)	4.0	1385						3514			3333	
Volume (vph) Peak-hour factor, PHF	12 0.97	37 0.97	44 0.97	0 0.97	0 0.97	0 0.97	0 0.97	330 0.97	6 0.97	6 0.97	735 0.97	0 0.97
Adj. Flow (vph)	12	38	45	0.97	0.97	0.97	0.97	340	6	6	758	0.57
Lane Group Flow (vph)	0	95	0	0	0	0	0	346	0	0	764	0
Confl. Peds. (#/hr)	7		67	67		7	237		90	90		237
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	5	0
Parking (#/hr)		10										
Turn Type	Perm									Perm	_	
Protected Phases	4	4						2		_	6	
Permitted Phases Actuated Green, G (s)	4	36.0						44.0		6	44.0	
Effective Green, g (s)		37.0			Section 1			44.0		, ide	44.0	
Actuated g/C Ratio		0.41						0.50			0.50	
Clearance Time (s)		5.0						5.0			5.0	
Lane Grp Cap (vph)		569						1757			1667	
v/s Ratio Prot								0.10				
v/s Ratio Perm		c0.07			bila il						c0.23	
v/c Ratio		0.17 16.8						0.20 12.5			0.46	
Uniform Delay, d1 Progression Factor		1.00						0.58			14.6 1.00	
Incremental Delay, d2		0.6						0.30			0.9	
Delay (s)		17.4						7.5			15.5	
Level of Service		В						A			В	
Approach Delay (s)		17.4			0.0			7.5			15.5	
Approach LOS		В	2.4040		Α			Α			В	
intersection Summary												7.7
HCM Average Control D	elay		-13.3	Н	CM Lev	el of Se	rvice		В			
HCM Volume to Capacit	y ratio		0.33				*******************************	***************************************	******************************	·····	10000000000000000000000000000000000000	***************************************
Cycle Length (s)			90.0			st time			8.0			1000
Intersection Capacity Uti	lization	4	42.1%	IC	JU Leve	l of Sen	/ice		Α			
c Critical Lane Group					21.0							

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		44						ተ ኑ			414	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0						4.0			4.0	
Lane Util. Factor		1.00						0.95			0.95	
Frpb, ped/bikes		0.96						0.99			1.00	
Flpb, ped/bikes		0.99		a di senda			***	1.00			0.99	
Frt Fit Protected		0.95 0.99						0.99 1.00			1.00 1.00	
Satd. Flow (prot)		1428						3477	and the second second		3478	
Flt Permitted		0.99						1.00			0.92	
Satd. Flow (perm)		1428						3477			3203	2
Volume (vph)	18	83	53	0	0	0	0	523	19	23	531	0
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	19	88	56	0	0	0	0	556	20	24	565	. 0
Lane Group Flow (vph)	0	163	0	0	0	0	0	576	0	0	589	0
Confl. Peds. (#/hr)	36		66	66		36	476	Special Control	123	123		476
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	5	0
Parking (#/hr)		10		1			j.			_		
Turn Type	Perm			-				_		Perm		
Protected Phases		4						2			6	
Permitted Phases	4	20.0						40.0		6	40.0	
Actuated Green, G (s)		38.0 39.0						42.0 43.0			42.0 43.0	
Effective Green, g (s) Actuated g/C Ratio		0.43						0.48			0.48	
Clearance Time (s)		5.0						5.0			5.0	
Lane Grp Cap (vph)		619						1661			1530	
v/s Ratio Prot		UIJ						0.17			1000	
v/s Ratio Perm		c0.11						0.11			c0.18	
v/c Ratio		0.26						0.35		-	0.38	
Uniform Delay, d1		16.3						14.7			15.0	
Progression Factor		1.00						0.60			1.00	
Incremental Delay, d2		1.0						0.5			0.7	
Delay (s)		17.3						9.4			15.8	
Level of Service		B						Α		į.	В	
Approach Delay (s)		17.3			0.0			9.4			15.8	
Approach LOS		В	11.0		Α			A			В	
intersection Summary :												
HCM Average Control D	elay		13.2	Н	CM Lev	el of Se	rvice		В			
HCM Volume to Capacity	y ratio	· · · · · · · · · · · · · · · · · · ·	0.33	***************************************								
Cycle Length (s)			-90.0		um of la				8.0			
Intersection Capacity Uti	lization	3	39.8%	ic	CU Leve	I of Sen	vice		Α			
c Critical Lane Group												4