Midfield Satellite Concourse Draft EIR

Appendix E

On-Airport Traffic

E.1 Calibrated Traffic Volumes

E.2 Curbside Utilization

E.3 Intersection Capacity Analysis Worksheets

Appendix E1- Calibrated Traffic Volumes

The following tables show the 2011 LAX CTA traffic volumes and the modeled traffic volumes. The tables also show the difference between modeled values and actual volumes.

The lower level models were calibrated during the evening peak hour from 5:00 p.m. to 6:00 p.m. and upper level models were calibrated during the morning peak hour from 7:00 a.m. to 8:00 a.m.

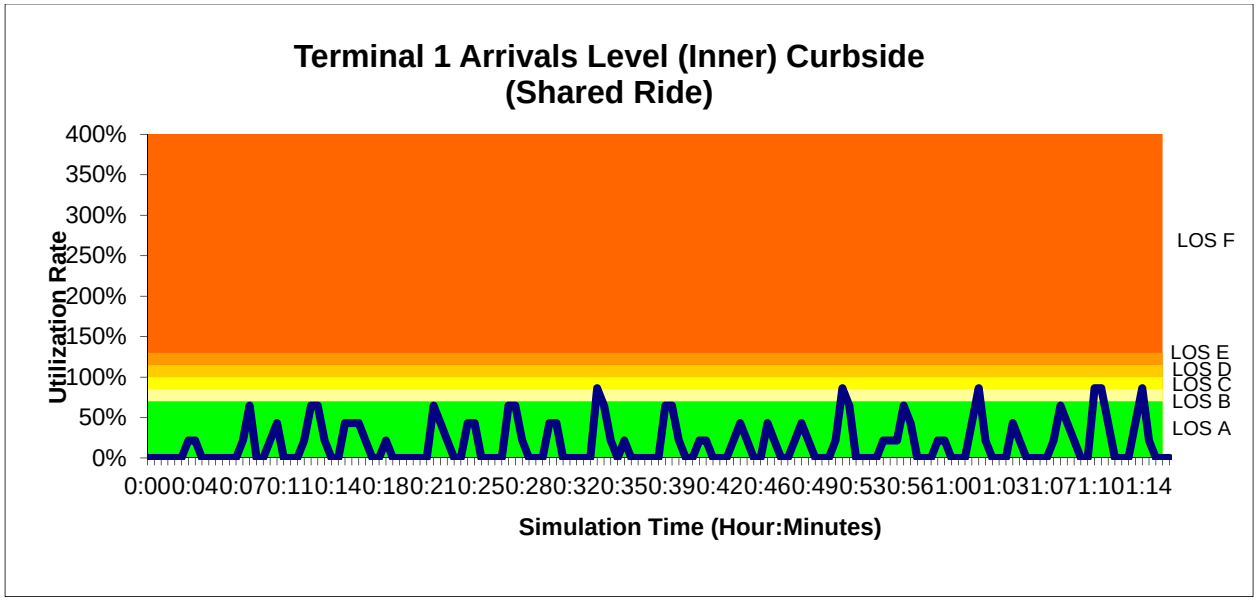
Lower Level Roadway Volume Calibration			
Roadway Link	**Modeled Volume**	**Actual Volume**	**Difference**
CA	33	29	-4
CB	0	0	0
CC	0	0	0
CD	0	0	0
CE	211	207	-4
CF	284	284	0
CG	46	50	4
CH	47	50	3
CI	549	549	0
CJ	549	549	0
CK	380	388	7
CL	317	331	13
CM	379	368	-12
CN	284	284	0
CO	663	652	-12
CP	0	0	0
CQ	704	692	-12
CR	0	0	0
CS	0	0	0
CT	0	0	0
CU	962	951	-12
CV	0	0	0
CW	234	258	24
CX	234	258	24
CY	276	256	-20
CZ	276	256	-20
CAA	253	233	-20
CAB	962	951	-12
CAC	1113	1102	-12
CAD	1113	1102	-12
CAE	128	119	-9
CAF	986	983	-3
CAG	1137	1134	-3
CAH	1137	1134	-3
CAI	1530	1536	6
CAJ	1530	1536	6
CAK	517	501	-16
CAL	101	117	16
CAM	393	393	0
CAN	386	388	2
CAO	513	507	-6
CAP	143	147	4
LA	2220	2177	-43

Lower Level Roadway Volume Calibration			
Roadway Link	**Modeled Volume**	**Actual Volume**	**Difference**
LB	2713	2751	38
LC	2456	2456	0
LD	2456	2456	0
LE	2414	2414	0
LF	2839	2839	0
LG	2704	2704	0
LH	2704	2704	0
LI	2704	2704	0
LJ	2704	2704	0
LK	2704	2704	0
LL	2588	2588	0
LM	2758	2758	0
LO	2238	2238	0
LP	2140	2140	0
LQ	2140	2140	0
LR	2017	2017	0
LS	2178	2178	0
LT	1712	1732	20
LU	1679	1699	20
LV	1623	1643	20
LW	2104	2124	20
LX	1779	1799	20
LY	1651	1671	20
LAA	1651	1671	20
LAB	1950	1971	20
LAC	2200	2178	-22
LAD	2122	2100	-22
LAE	2015	1993	-22
LAF	1997	1975	-22
LAG	1997	1975	-22
LAH	1997	1975	-22
LAI	1734	1712	-22
LAJ	1987	1965	-22
LAK	1841	1819	-22
LAL	1841	1819	-22
LAM	1803	1781	-22
LAN	1740	1718	-22
LAO	1769	1747	-22
LAP	2086	2064	-22
LAQ	2086	2064	-22
LAR	2123	2101	-22
LAS	1220	1226	6
LAT	1915	1910	-6
LAU	720	732	12

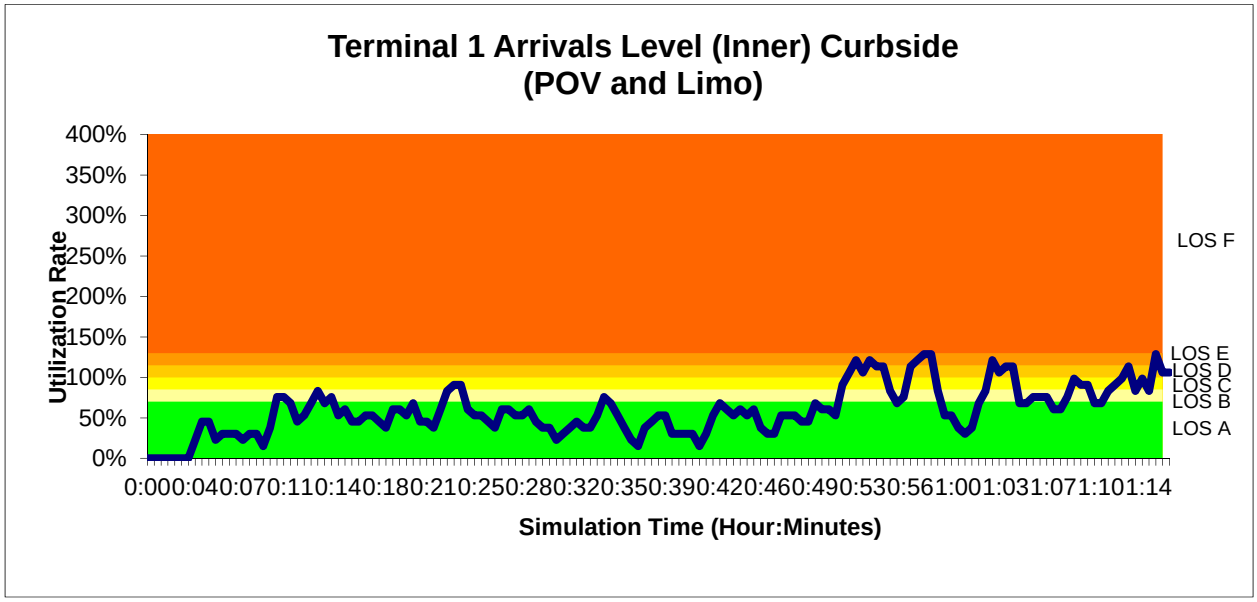
Upper Level Roadway Volume Calibration			
Roadway Link	Modeled Volume	Actual Volume	Difference
UX	1694	1689	5
UV	1730	1725	5
UU	36	36	0
UT	808	807	1
UW	778	787	-9
UA	2512	2512	0
UB	565	566	-1
UC	527	529	-1
UD	480	481	-1
UE	2013	2012	1
UF	639	640	-1
UG	615	616	-1
UH	0		0
UI	0	0	0
UJ	615	616	-1
UK	536	537	-1
UL	1374	1372	2
UM	1347	1344	2
UN	1286	1284	2
UO	1826	1821	5
UP	66	66	0
UQ	2236	2236	0
UR	1392	1393	-1
US	844	843	1
EP1	38	38	0
EP2	24	24	0
EP3	27	27	0
EP4	60	60	0
EP5	79	79	0
EP6	0		0
EP7	48	48	0

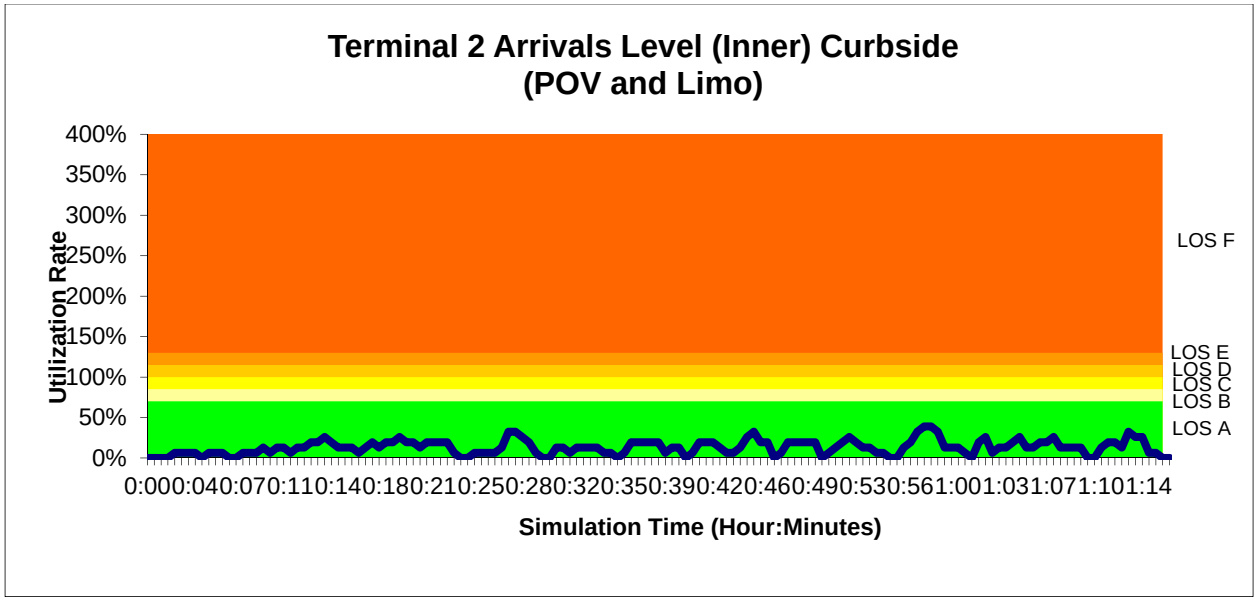
Appendix E2

The following graphs show the minute by minute curbside utilizations for all curbsides within the CTA on the upper level as well as lower level. Further, curbside utilization graphs are provided for the baseline 2012 as well as the future with and without program scenarios.



Arrivals Level 2012 Peak Hour





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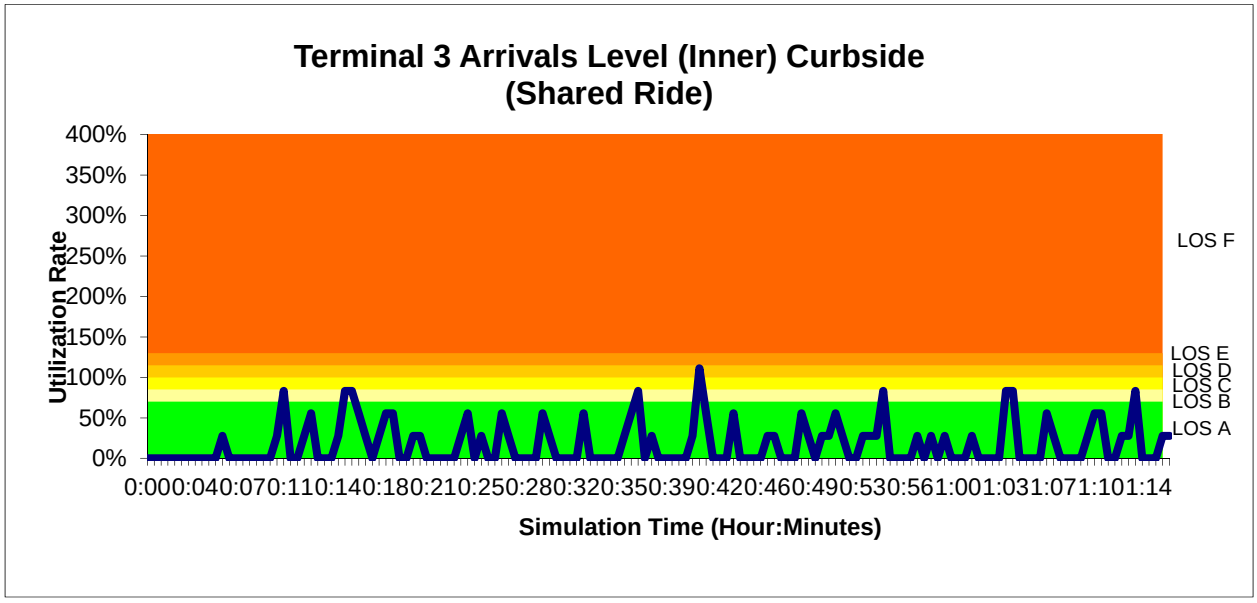

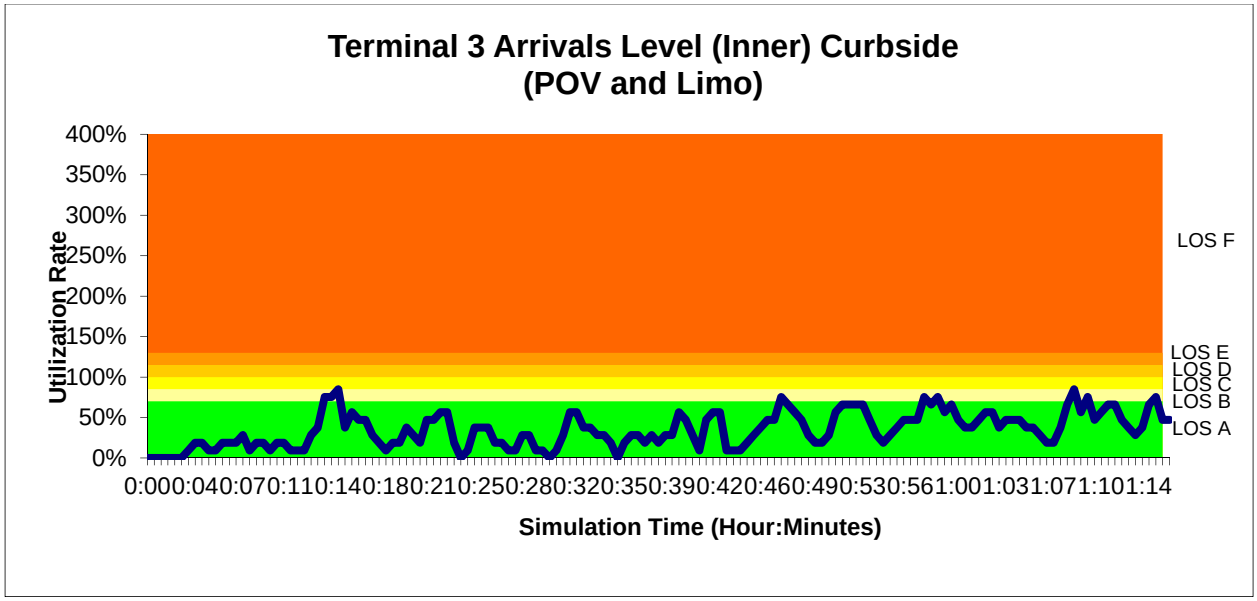

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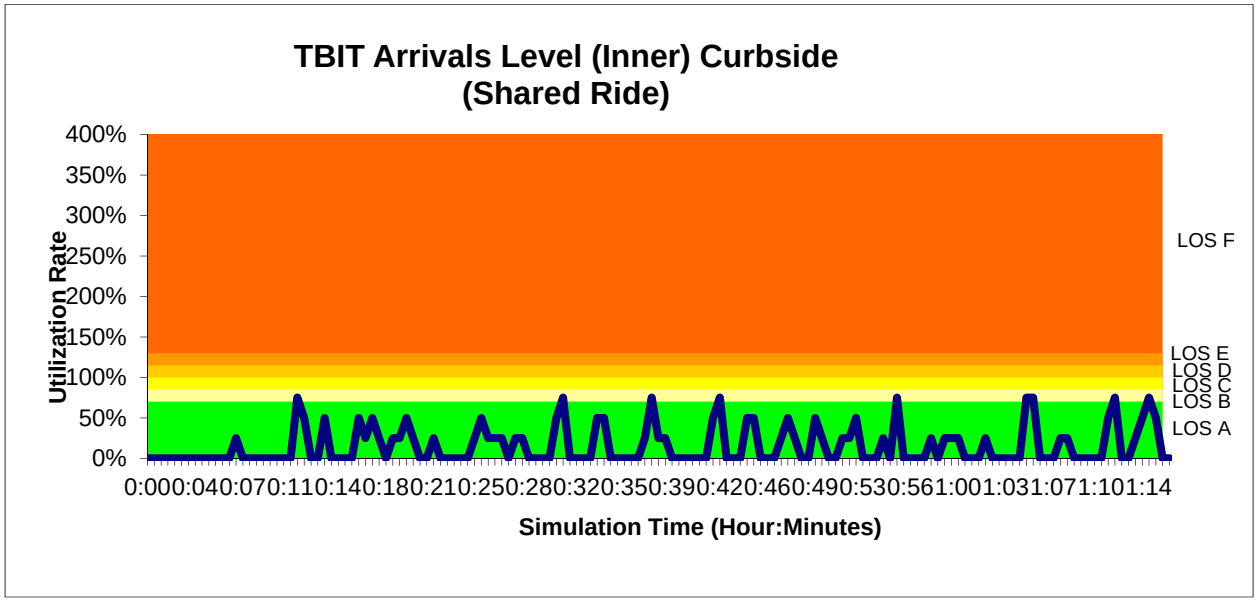
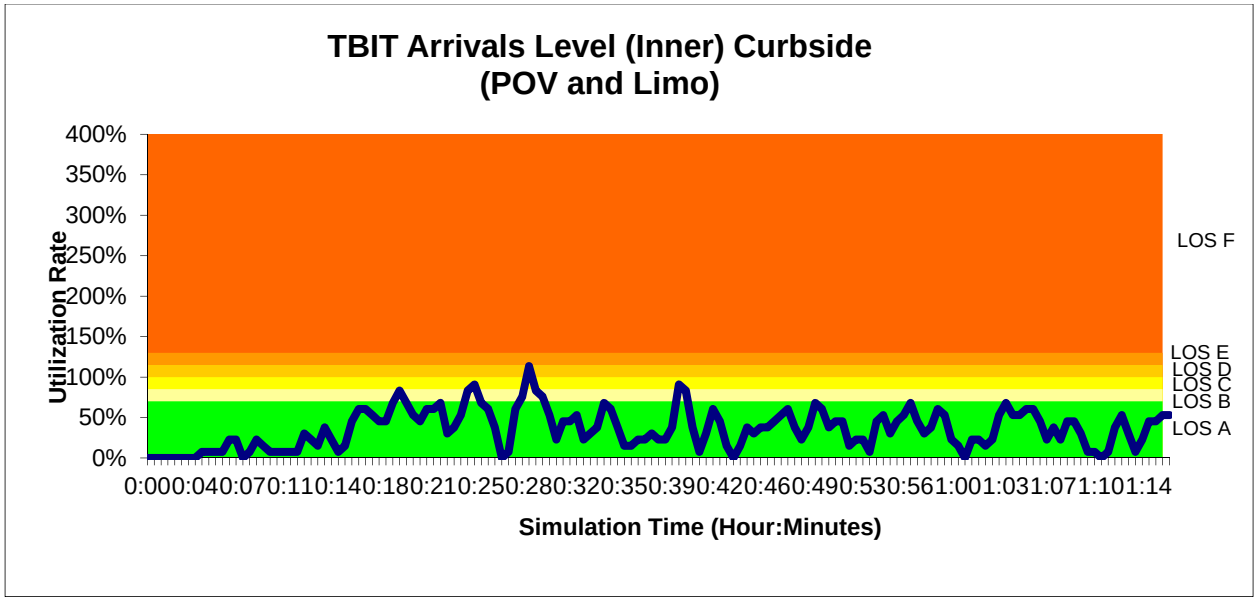
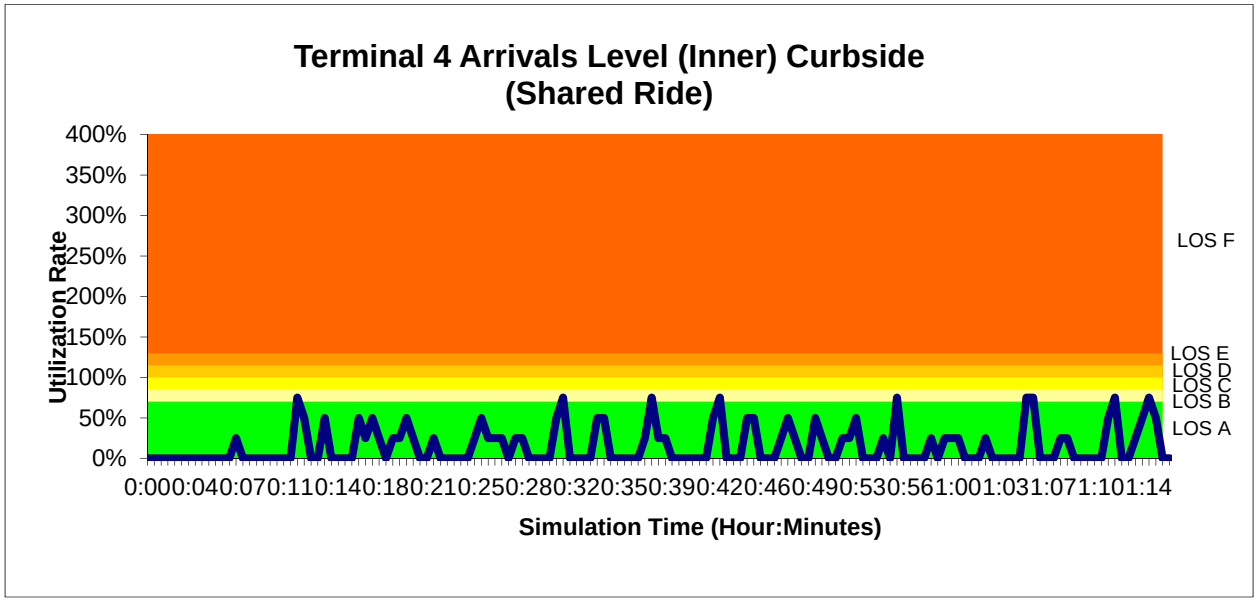
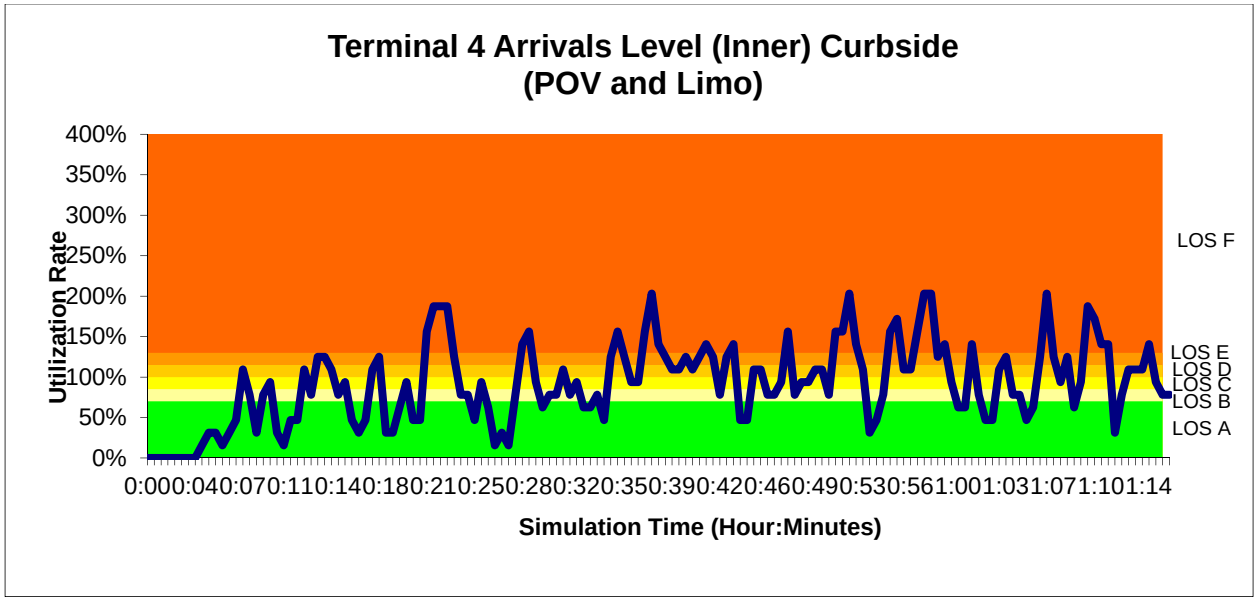




Arrivals Level 2012 Peak Hour





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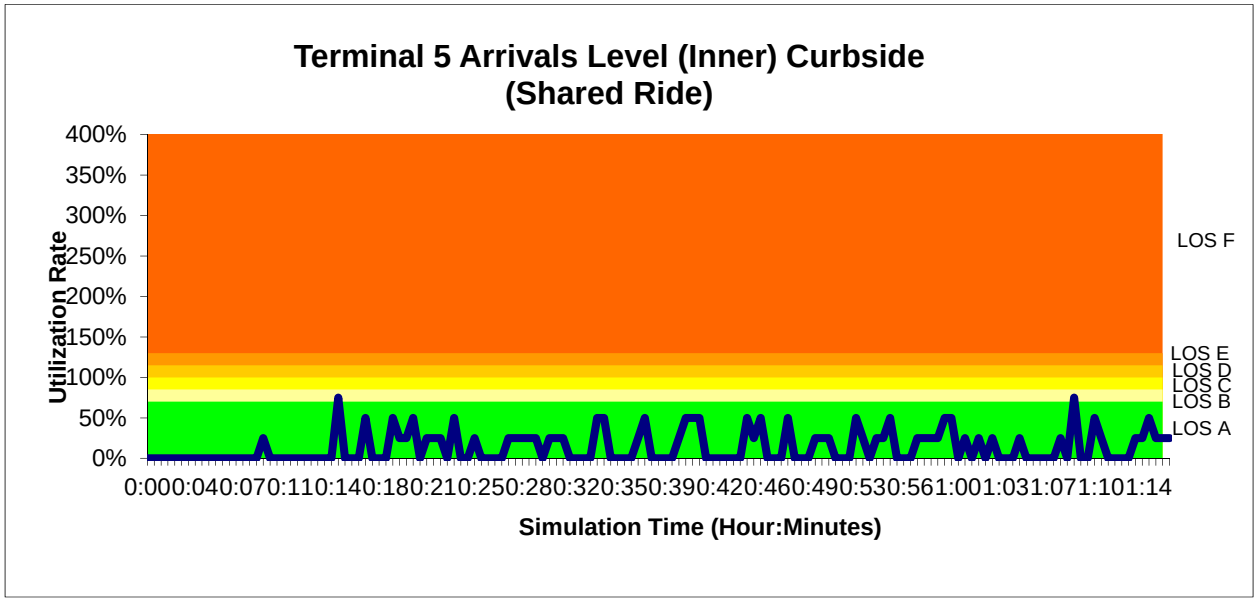
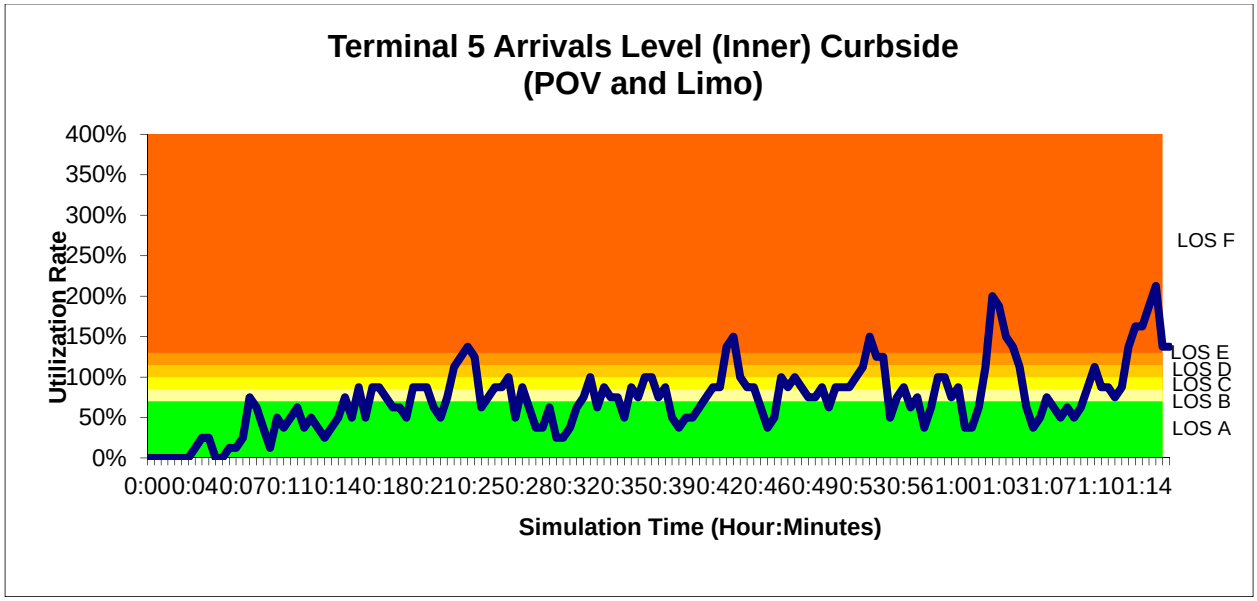
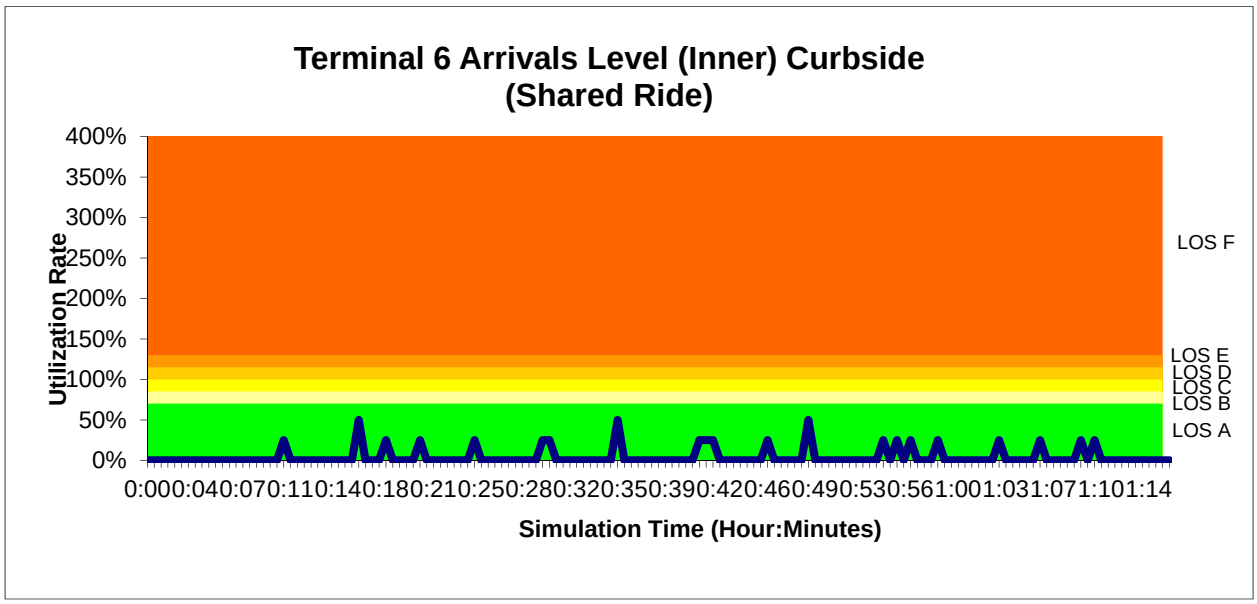
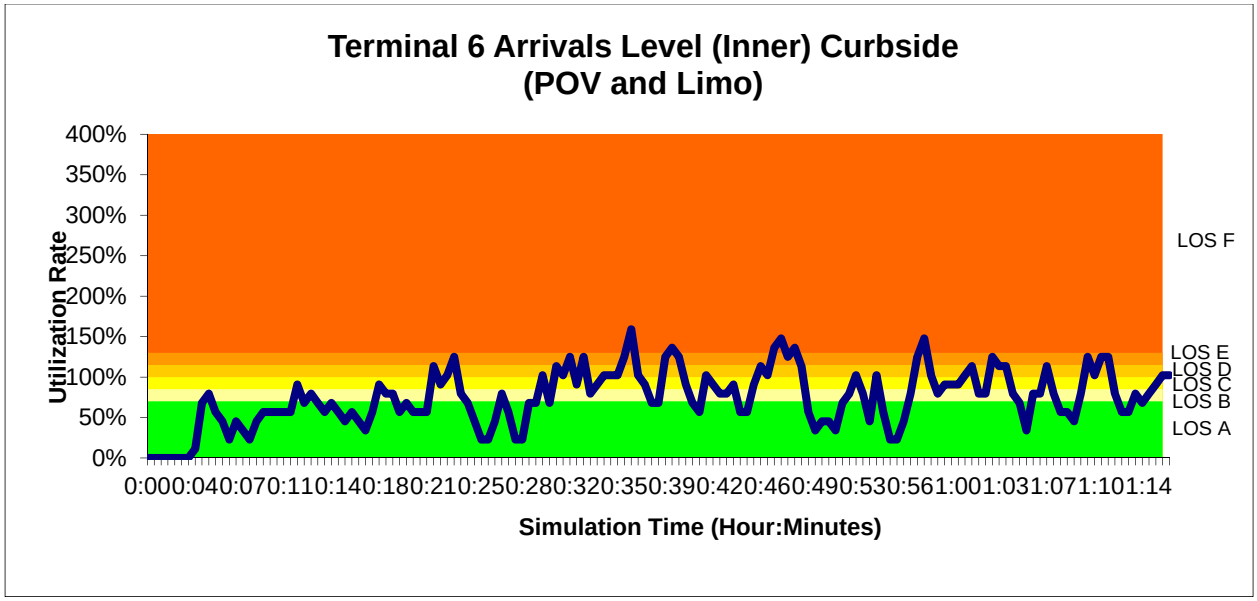




Arrivals Level 2012 Peak Hour





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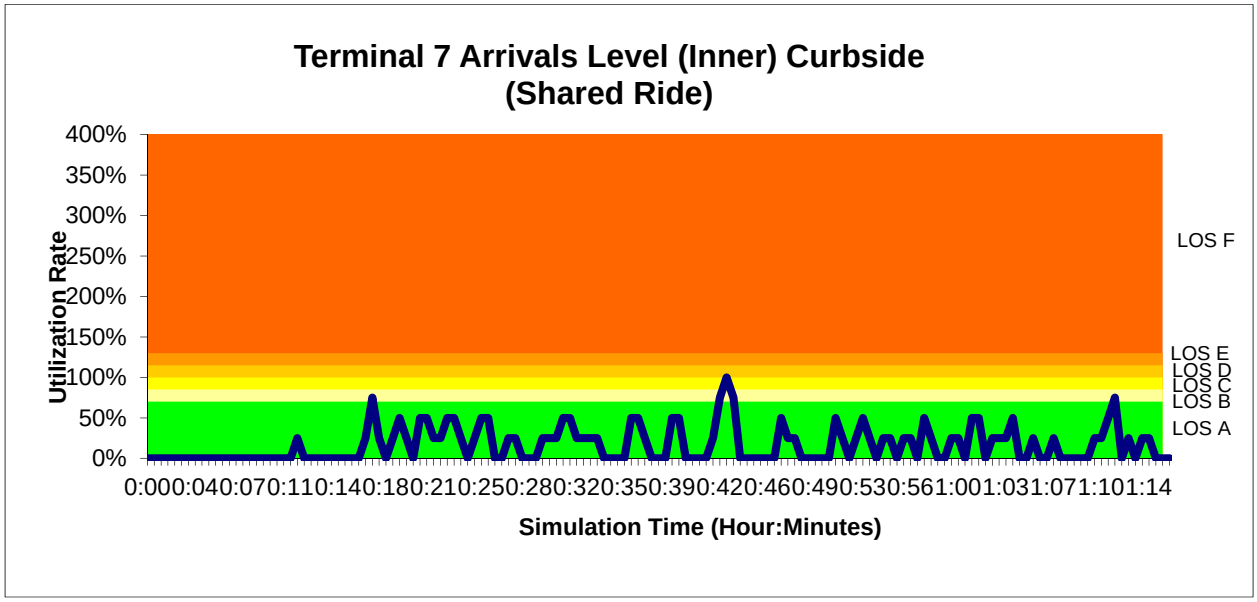
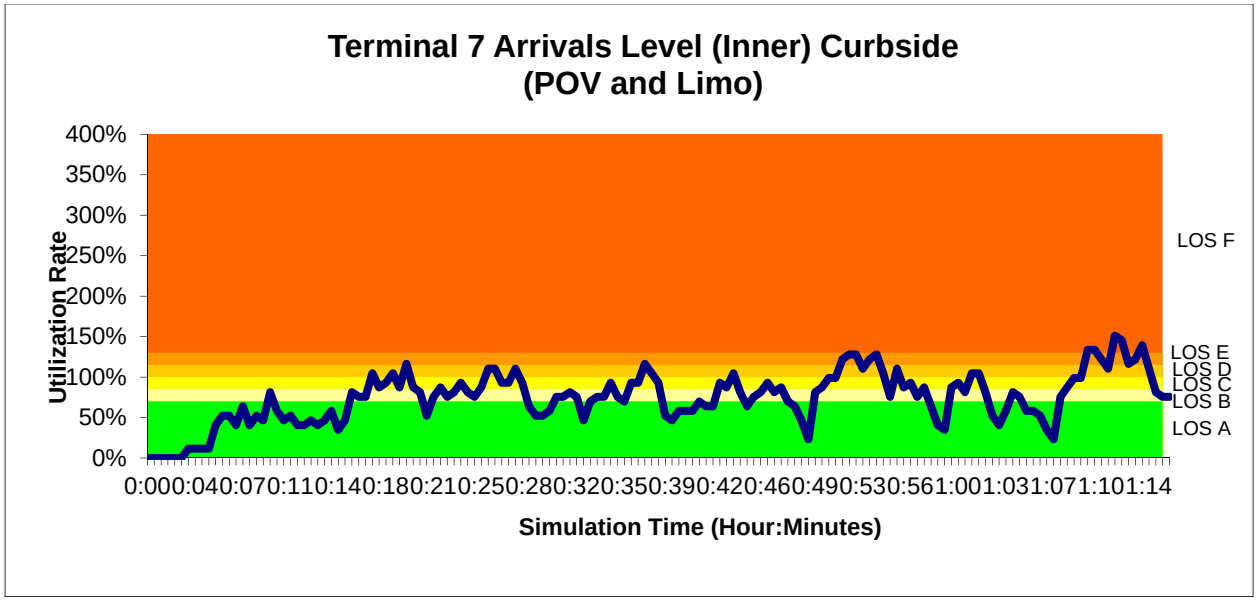
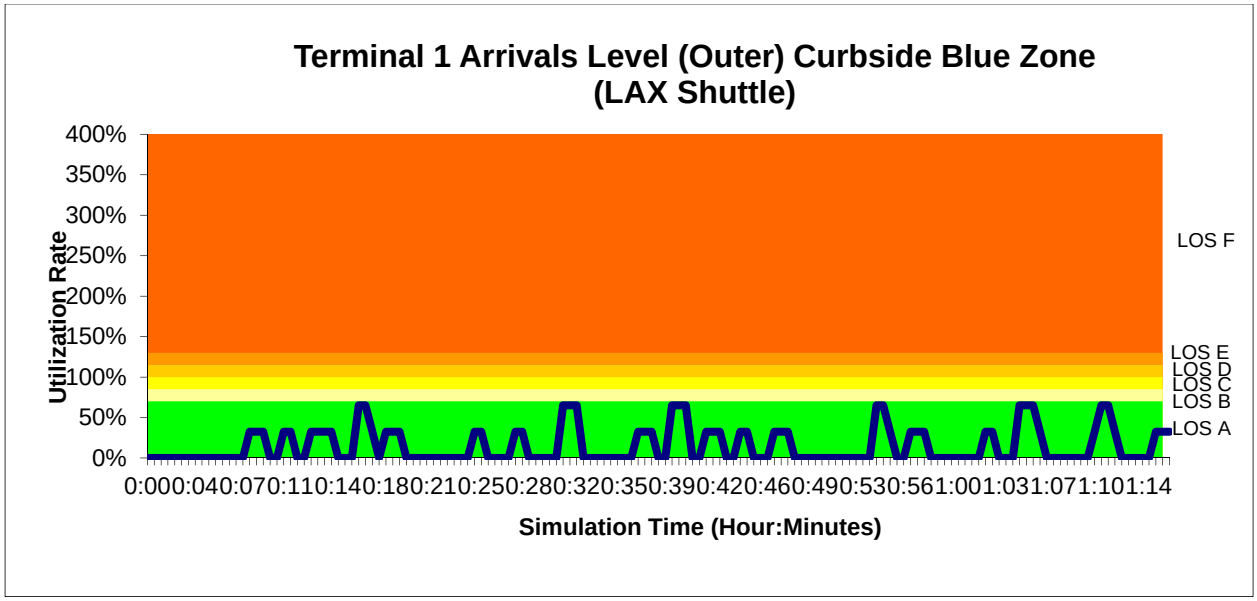
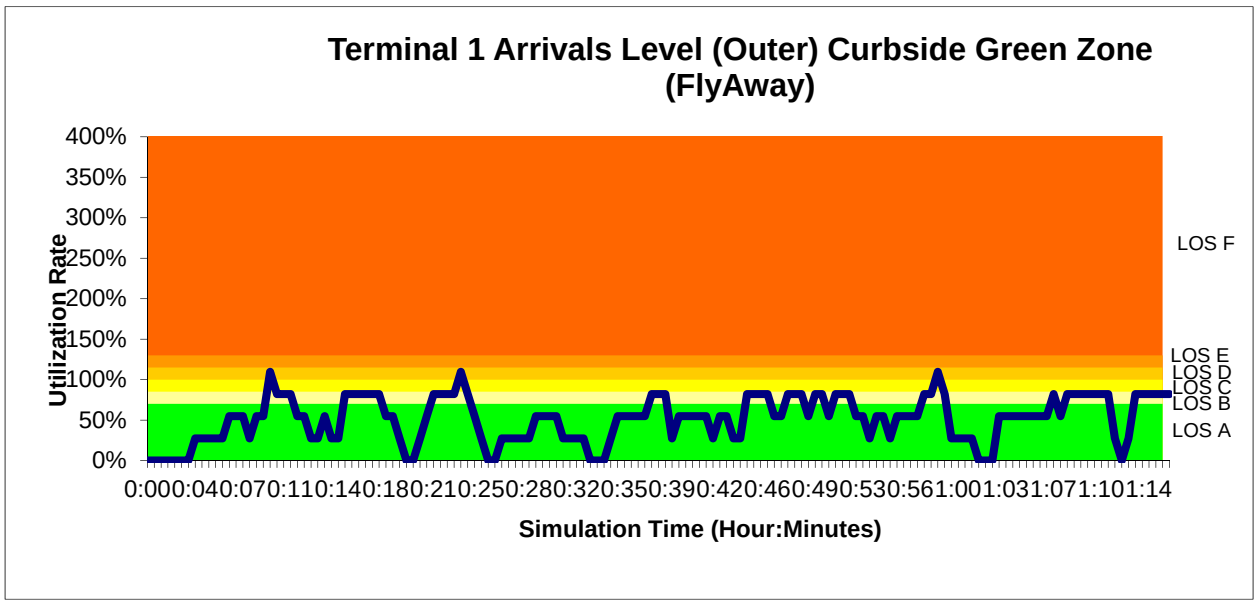


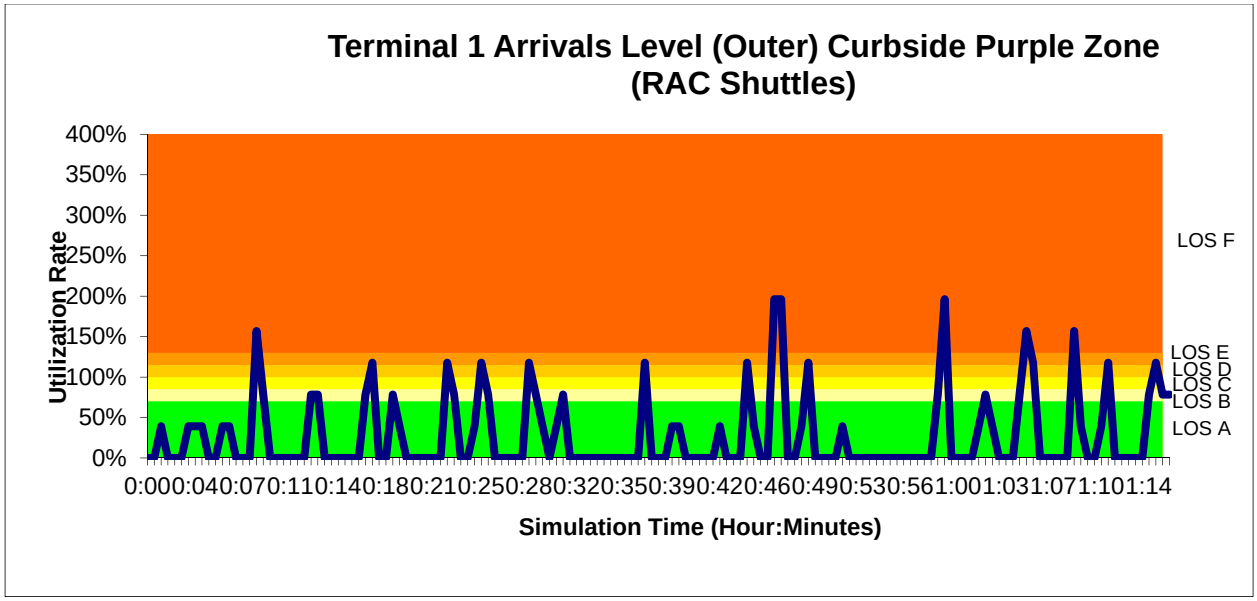


Arrivals Level 2012 Peak Hour

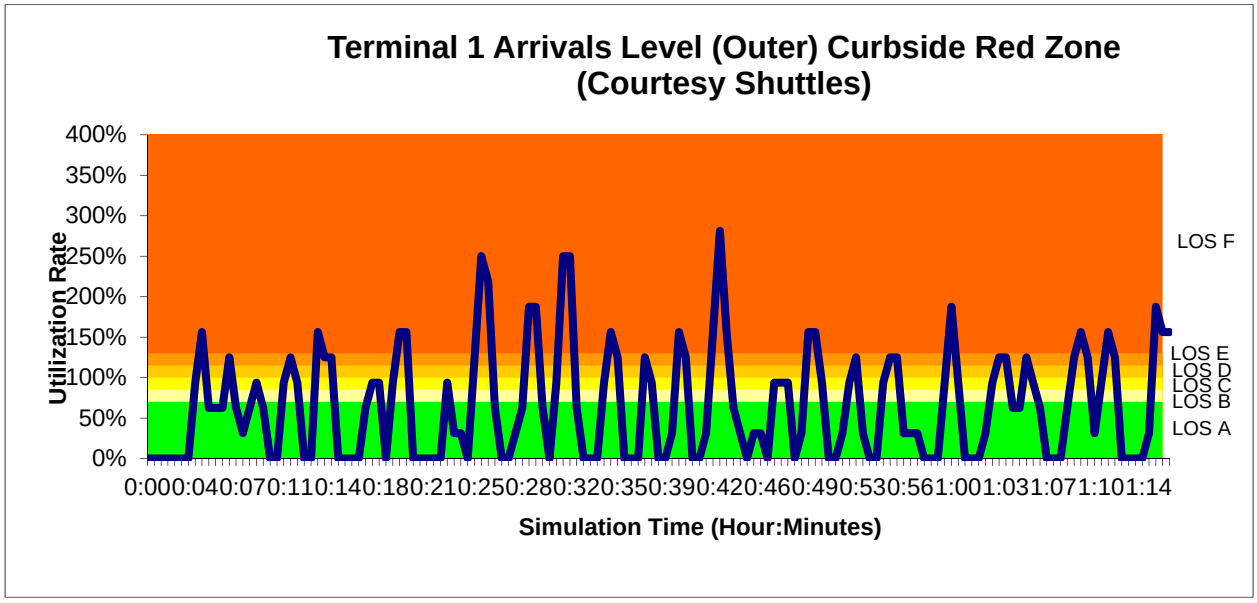


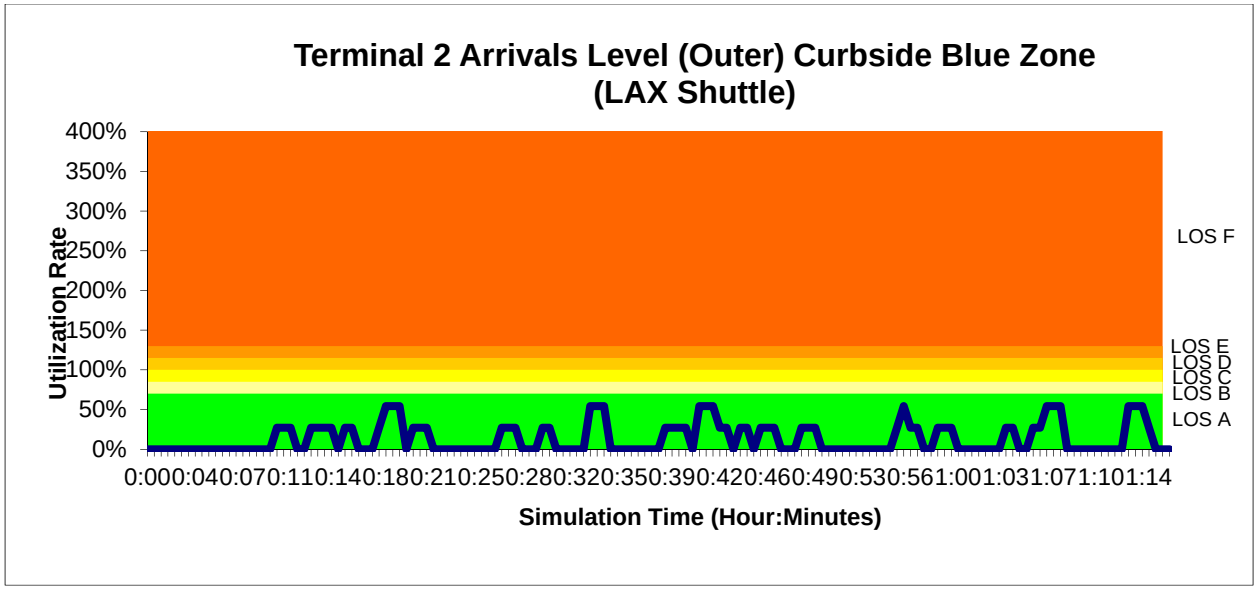
Arrivals Level - 2012 Peak Hour



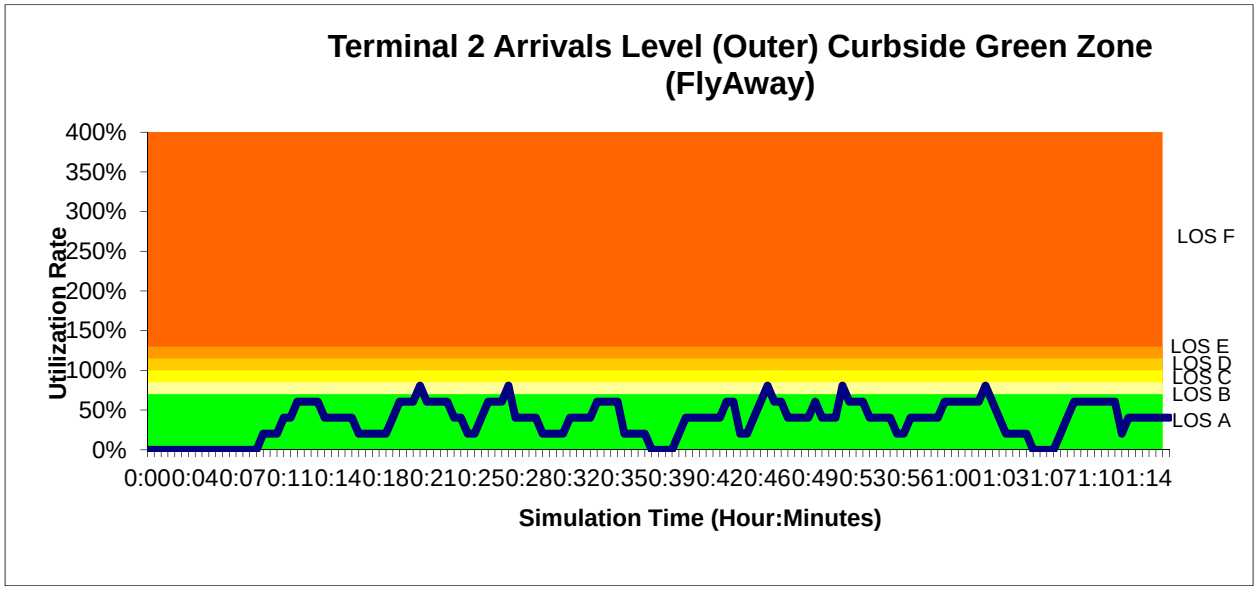


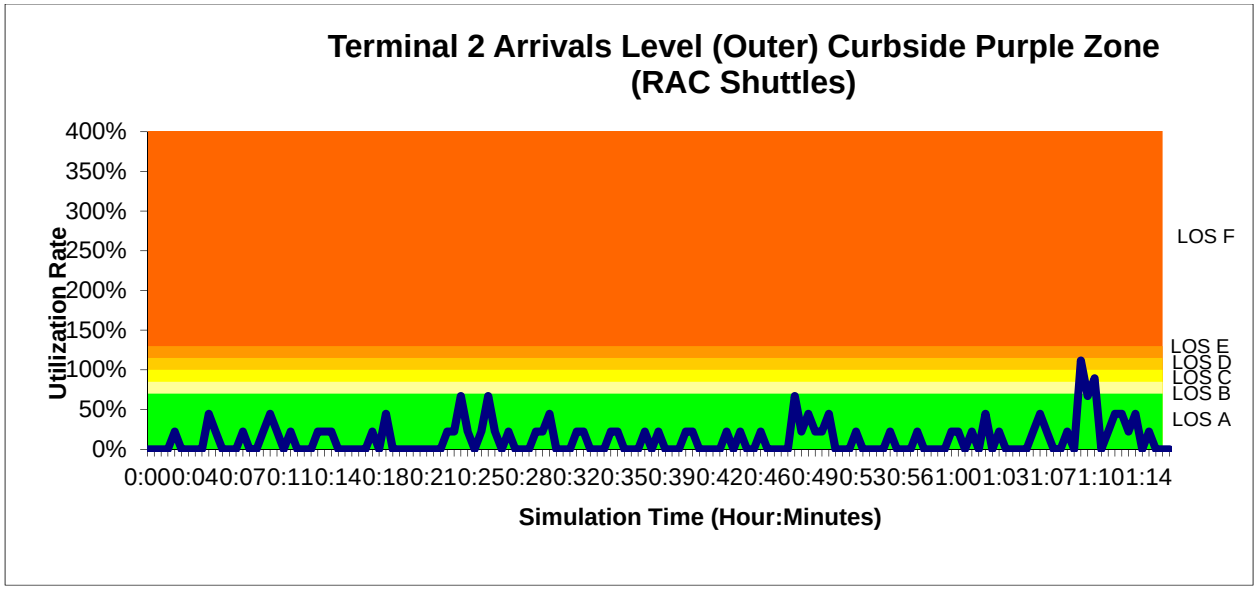
Arrivals Level - 2012 Peak Hour



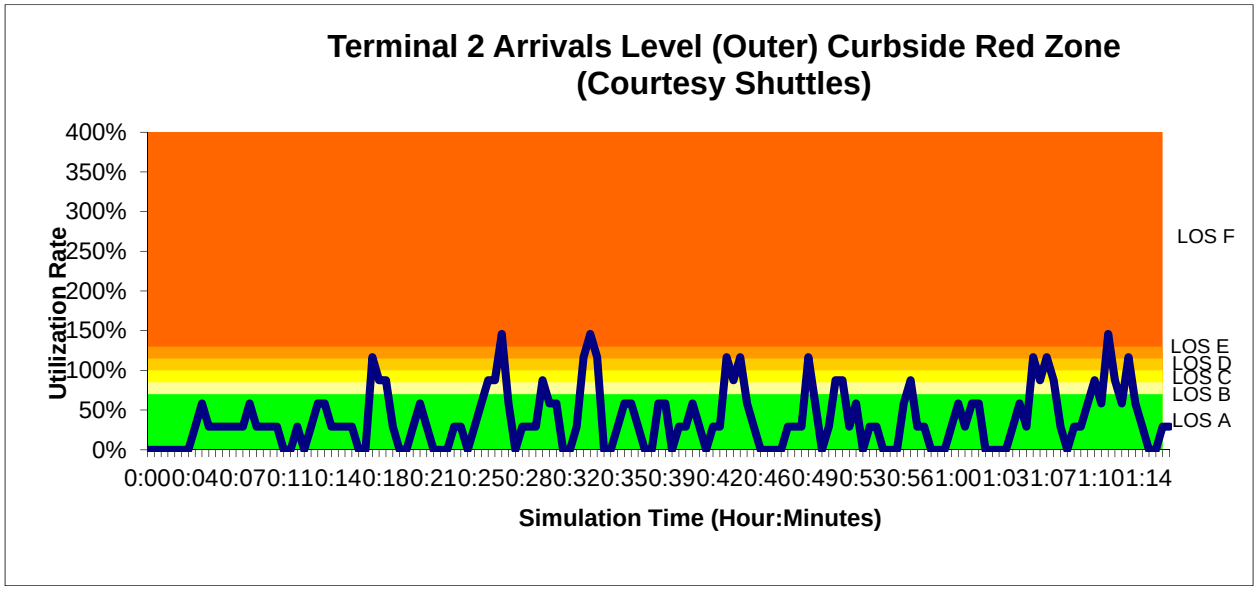


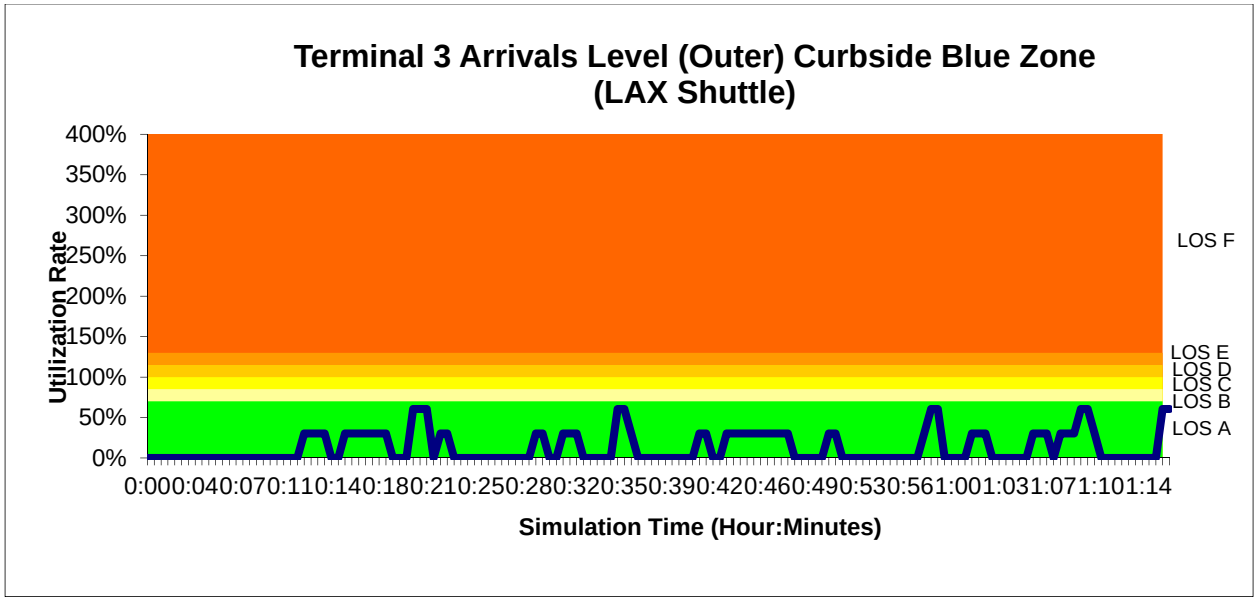
Arrivals Level - 2012 Peak Hour



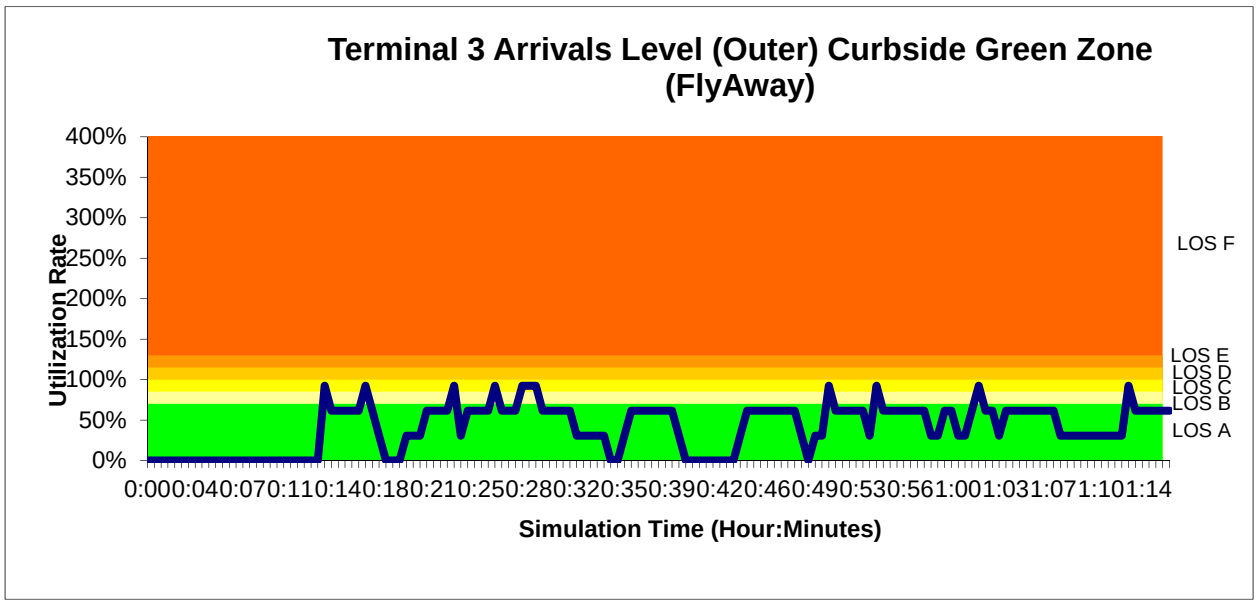


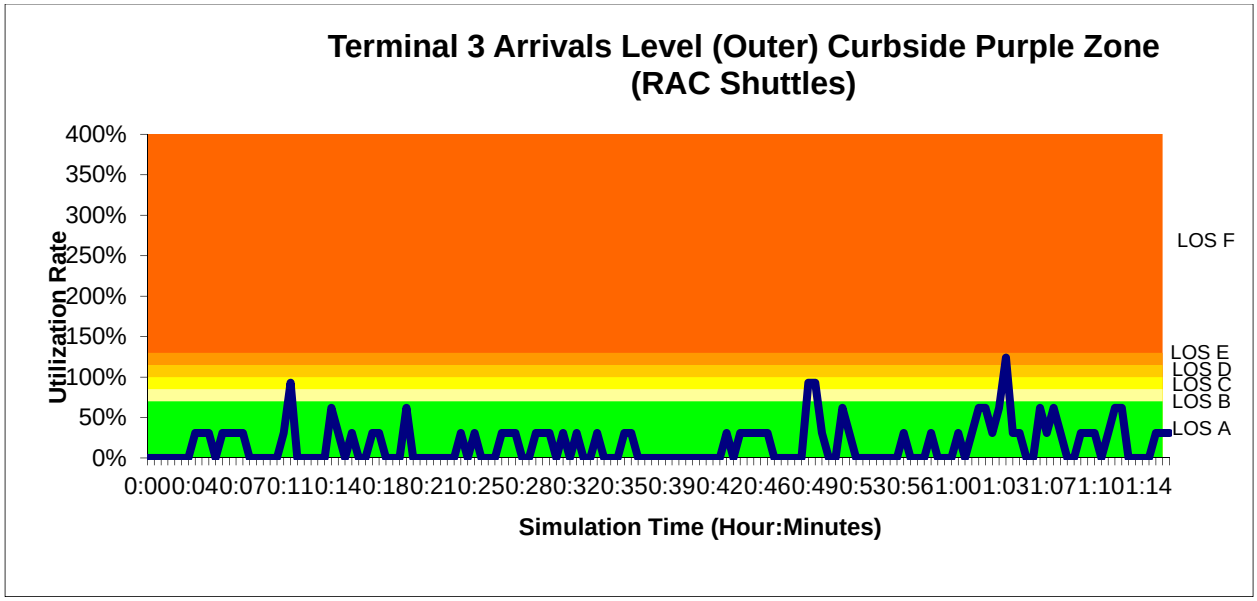
Arrivals Level - 2012 Peak Hour



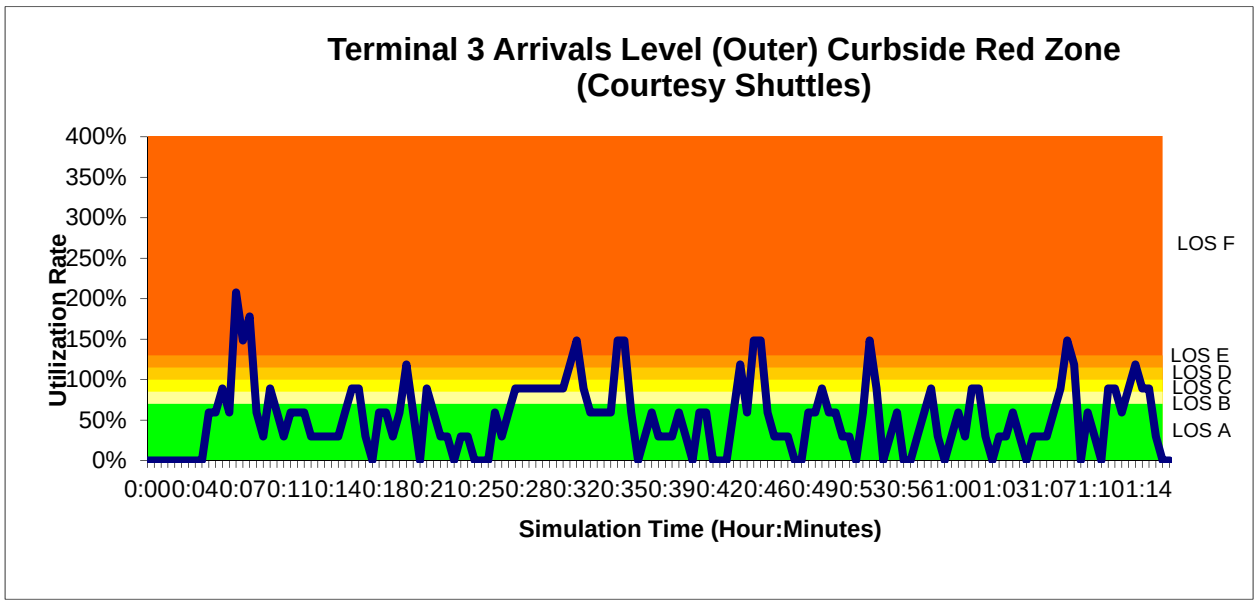


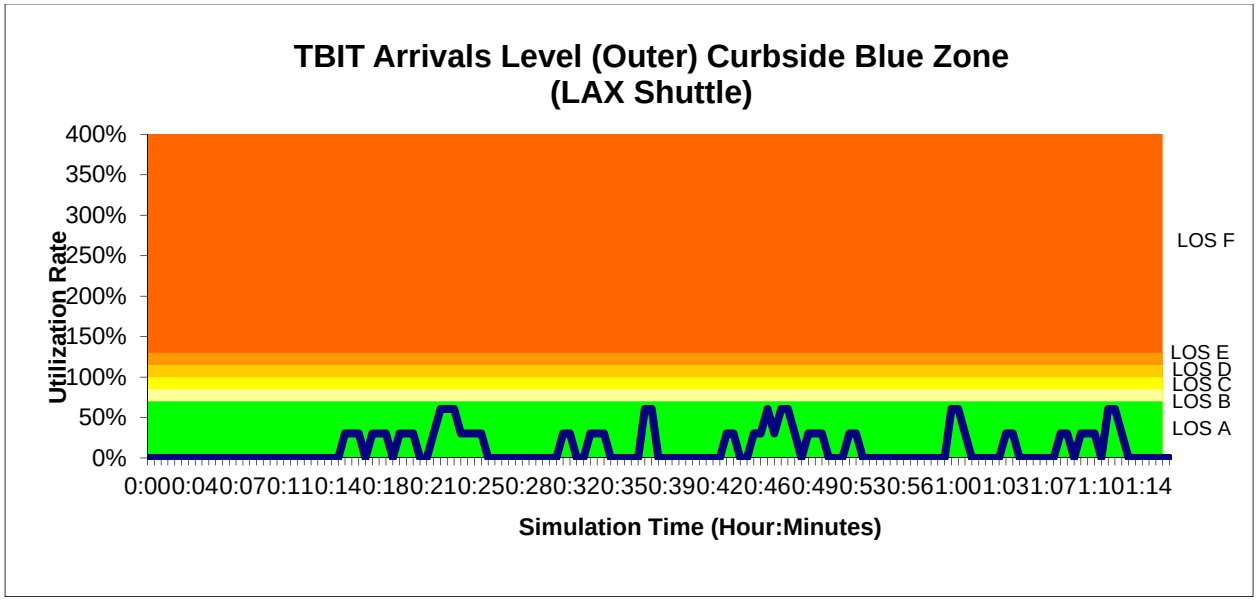
Arrivals Level - 2012 Peak Hour



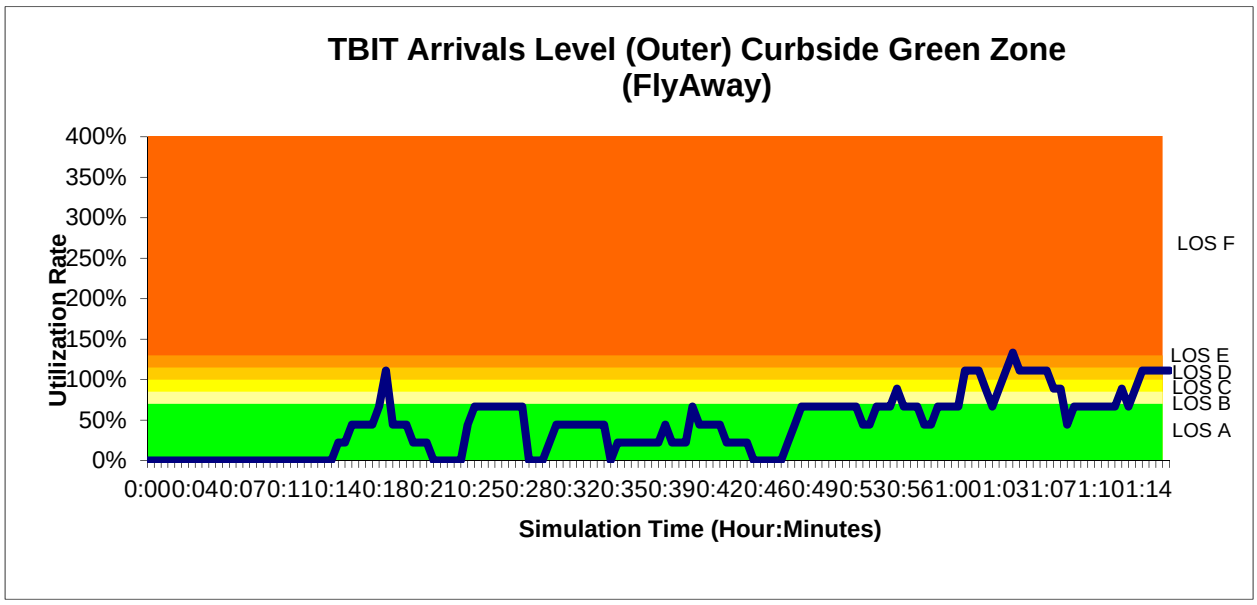


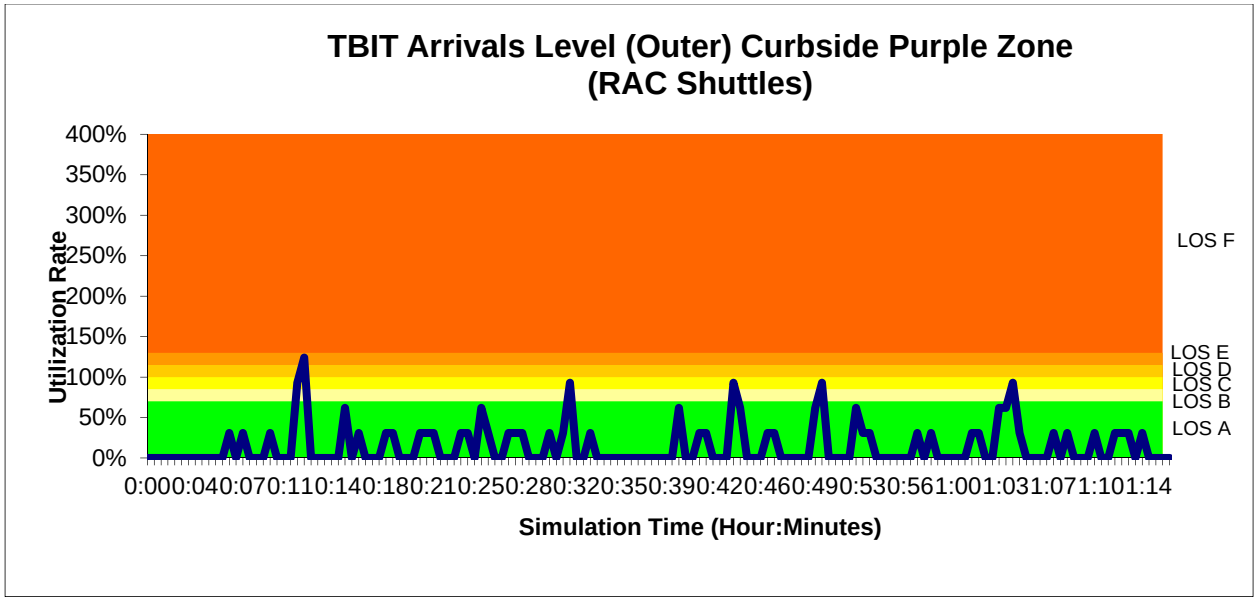
Arrivals Level - 2012 Peak Hour





Arrivals Level - 2012 Peak Hour





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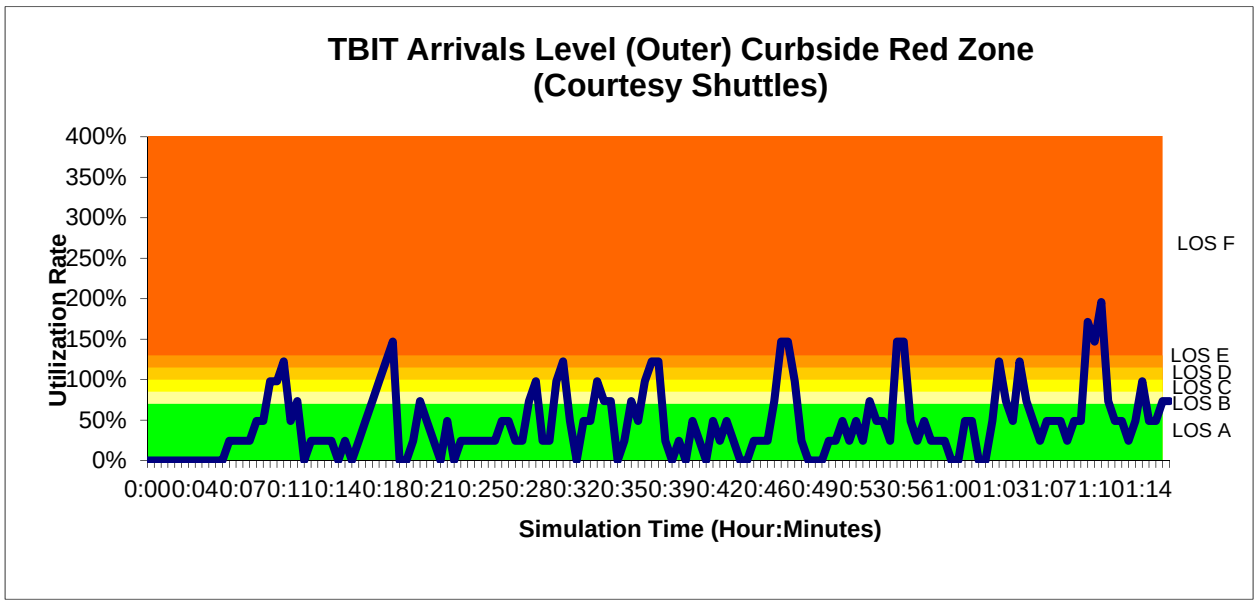
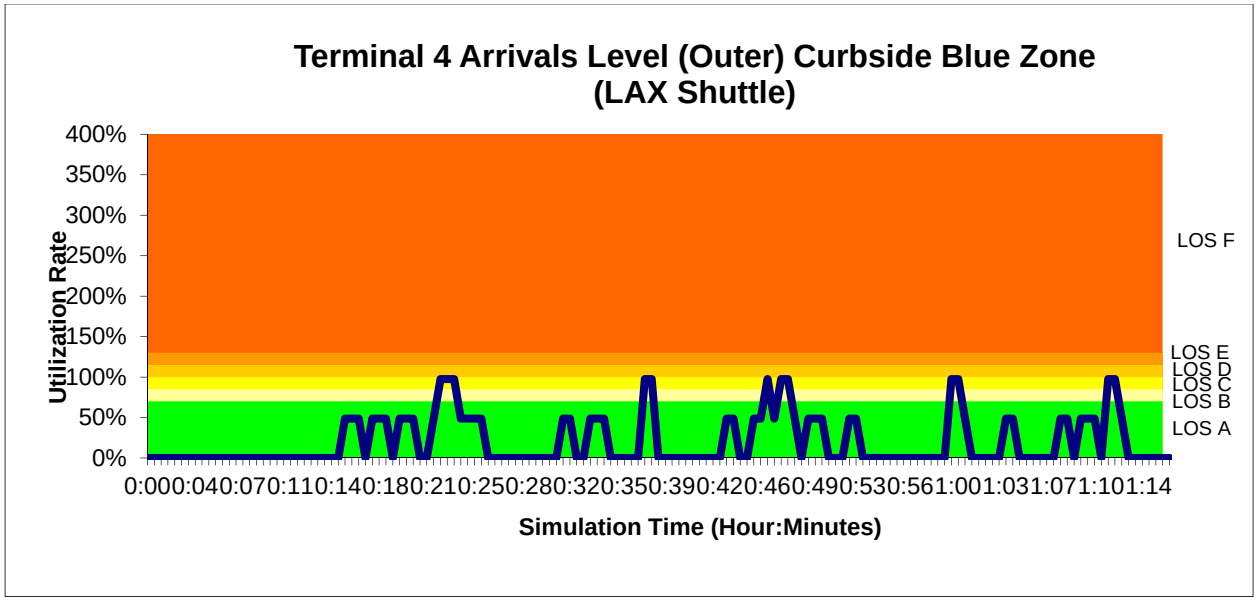
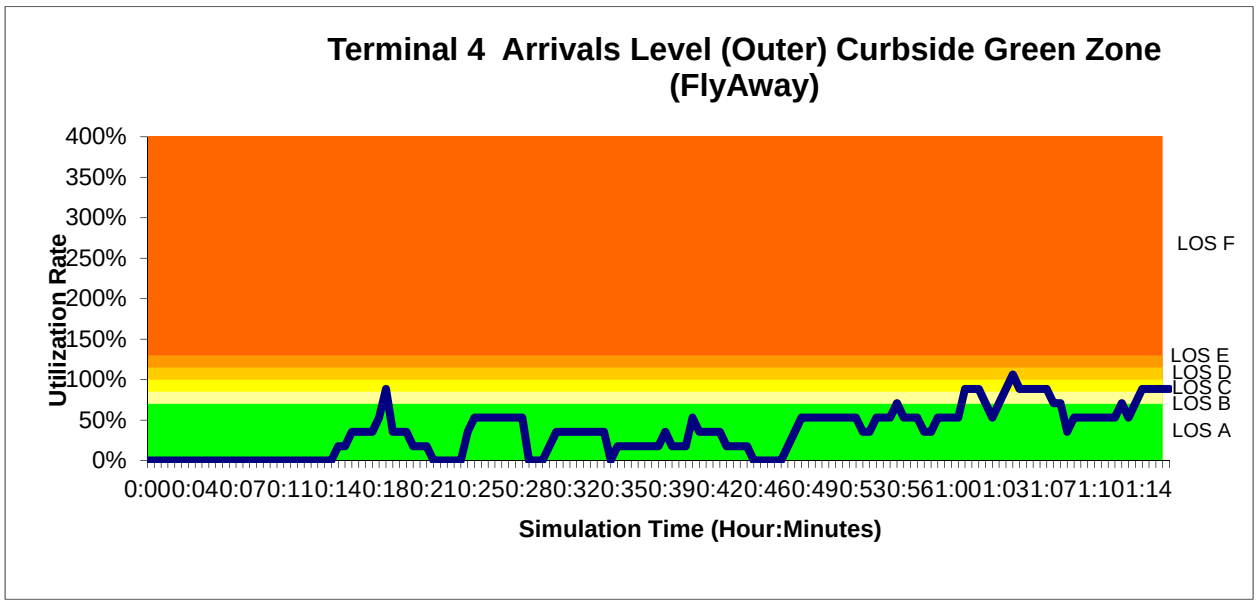
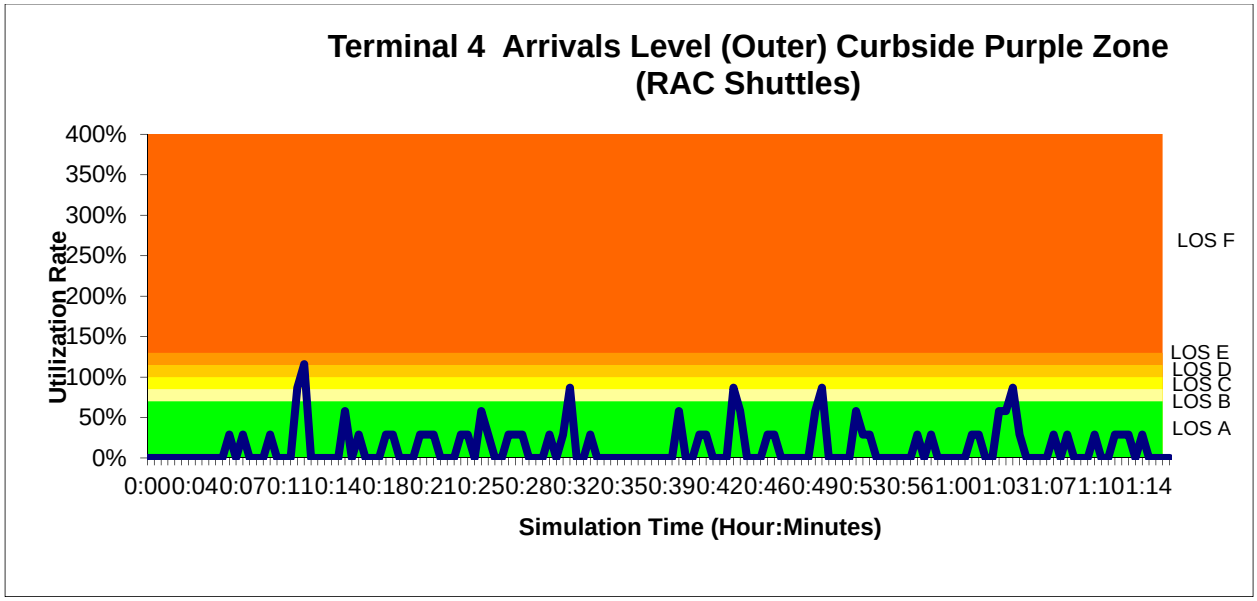


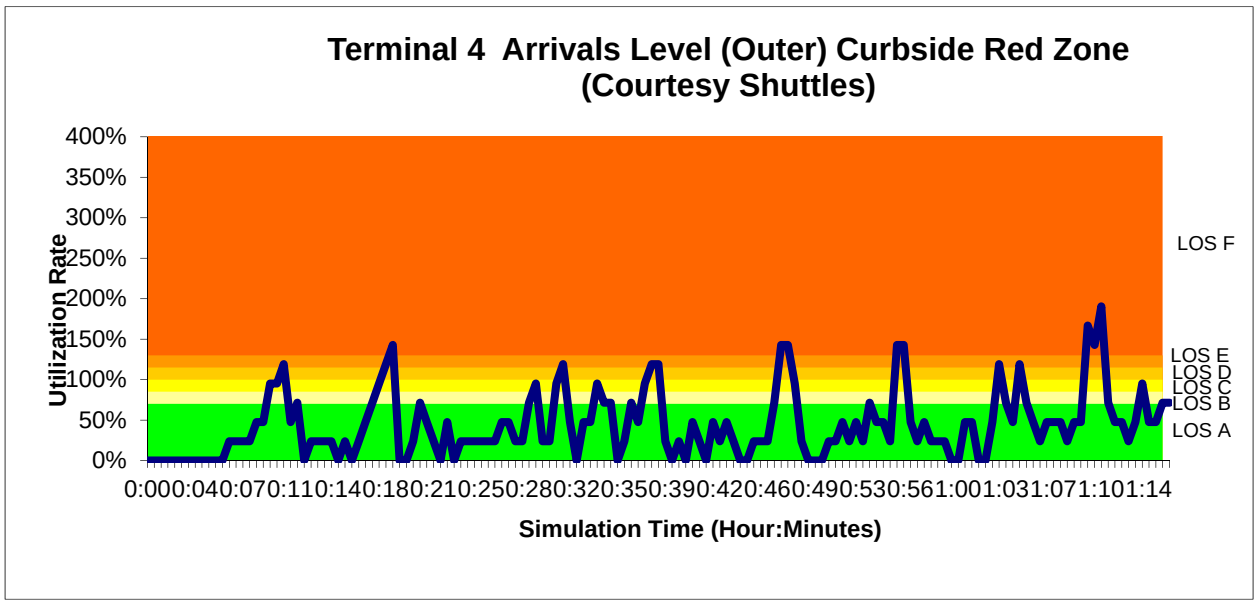


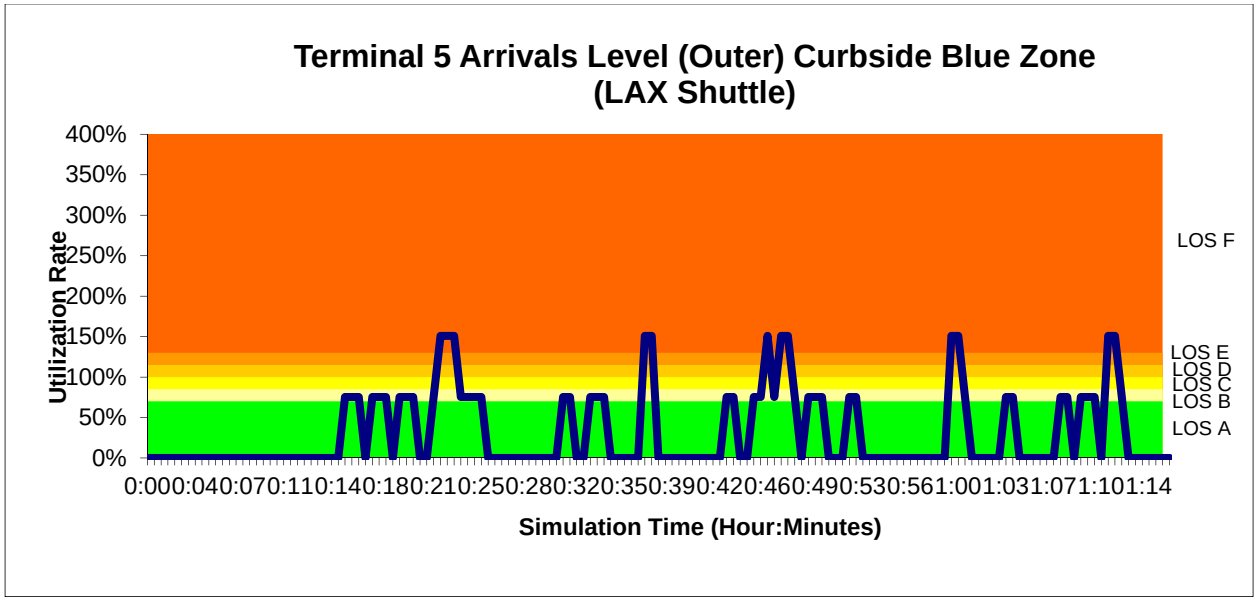
Arrivals Level - 2012 Peak Hour



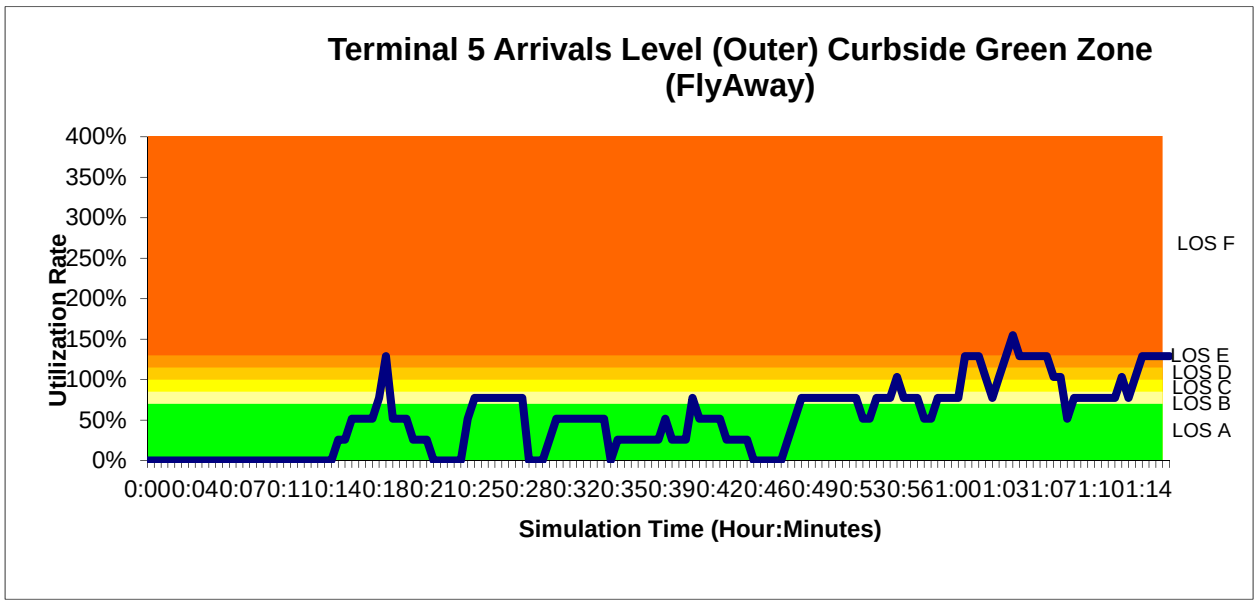


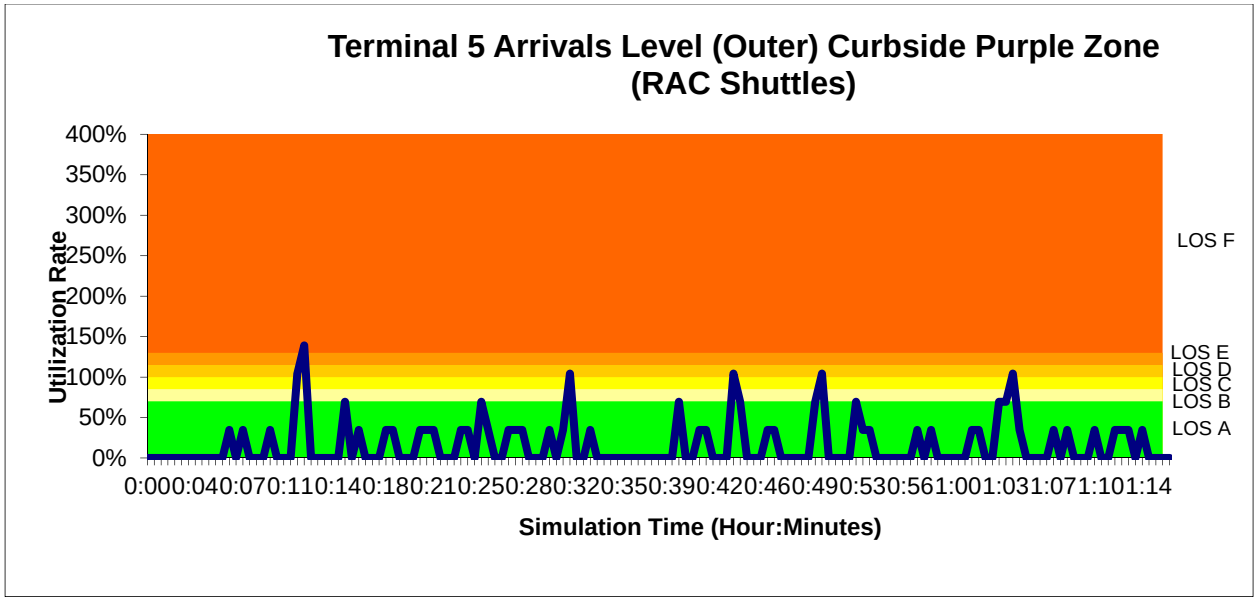
Arrivals Level - 2012 Peak Hour



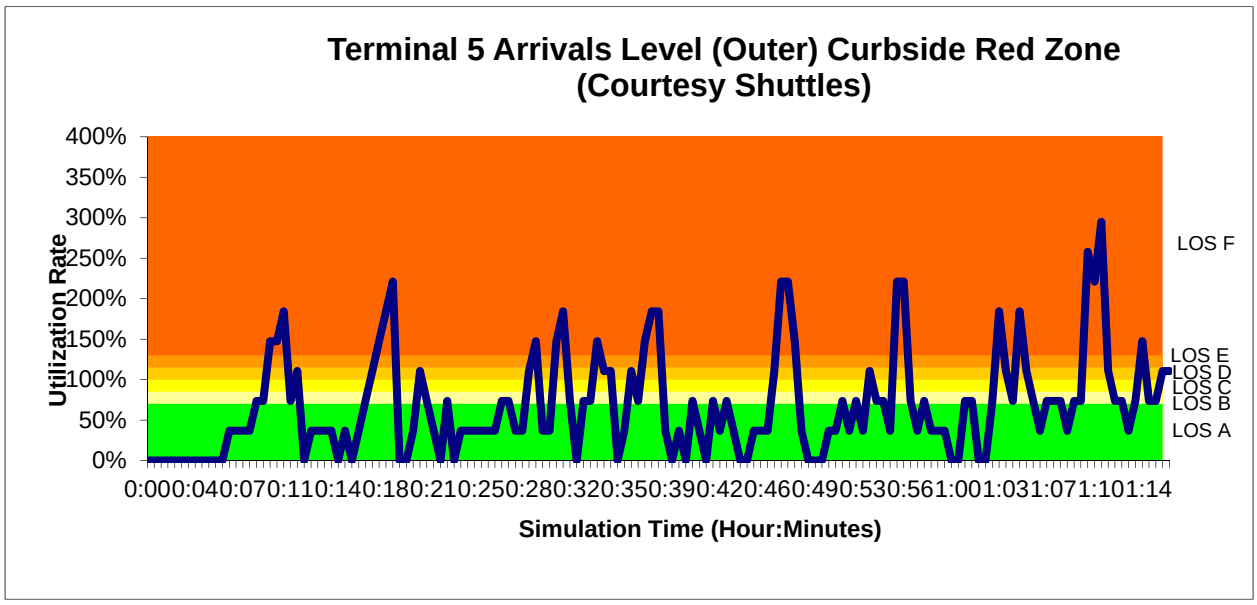


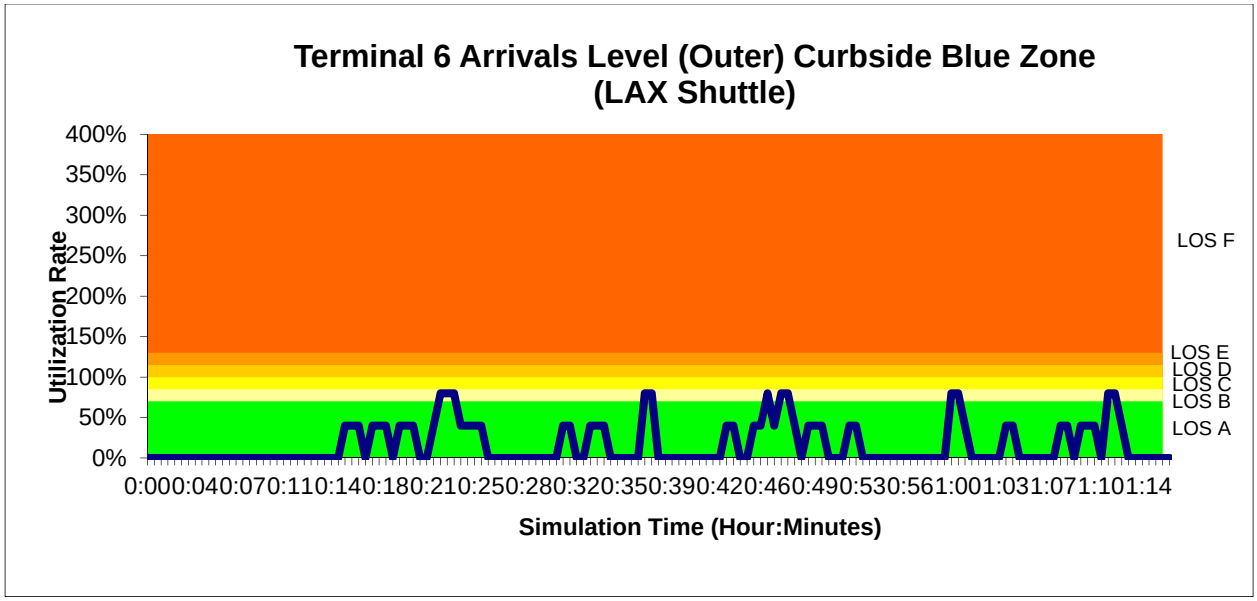
Arrivals Level - 2012 Peak Hour



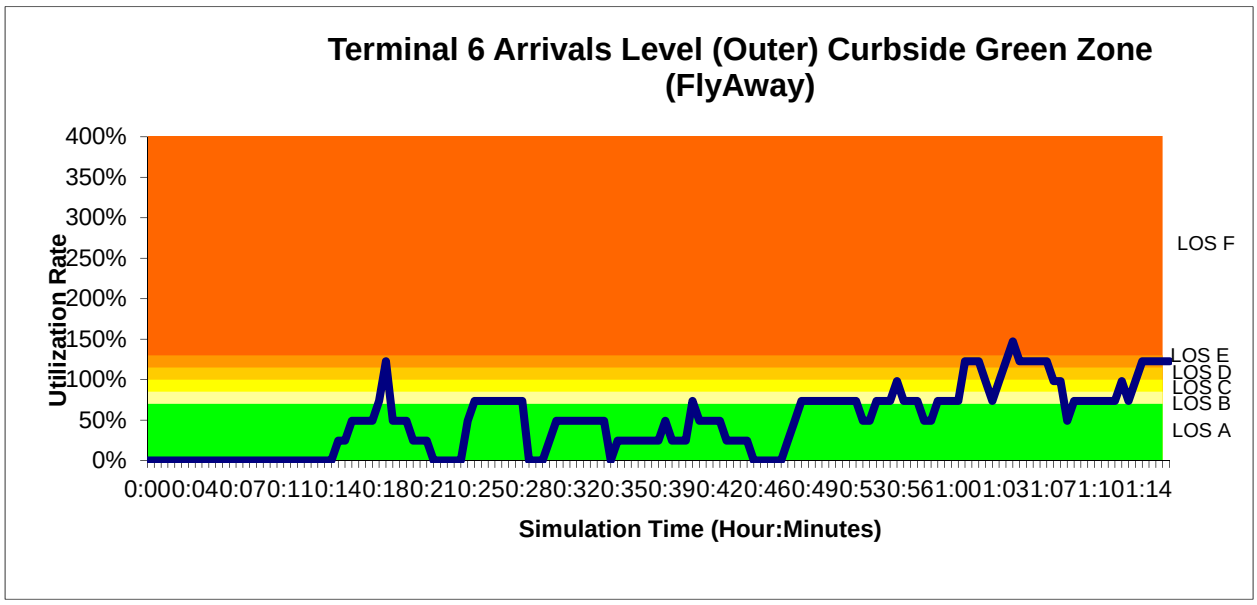


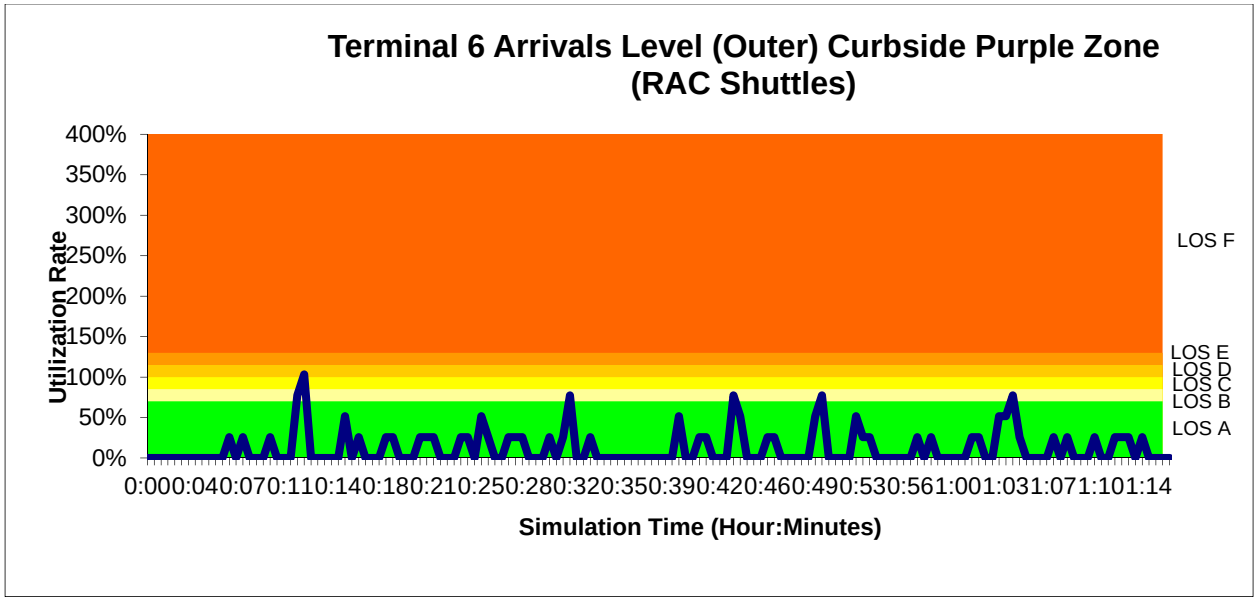
Arrivals Level - 2012 Peak Hour



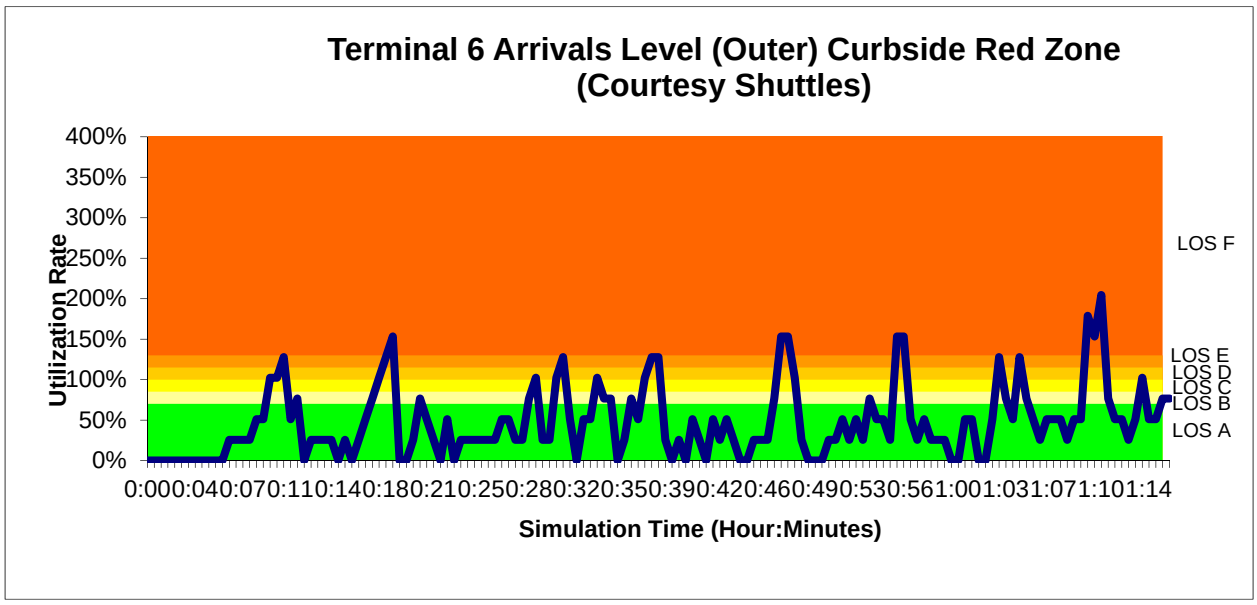


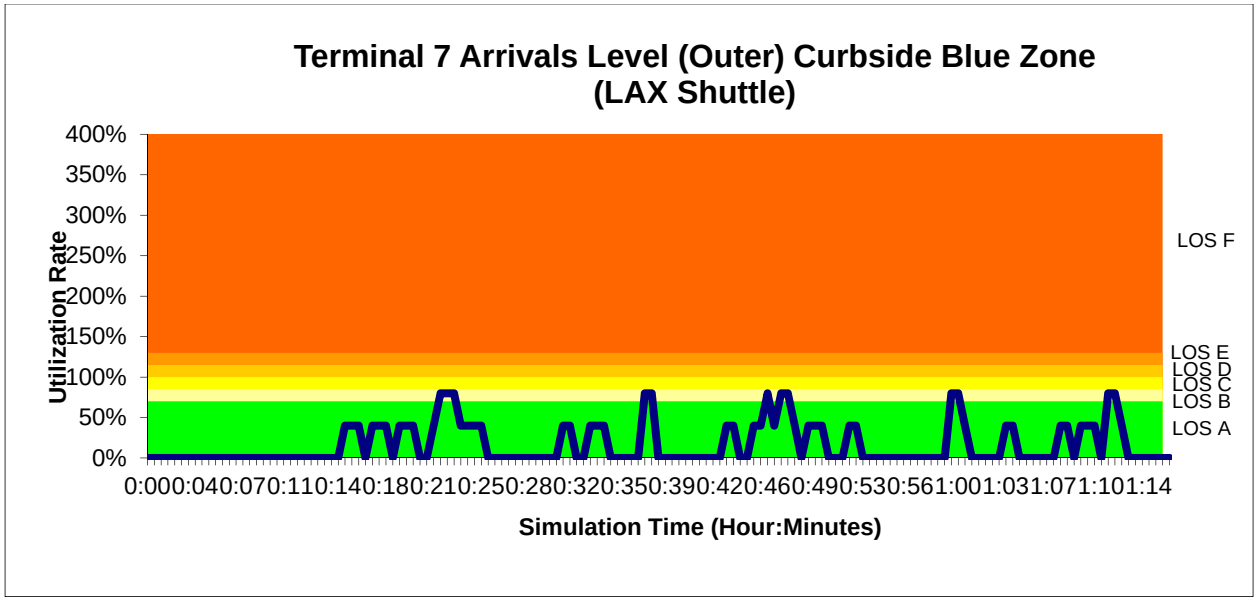
Arrivals Level - 2012 Peak Hour



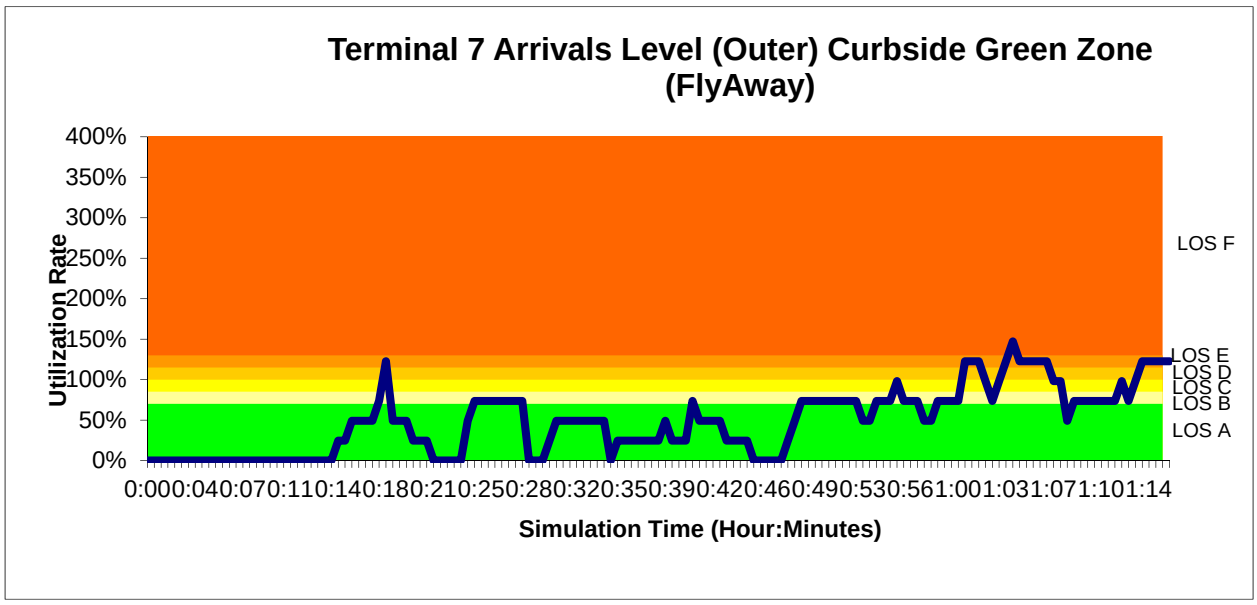


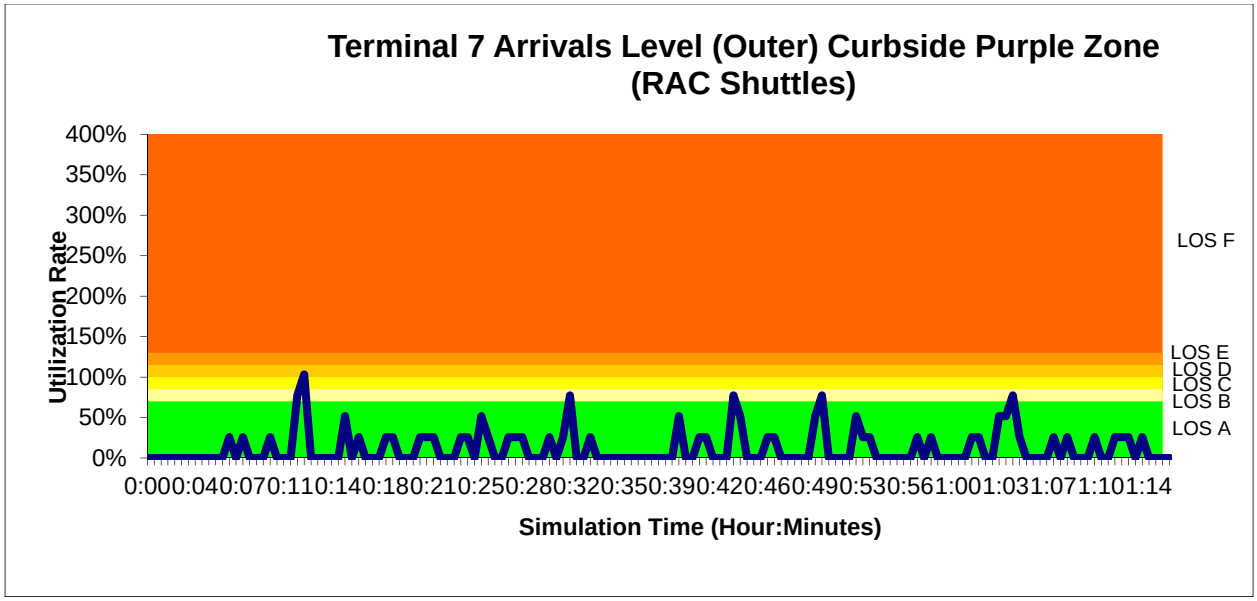
Arrivals Level - 2012 Peak Hour





Arrivals Level - 2012 Peak Hour





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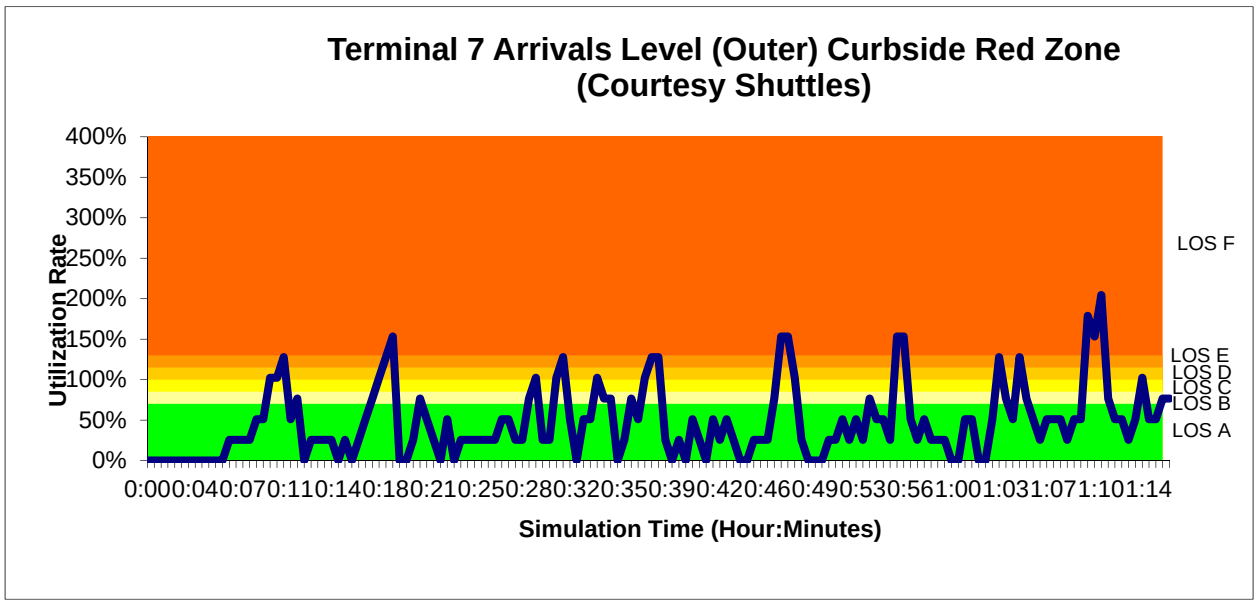
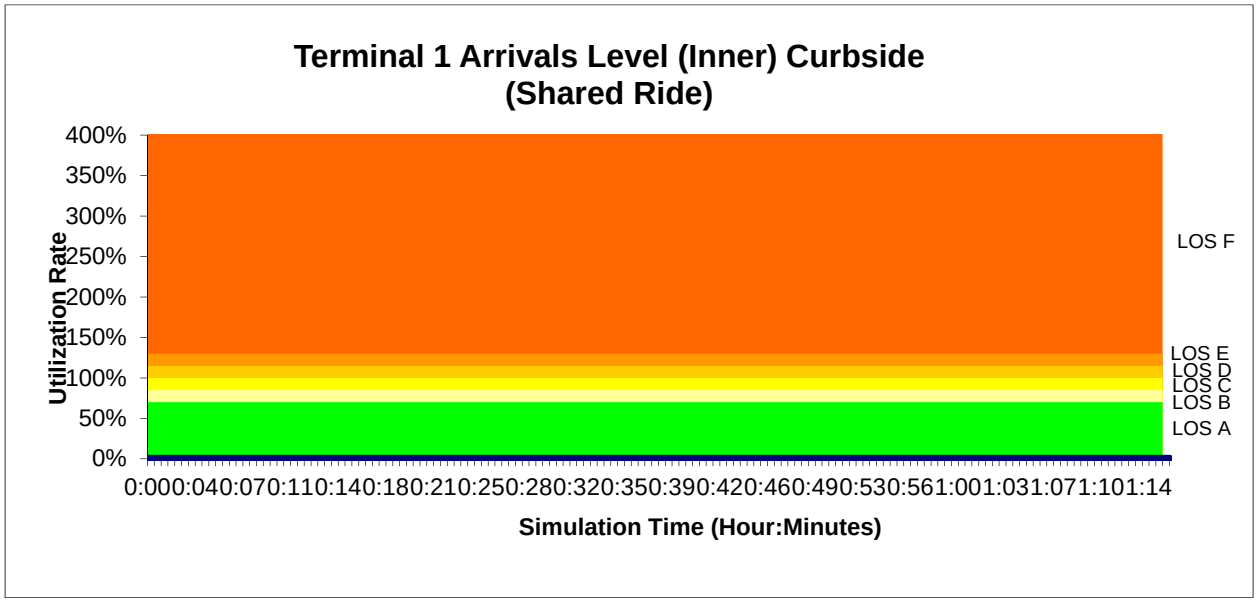
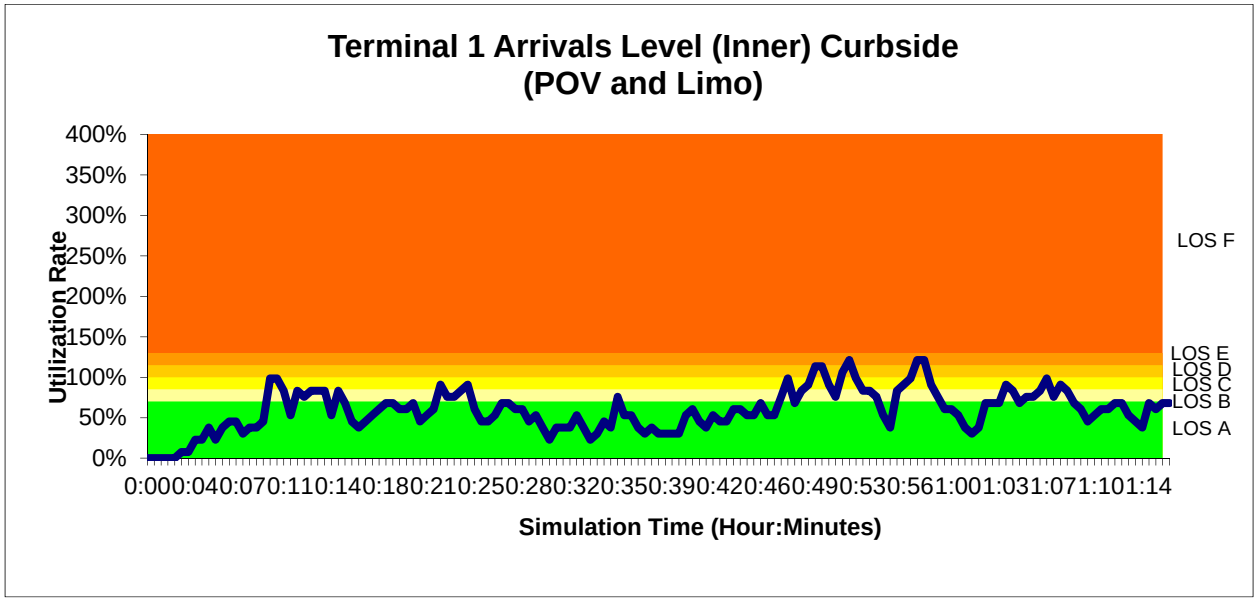
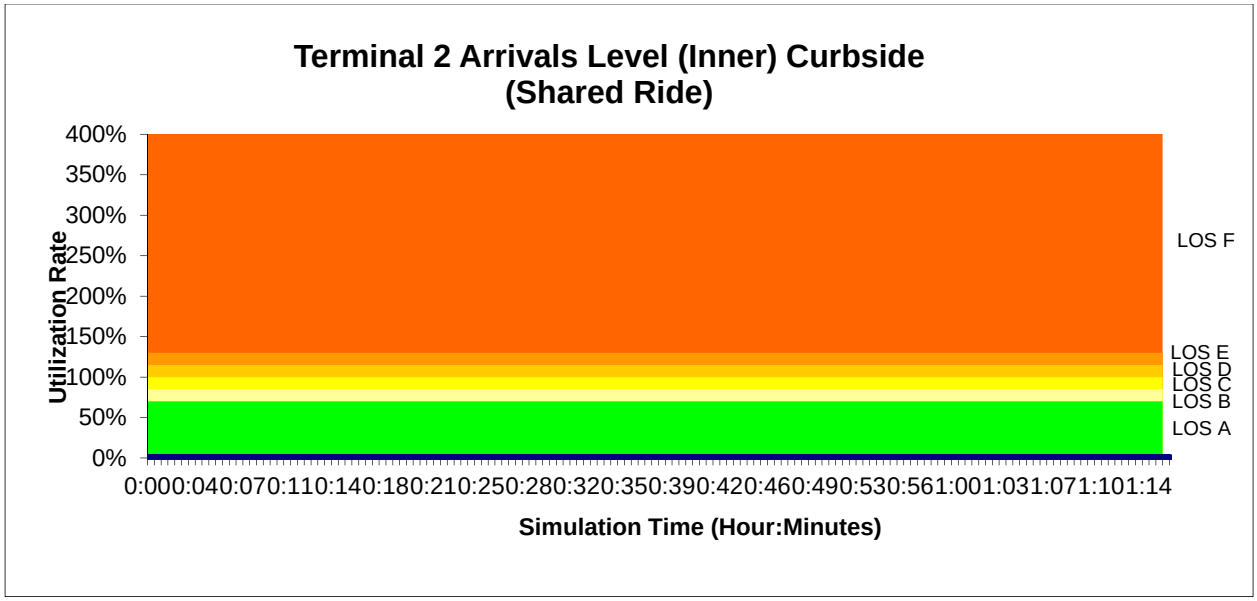


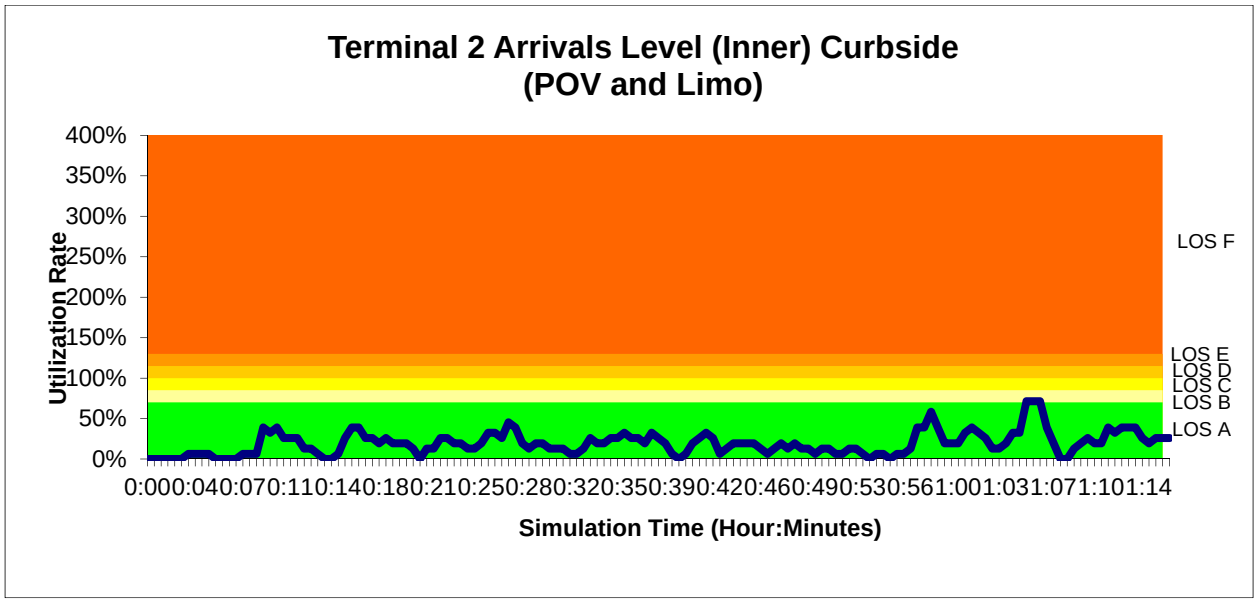


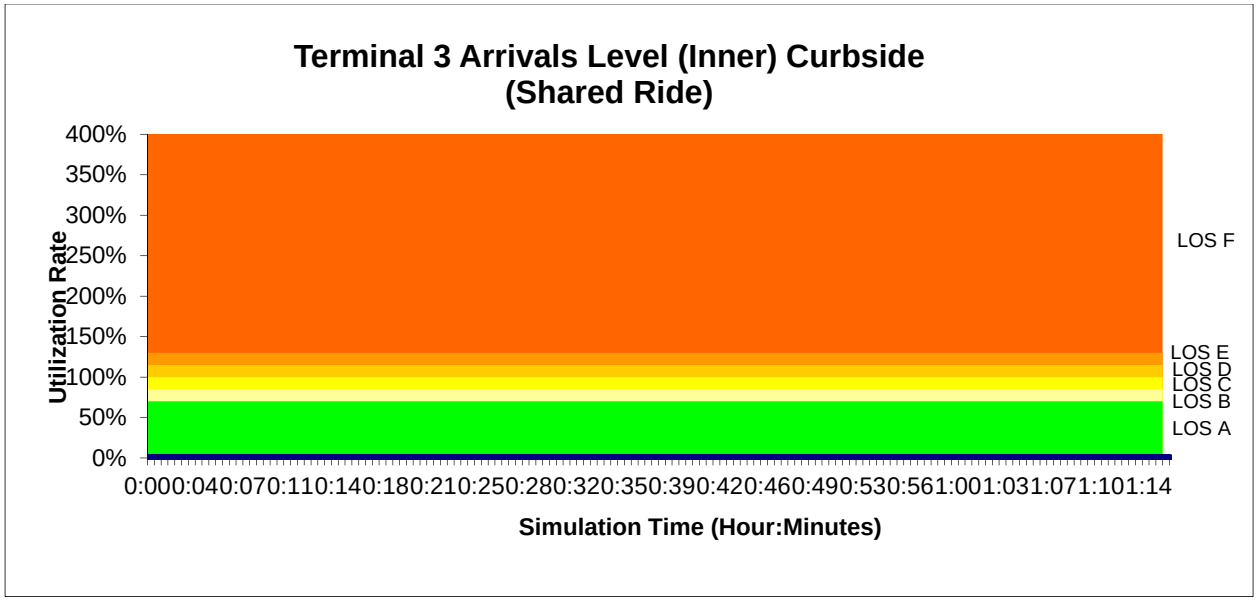
Arrivals Level -Future Without Program



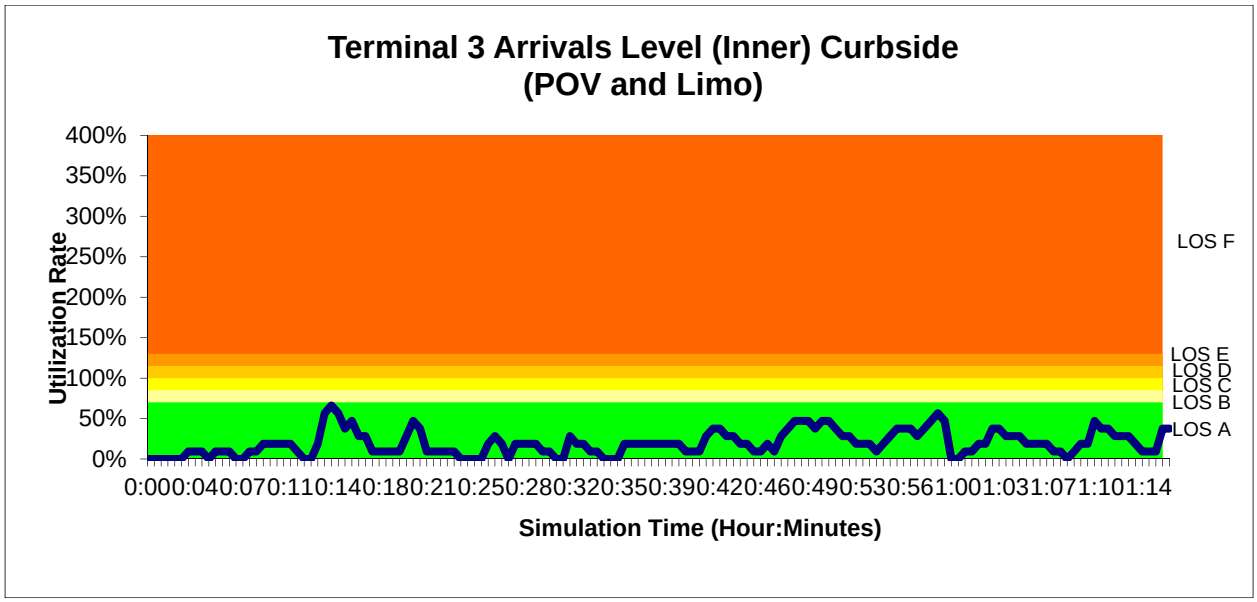


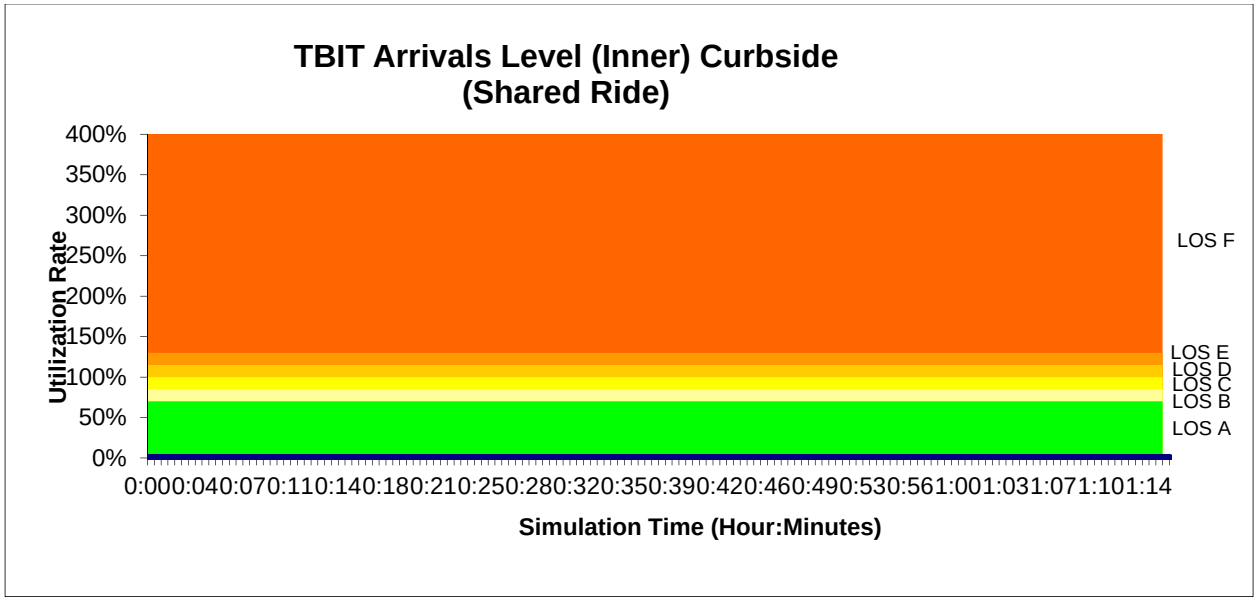
Arrivals Level -Future Without Program



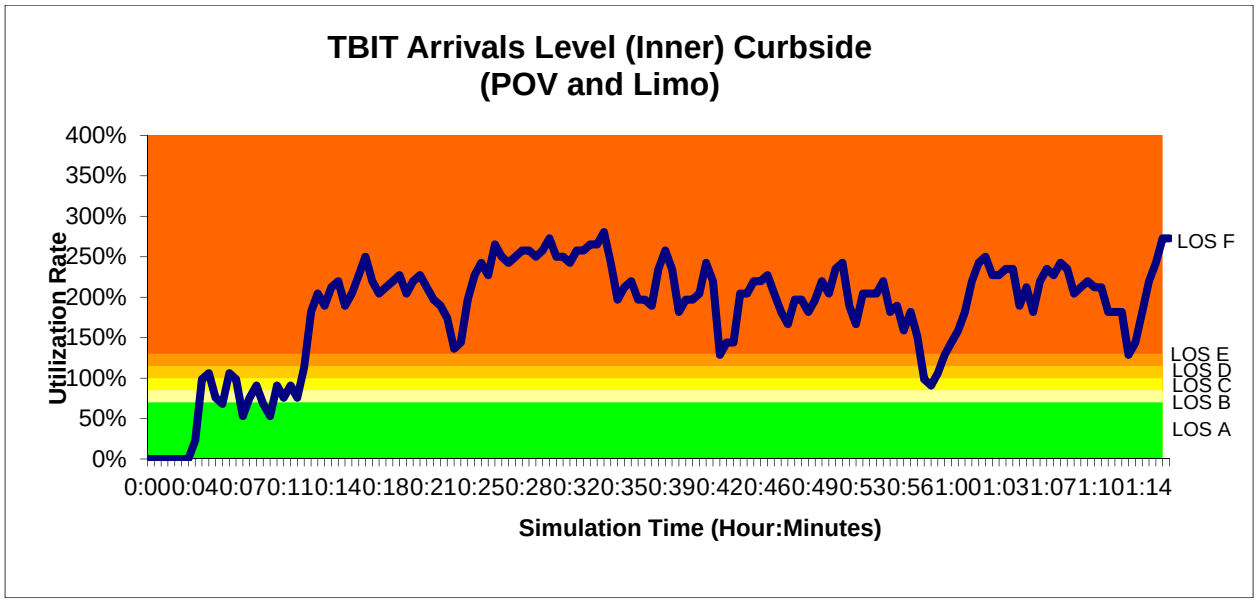


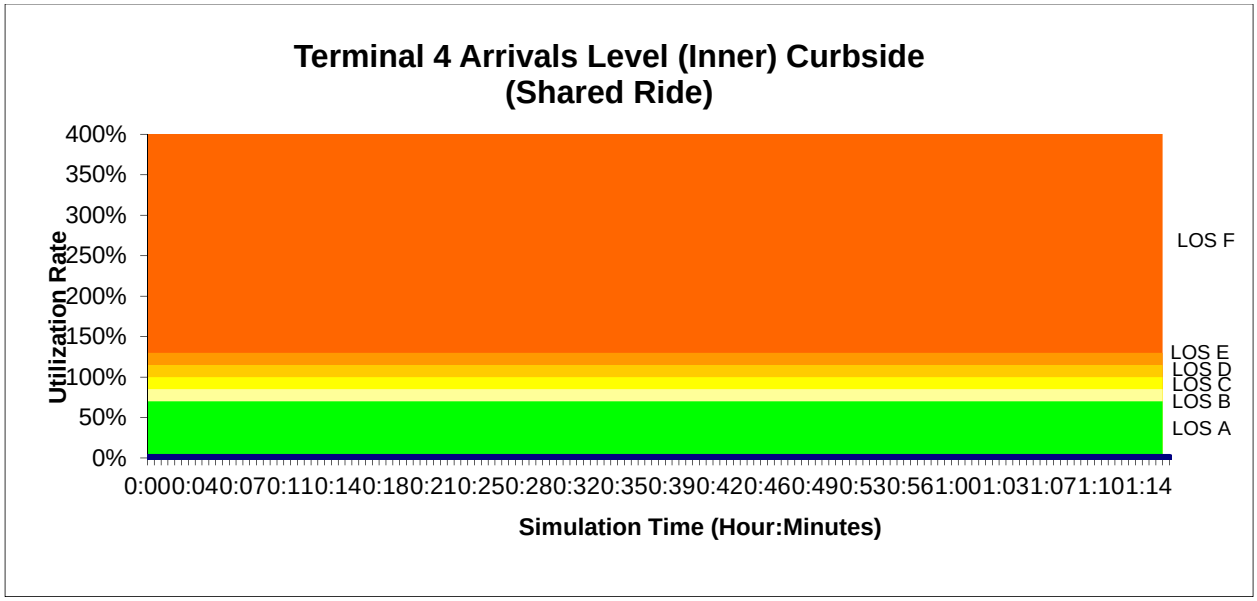
Arrivals Level -Future Without Program



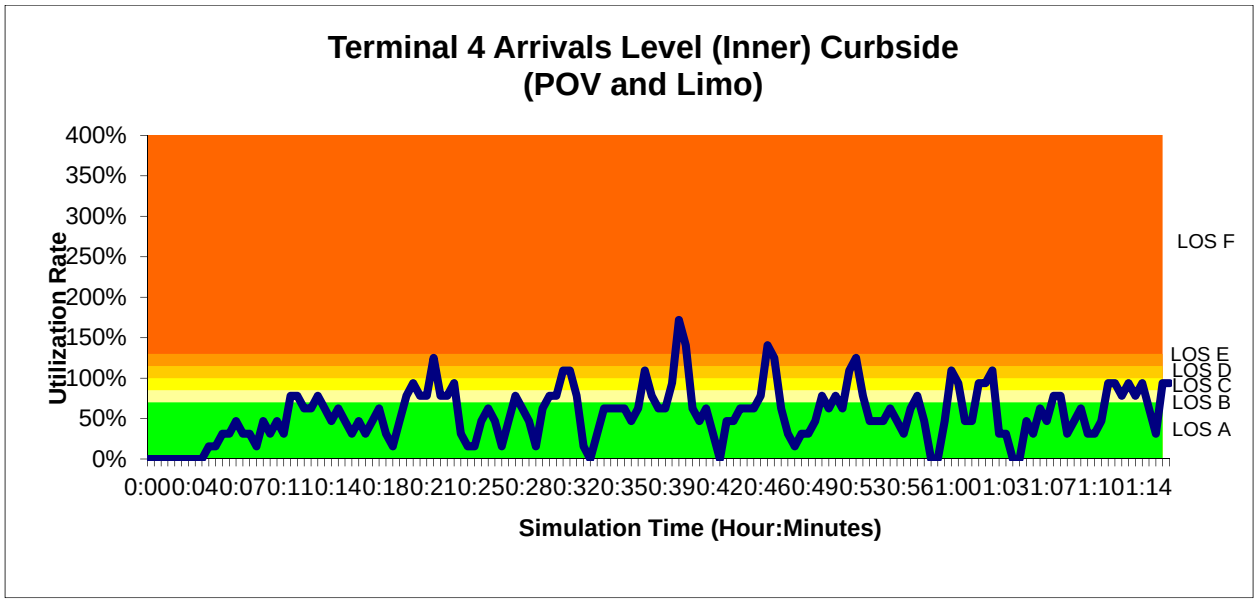


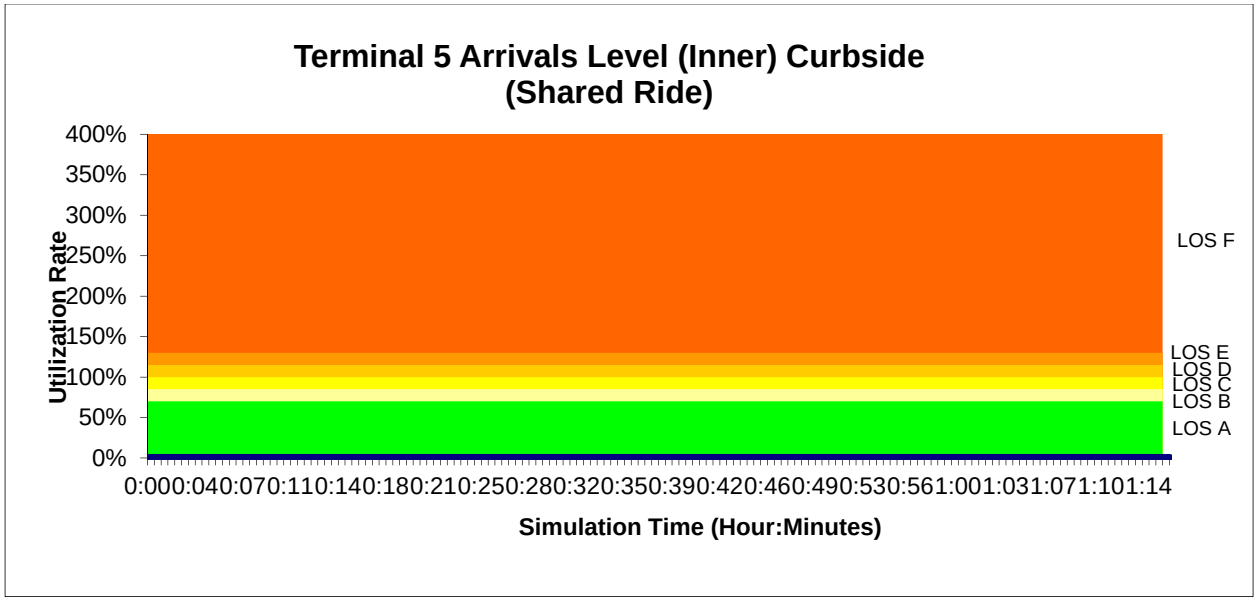
Arrivals Level -Future Without Program



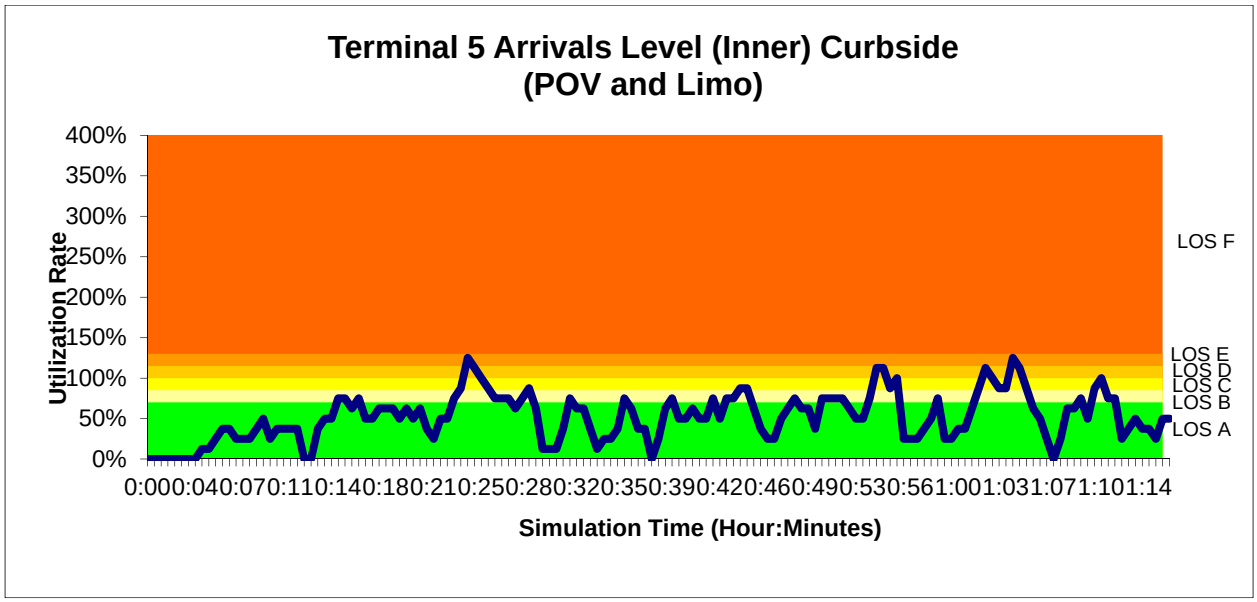


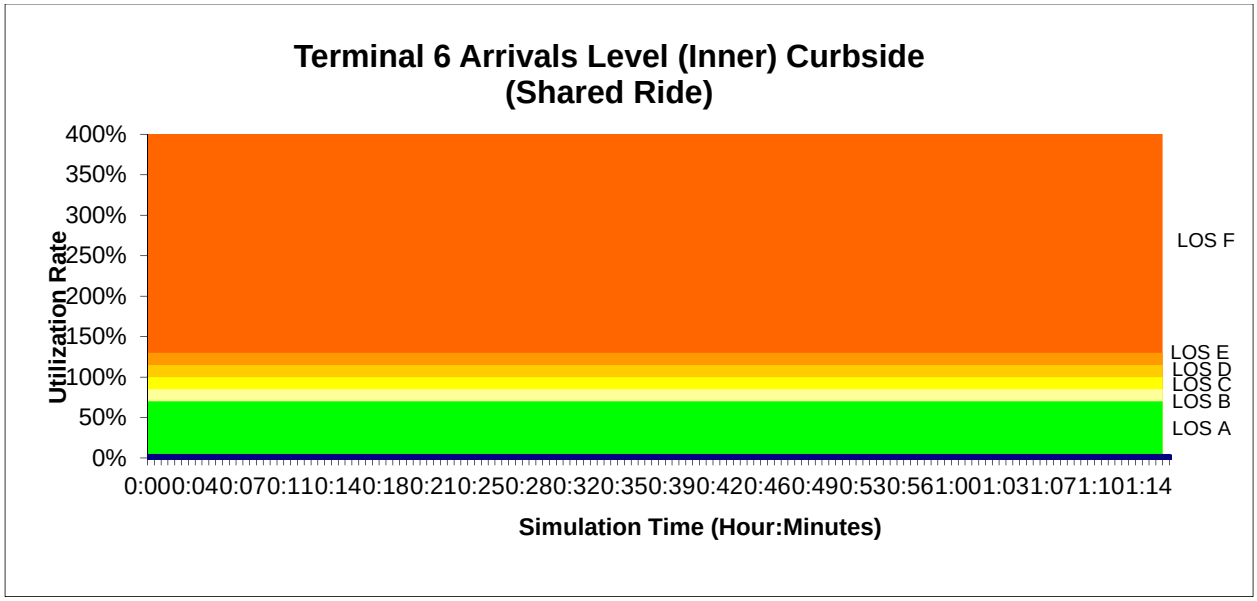
Arrivals Level -Future Without Program



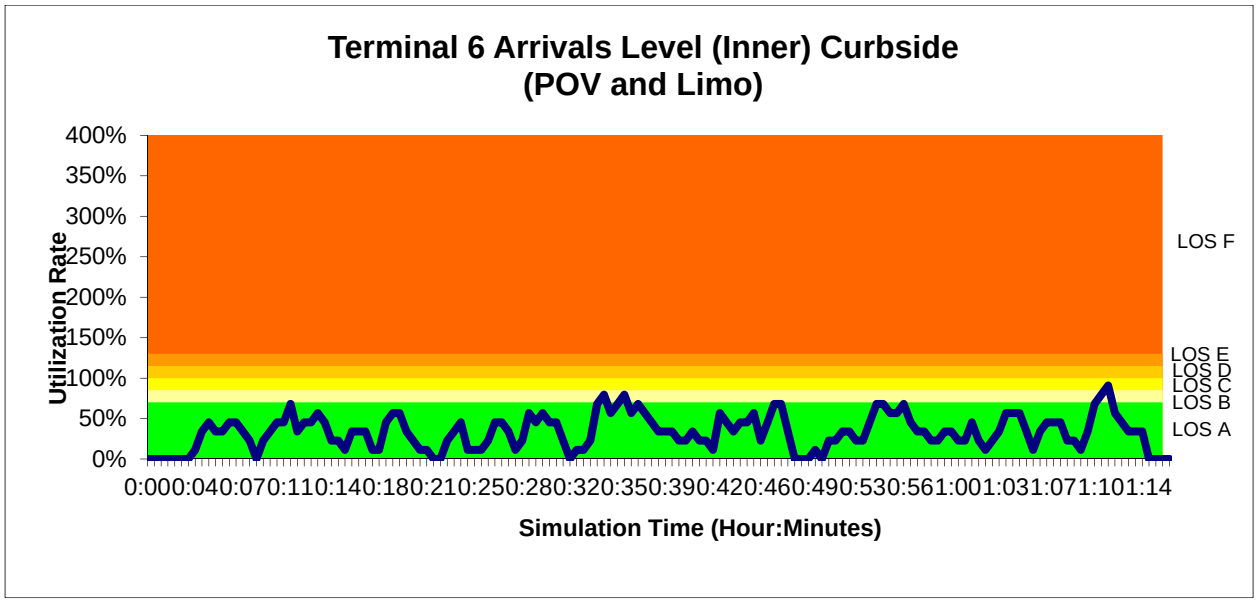


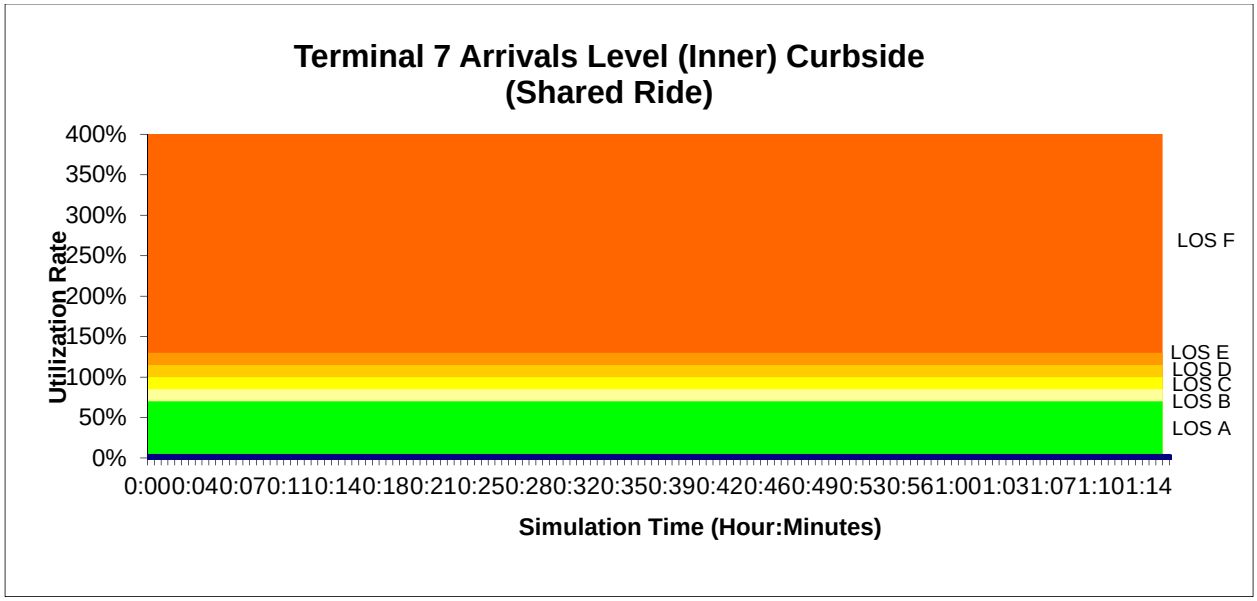
Arrivals Level -Future Without Program



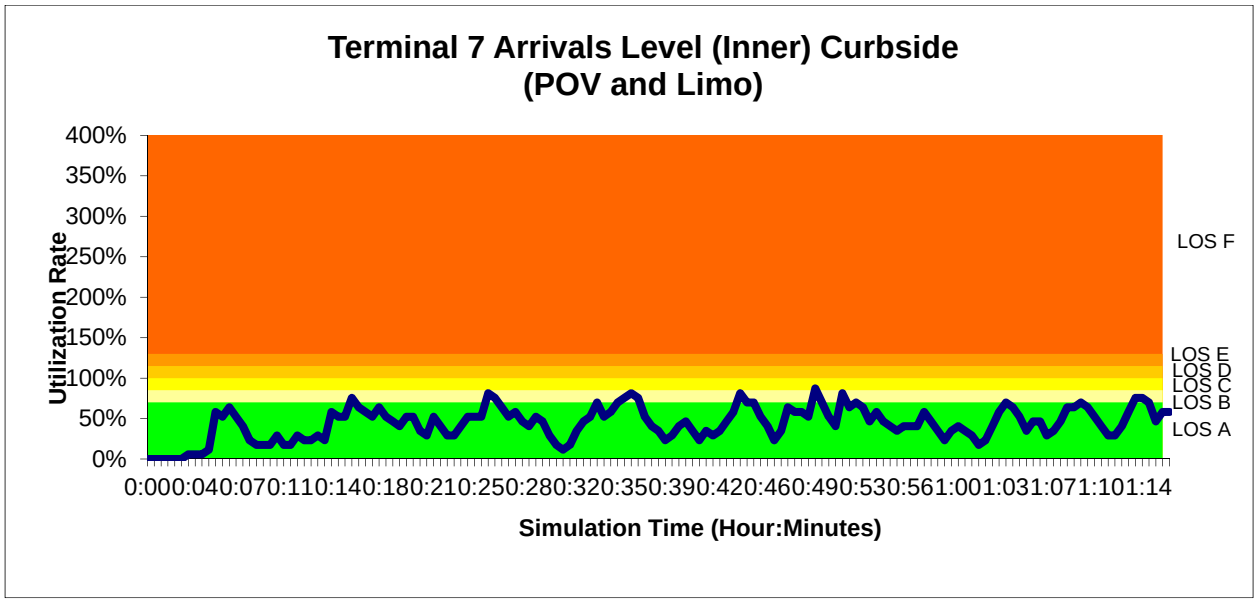


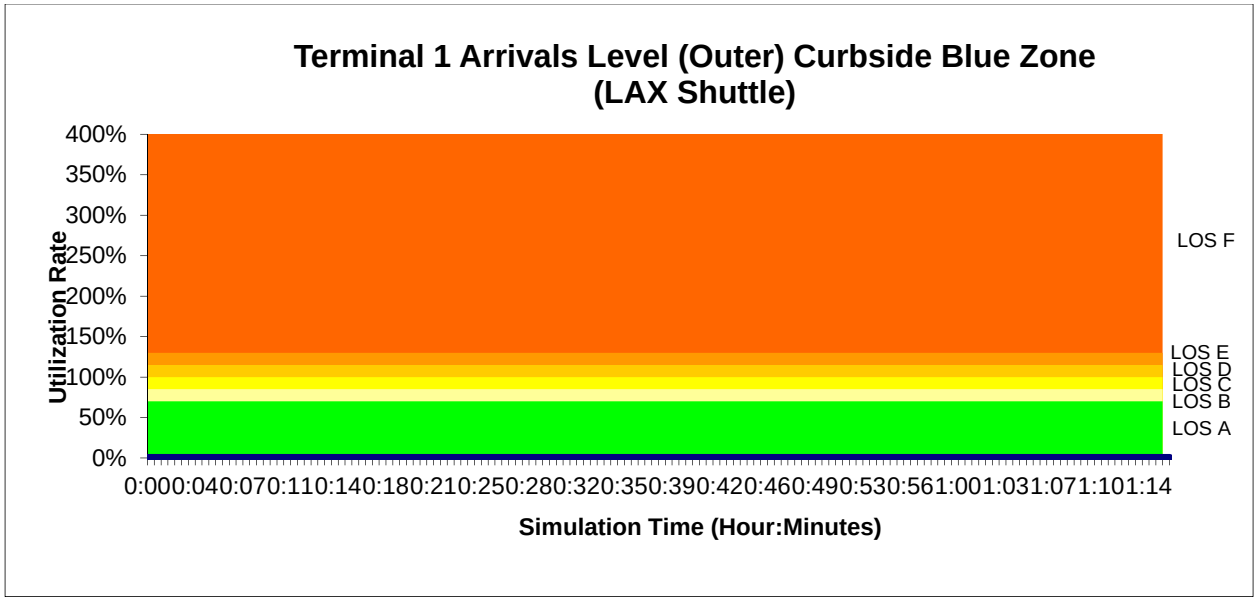
Arrivals Level -Future Without Program



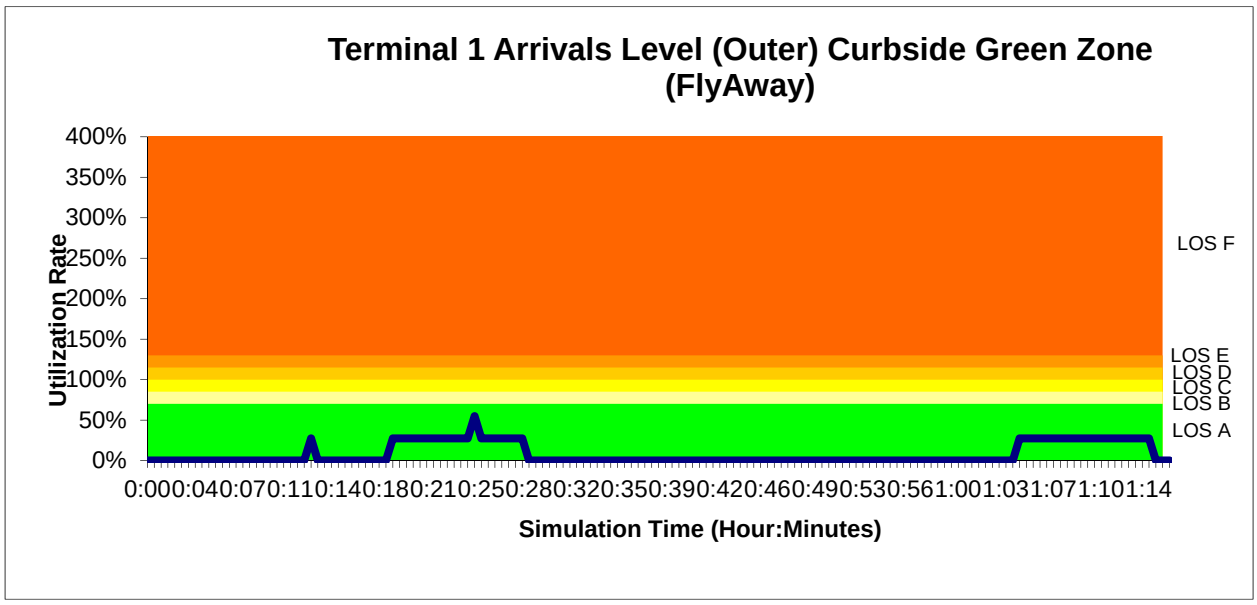


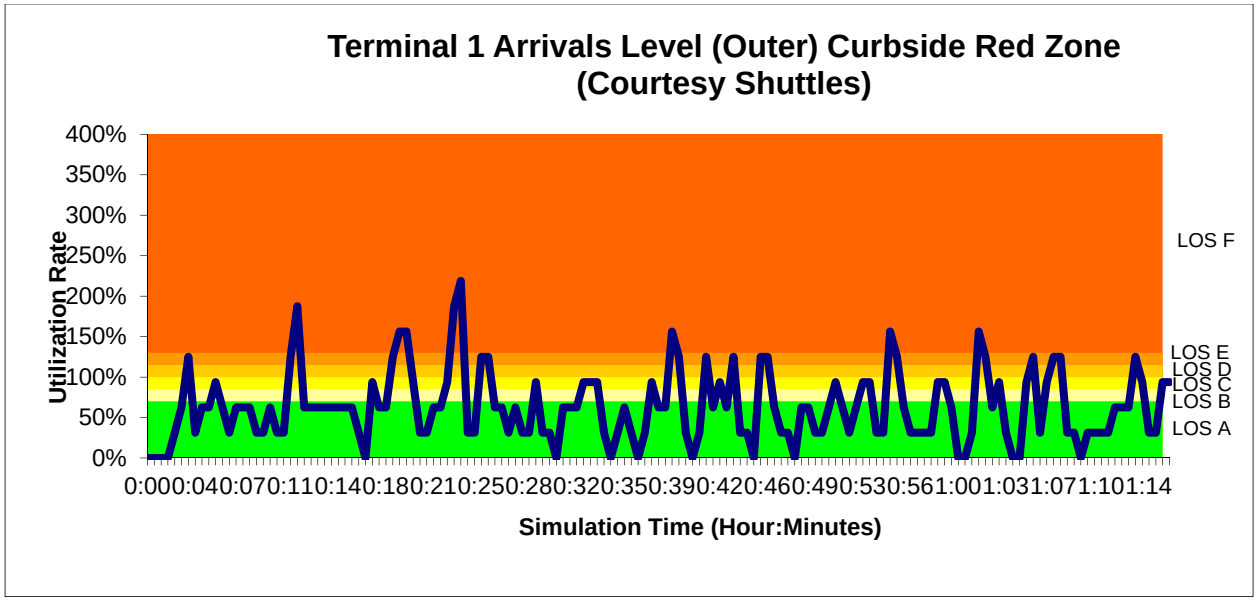
Arrivals Level -Future Without Program



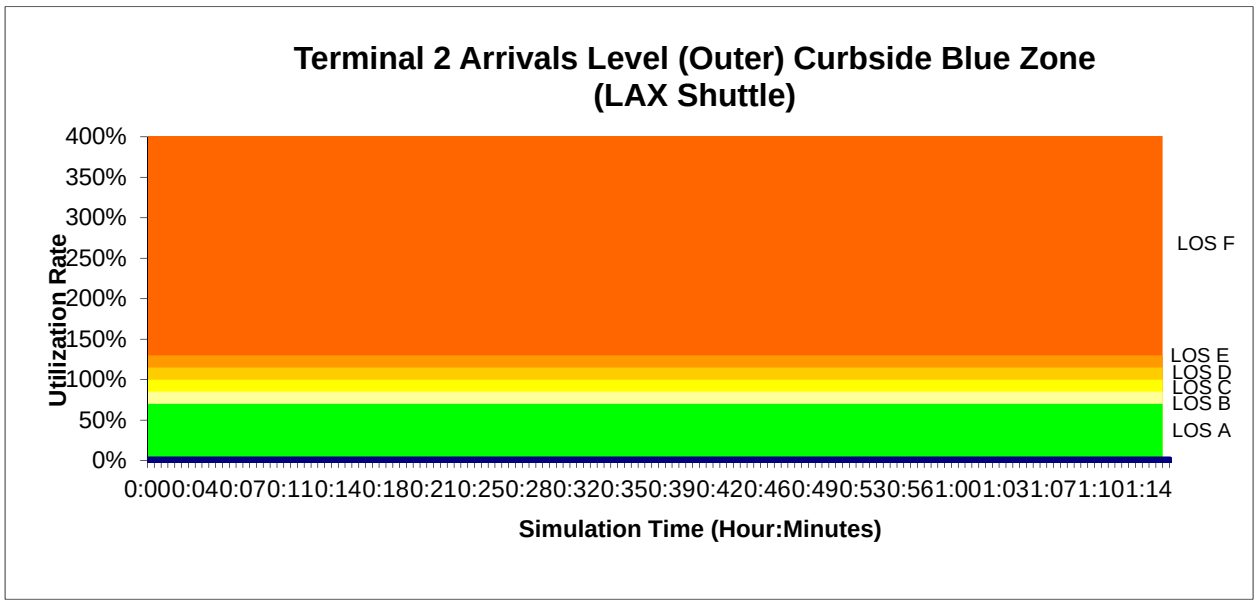


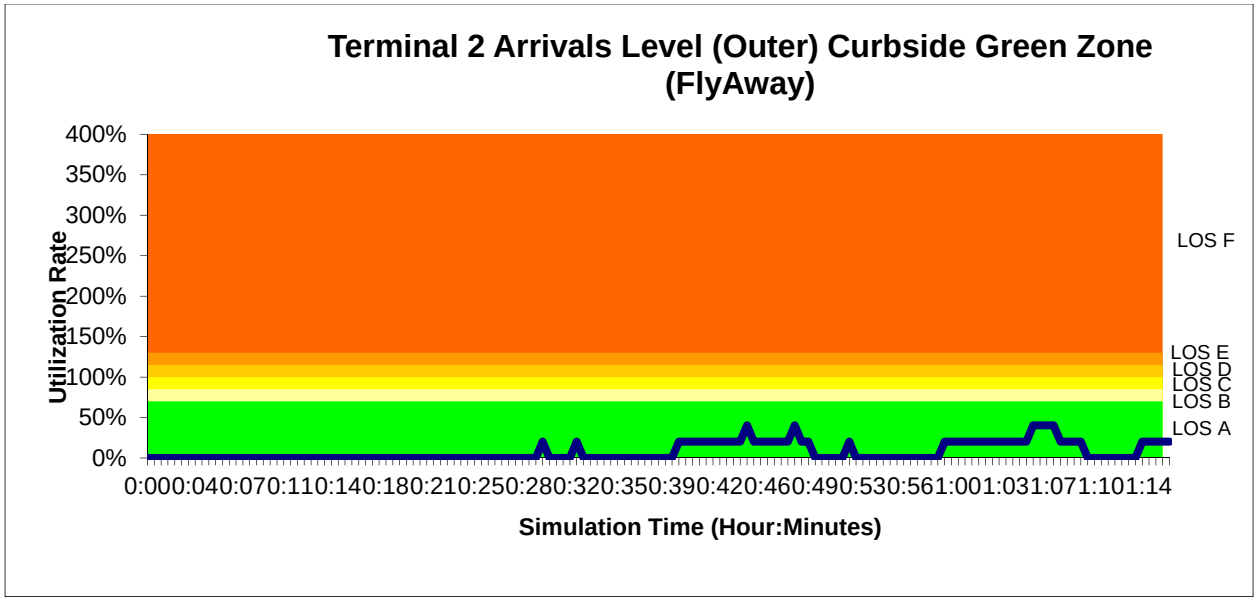
Arrivals Level -Future Without Program



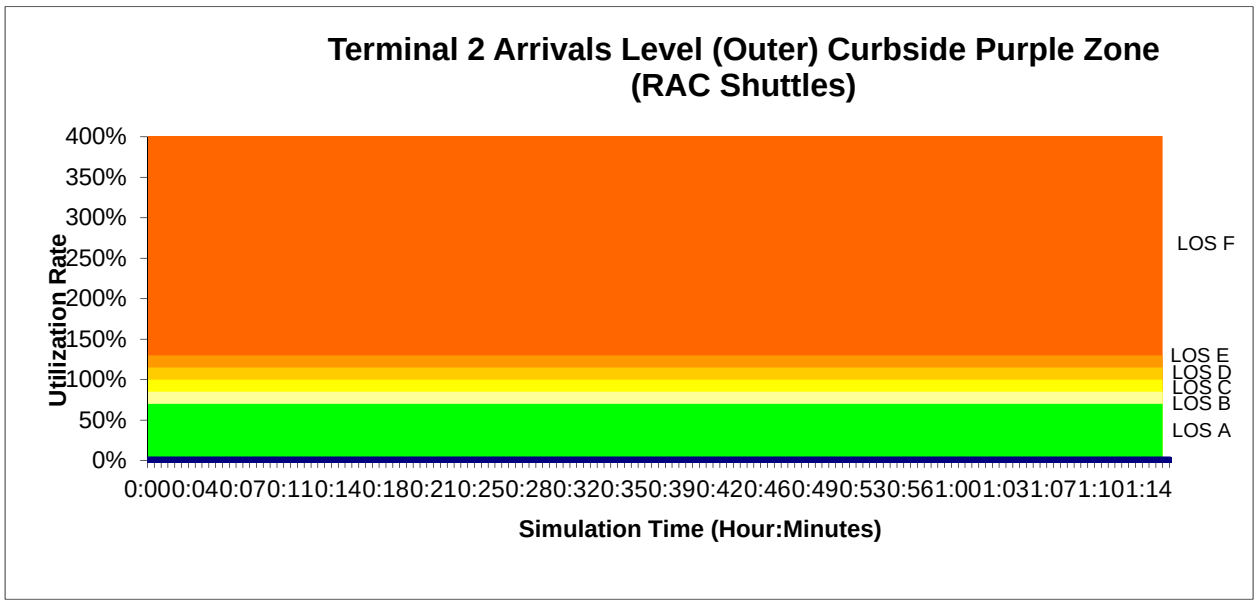


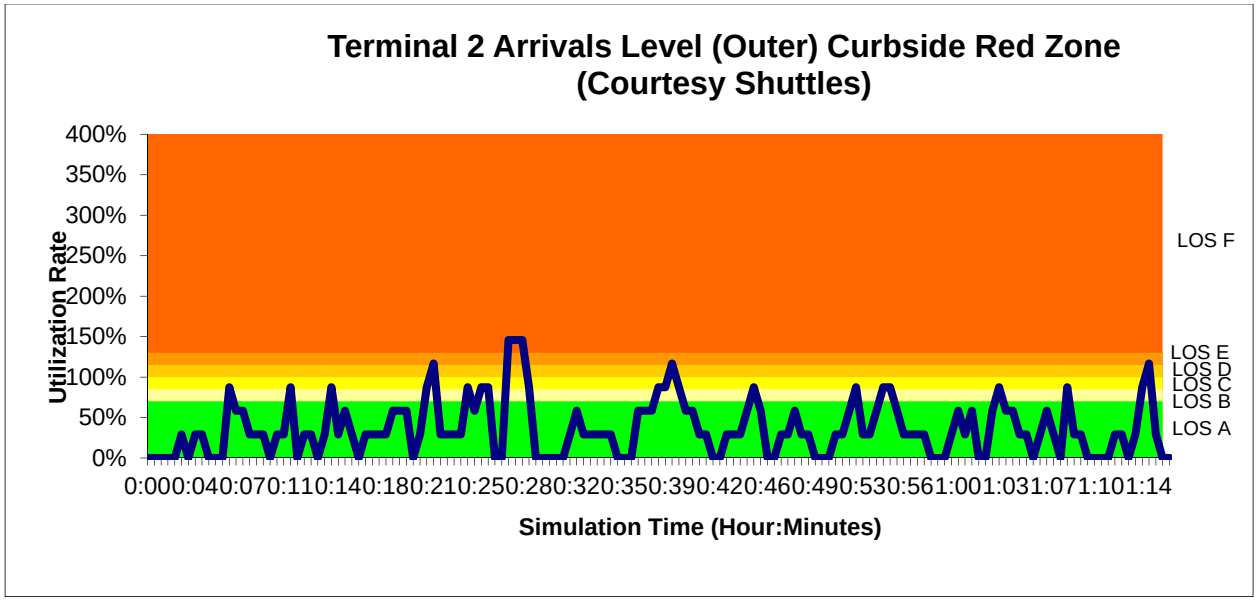
Arrivals Level -Future Without Program



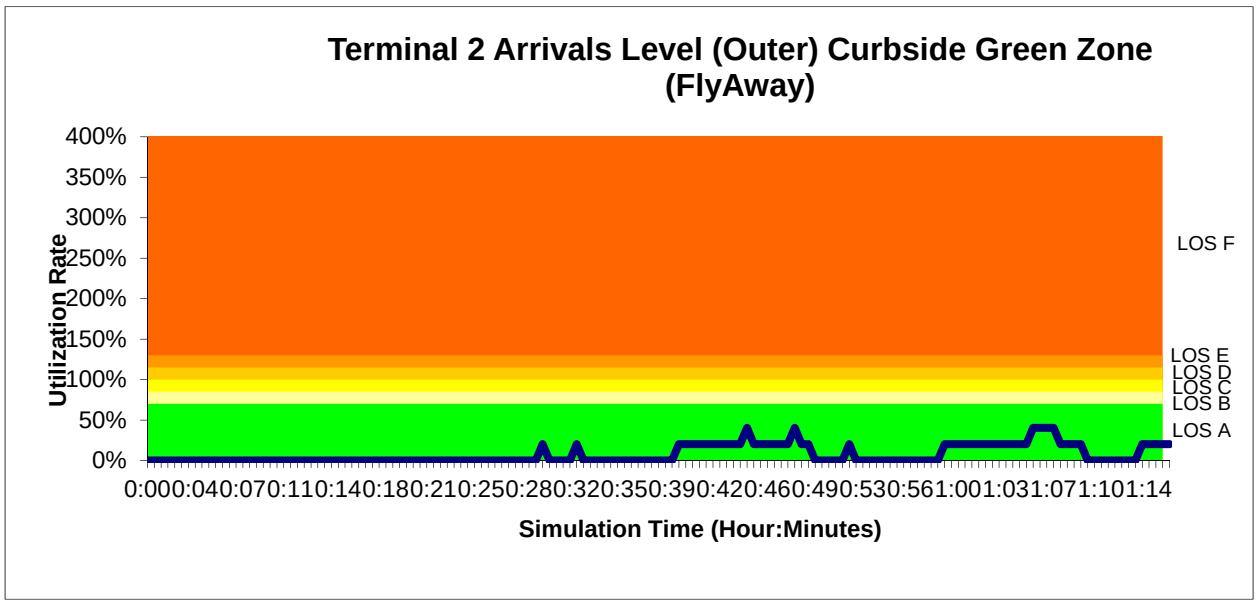


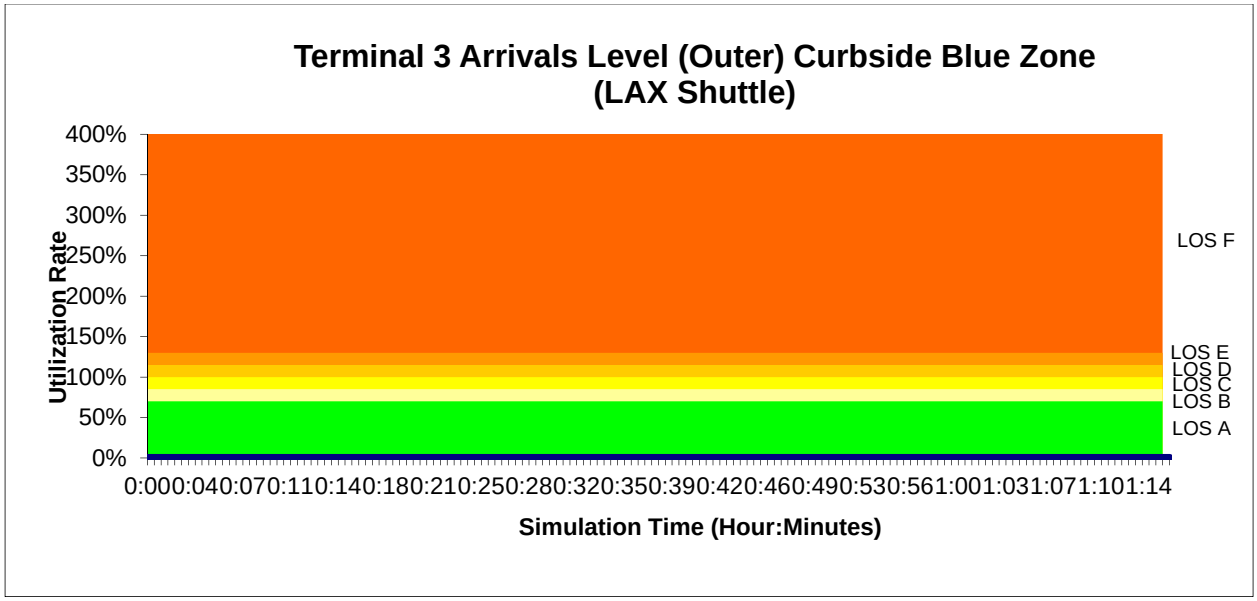
Arrivals Level -Future Without Program



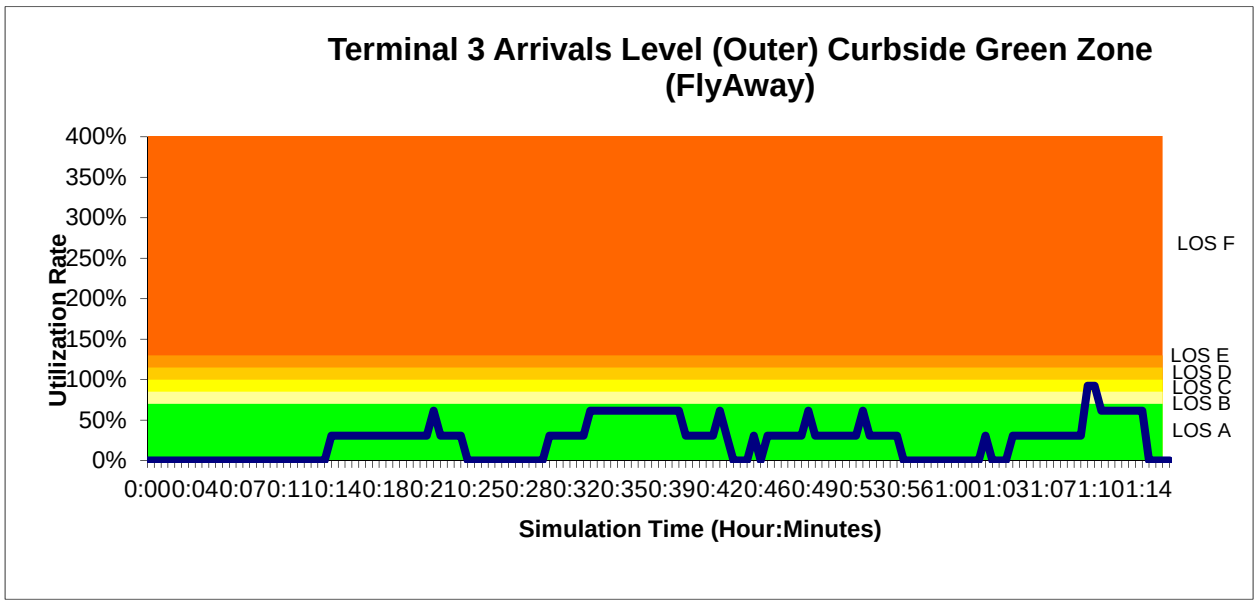


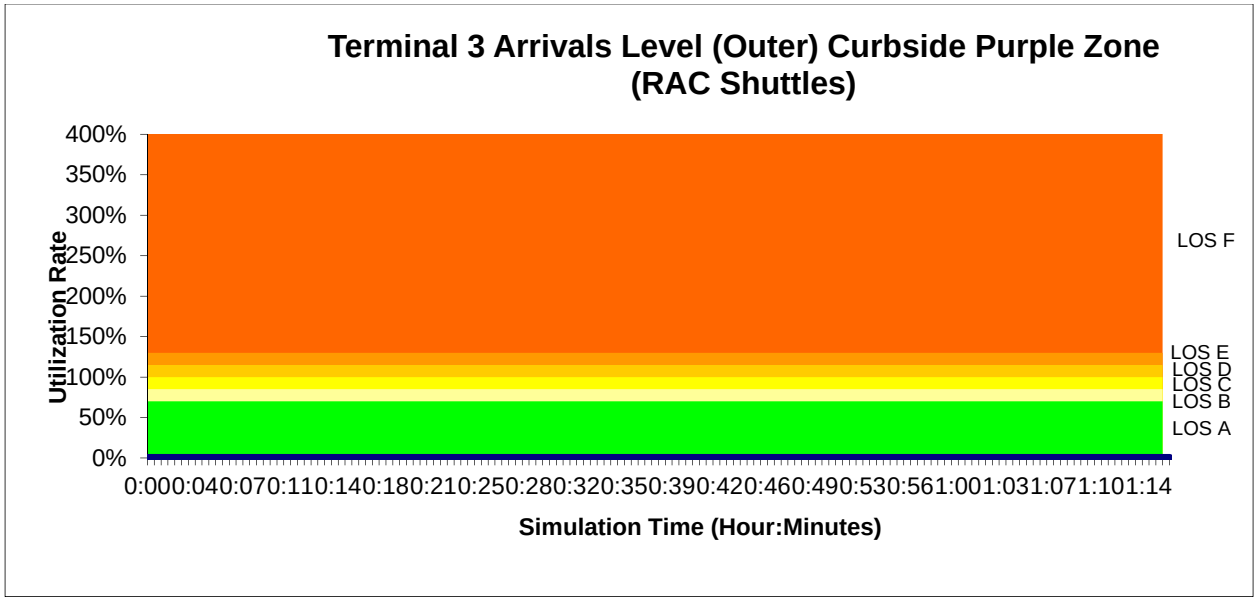
Arrivals Level -Future Without Program



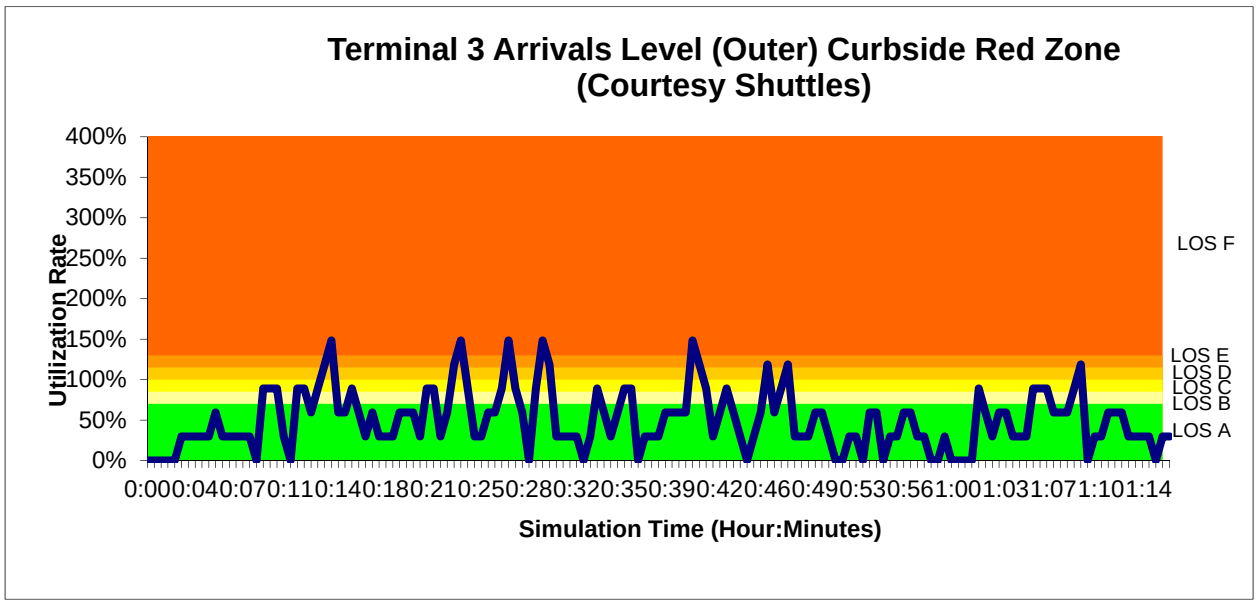


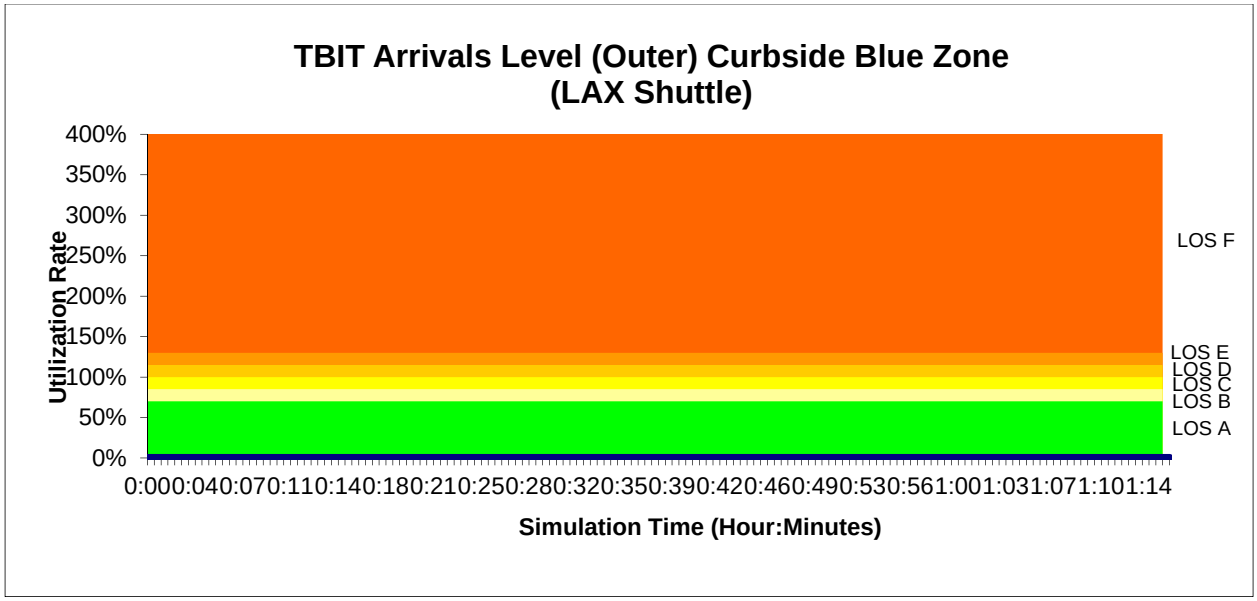
Arrivals Level -Future Without Program



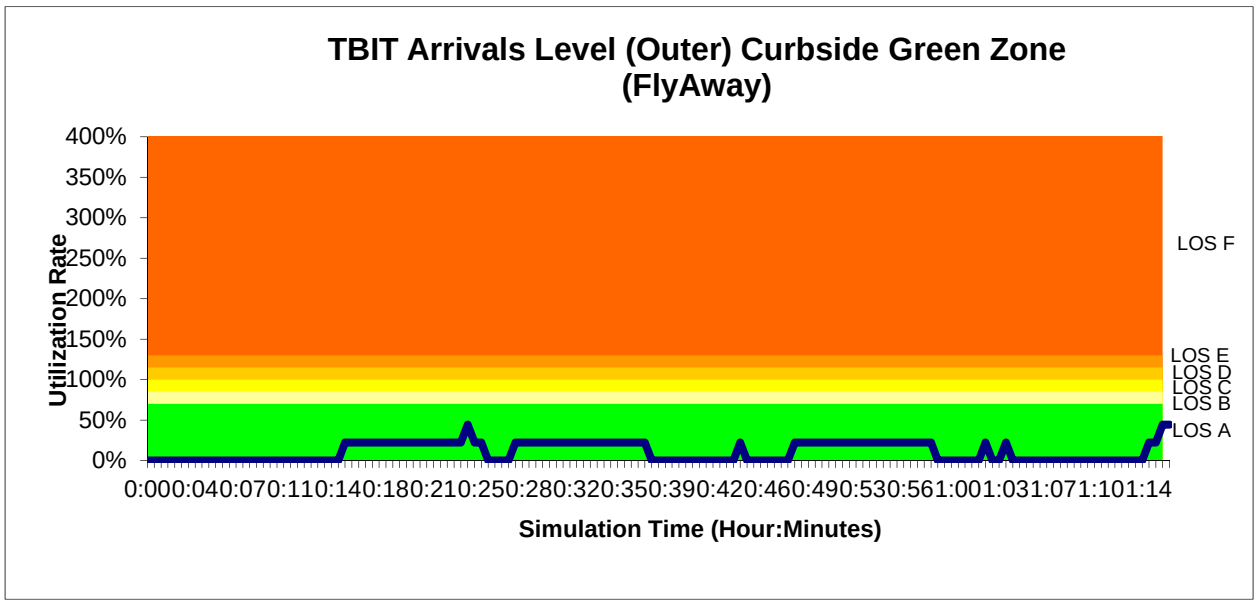


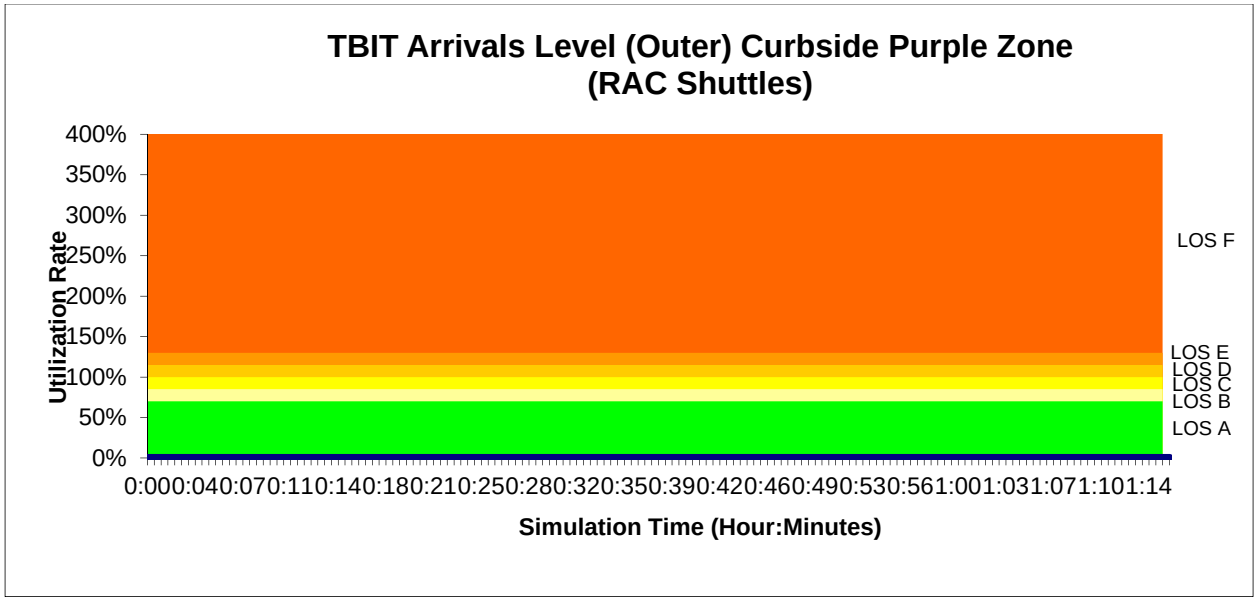
Arrivals Level -Future Without Program



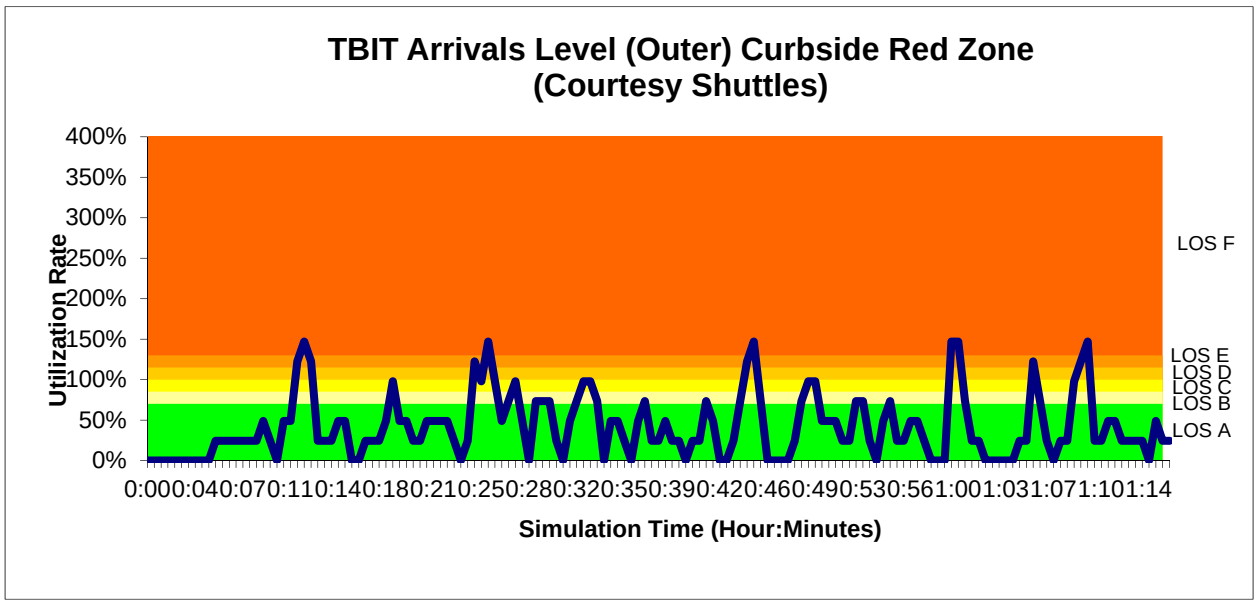


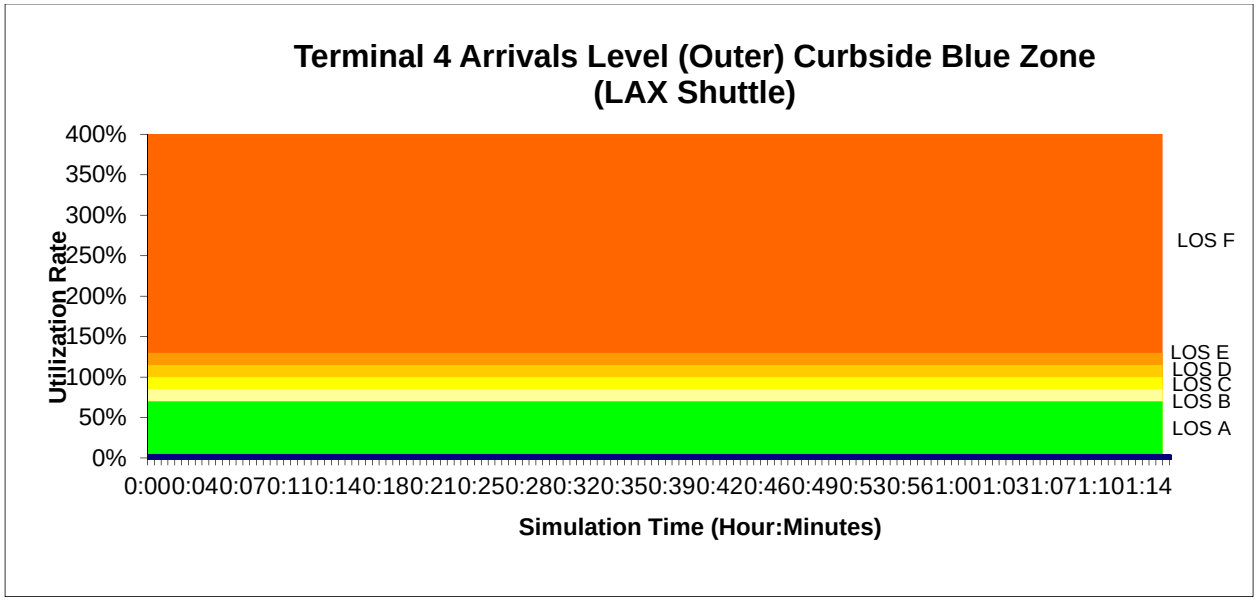
Arrivals Level -Future Without Program



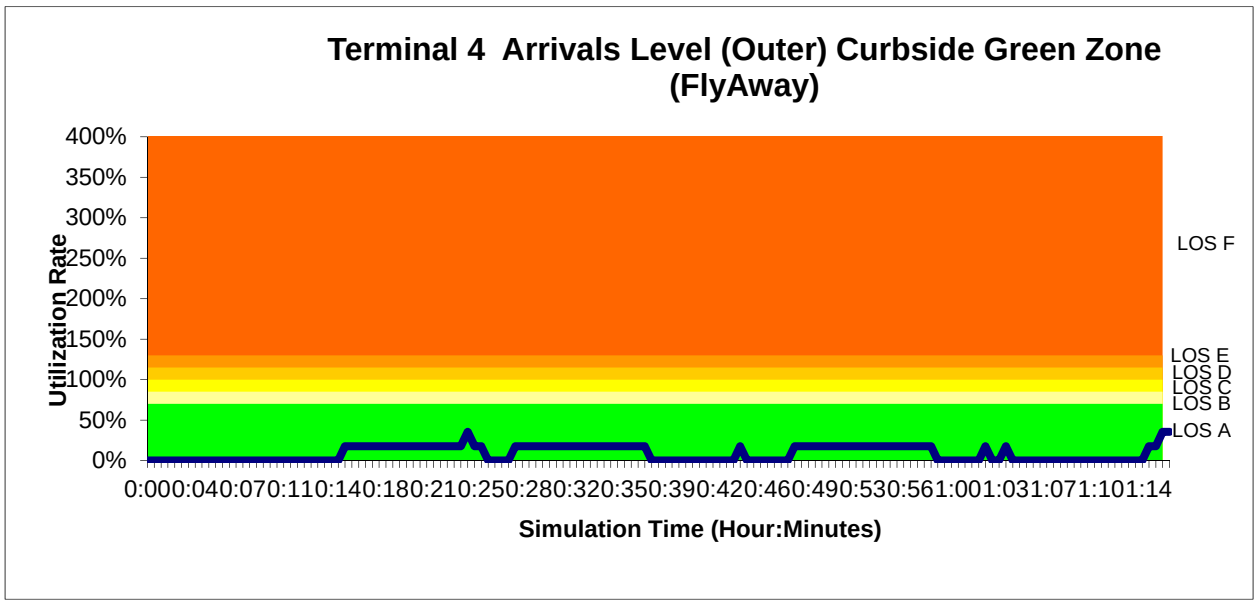


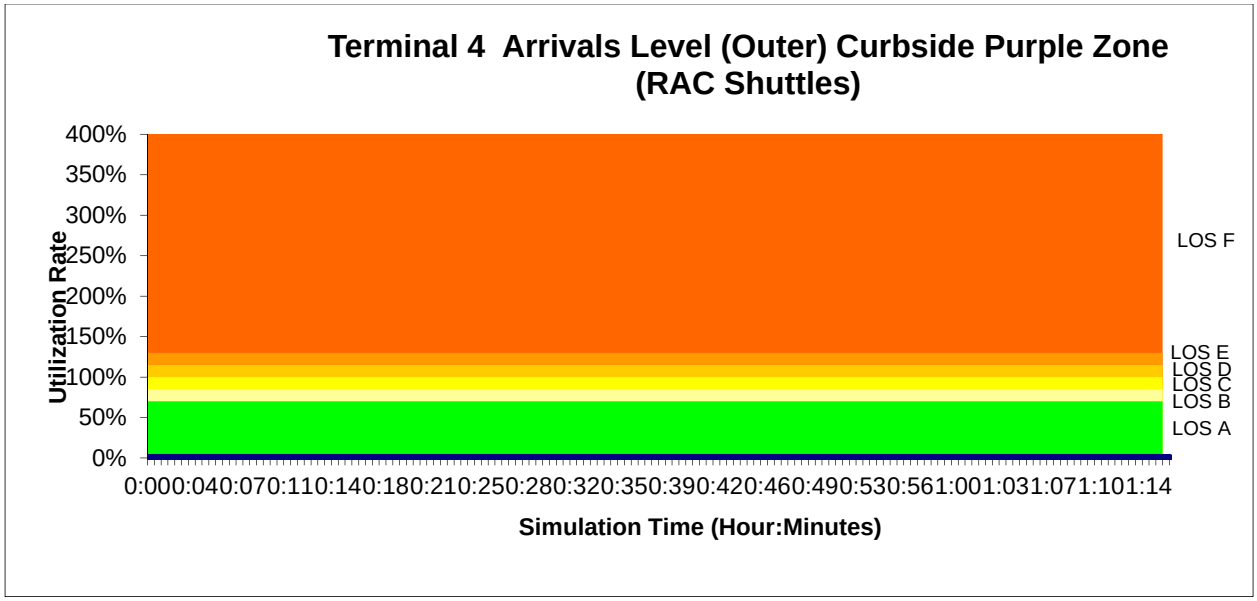
Arrivals Level -Future Without Program



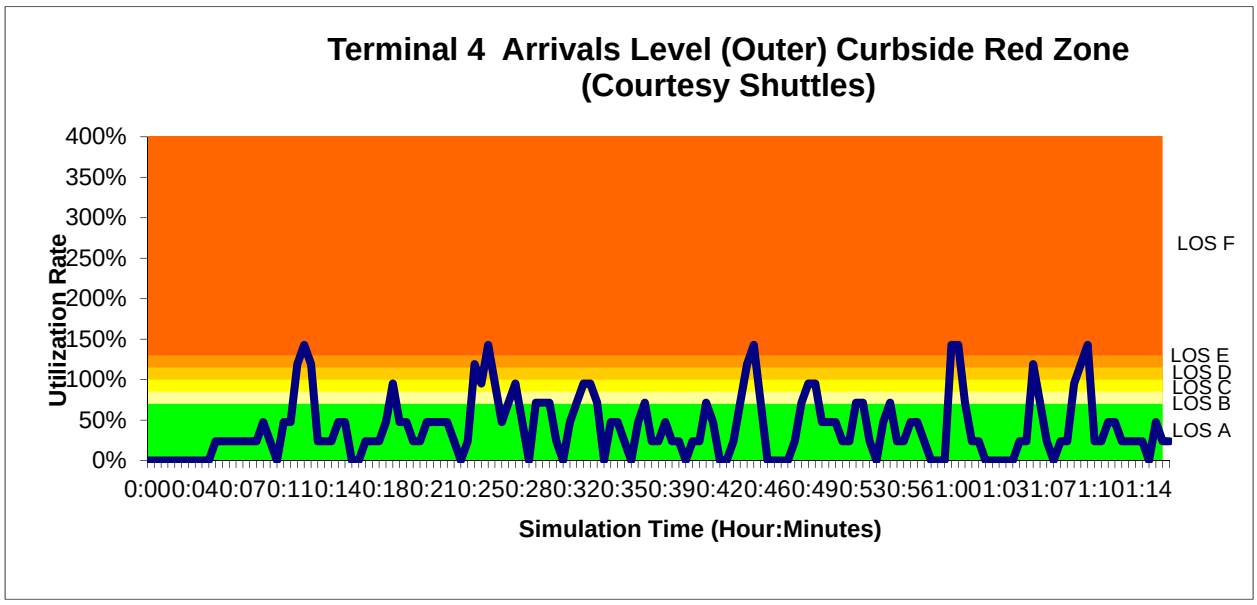


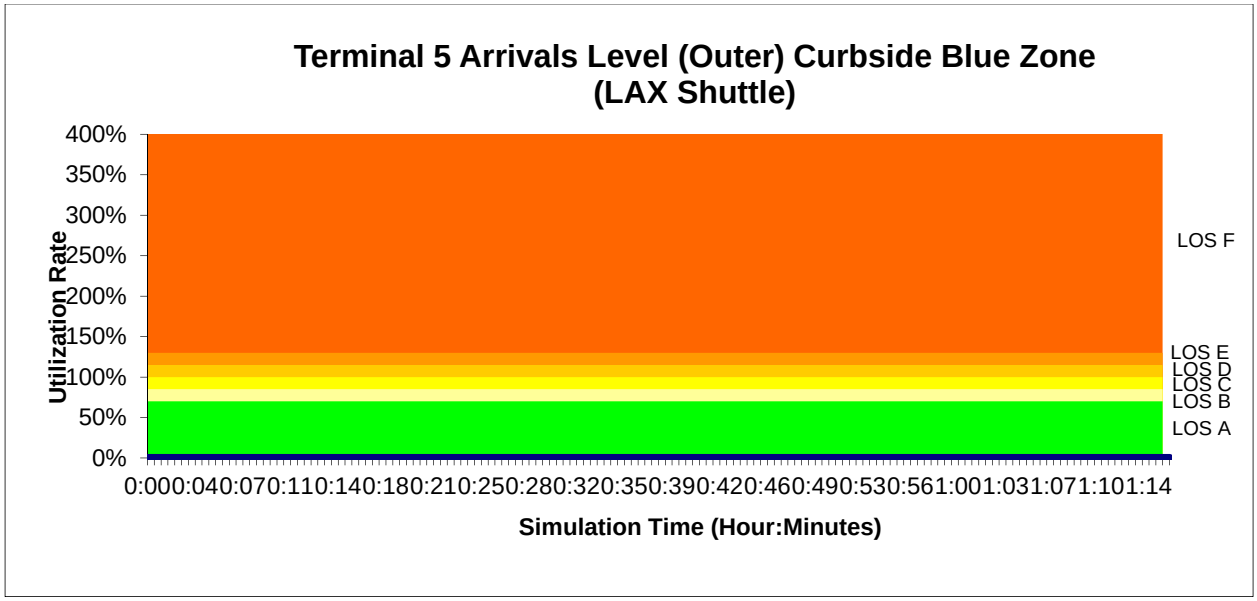
Arrivals Level -Future Without Program



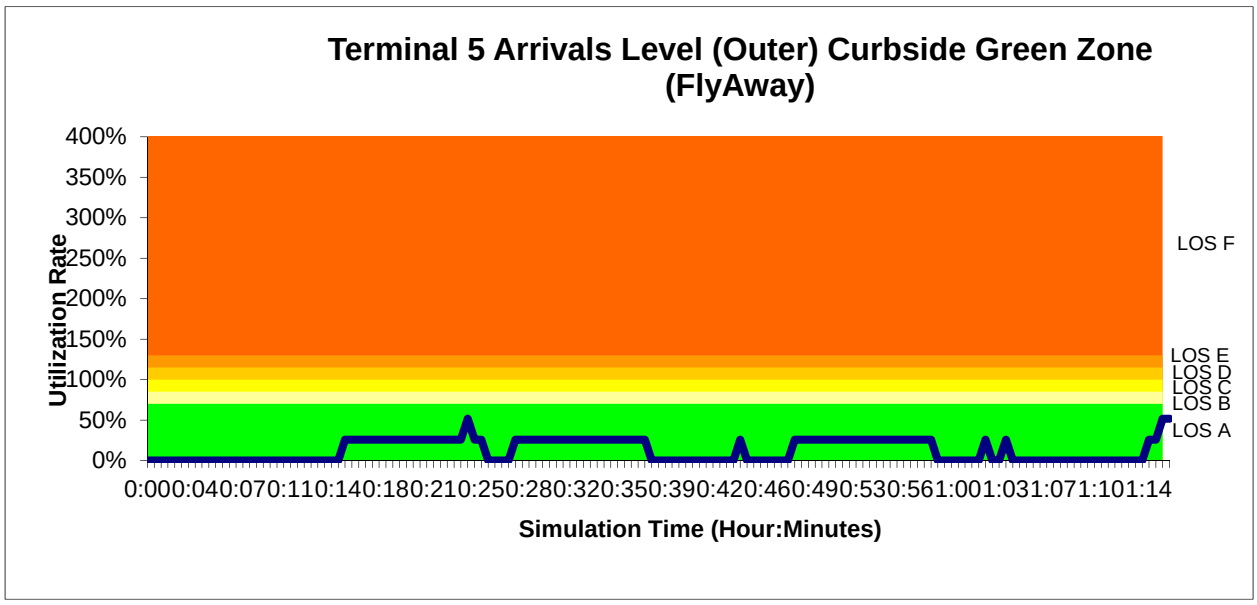


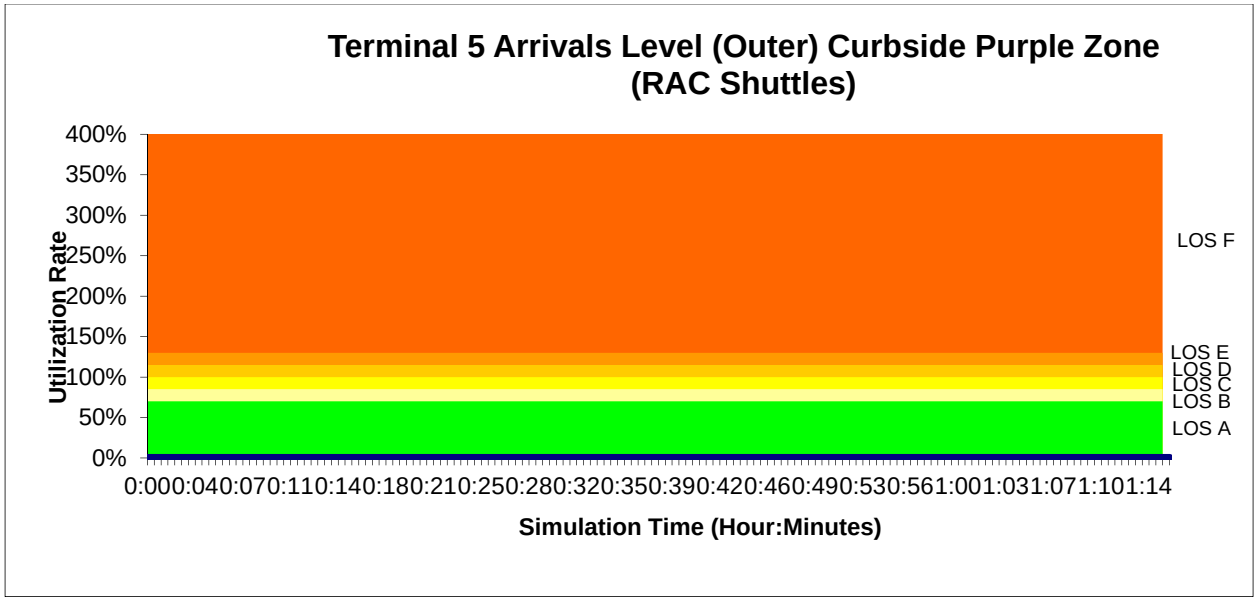
Arrivals Level -Future Without Program



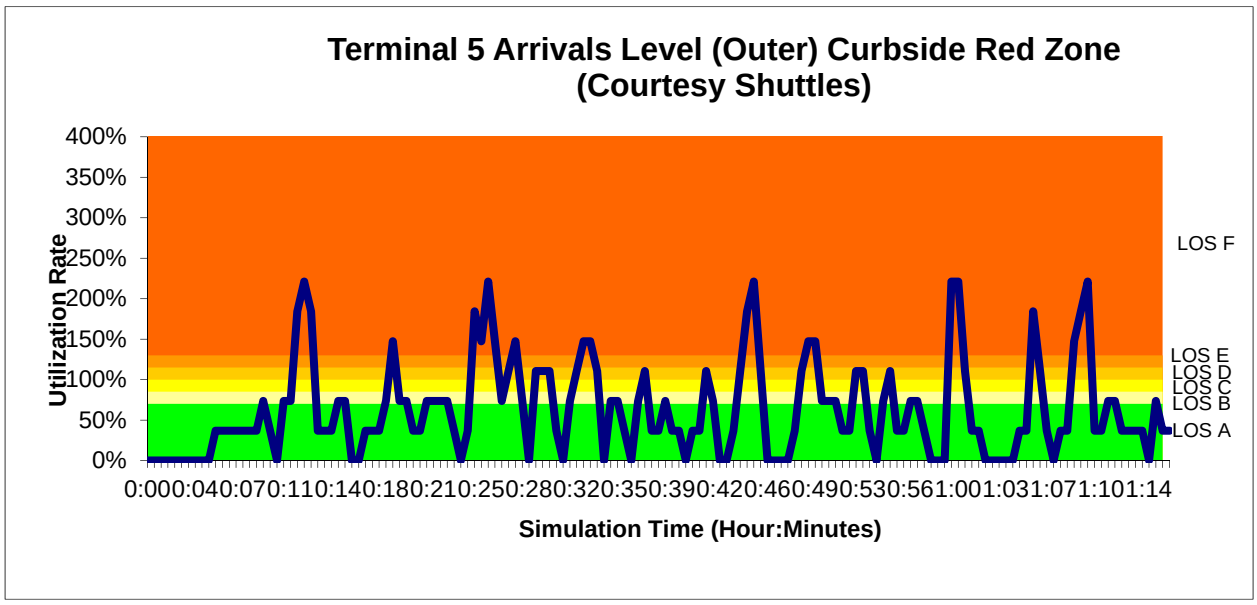


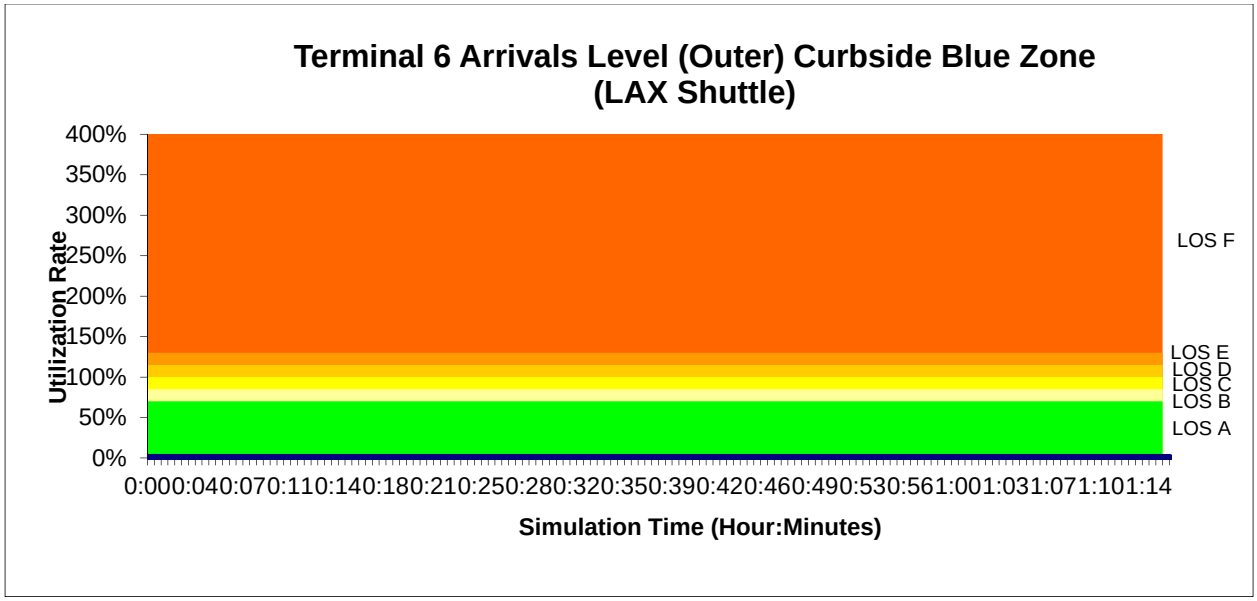
Arrivals Level -Future Without Program



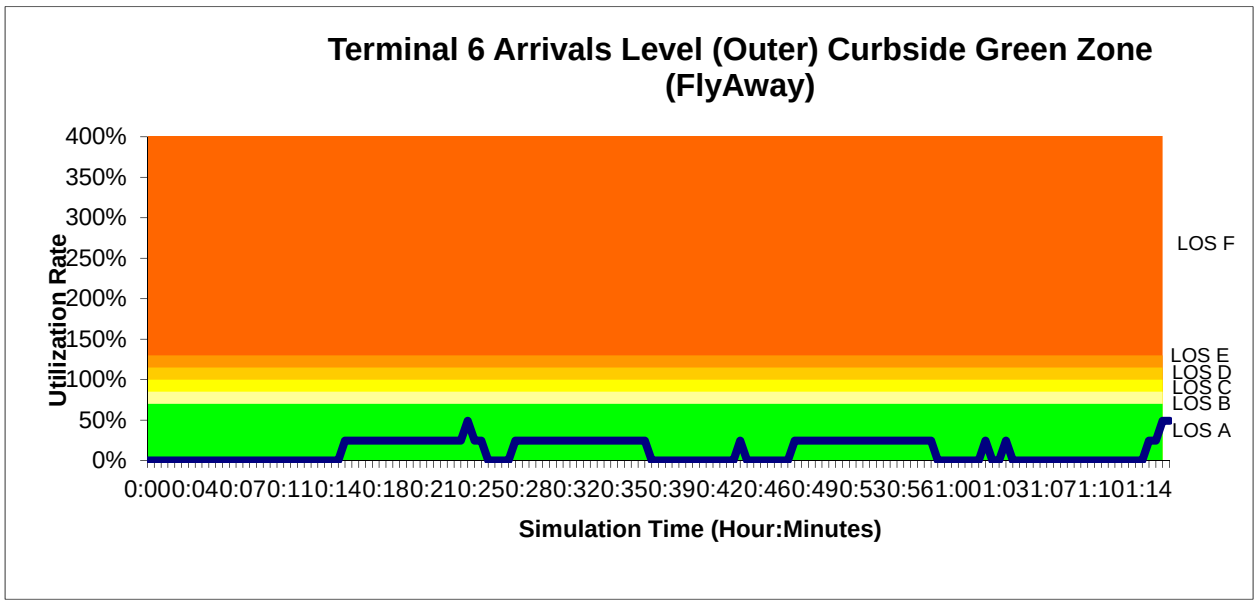


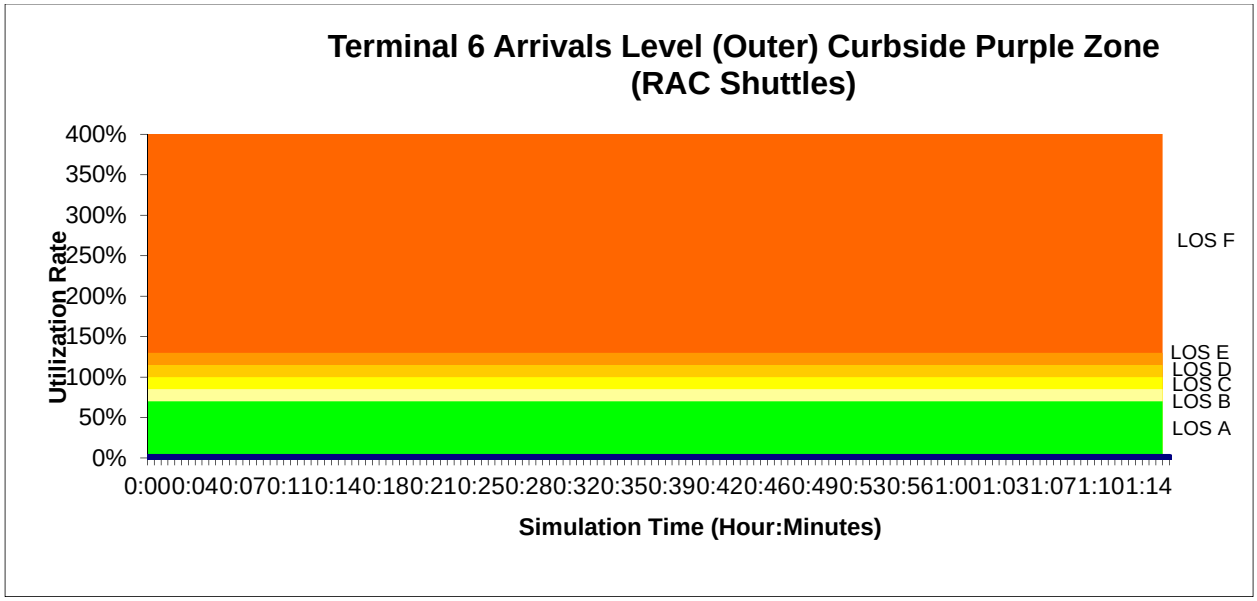
Arrivals Level -Future Without Program



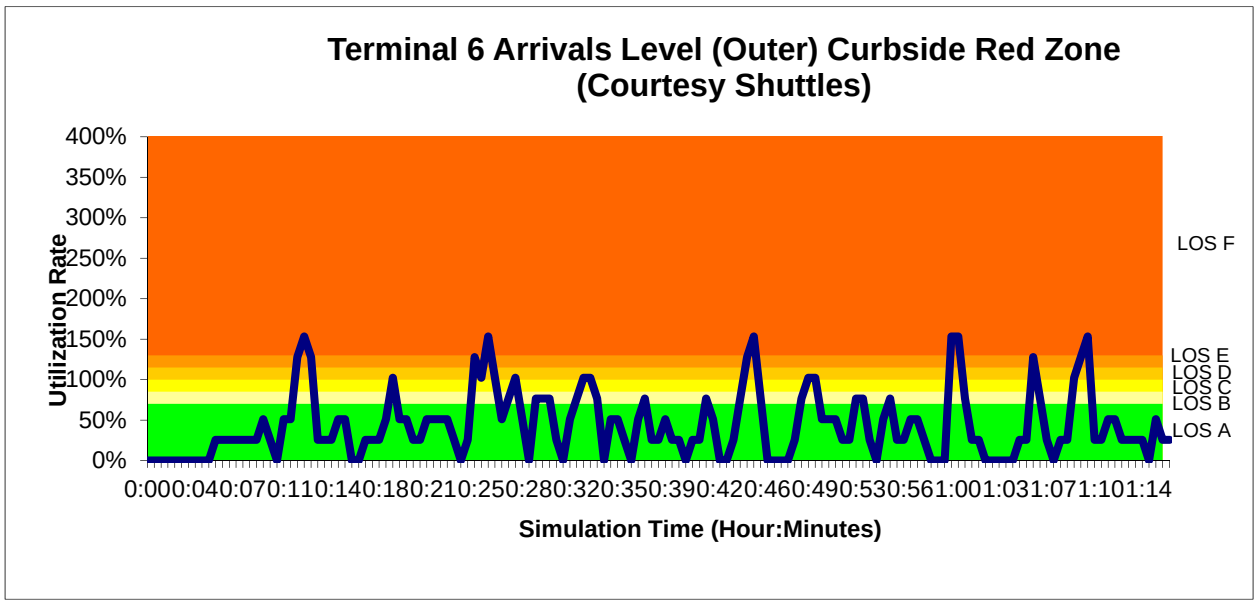


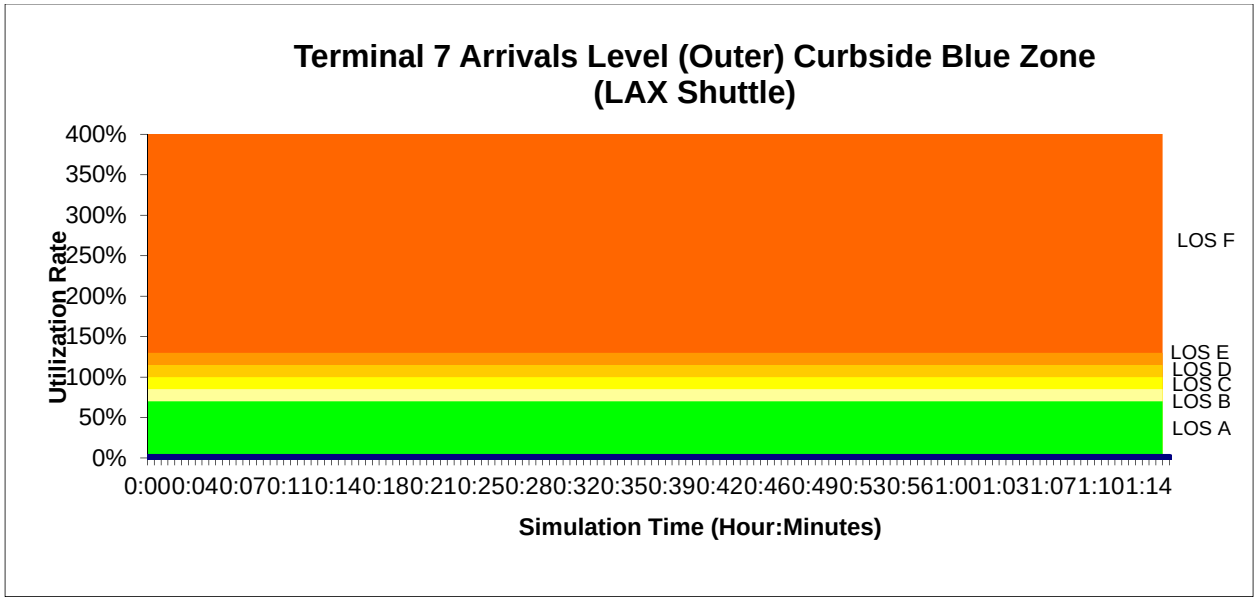
Arrivals Level -Future Without Program



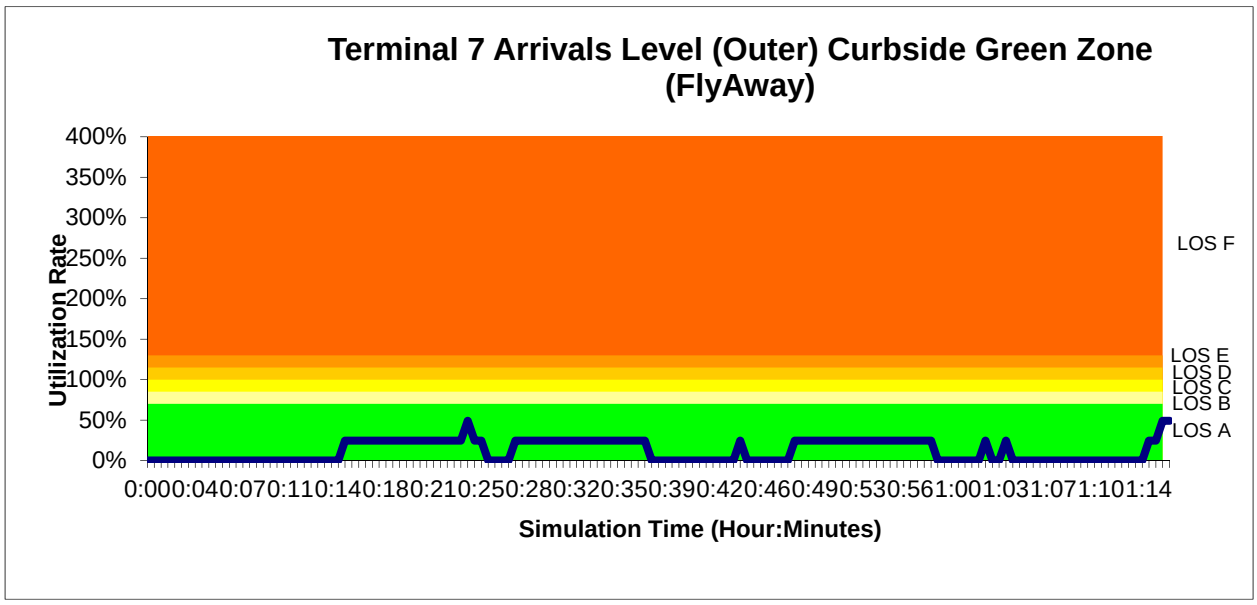


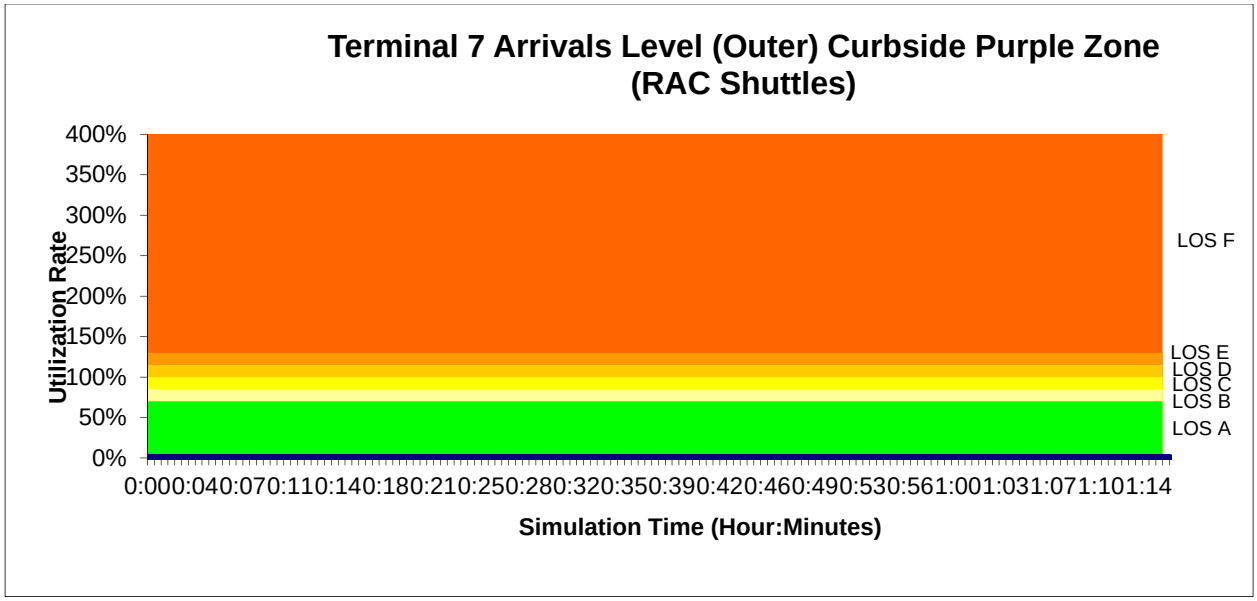
Arrivals Level -Future Without Program



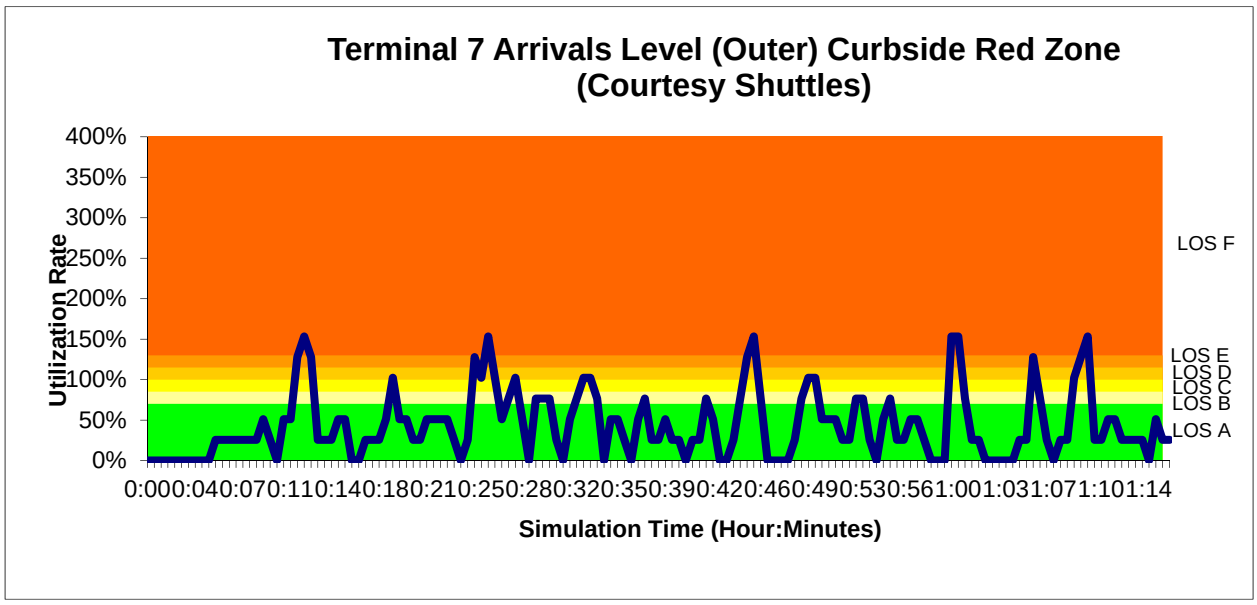


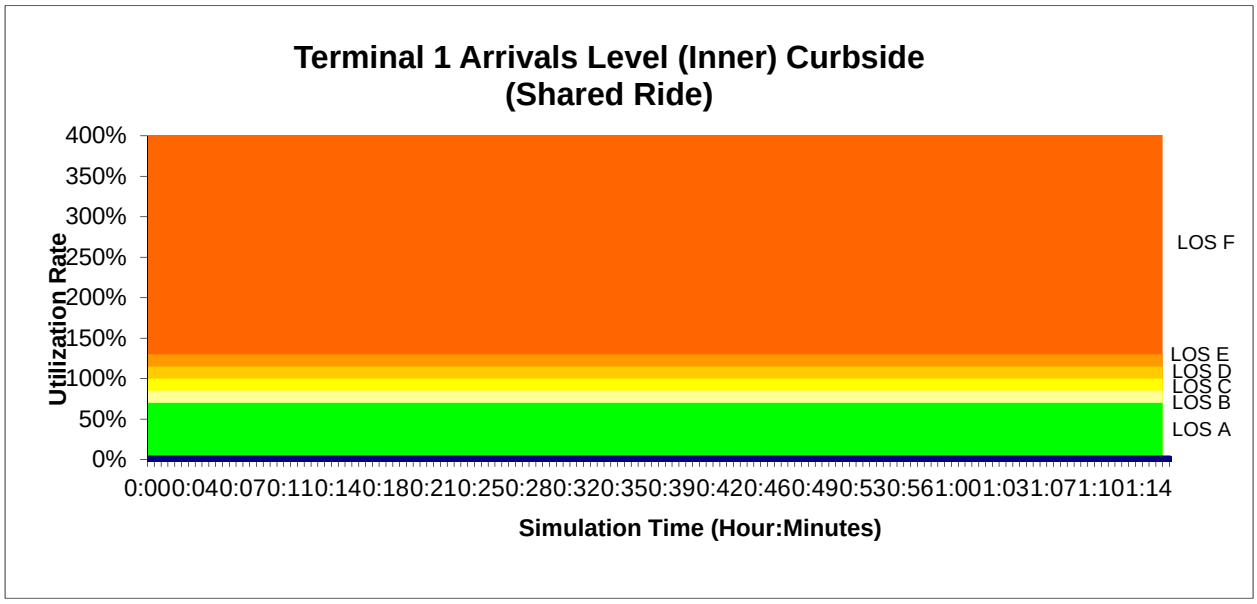
Arrivals Level -Future Without Program



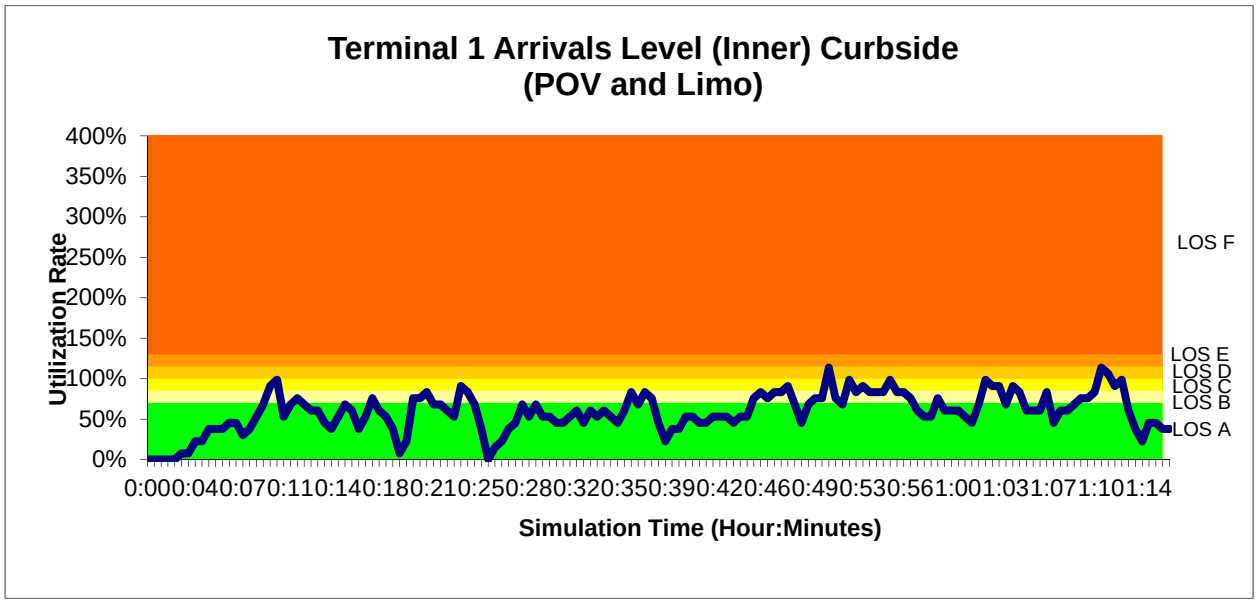


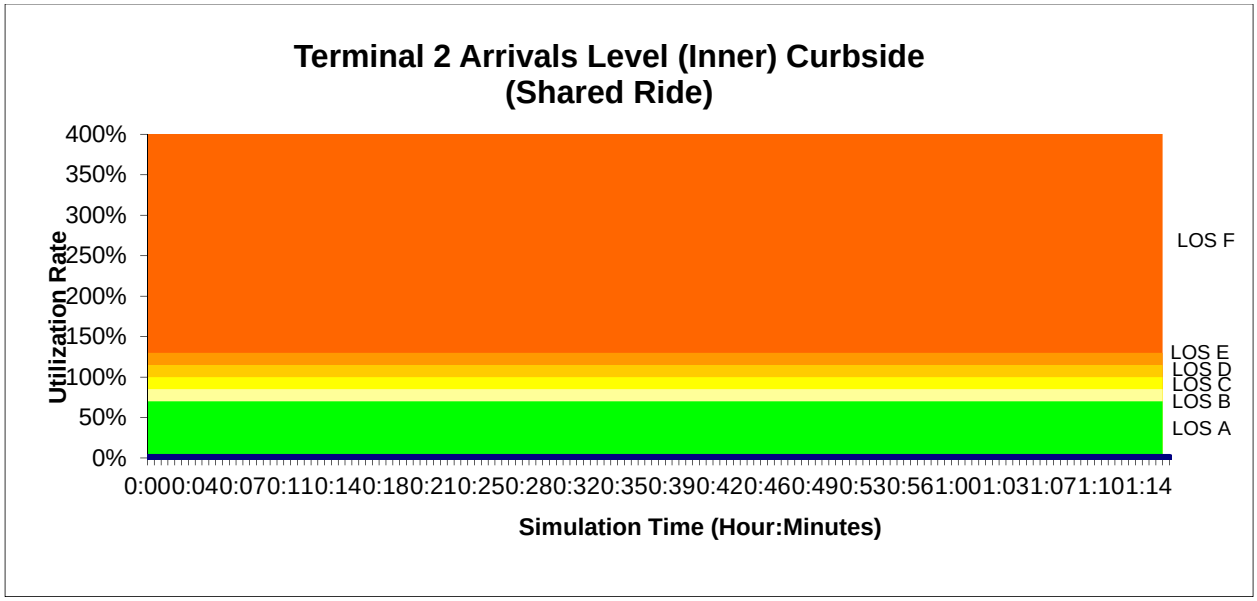
Arrivals Level -Future Without Program



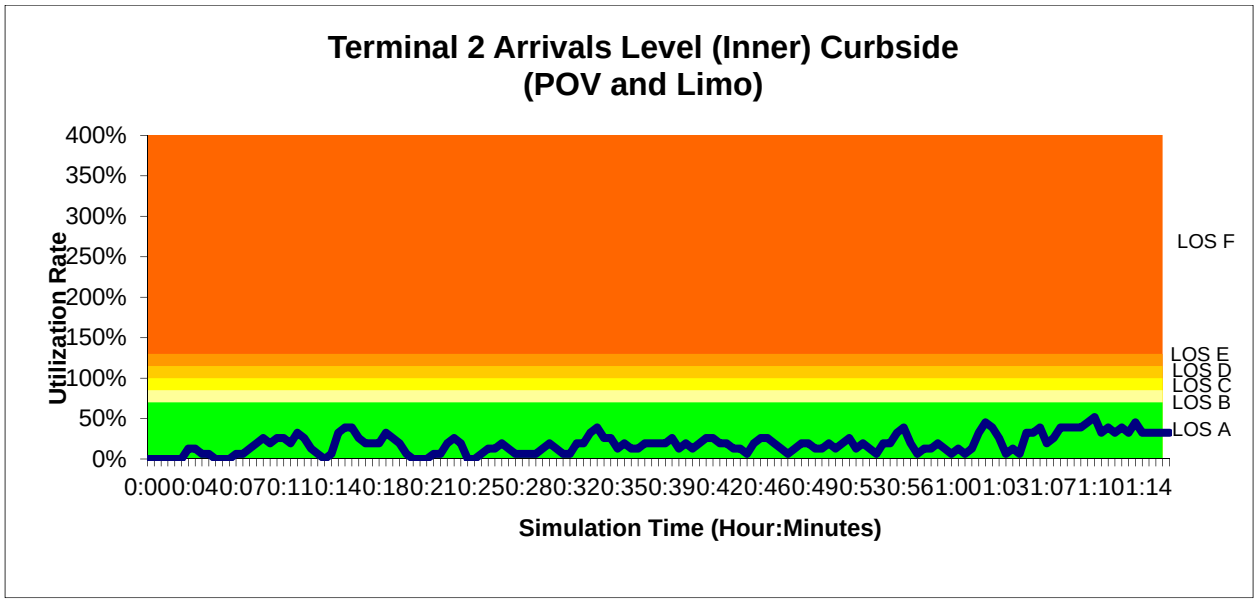


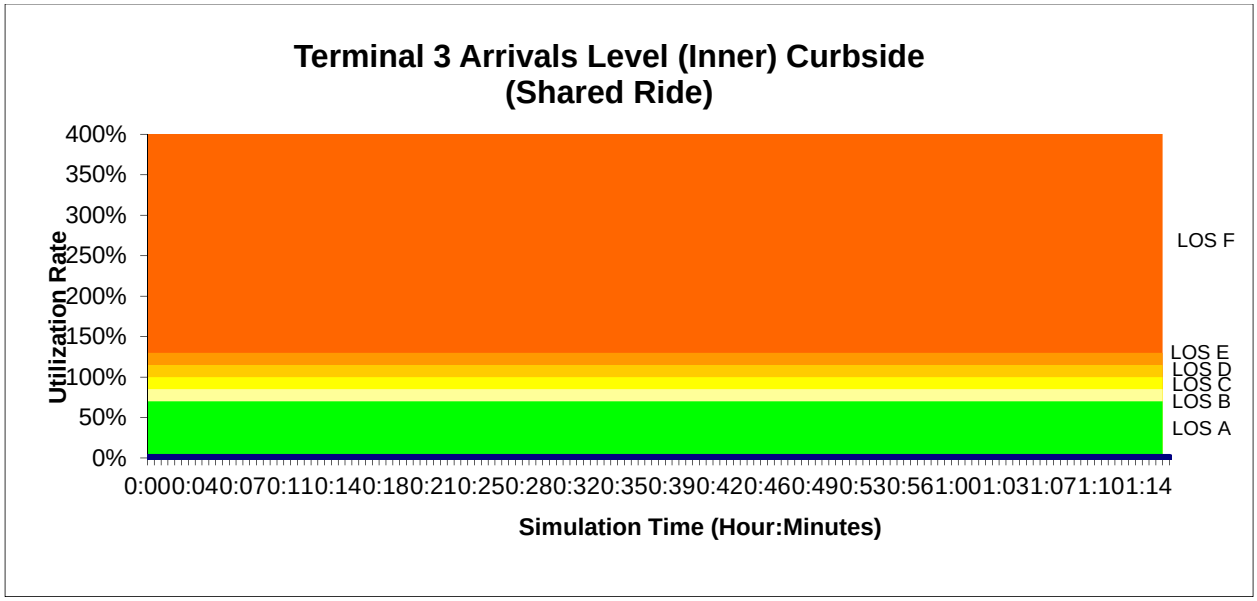
Arrivals Level - Future With Program



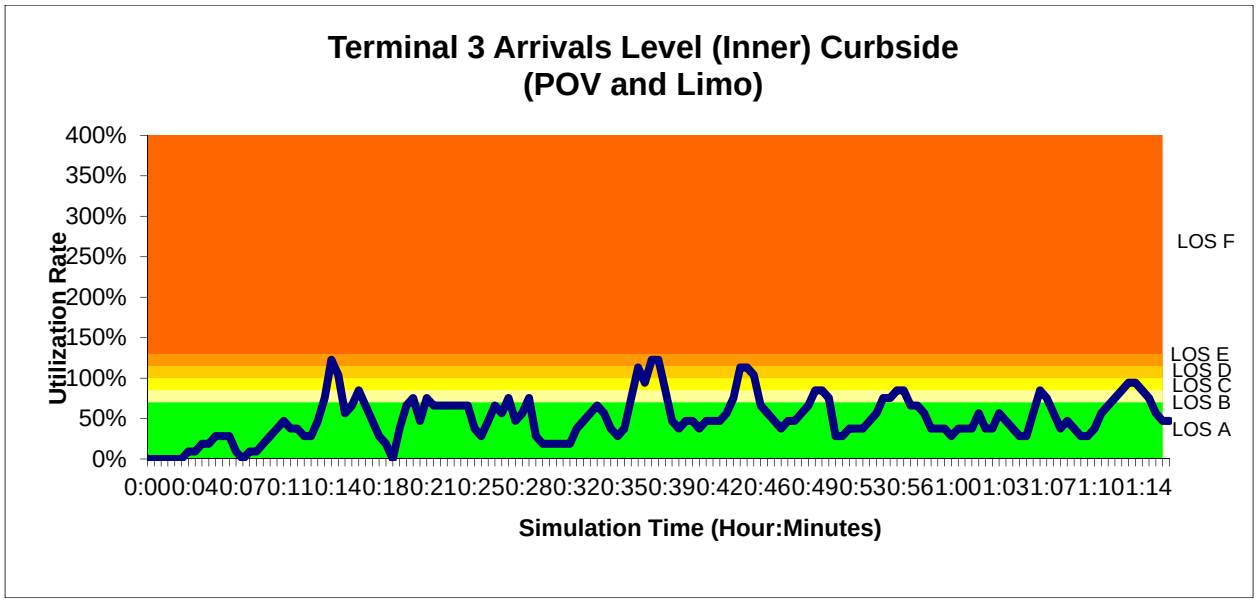


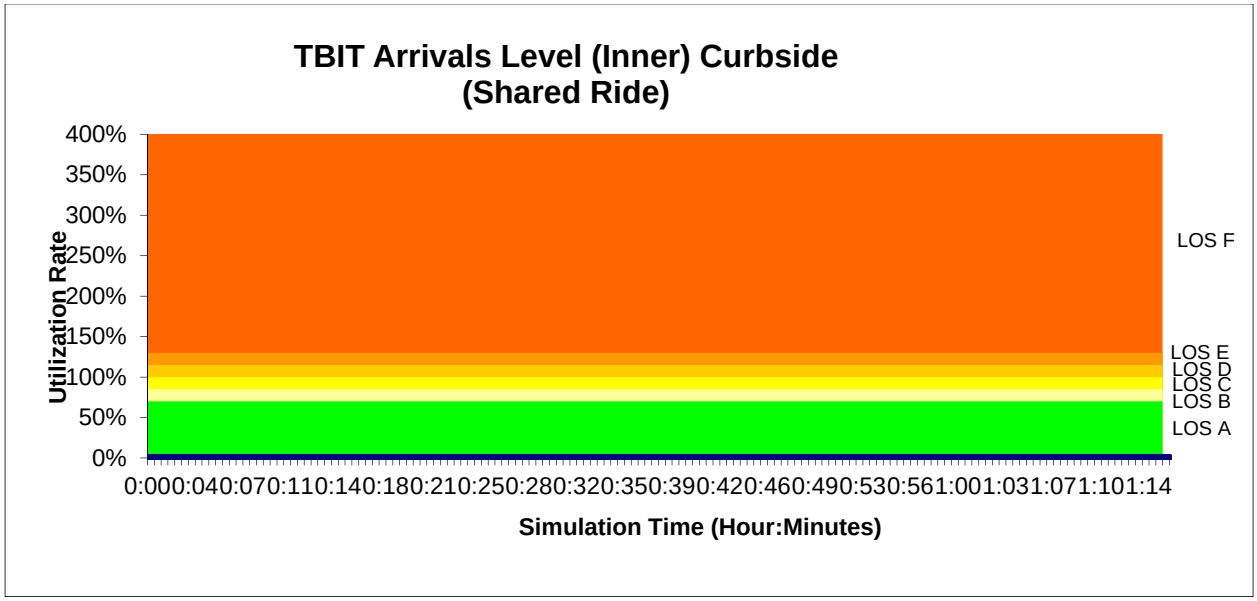
Arrivals Level - Future With Program



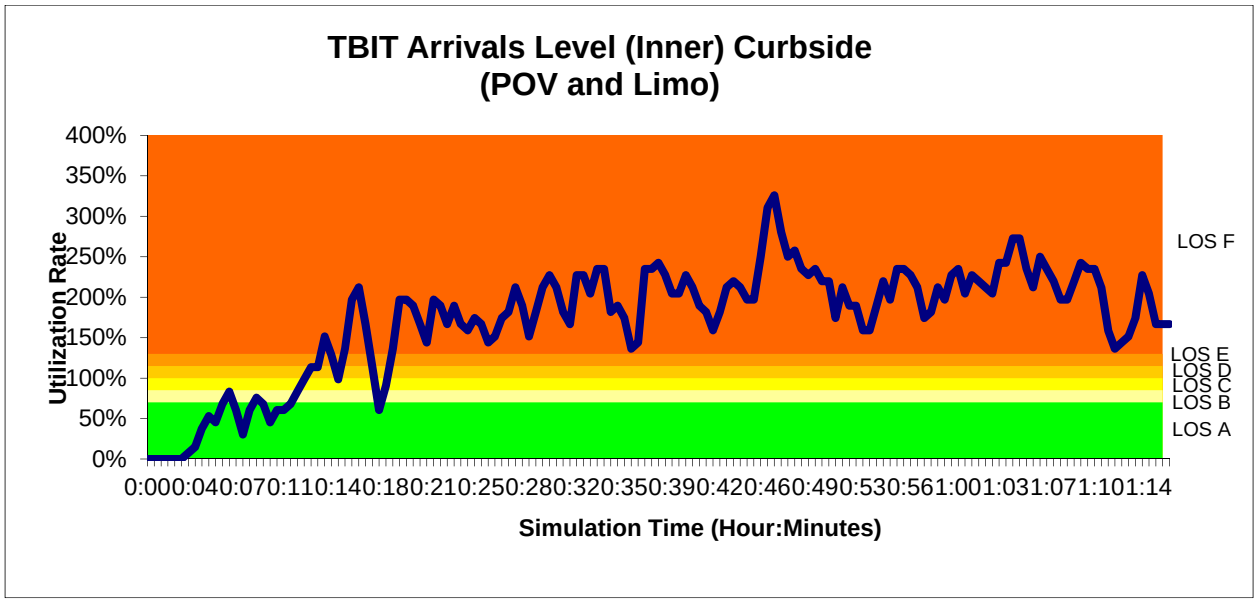


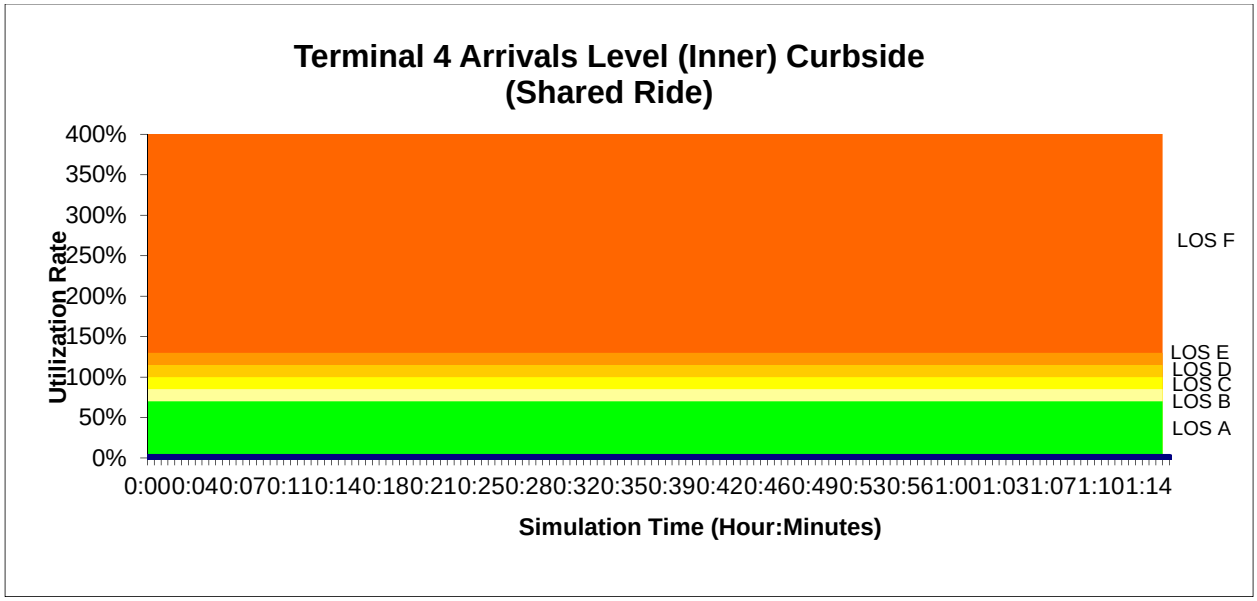
Arrivals Level - Future With Program





Arrivals Level - Future With Program





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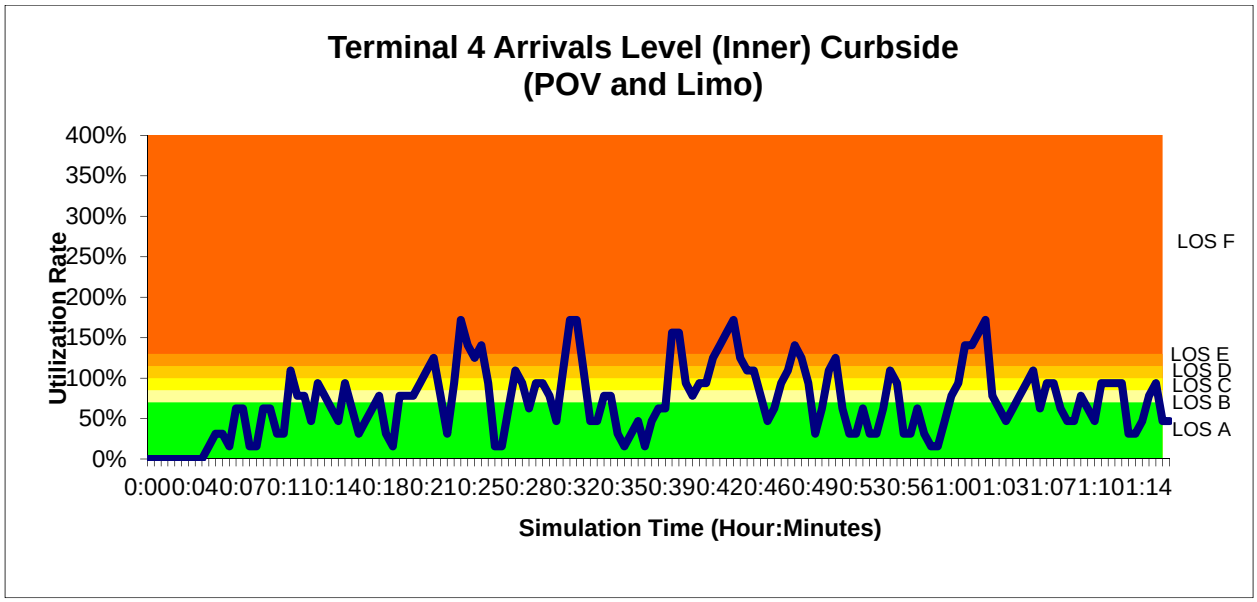
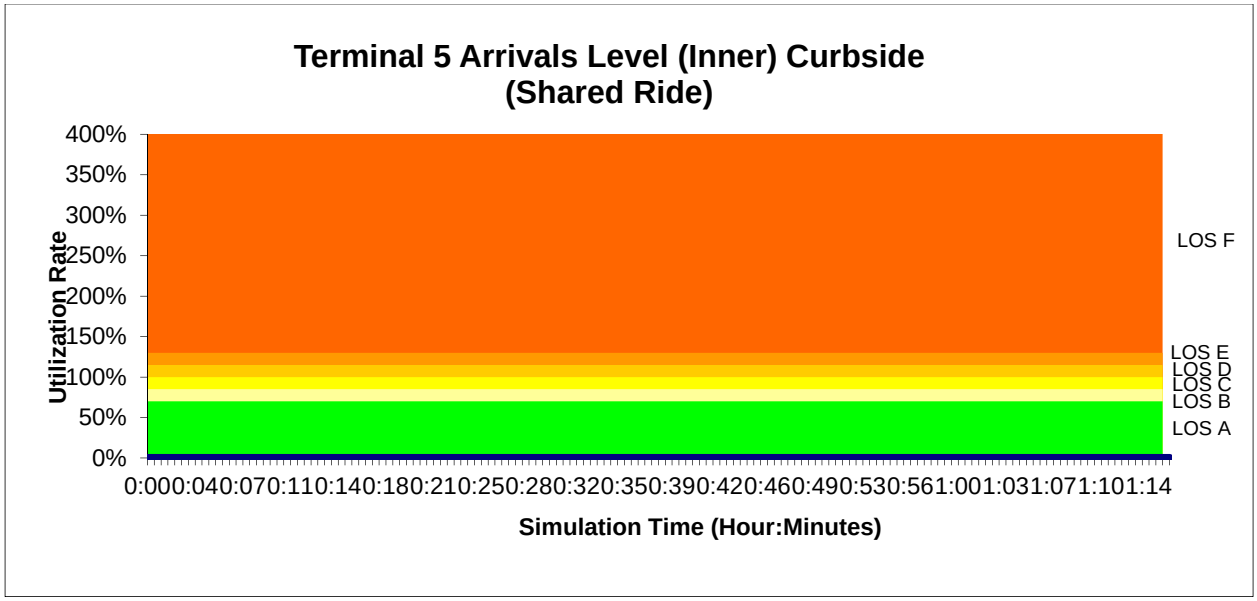
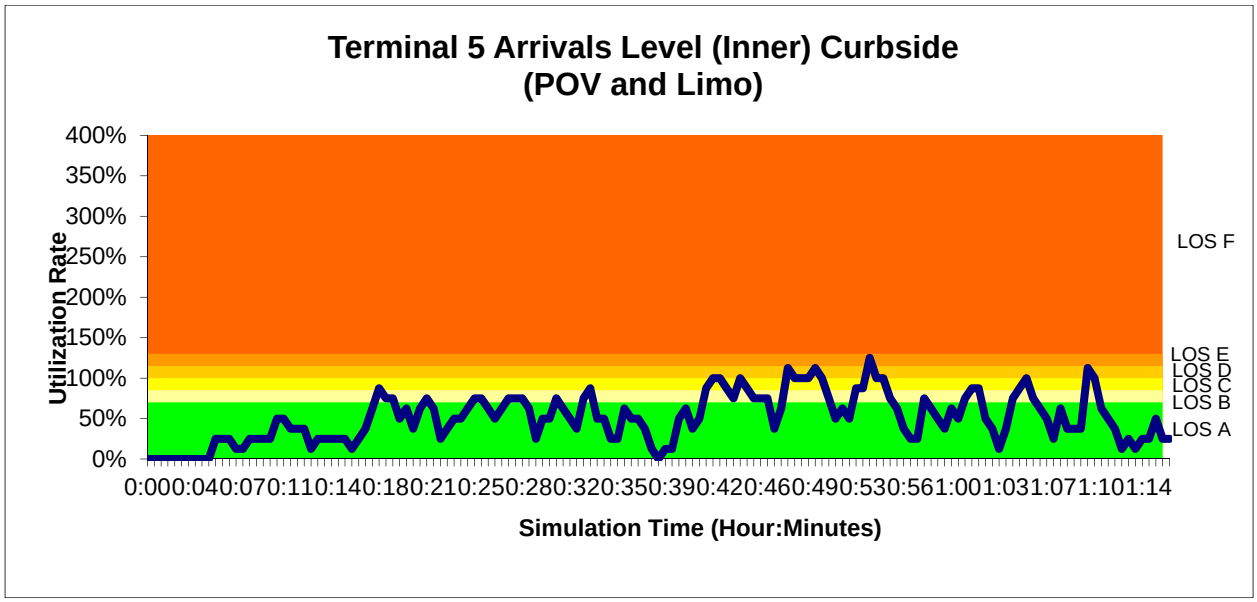
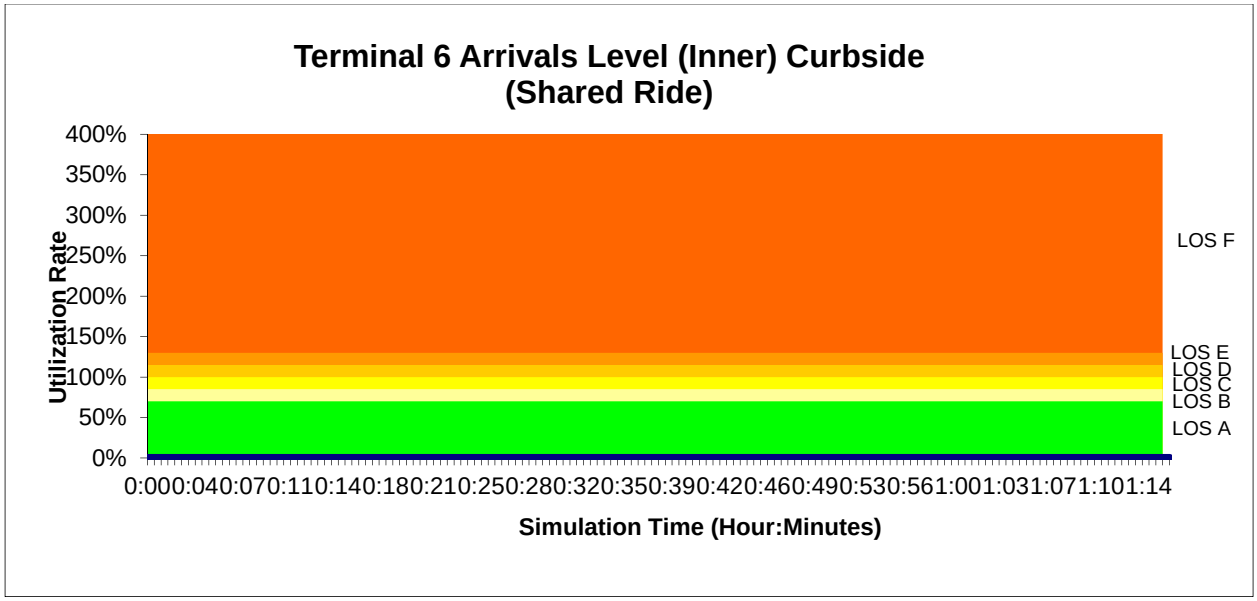


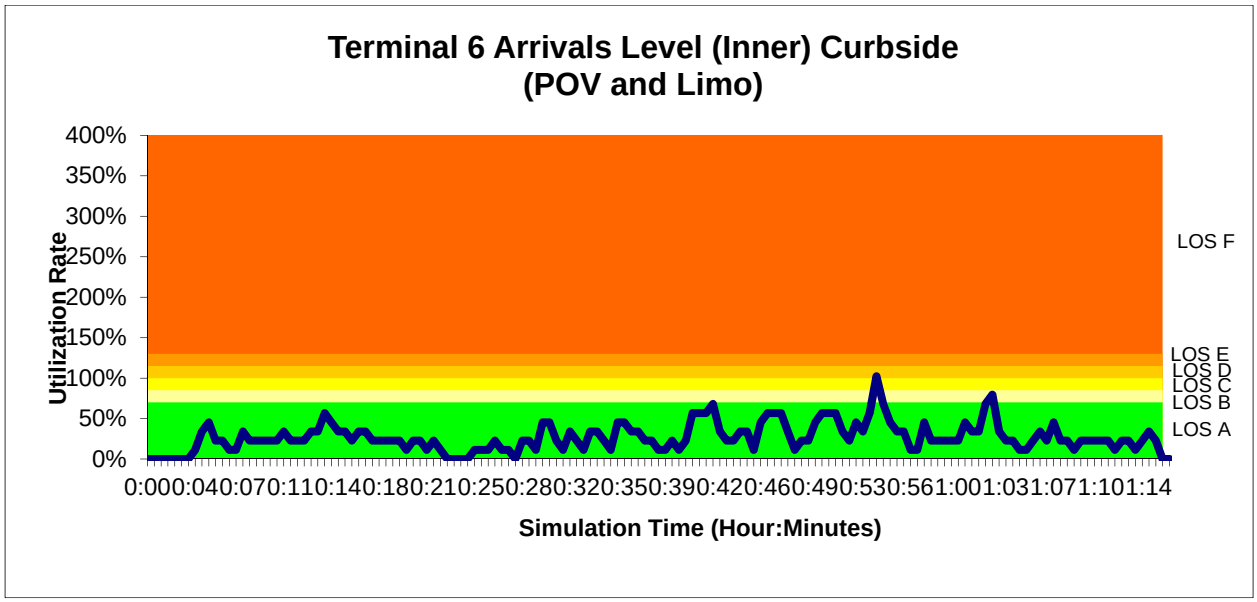


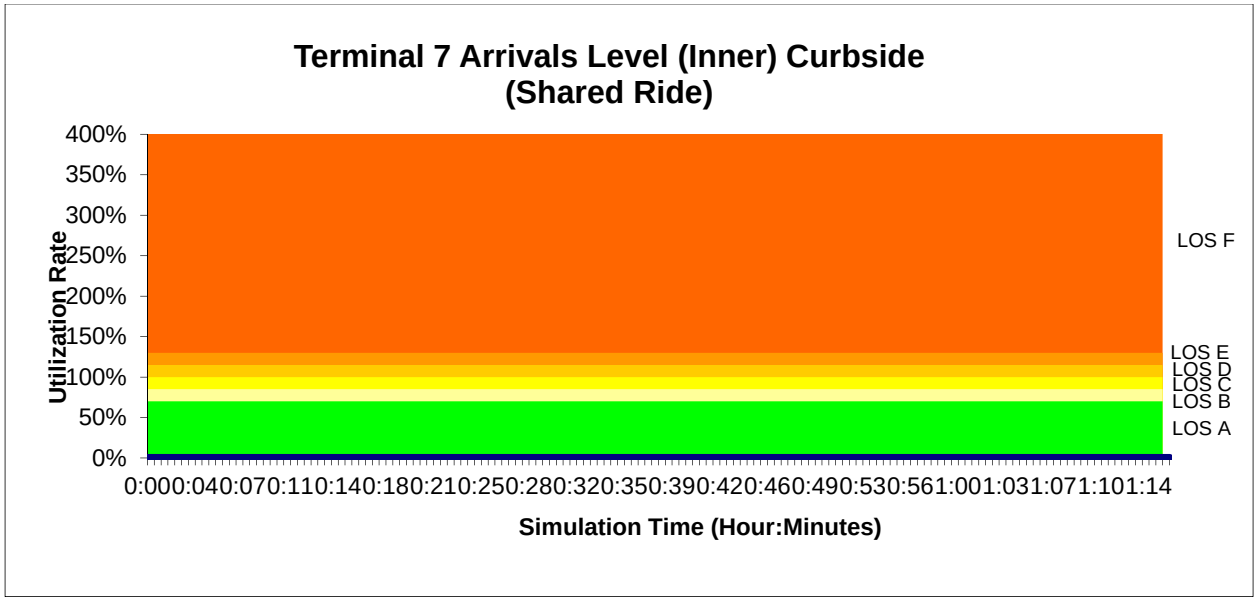
Arrivals Level - Future With Program



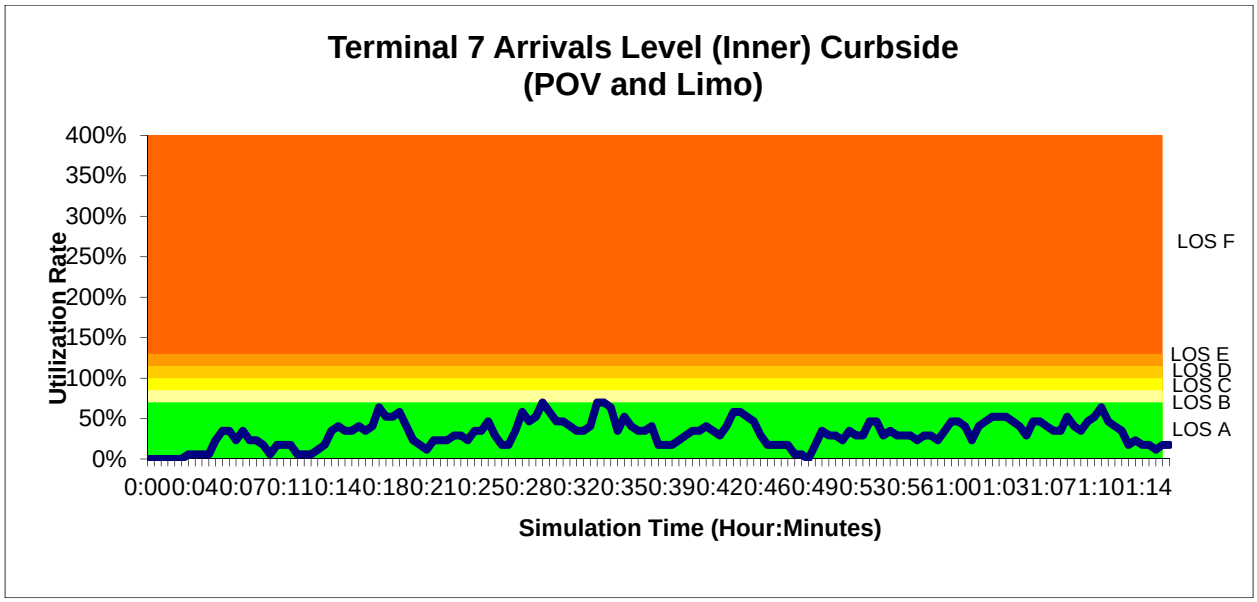


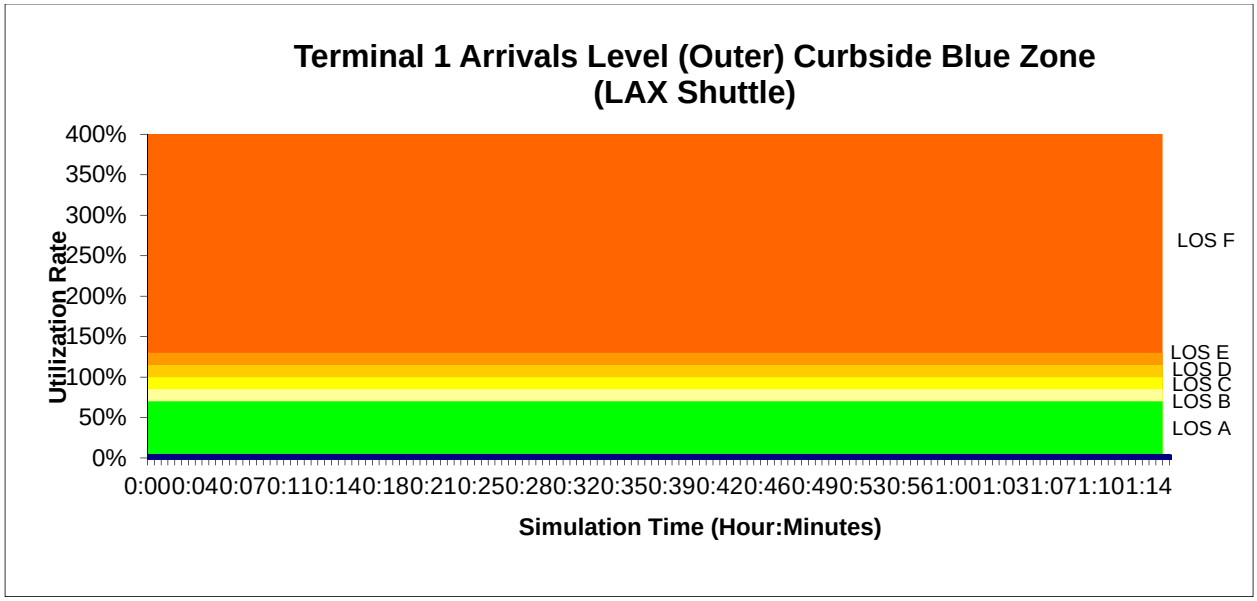
Arrivals Level - Future With Program



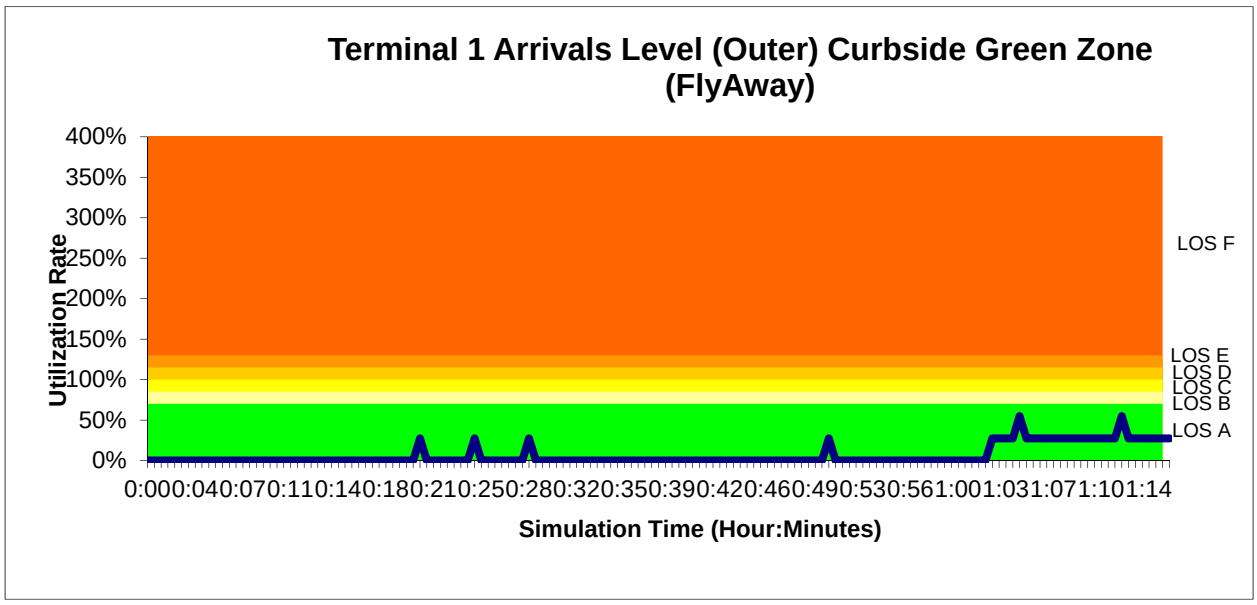


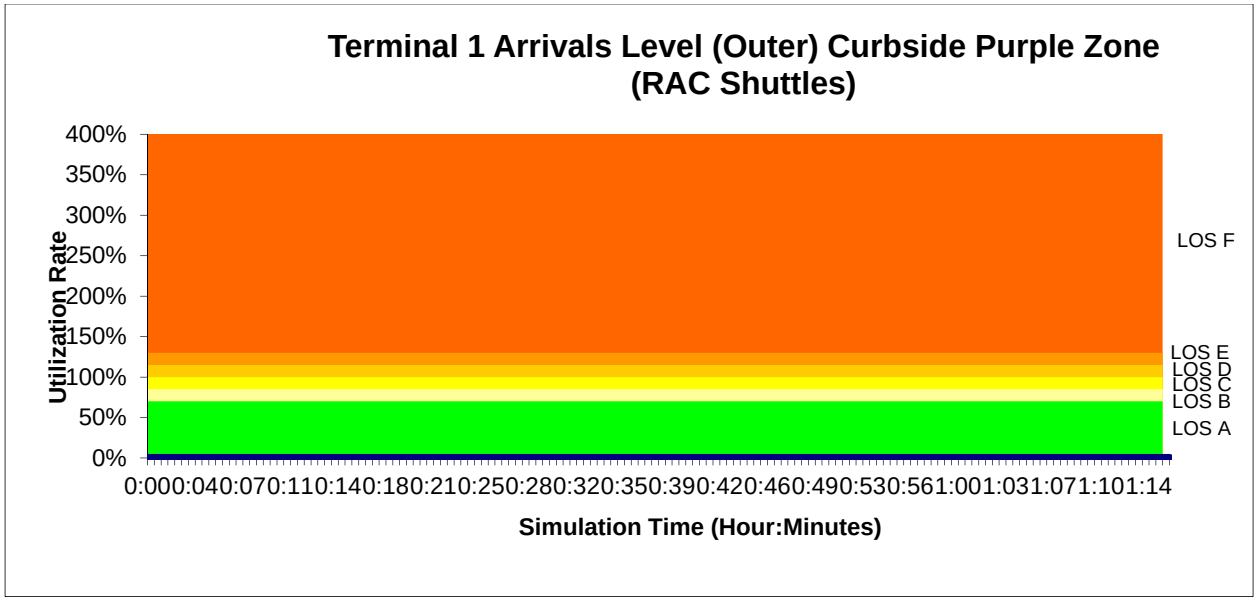
Arrivals Level - Future With Program





Arrivals Level - Future With Program





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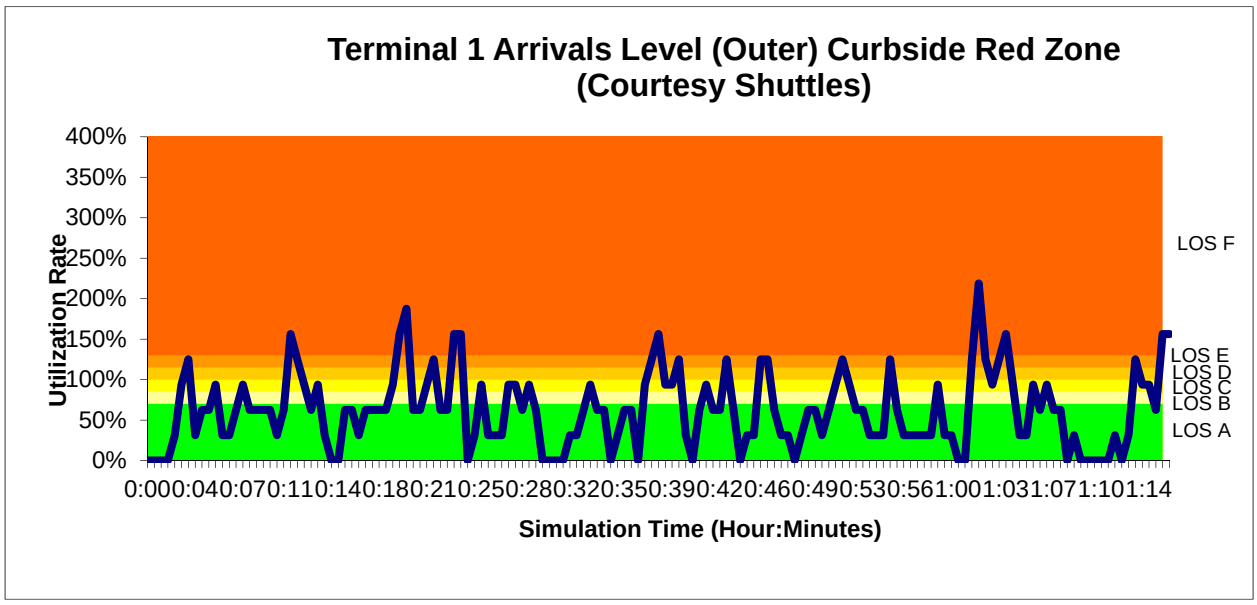
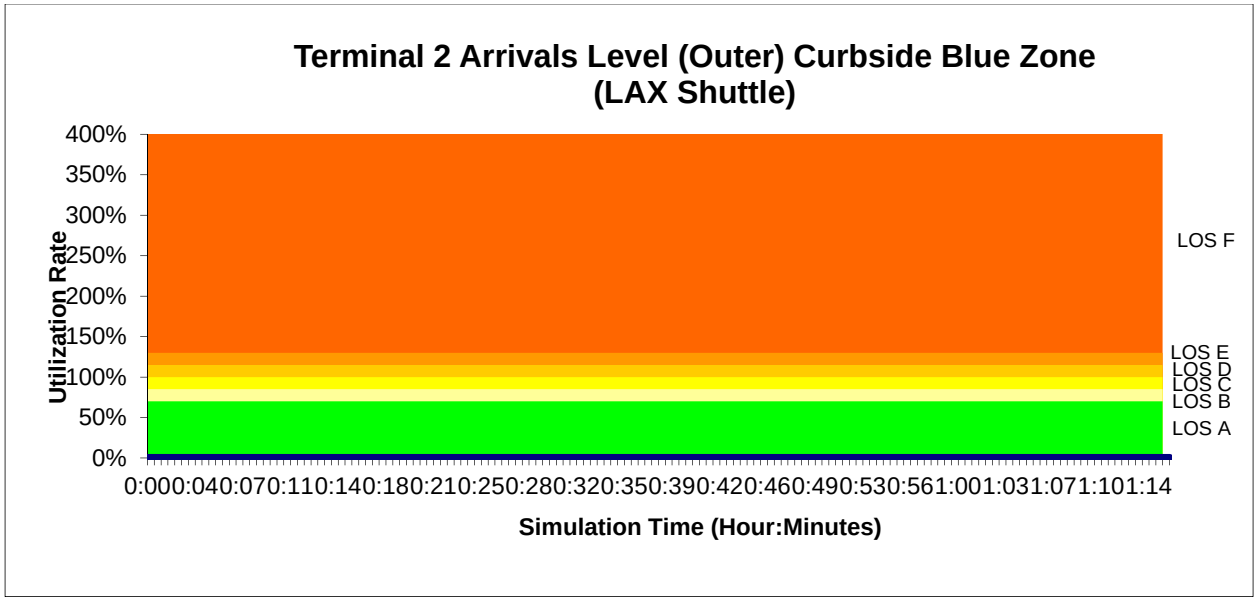
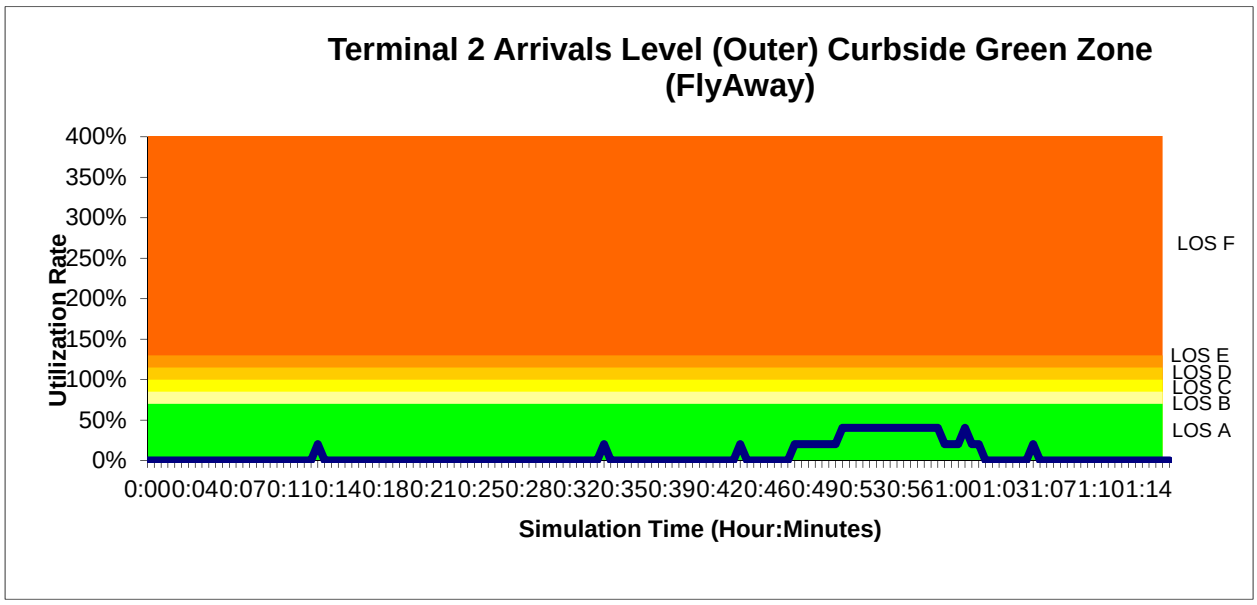
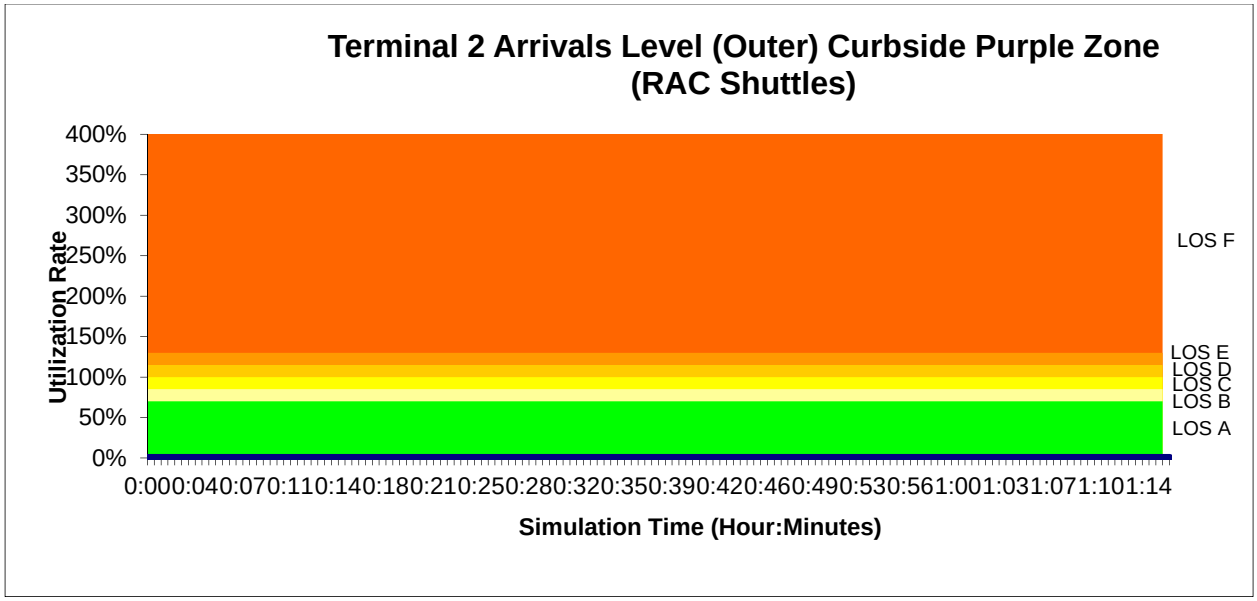


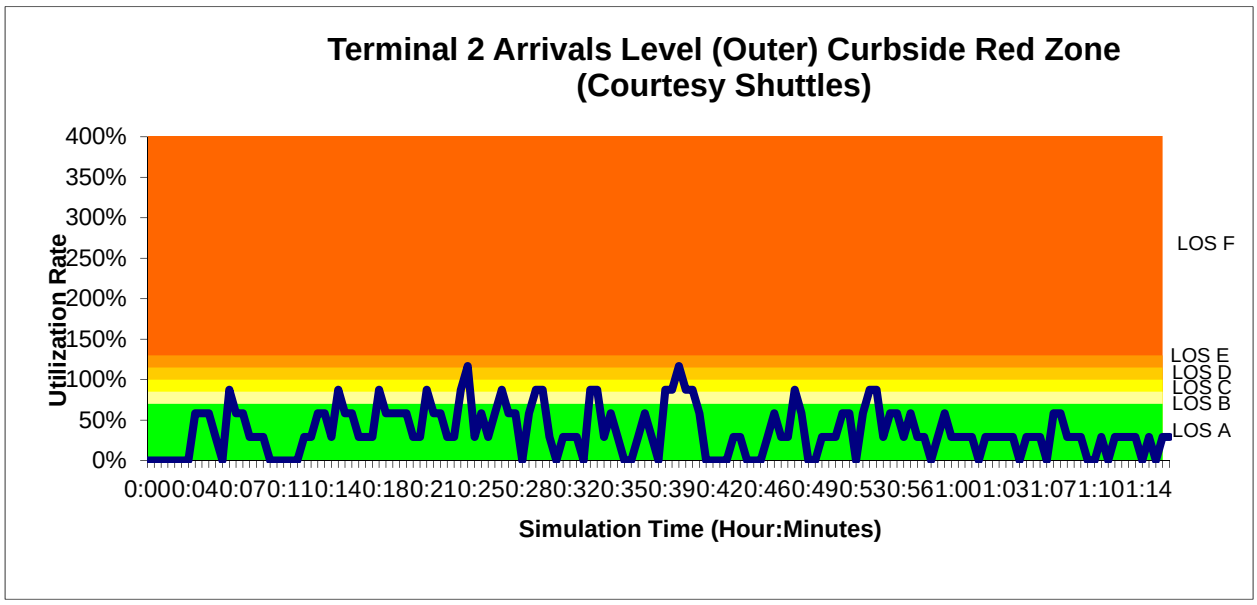


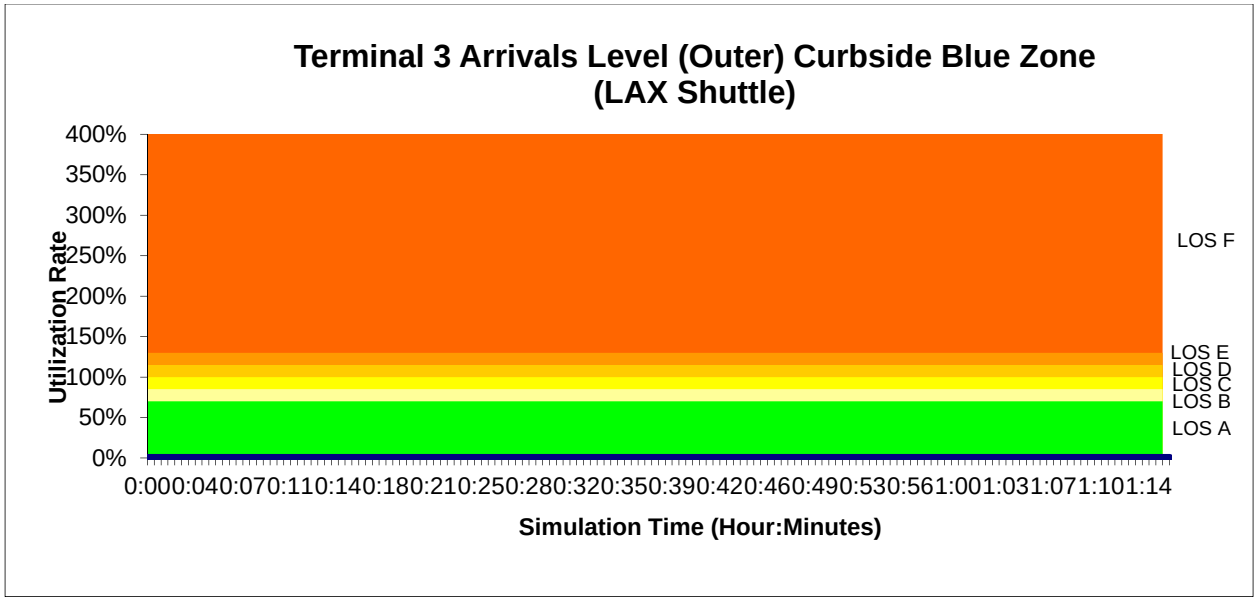
Arrivals Level - Future With Program



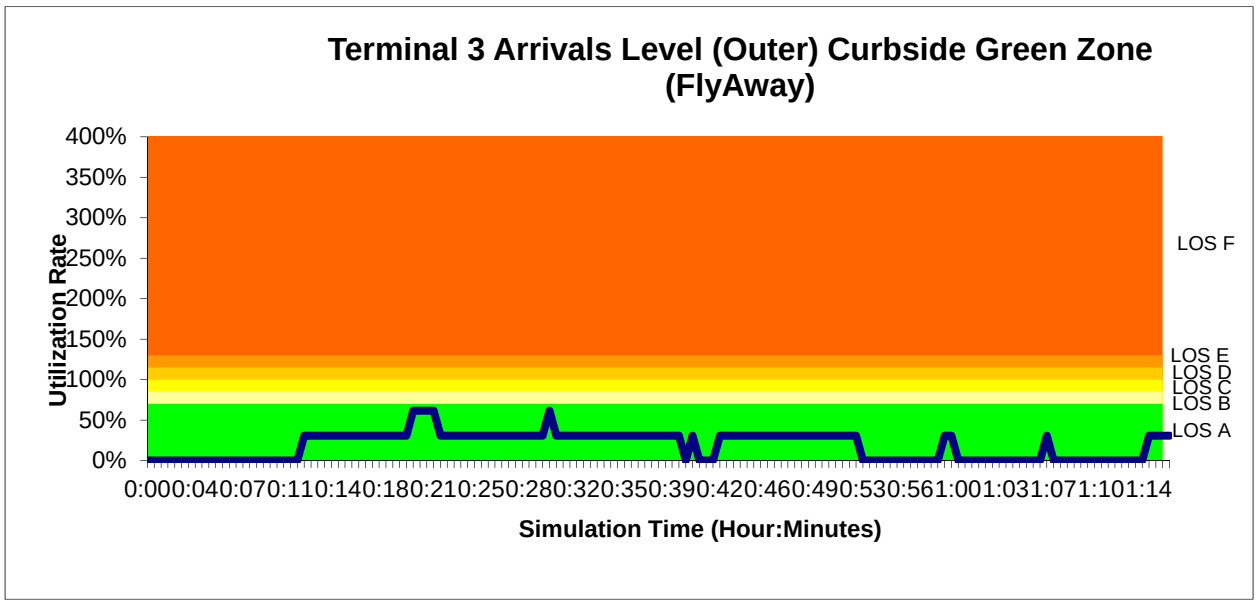


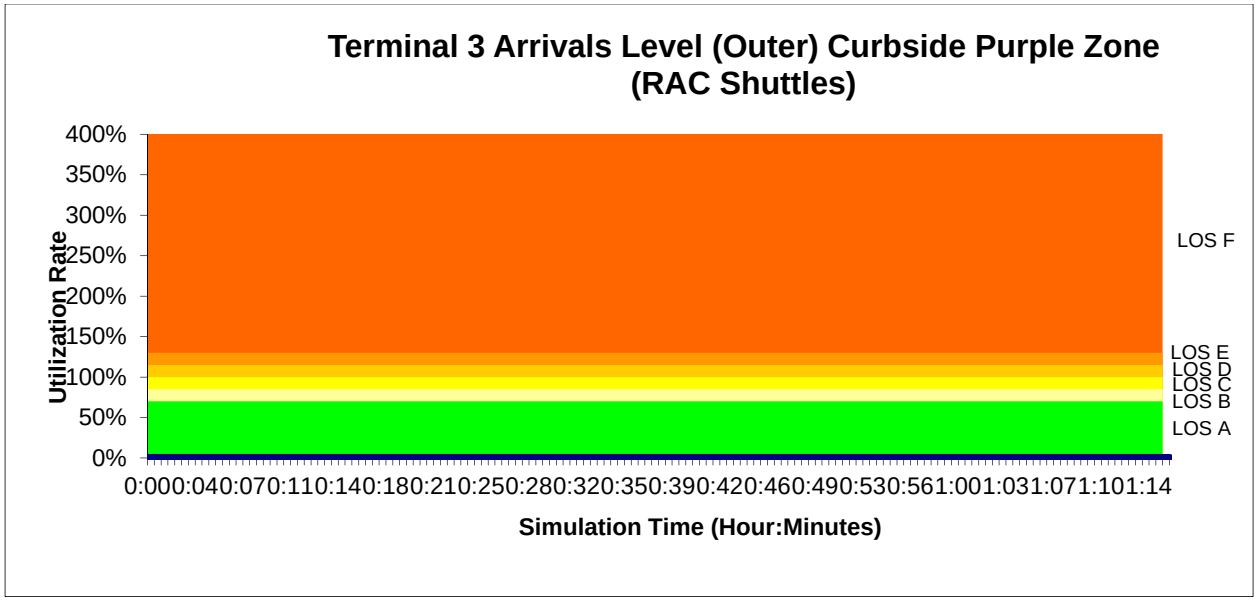
Arrivals Level - Future With Program



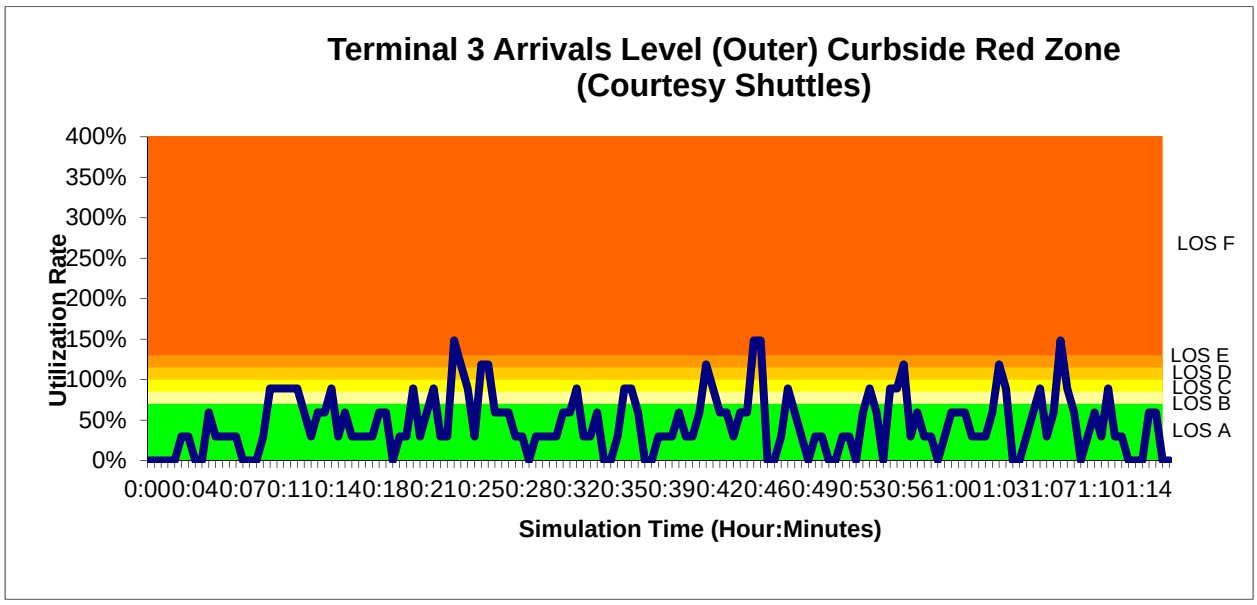


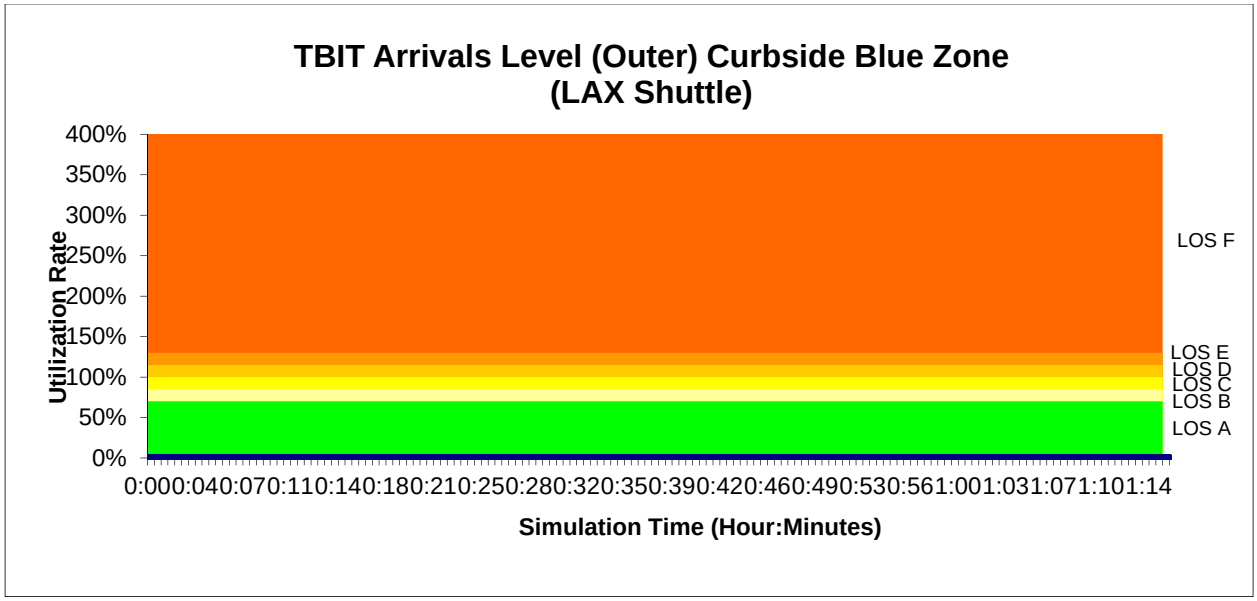
Arrivals Level - Future With Program



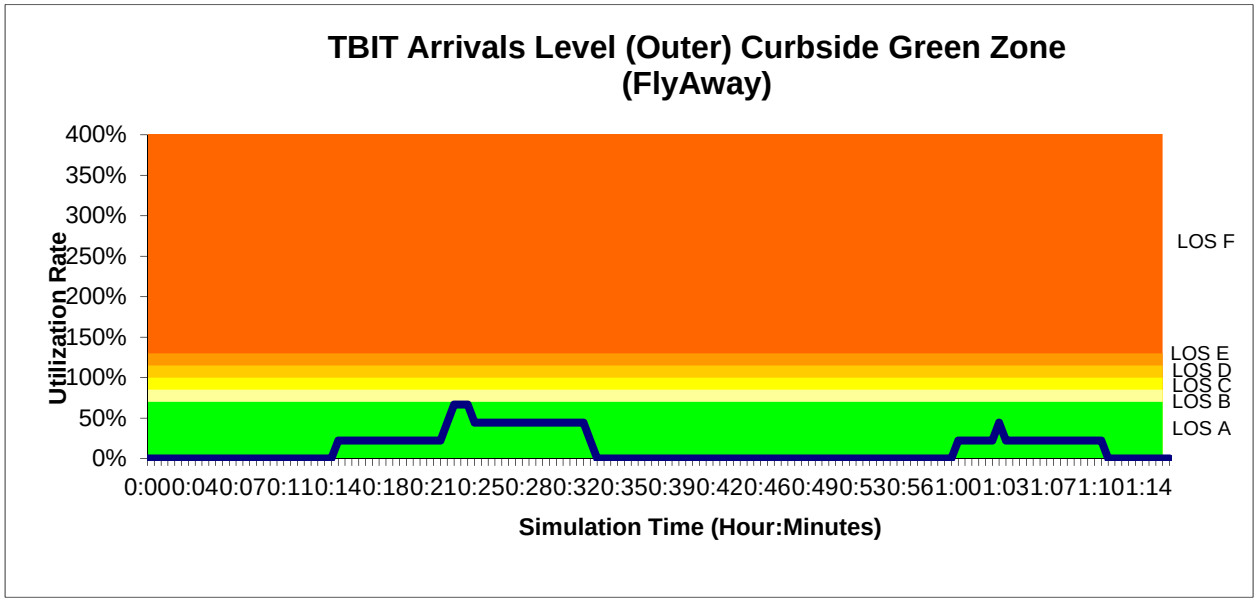


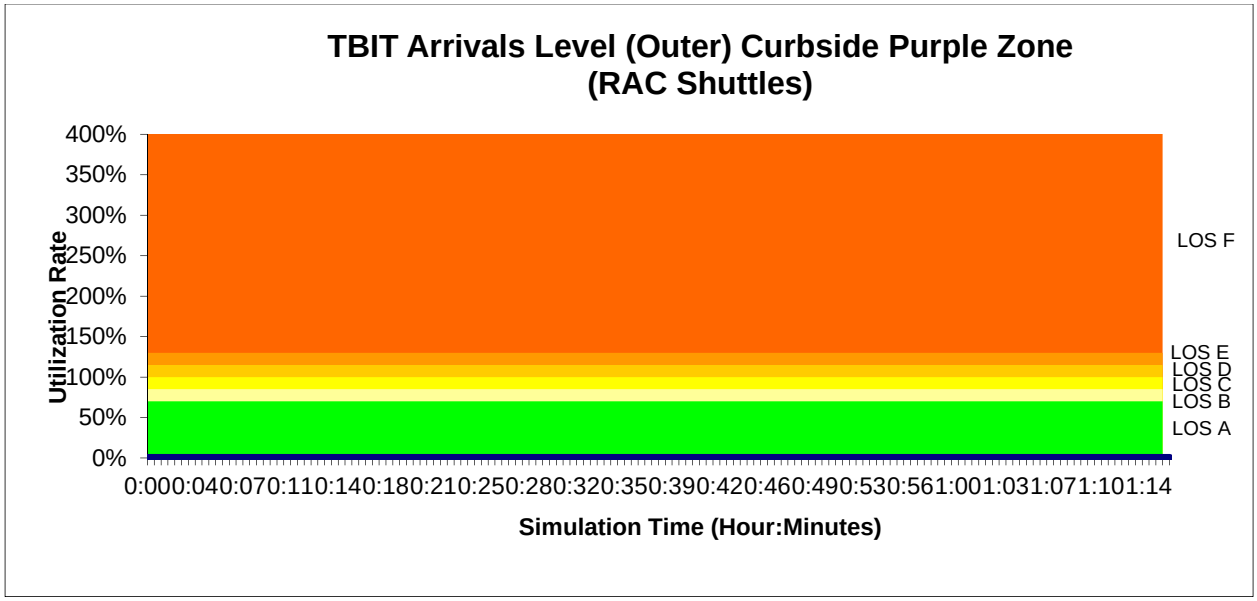
Arrivals Level - Future With Program



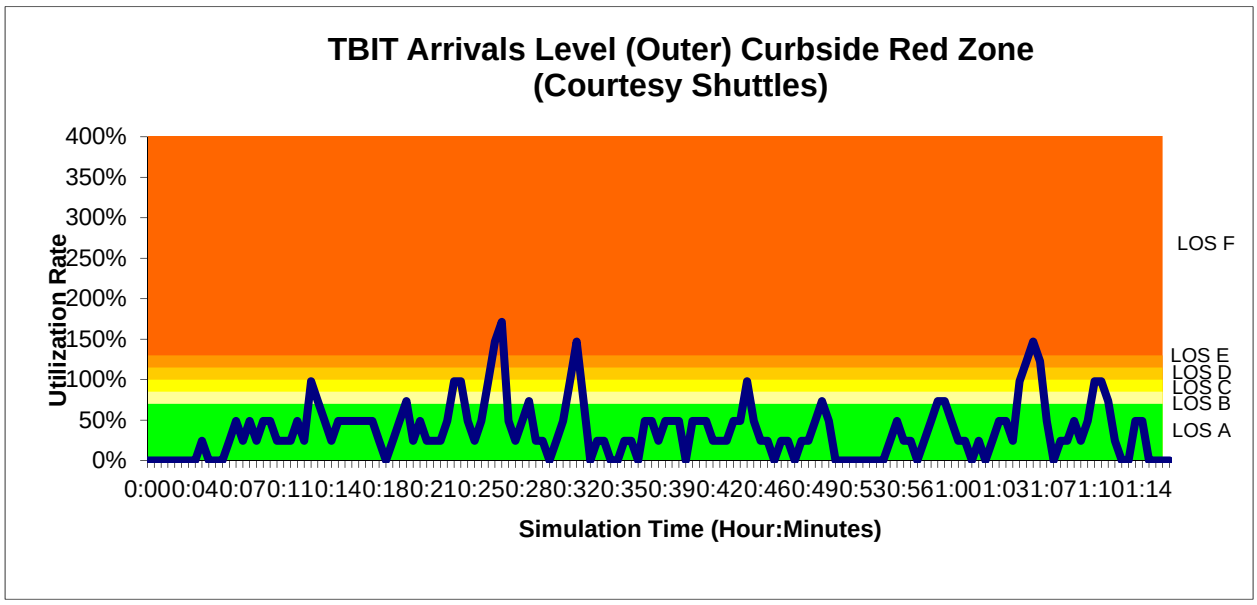


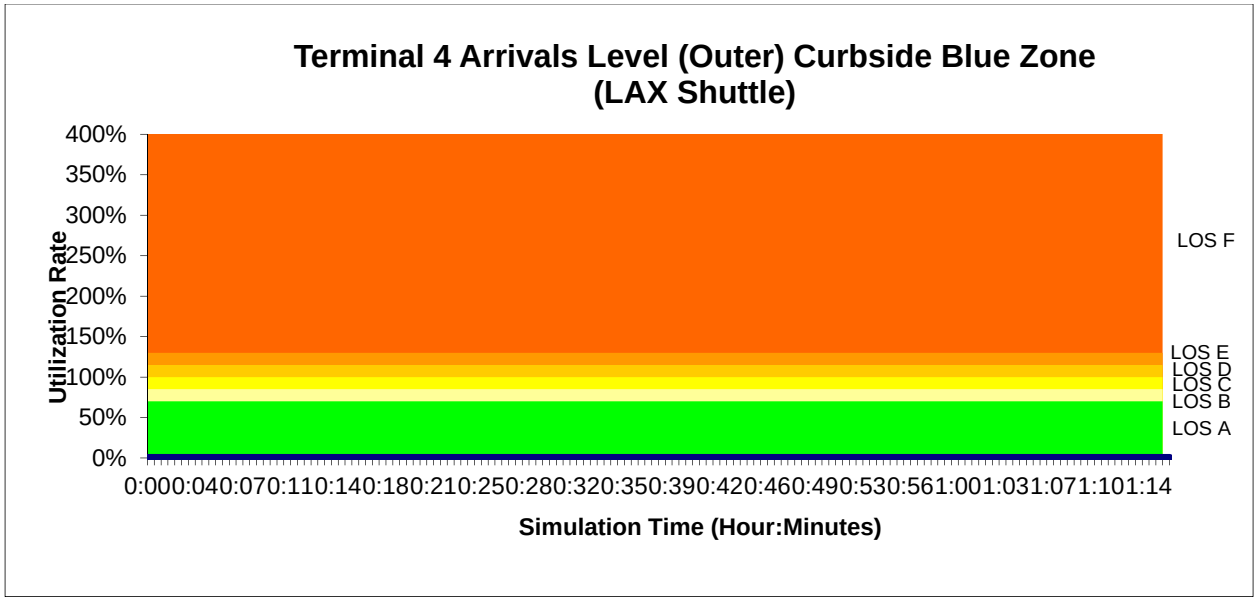
Arrivals Level - Future With Program



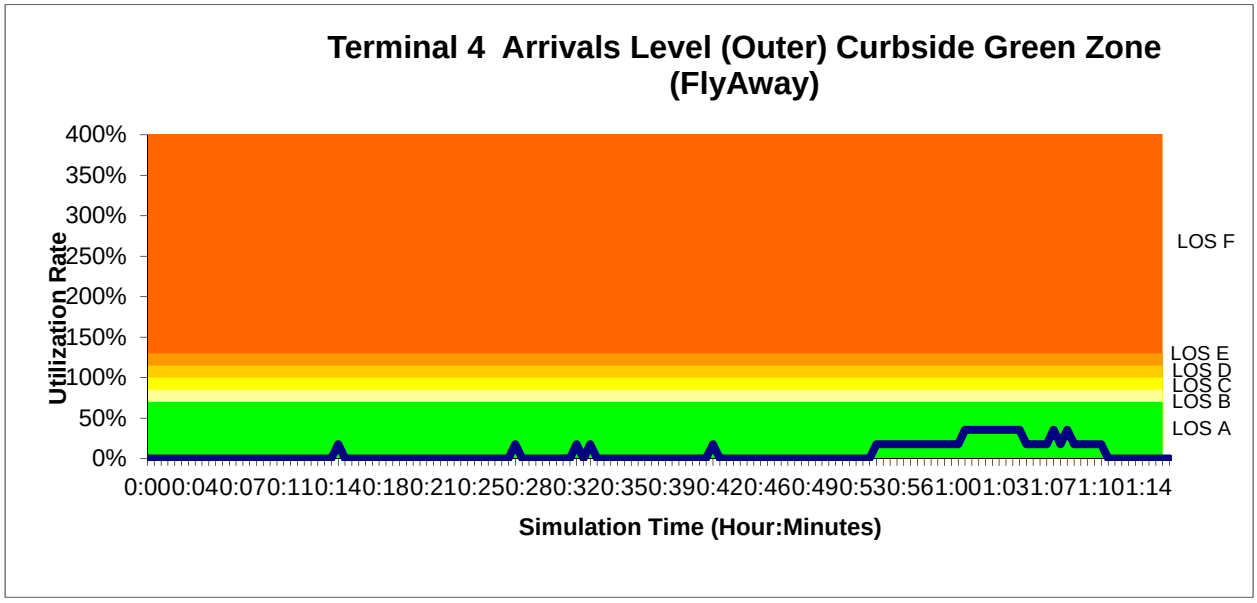


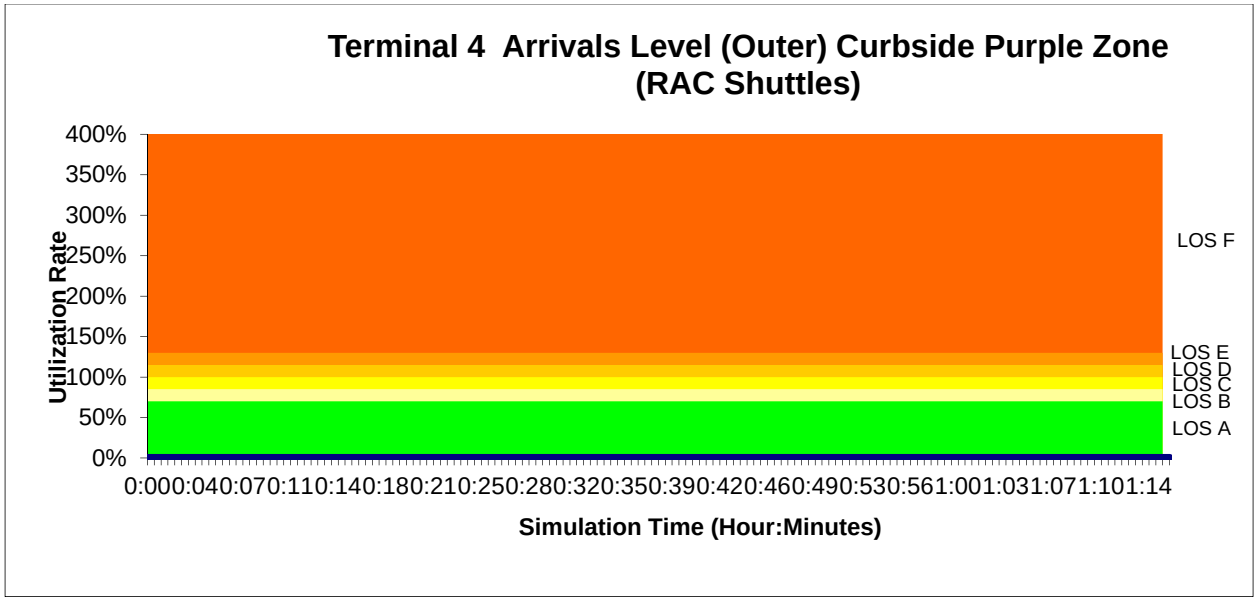
Arrivals Level - Future With Program



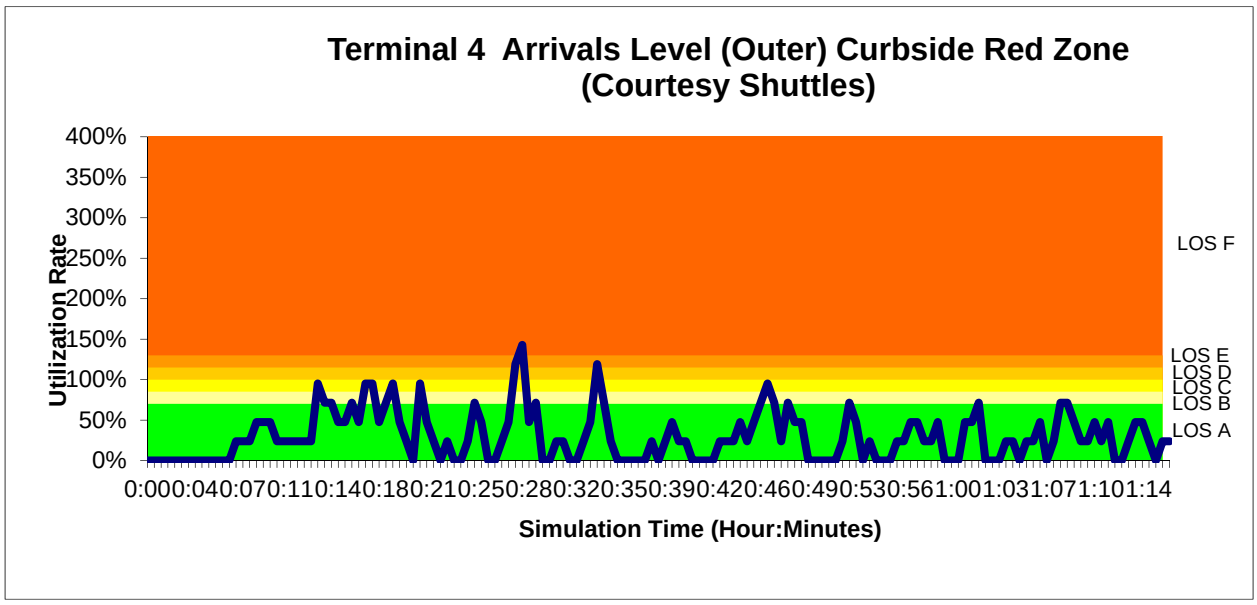


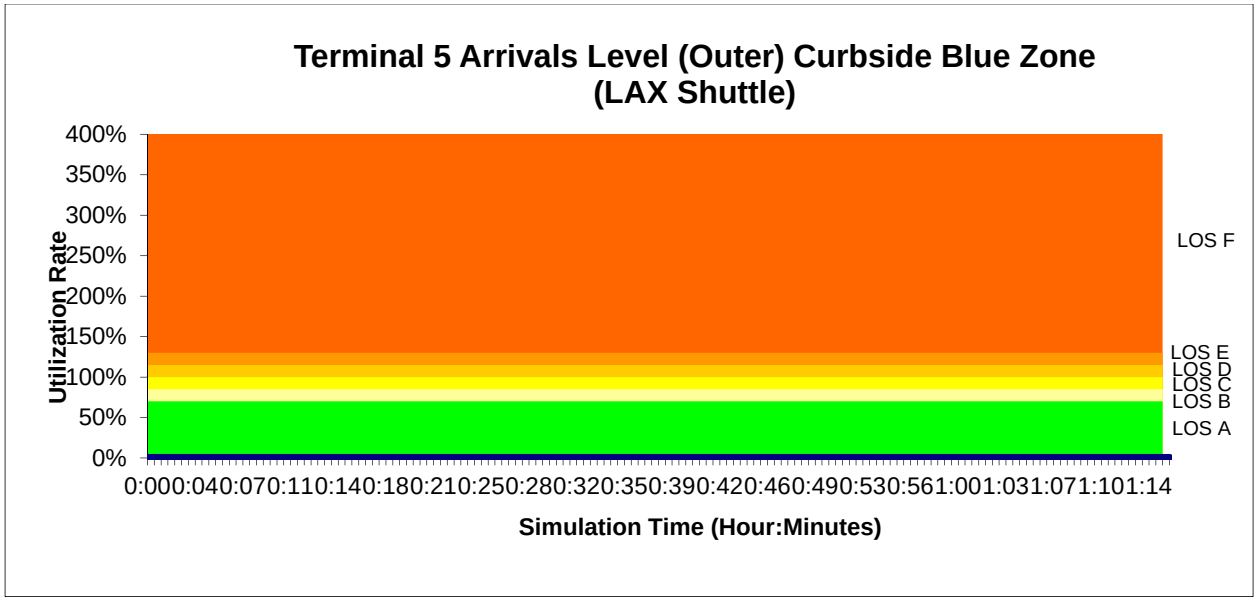
Arrivals Level - Future With Program



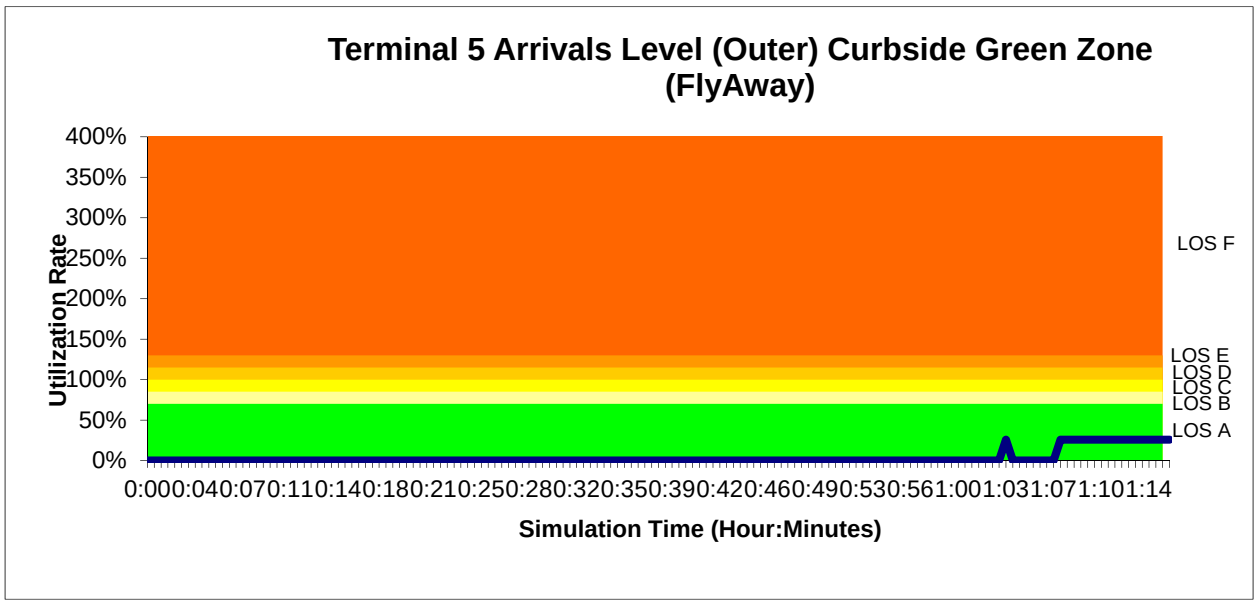


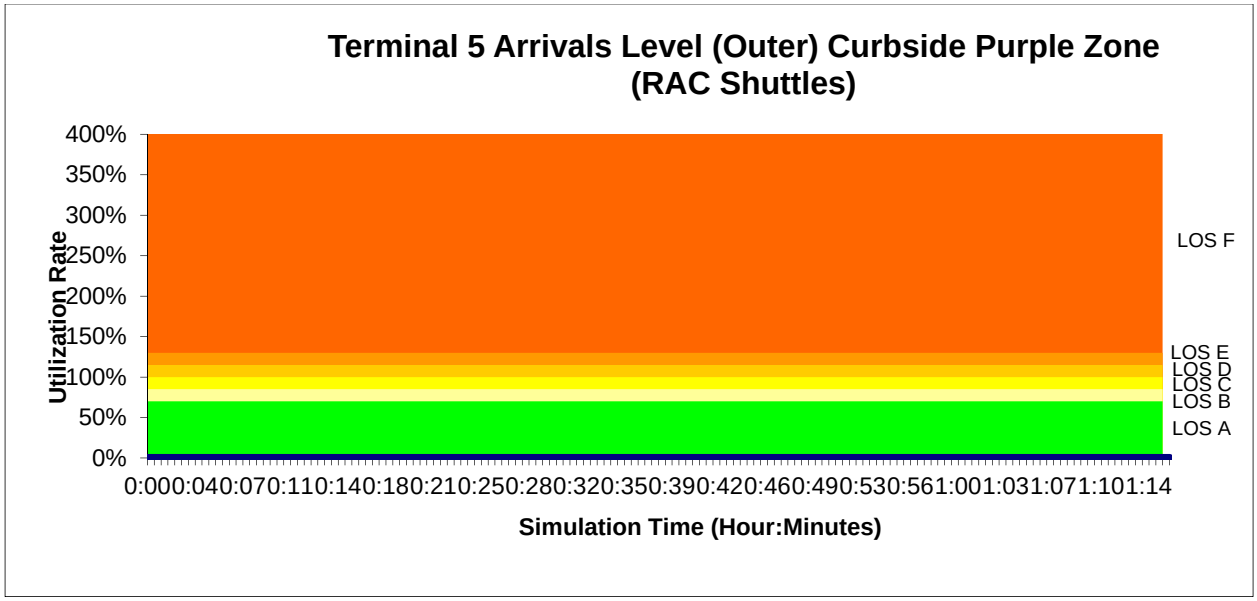
Arrivals Level - Future With Program



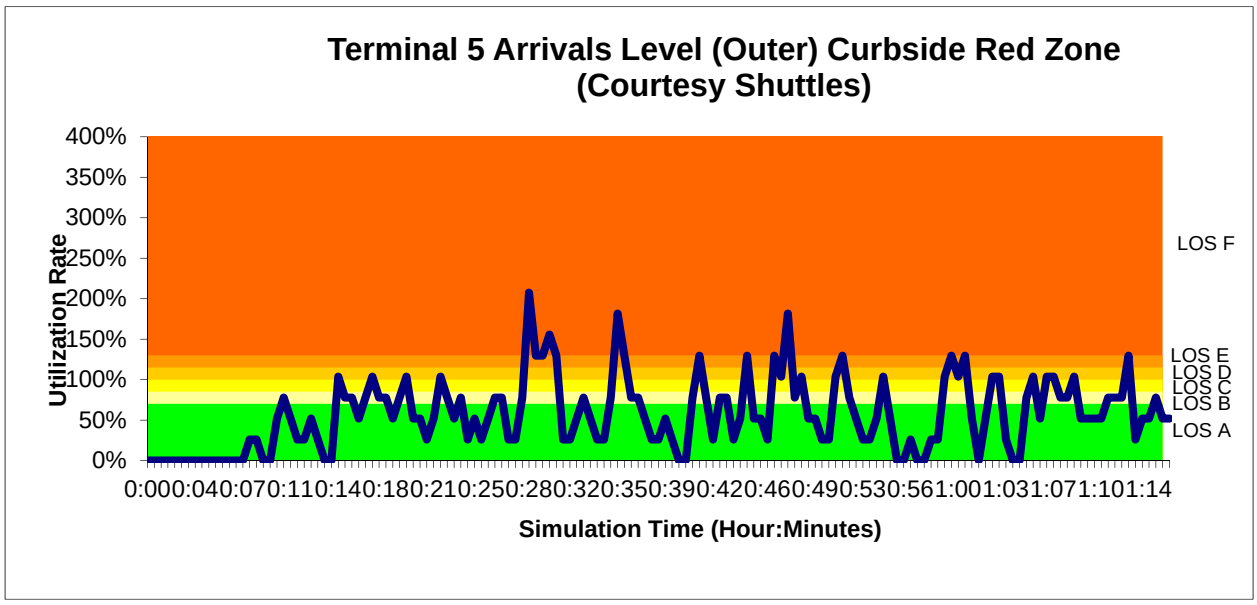


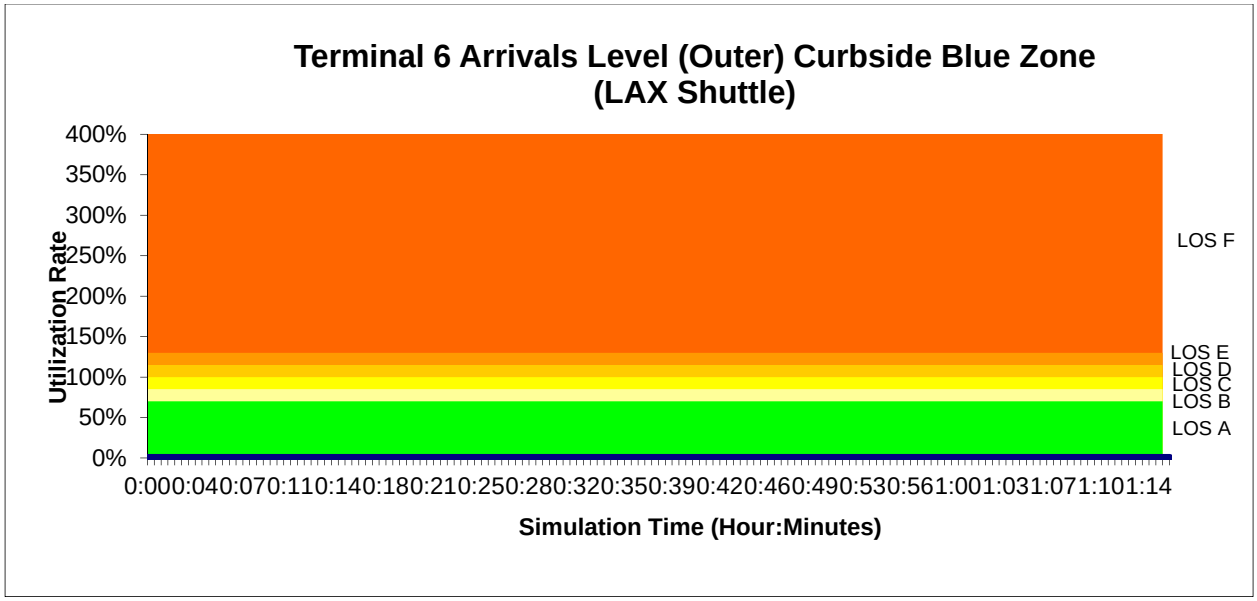
Arrivals Level - Future With Program



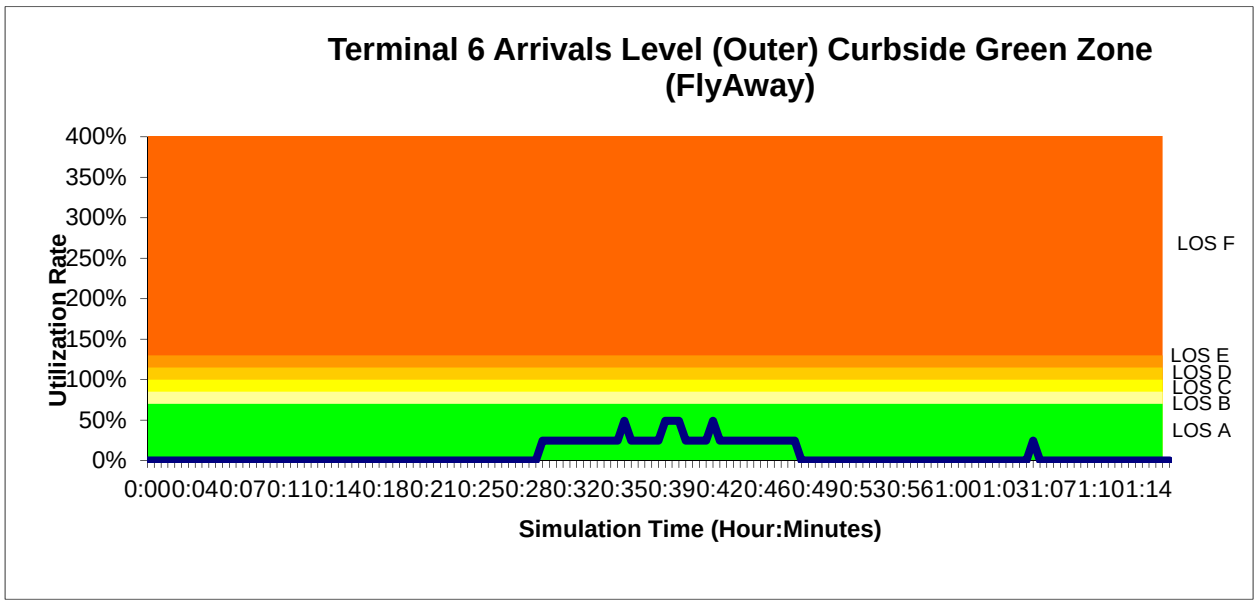


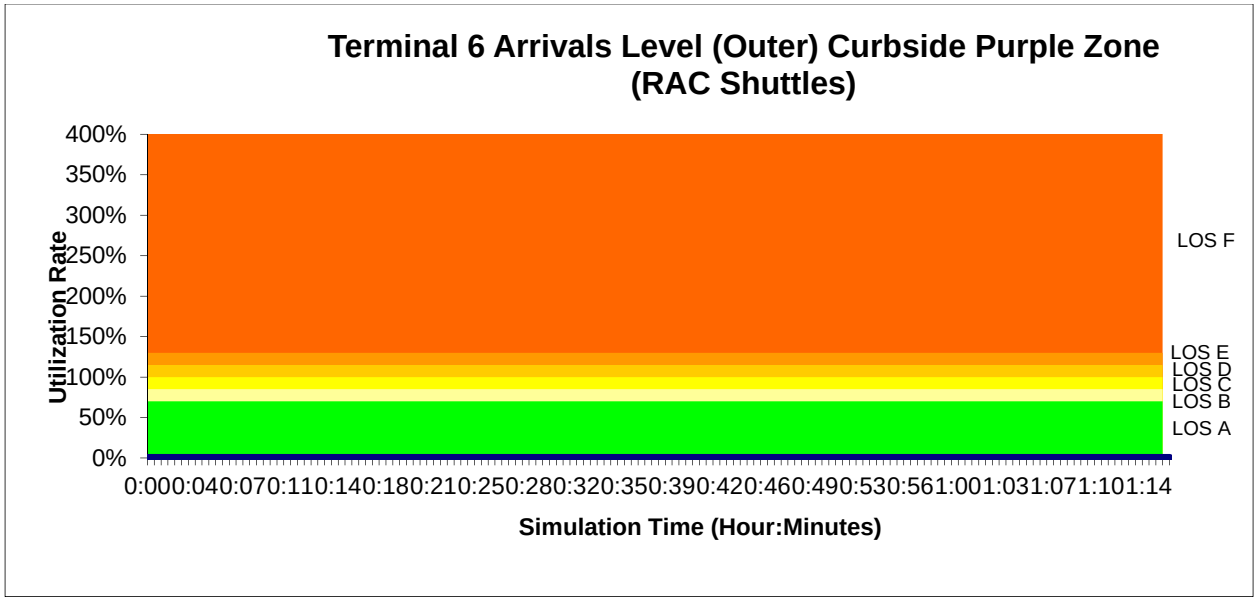
Arrivals Level - Future With Program



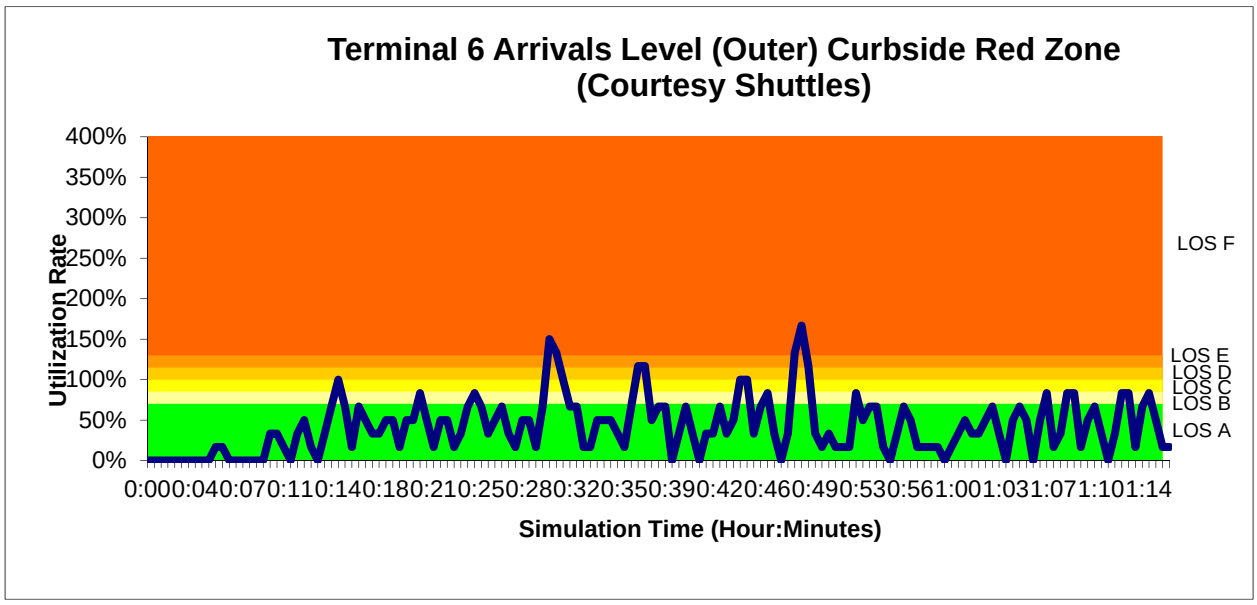


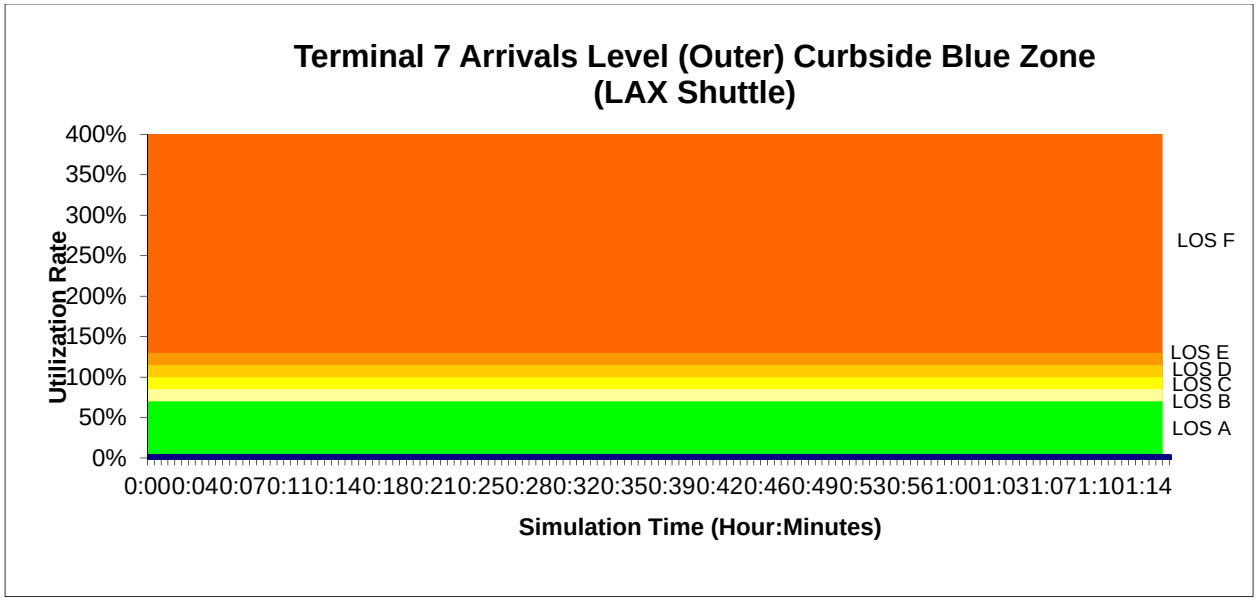
Arrivals Level - Future With Program



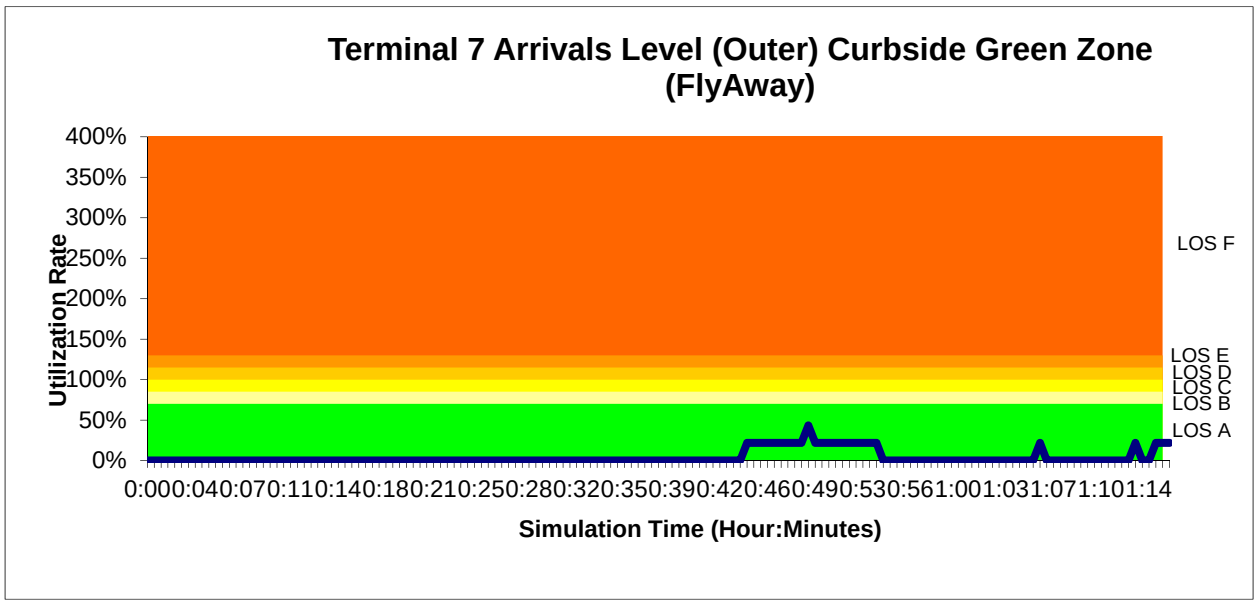


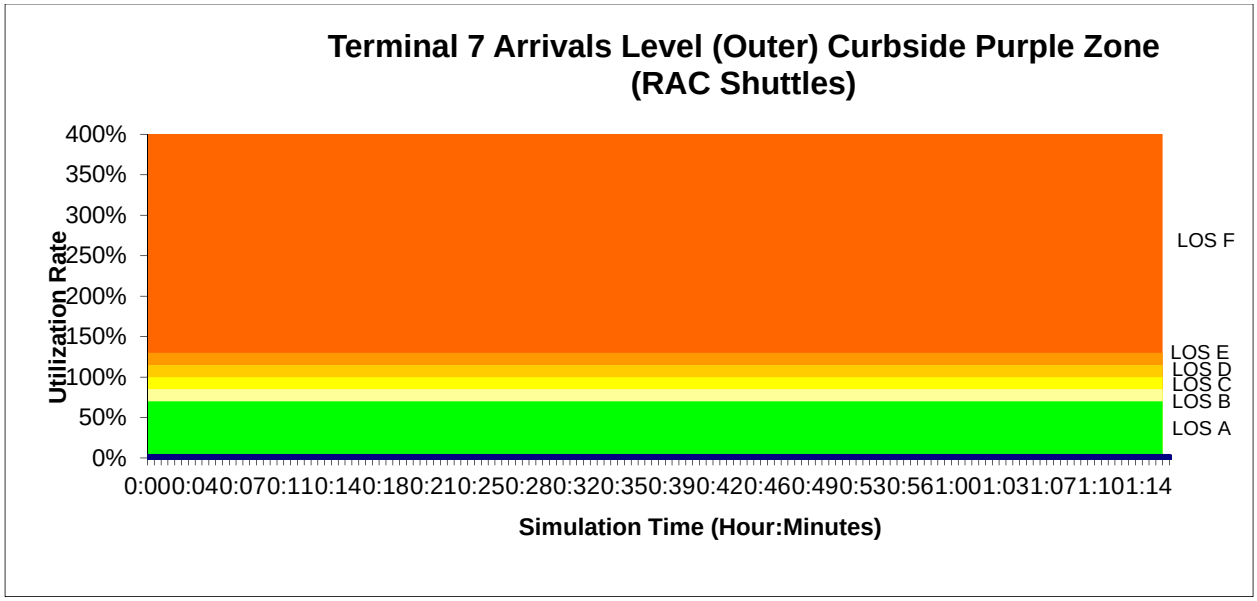
Arrivals Level - Future With Program



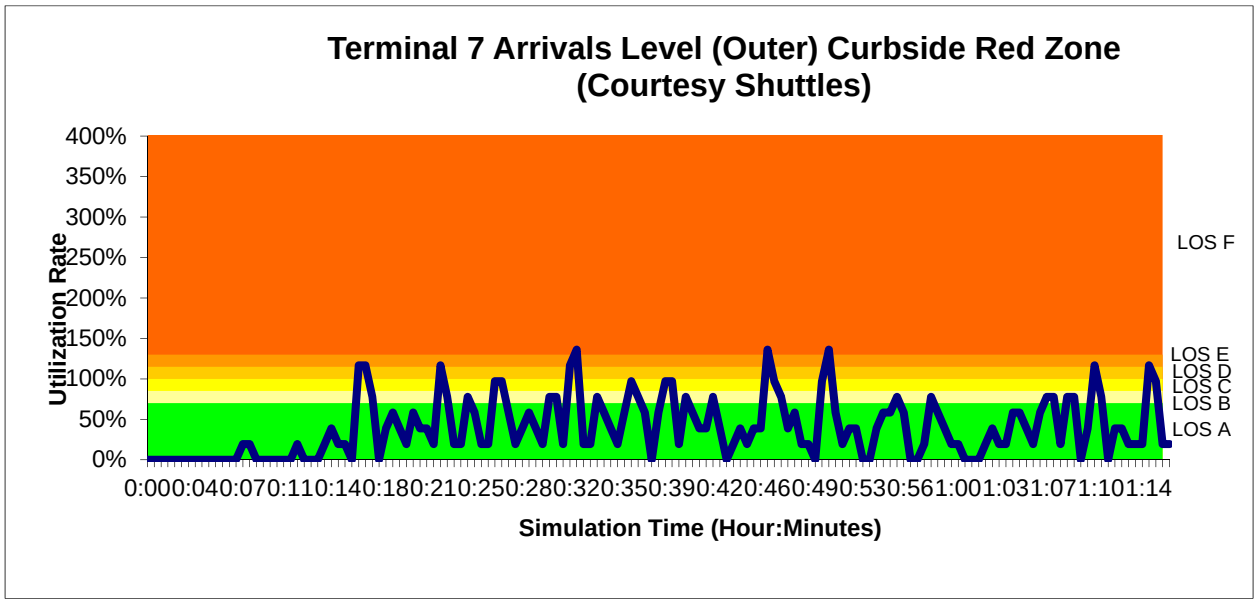


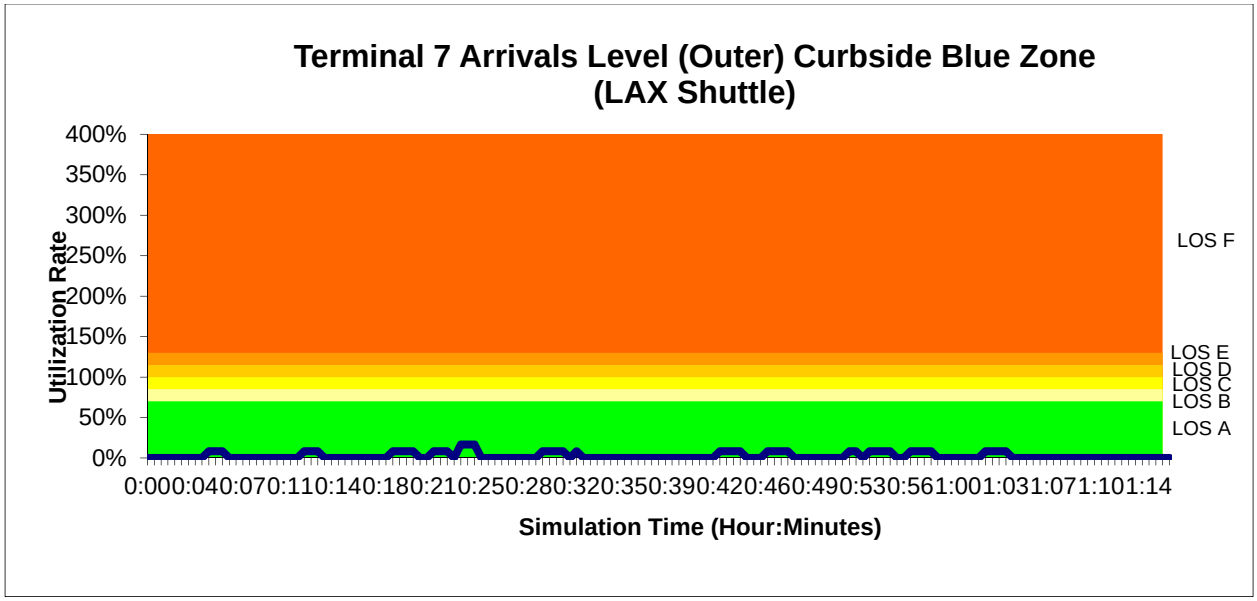
Arrivals Level - Future With Program



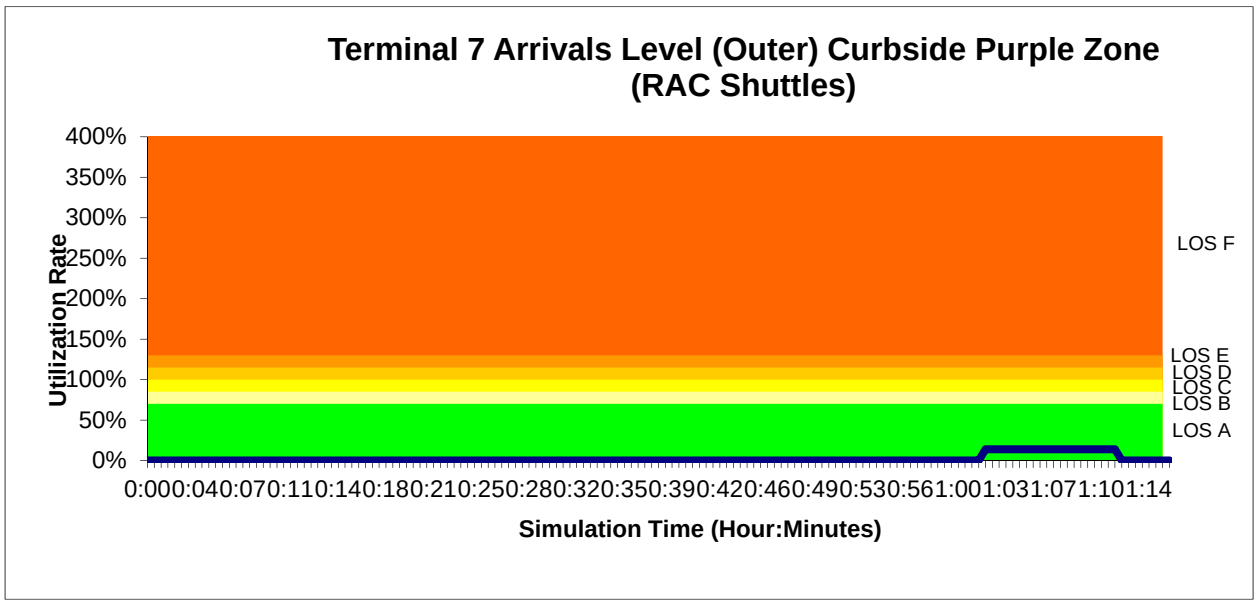


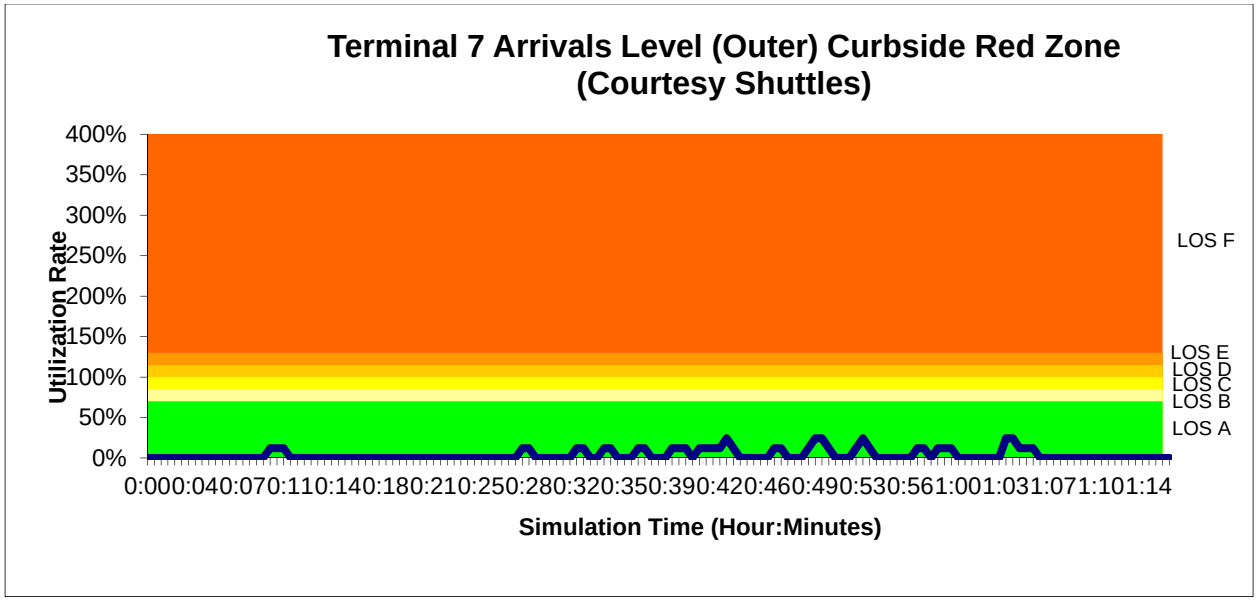
Arrivals Level - Future With Program



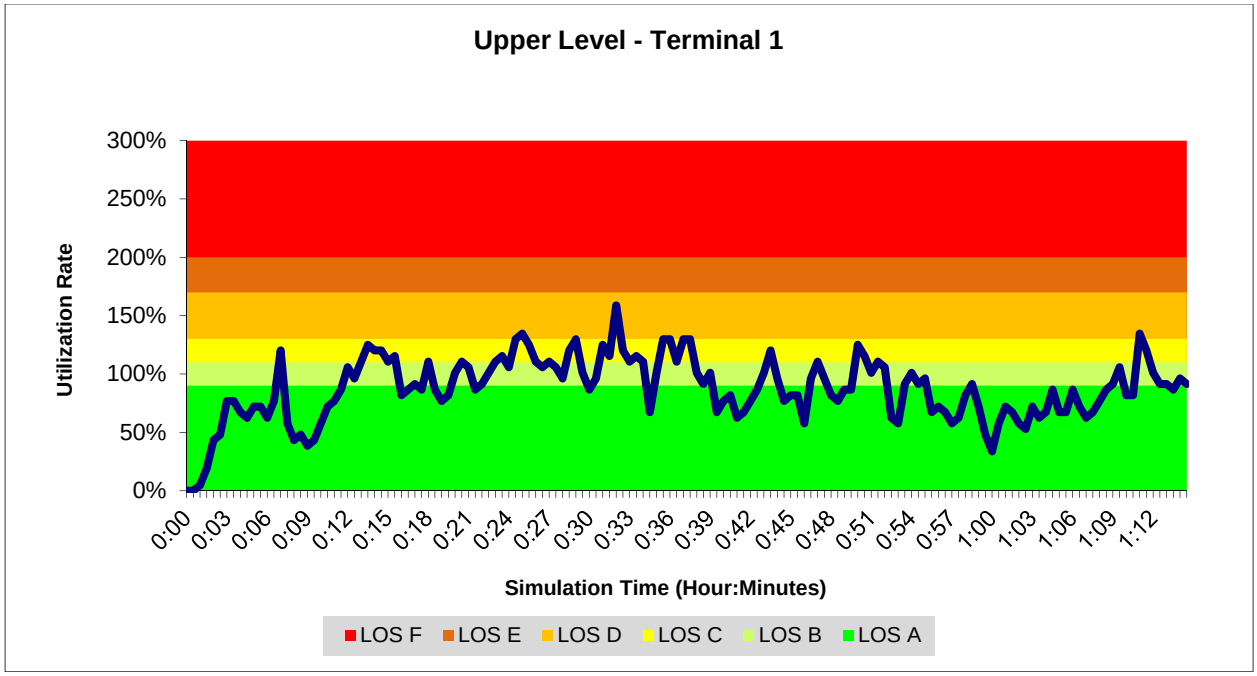


Arrivals Level - Future With Program

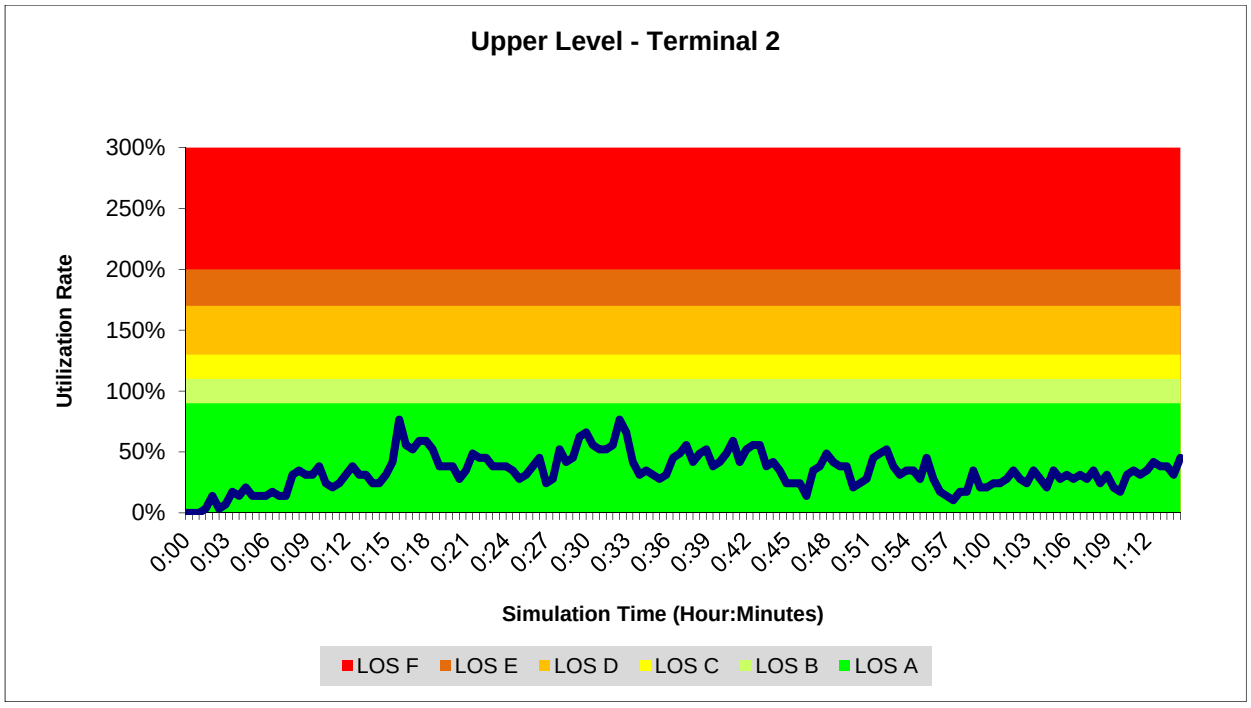


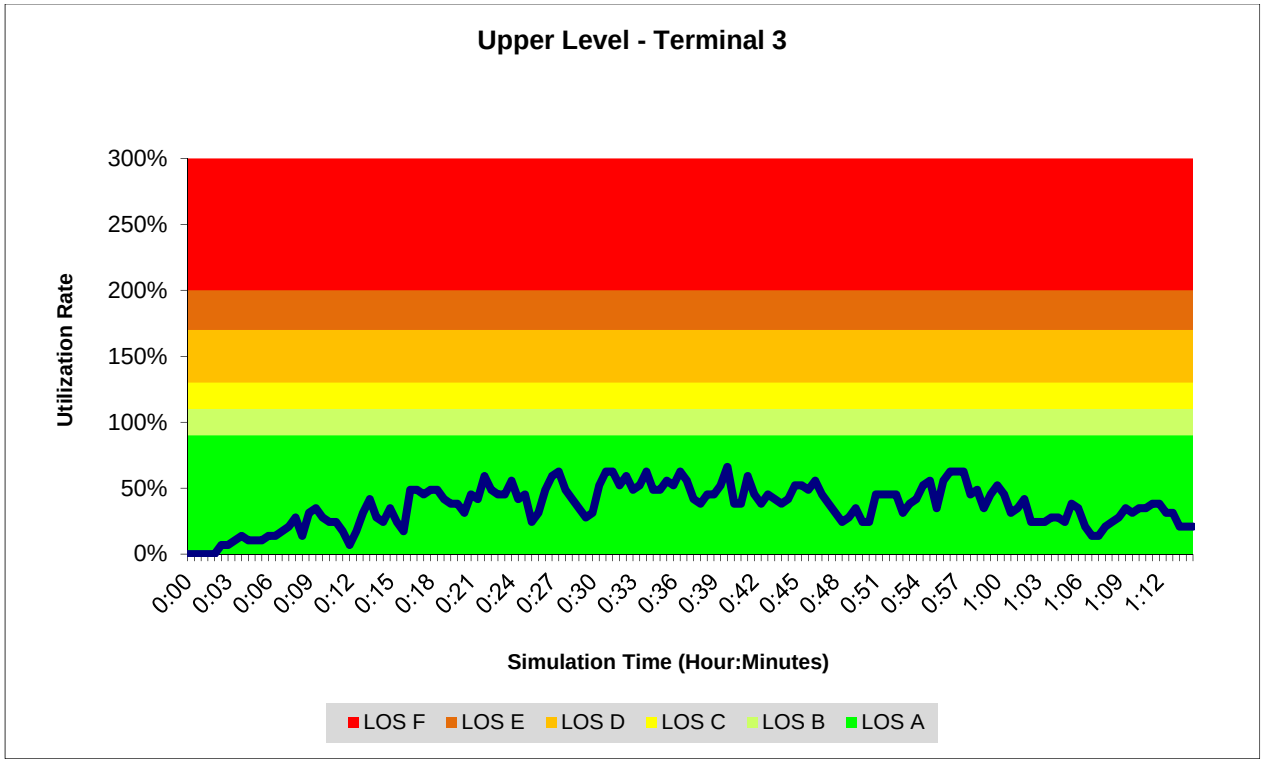


Arrivals Level - Future With Program

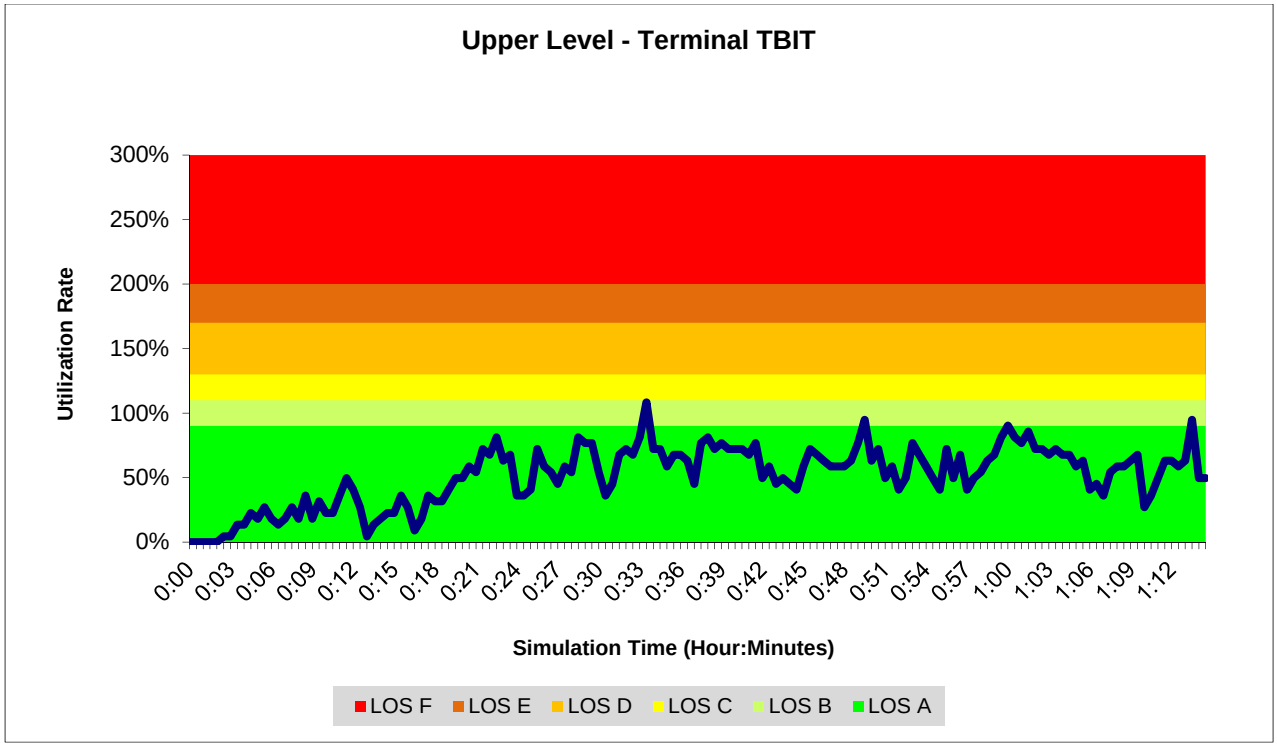


Departures Level – 2012 Peak

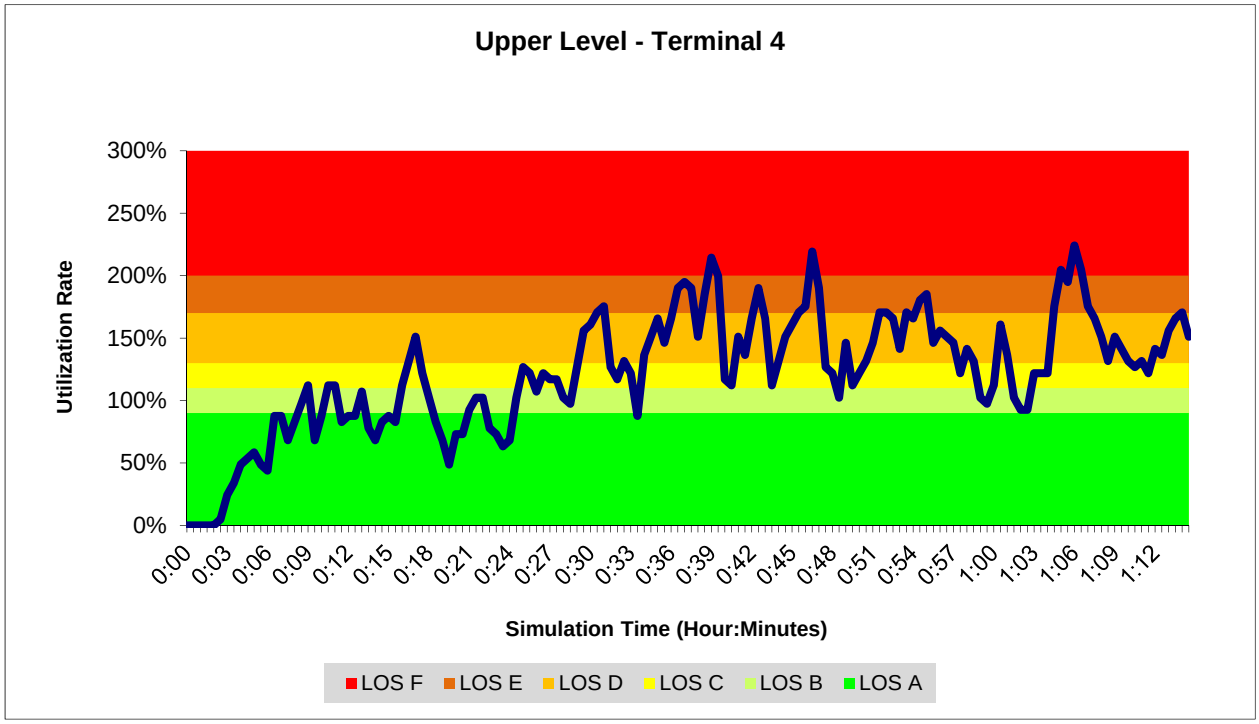


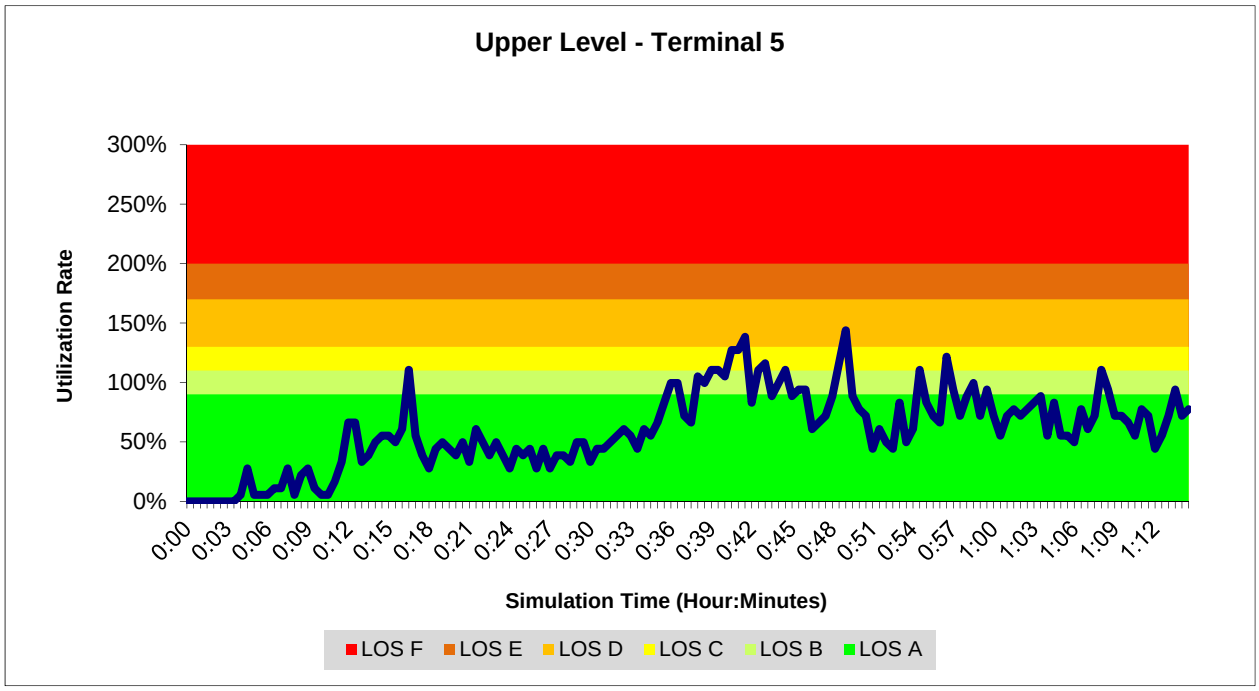


Departures Level – 2012 Peak

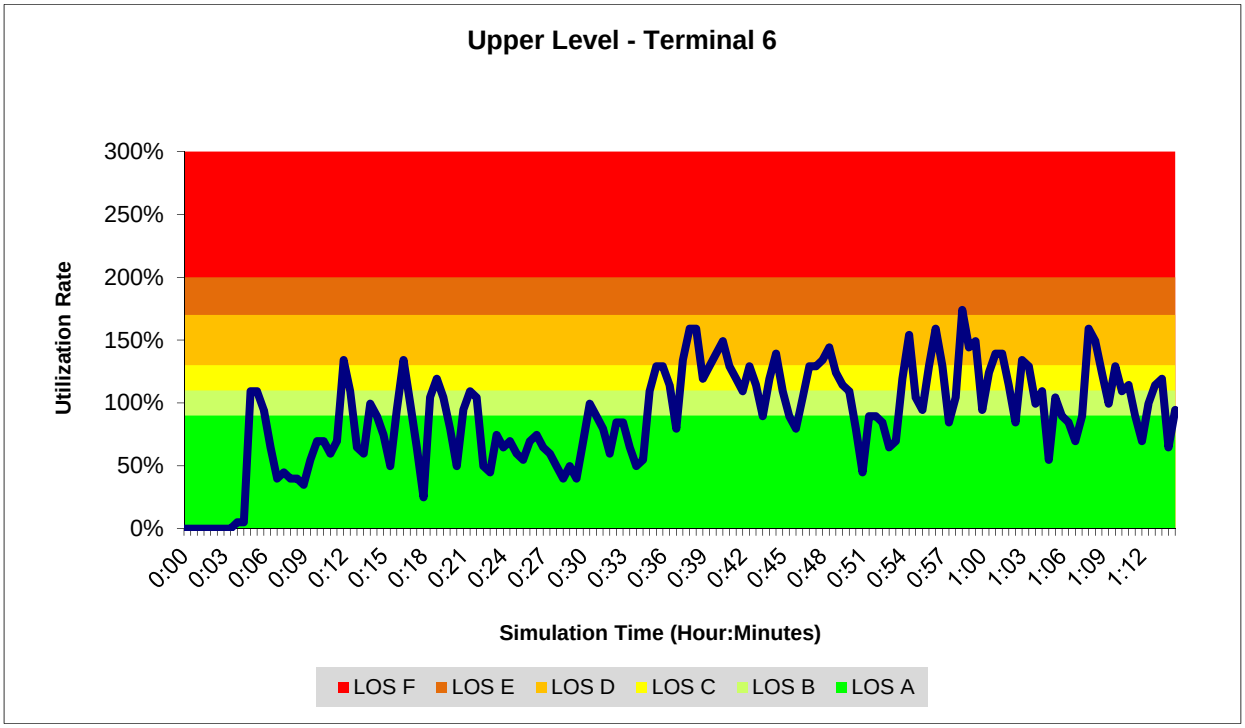


Departures Level – 2012 Peak

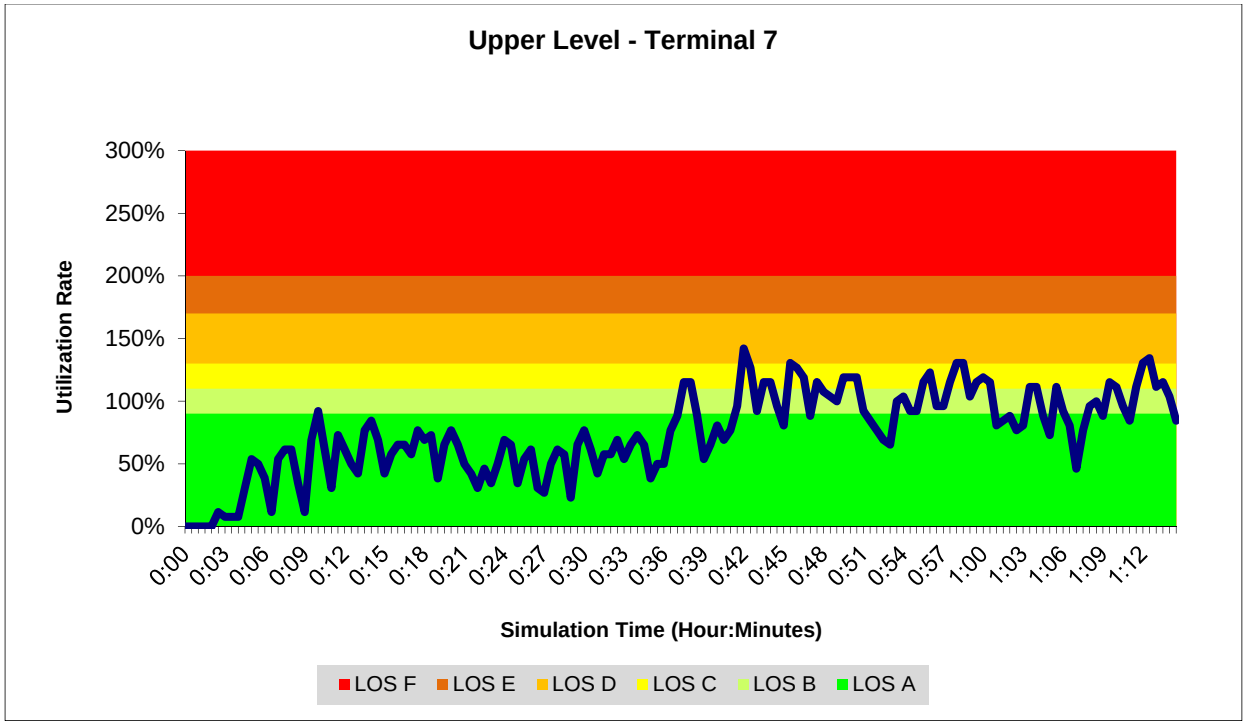


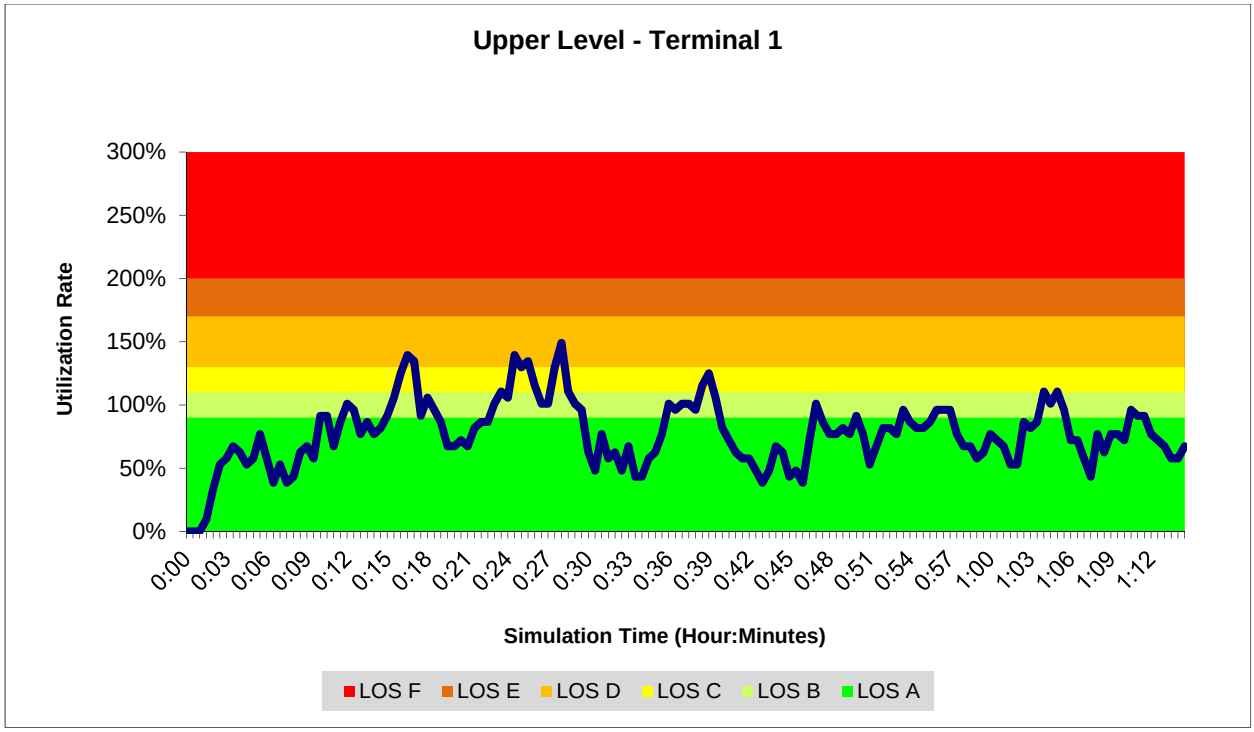


Departures Level – 2012 Peak

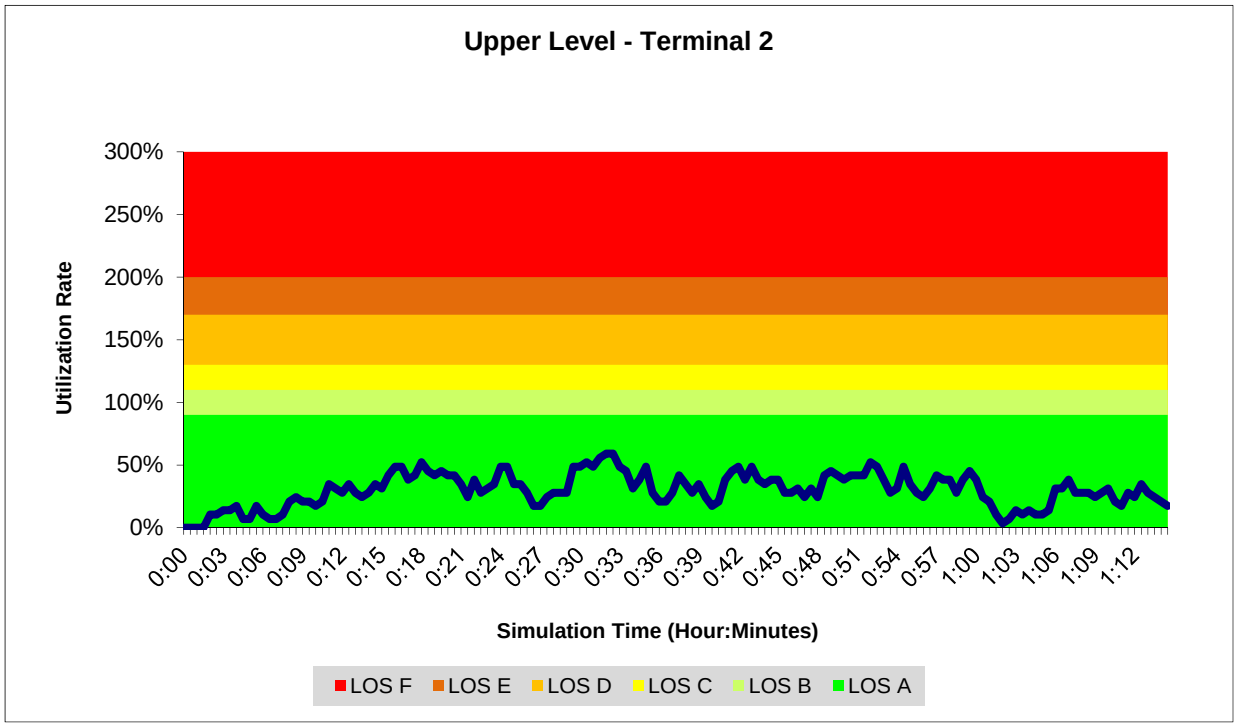


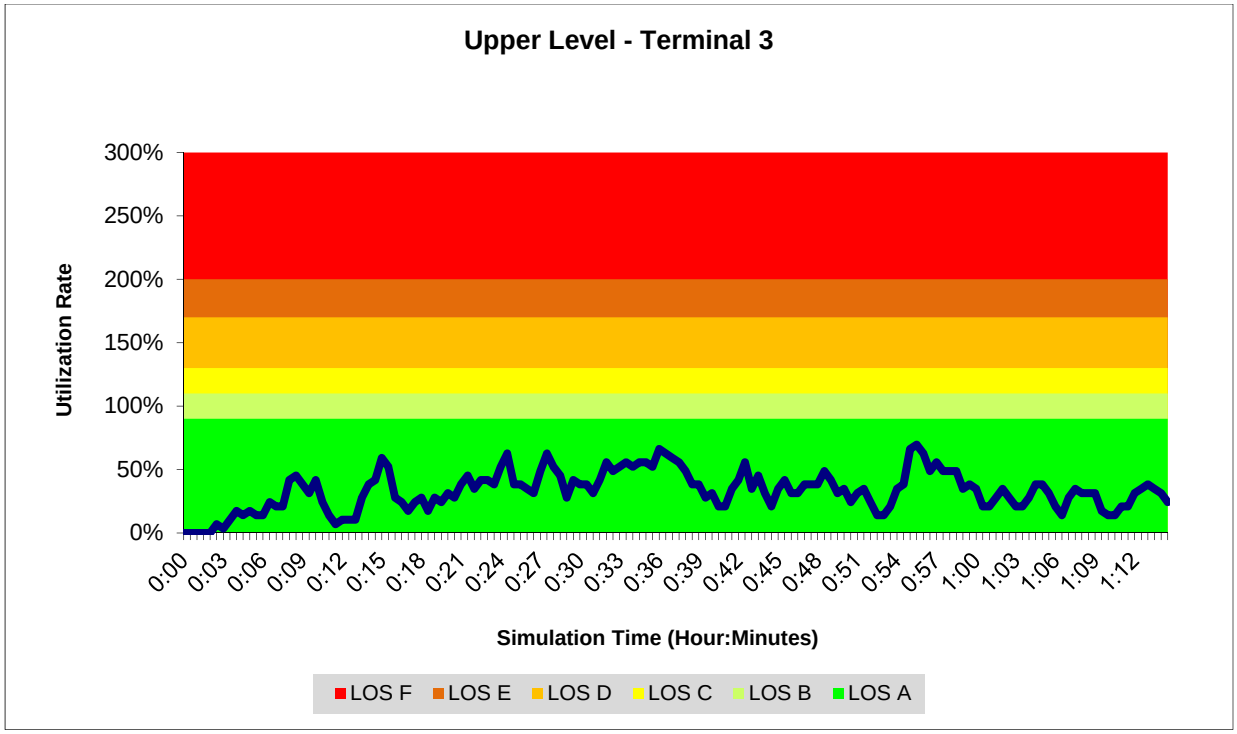
Departures Level – 2012 Peak


Upper Level - Terminal 7
Utilization Rate
300%
250%
200%
150%
100%
50%
0%
0:00
0:03
0:06
0:09
0:12
0:15
0:18
0:21
0:24
0:27
0:30
0:33
0:36
0:39
0:42
0:45
0:48
0:51
0:54
0:57
1:00
1:03
1:06
1:09
1:12
Simulation Time (Hour:Minutes)
LOS F
LOS E
LOS D
LOS C
LOS B
LOS A

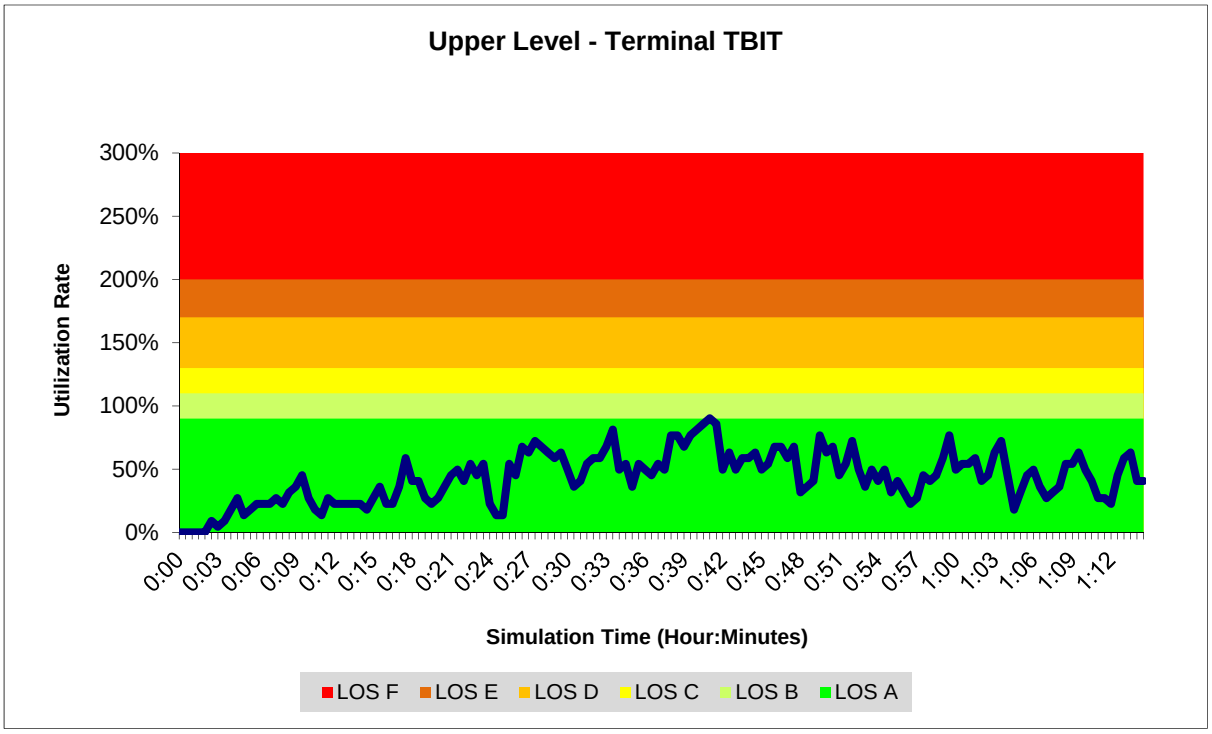


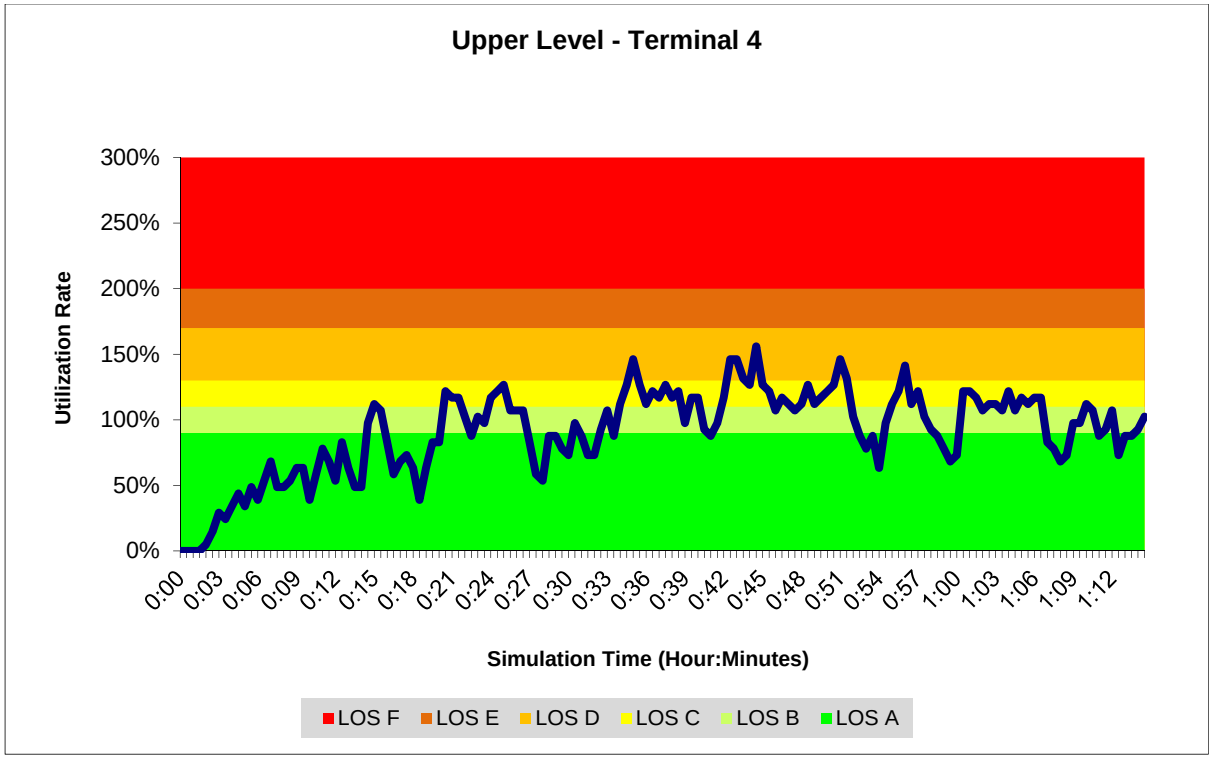
Departures Level-Future Without Program

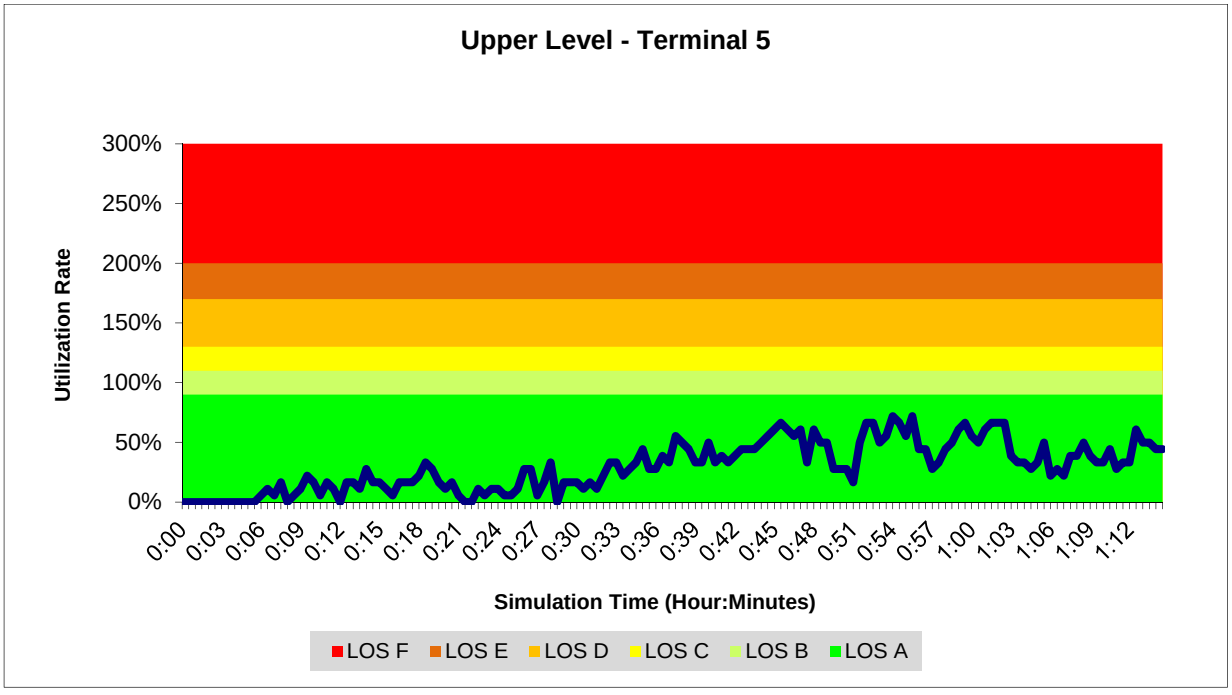




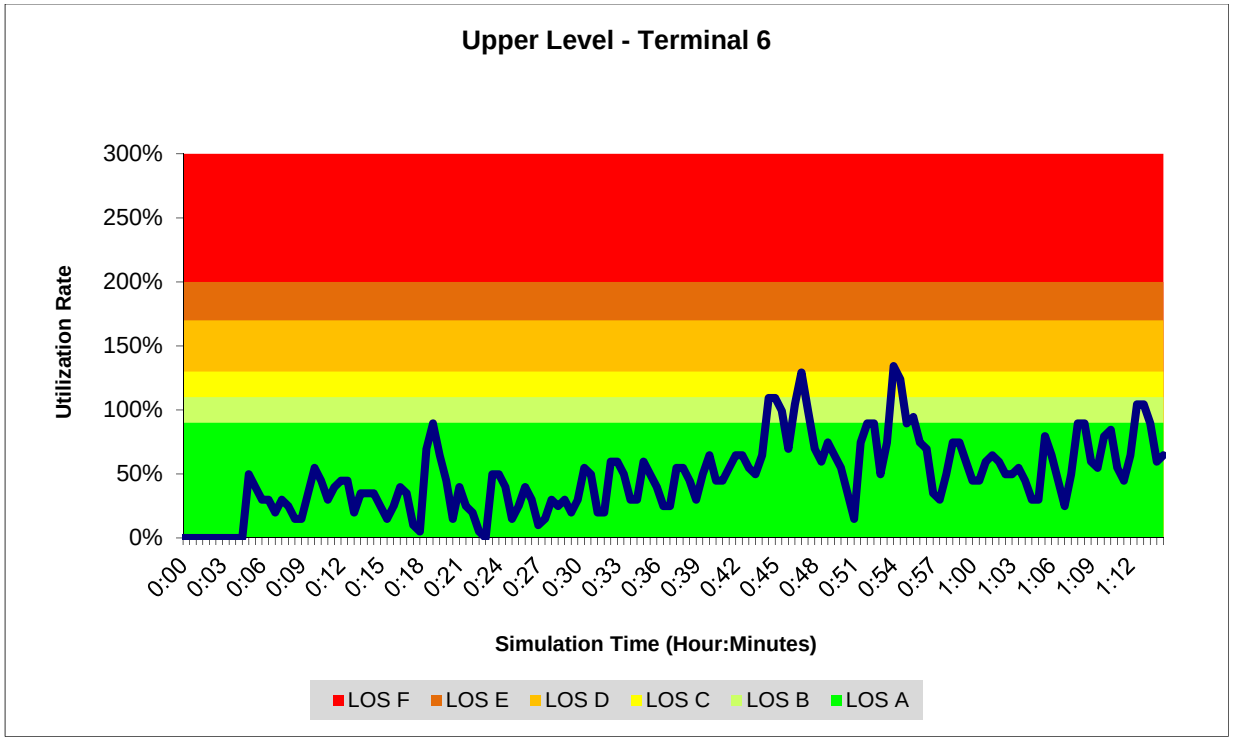
Departures Level-Future Without Program

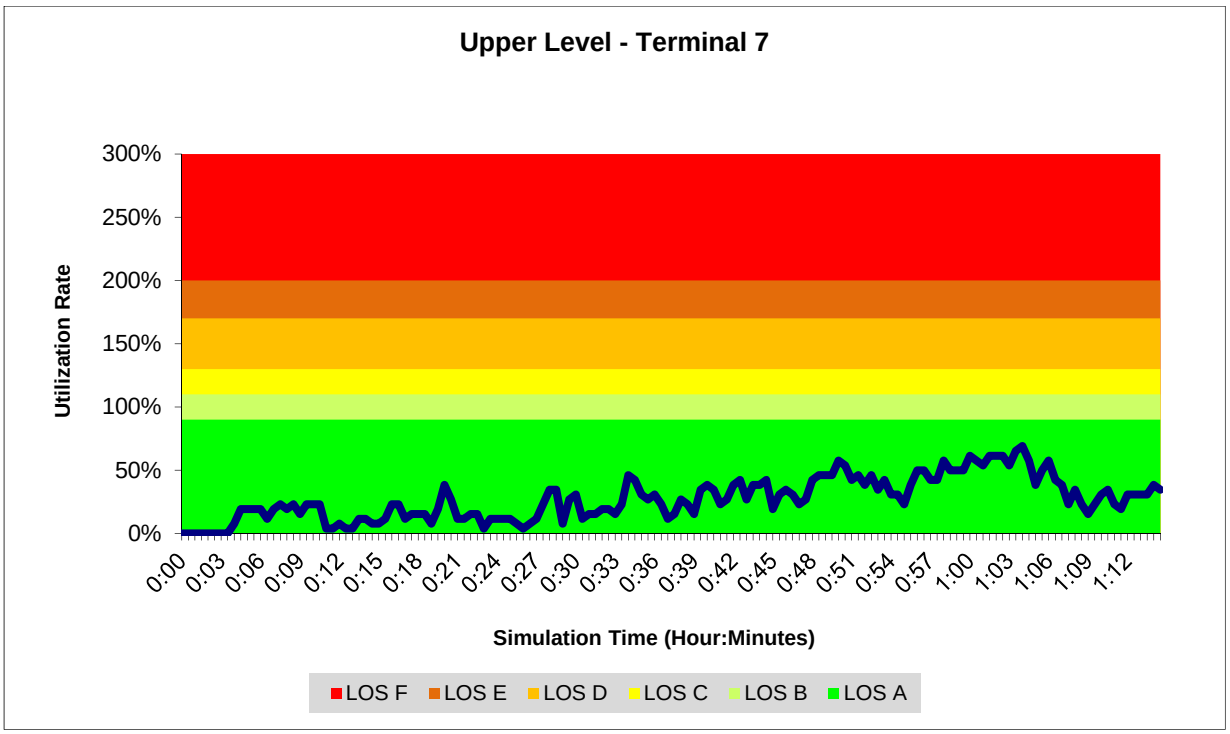






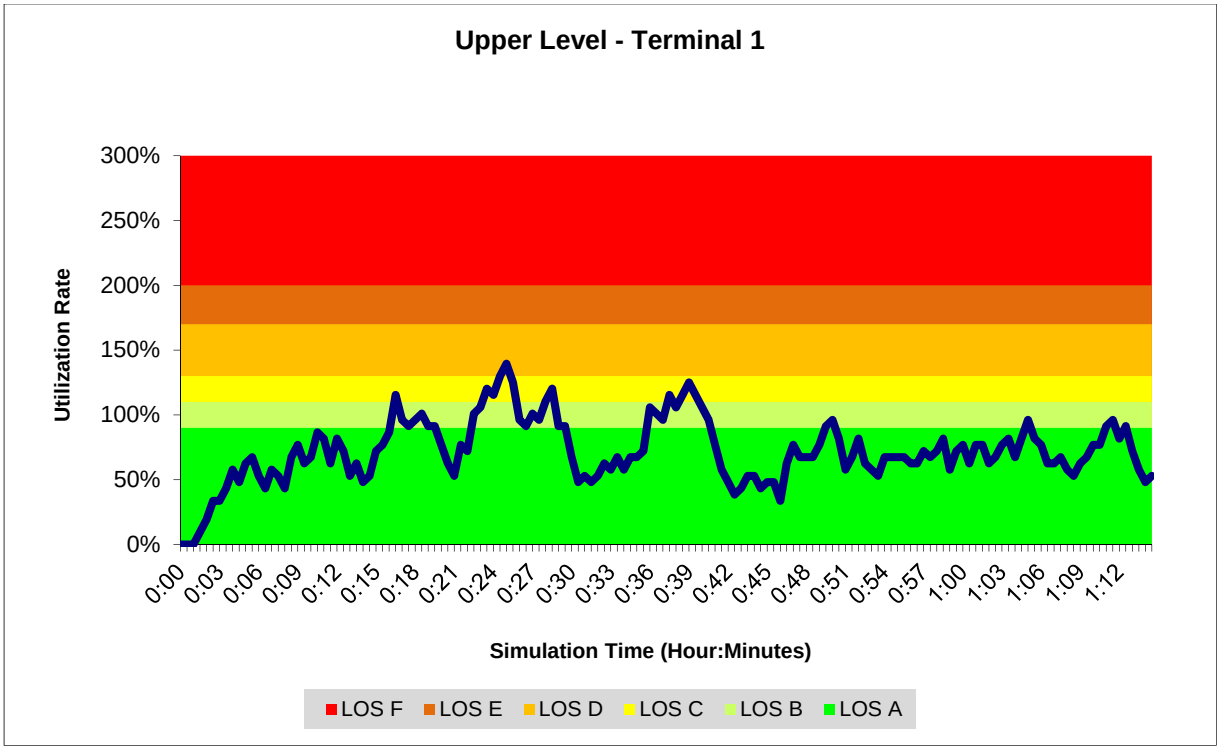
Departures Level-Future Without Program



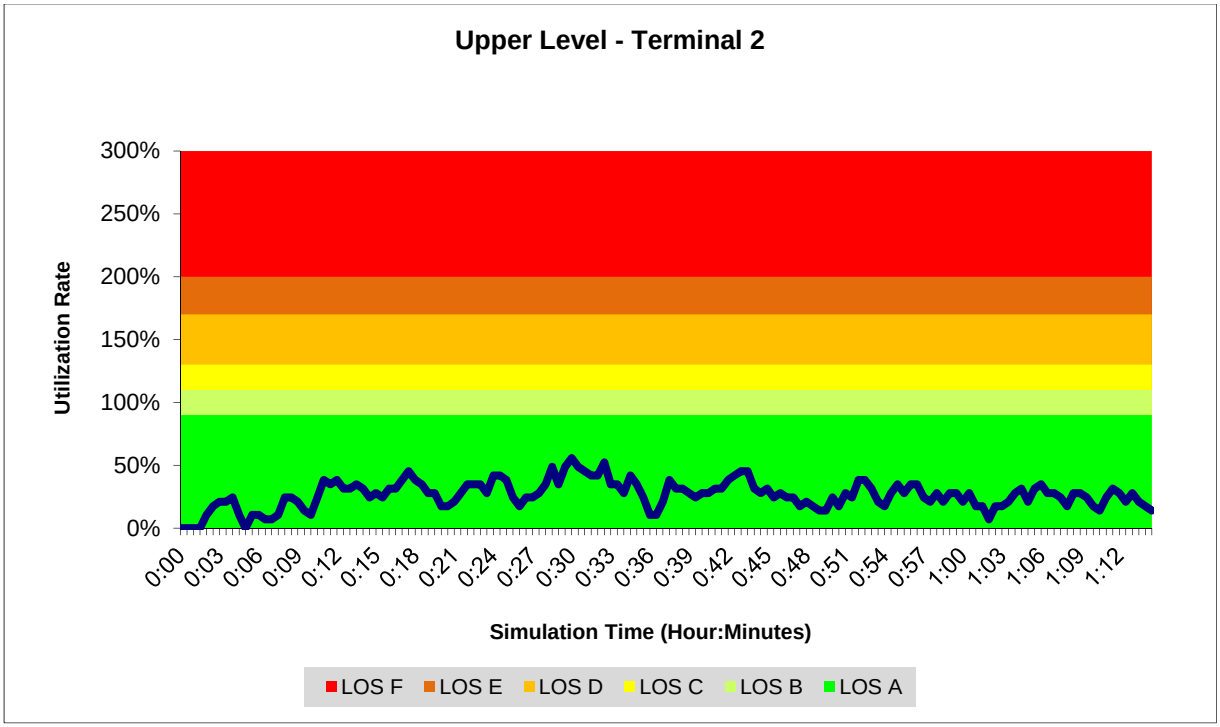


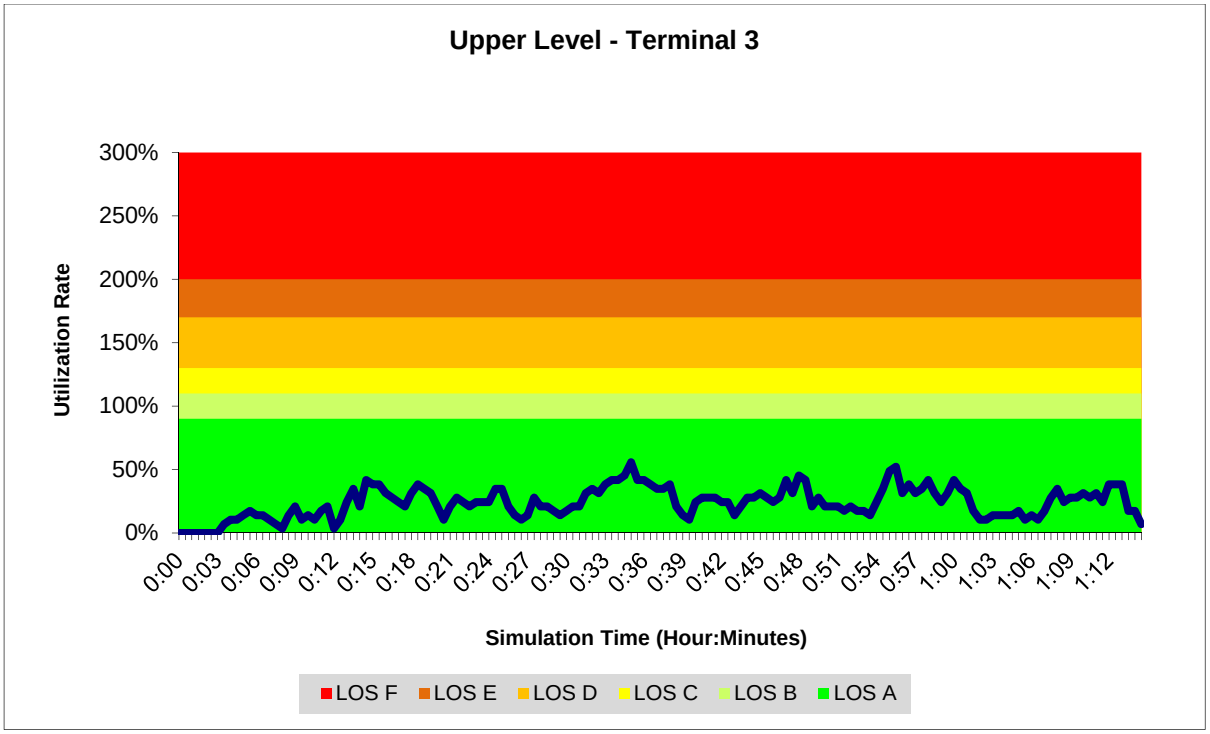
Departures Level-Future Without Program

Appendix E2- Curbside Utilization

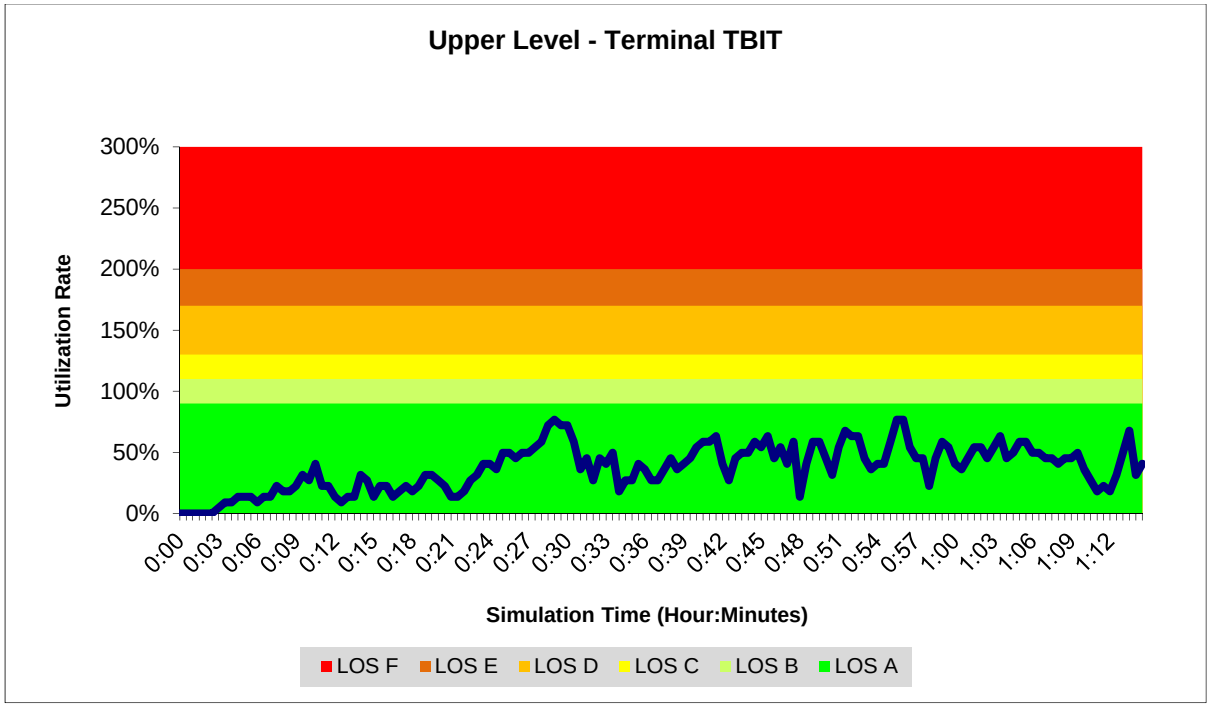


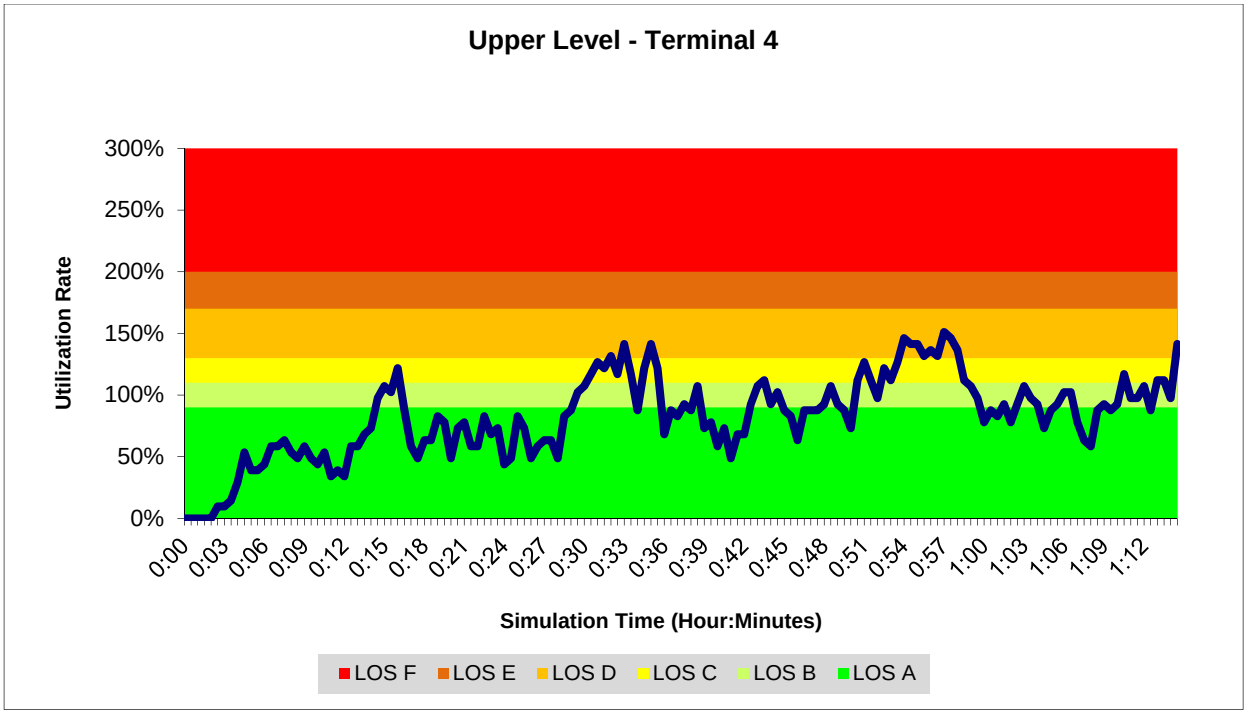
Departures Level -Arrivals Level - Future With Program



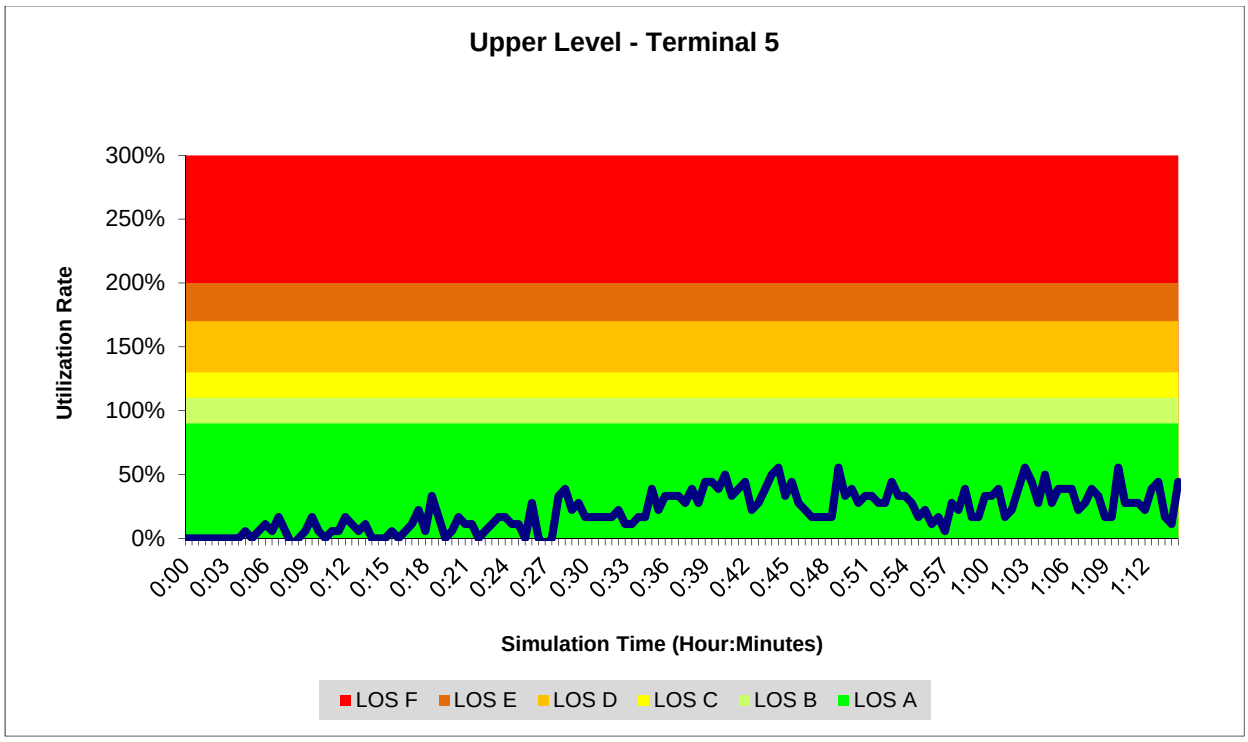


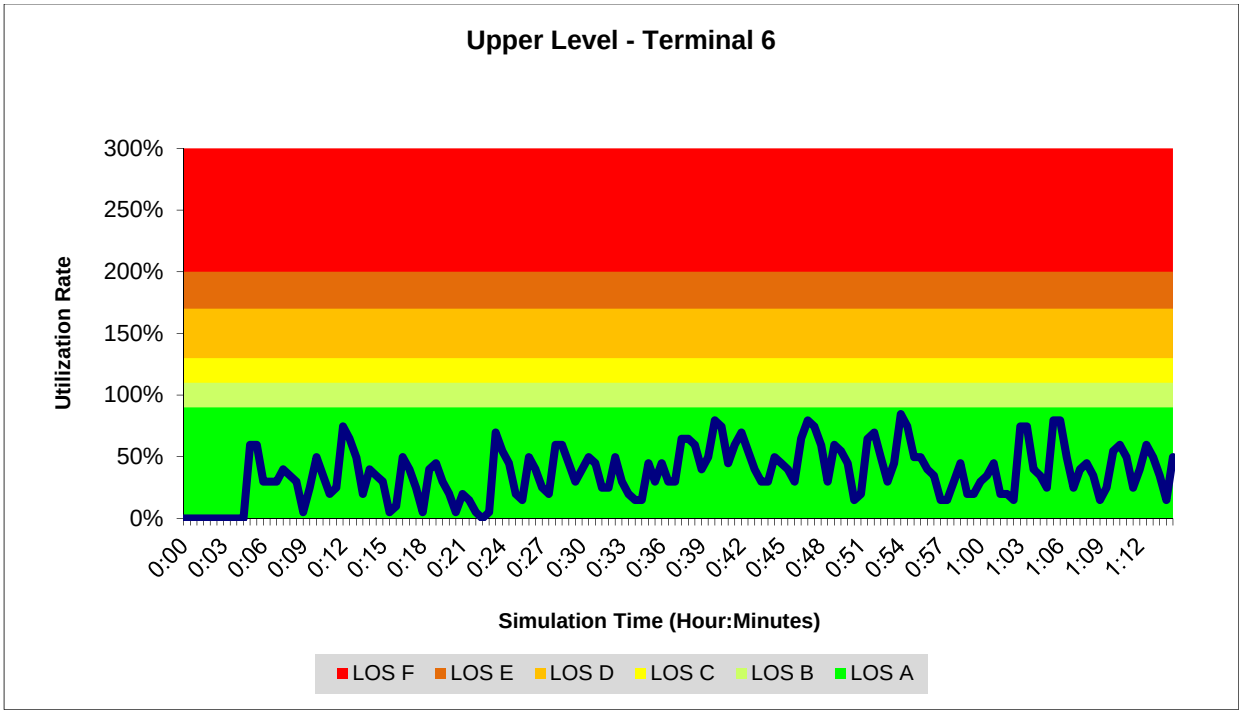
Departures Level -Arrivals Level - Future With Program



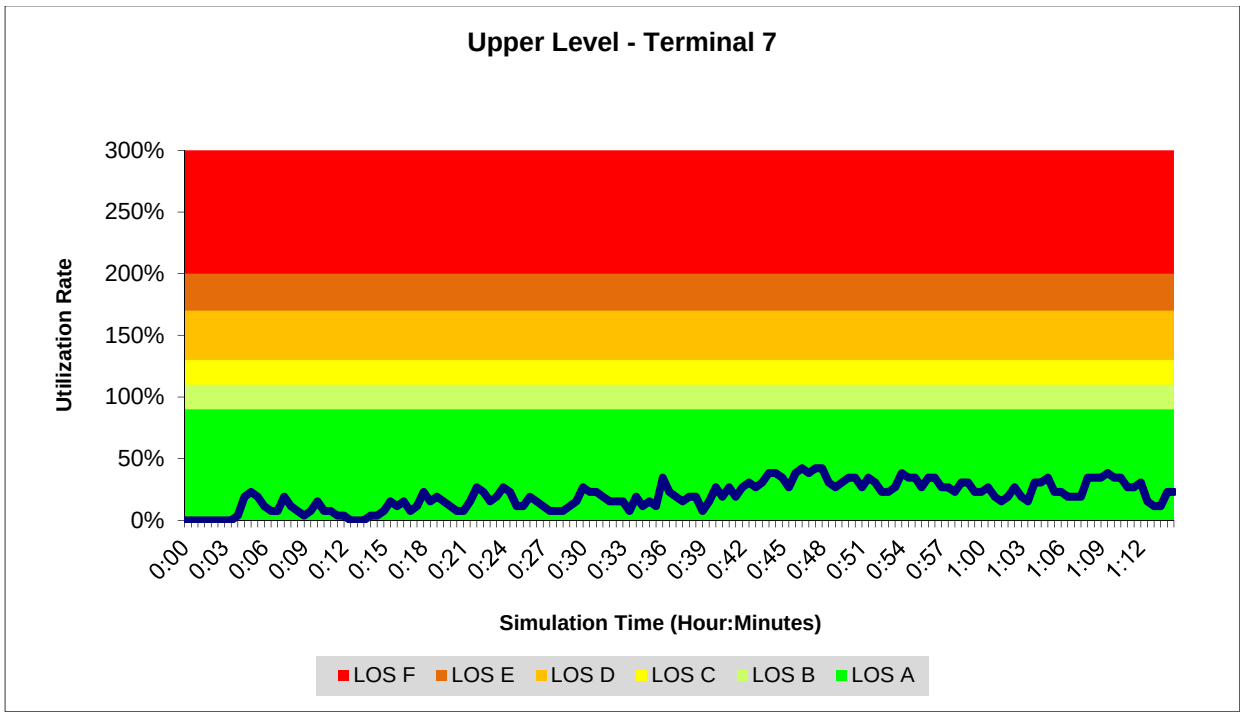


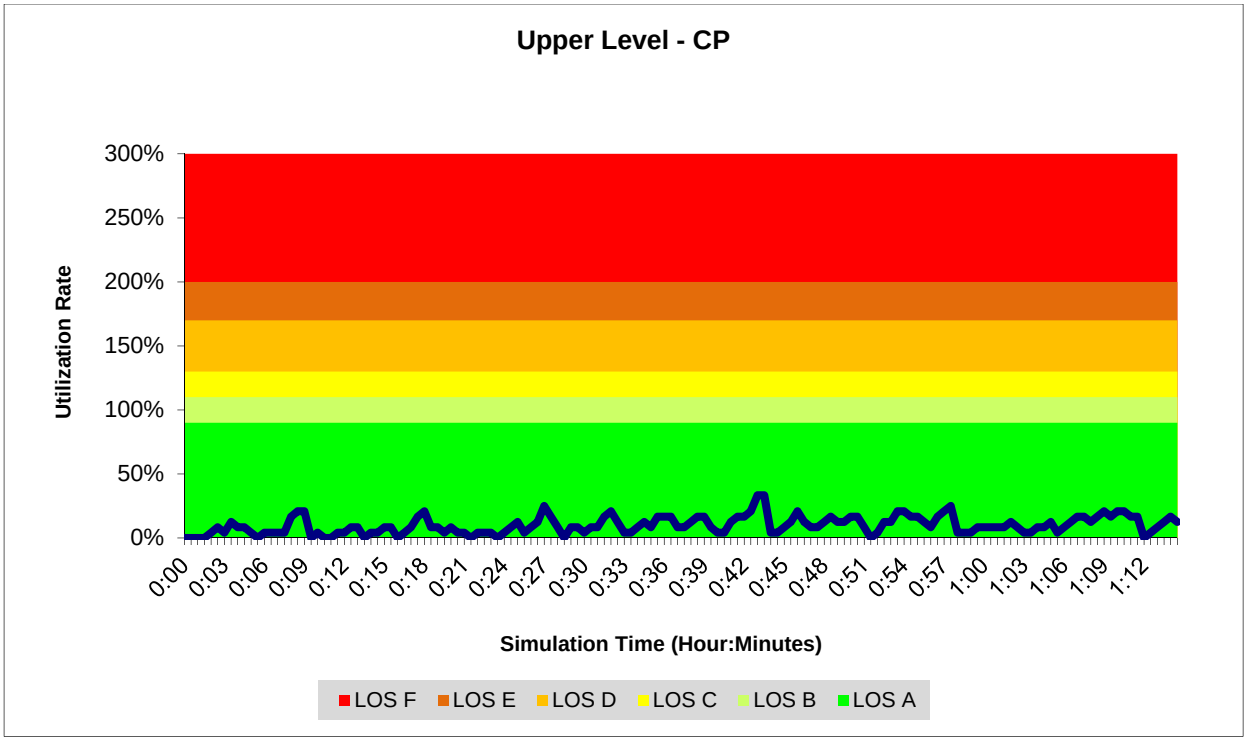
Departures Level -Arrivals Level - Future With Program





Departures Level -Arrivals Level - Future With Program





Departures Level -Arrivals Level - Future With Program

Appendix E3- Intersection Capacity Analysis Worksheets

The following pages of this appendix show the intersection capacity analysis worksheets generated from the capacity analysis software. Note: for all scenarios, the Intersection of World Way South and Center Way were analyzed using Synchro, because of the limitations of Circular 212 (C212) method in analyzing a five legged intersection. All other analysis was conducted using Traffix set to evaluate using the C212 method.

```
UL Existing Peak              Wed Jan 8, 2014 15:05:24                  Page 2-1
------------------------------------------------------------------------------
------------------------------------------------------------------------------
                      Level Of Service Computation Report
             Circular 212 Planning Method (Base Volume Alternative)
******************************************************************************
Intersection #1 World Way North and Skyway
******************************************************************************
Cycle (sec):        120               Critical Vol./Cap. (X):        0.429
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       80               Level Of Service:                 A
******************************************************************************
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected        Protected        Protected
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0    20     0    0     0     0   60     0
Lanes:        0  0  0  0  0    0  0  1! 0  3    0  0  0  0  0    0  0  5! 0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0    0     0     0    0   822     0    0     0     0 1820     0
Growth 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
Initial Bse:    0    0     0     0    0   822     0    0     0     0 1820     0
User 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
PHF 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
PHF Volume:     0    0     0     0    0   822     0    0     0     0 1820     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0    0     0     0    0   822     0    0     0     0 1820     0
PCE 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
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.10  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:     0    0     0     0    0   904     0    0     0     0 1820     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.00 0.00  0.00  xxxx 0.01  4.00  0.00 0.00  0.00  0.00 5.00  0.00
Final Sat.:     0    0     0     0    0  5500     0    0     0     0 6875     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.00  0.00  0.00 0.00  0.16  0.00 0.00  0.00  0.00 0.26  0.00
Crit Vol:       0                        226     0                   364
Crit Moves:                             ****                        ****
******************************************************************************
```

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UL Existing Peak              Wed Jan 8, 2014 15:05:24                  Page 3-1
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------------------------------------------------------------------------------
                      Level Of Service Computation Report
            Circular 212 Planning Method (Base Volume Alternative)
******************************************************************************
Intersection #2 World Way South and West Way
******************************************************************************
Cycle (sec):        120               Critical Vol./Cap. (X):        0.403
Loss Time (sec):      0 (Y+R =  6 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       80               Level Of Service:                  A
******************************************************************************
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected        Protected        Protected
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0    20    0     0     0   60     0     0    0     0
Lanes:        0  0  0  0  0    2  0  0  0  0    0  0  5  0  0    0  0  0  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0    0     0   489    0     0     0 1429     0     0    0     0
Growth 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
Initial Bse:    0    0     0   489    0     0     0 1429     0     0    0     0
User 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
PHF 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
PHF Volume:     0    0     0   489    0     0     0 1429     0     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0    0     0   489    0     0     0 1429     0     0    0     0
PCE 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
MLF Adj:     1.00 1.00  1.00  1.10 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:     0    0     0   538    0     0     0 1429     0     0    0     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.00 0.00  0.00  2.00 0.00  0.00  0.00 5.00  0.00  0.00 0.00  0.00
Final Sat.:     0    0     0  2750    0     0     0 6875     0     0    0     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.00  0.00  0.20 0.00  0.00  0.00 0.21  0.00  0.00 0.00  0.00
Crit Vol:           0          269                  286           0
Crit Moves:                   ****                 ****
******************************************************************************
```

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------------------------------------------------------------------------------
------------------------------------------------------------------------------
                     Level Of Service Computation Report
           Circular 212 Planning Method (Base Volume Alternative)
******************************************************************************
Intersection #3 World Way South and East Way
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.375
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       80               Level Of Service:                   A
******************************************************************************
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected        Protected        Protected
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0    20    0     0     0   60     0     0    0     0
Lanes:        0  0  0  0  0    2  0  0  0  0    0  1  5  0  0    0  0  0  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0    0     0   388    0     0     0 1810     0     0    0     0
Growth 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
Initial Bse:    0    0     0   388    0     0     0 1810     0     0    0     0
User 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
PHF 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
PHF Volume:     0    0     0   388    0     0     0 1810     0     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0    0     0   388    0     0     0 1810     0     0    0     0
PCE 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
MLF Adj:     1.00 1.00  1.00  1.10 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:     0    0     0   427    0     0     0 1810     0     0    0     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.00 0.00  0.00  2.00 0.00  0.00  0.00 6.00  0.00  0.00 0.00  0.00
Final Sat.:     0    0     0  2750    0     0     0 8250     0     0    0     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.00  0.00  0.16 0.00  0.00  0.00 0.22  0.00  0.00 0.00  0.00
Crit Vol:           0          213                  302           0
Crit Moves:                    ****                 ****
******************************************************************************

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UL Future without Program     Wed Jan 8, 2014 15:22:16                  Page 2-1
------------------------------------------------------------------------------
------------------------------------------------------------------------------
                     Level Of Service Computation Report
            Circular 212 Planning Method (Base Volume Alternative)
******************************************************************************
Intersection #1 World Way North and Skyway
******************************************************************************
Cycle (sec):        120               Critical Vol./Cap. (X):        0.491
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       80               Level Of Service:                   A
******************************************************************************
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected        Protected        Protected
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0    20     0    0     0     0   60     0
Lanes:        0  0  0  0  0    0  0  1! 0  3    0  0  0  0  0    0  0  5! 0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0    0     0     0    0   927     0    0     0     0 2103     0
Growth 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
Initial Bse:    0    0     0     0    0   927     0    0     0     0 2103     0
User 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
PHF 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
PHF Volume:     0    0     0     0    0   927     0    0     0     0 2103     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0    0     0     0    0   927     0    0     0     0 2103     0
PCE 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
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.10  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:     0    0     0     0    0  1020     0    0     0     0 2103     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.00 0.00  0.00  xxxx 0.01  4.00  0.00 0.00  0.00  0.00 5.00  0.00
Final Sat.:     0    0     0     0    0  5500     0    0     0     0 6875     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.00  0.00  0.00 0.00  0.19  0.00 0.00  0.00  0.00 0.31  0.00
Crit Vol:       0                        255     0                   421
Crit Moves:                              ****                        ****
******************************************************************************
```

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UL Future without Program     Wed Jan 8, 2014 15:22:16                  Page 3-1
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--------------------------------------------------------------------------------
                      Level Of Service Computation Report
             Circular 212 Planning Method (Base Volume Alternative)
********************************************************************************
Intersection #2 World Way South and West Way
********************************************************************************
Cycle (sec):        120               Critical Vol./Cap. (X):        0.426
Loss Time (sec):      0 (Y+R =  6 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       80               Level Of Service:                  A
********************************************************************************
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected        Protected        Protected
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0    20    0     0     0   60     0     0    0     0
Lanes:        0  0  0  0  0    2  0  0  0  0    0  0  5  0  0    0  0  0  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0    0     0   579    0     0     0 1334     0     0    0     0
Growth 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
Initial Bse:    0    0     0   579    0     0     0 1334     0     0    0     0
User 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
PHF 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
PHF Volume:     0    0     0   579    0     0     0 1334     0     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0    0     0   579    0     0     0 1334     0     0    0     0
PCE 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
MLF Adj:     1.00 1.00  1.00  1.10 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:     0    0     0   637    0     0     0 1334     0     0    0     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.00 0.00  0.00  2.00 0.00  0.00  0.00 5.00  0.00  0.00 0.00  0.00
Final Sat.:     0    0     0  2750    0     0     0 6875     0     0    0     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.00  0.00  0.23 0.00  0.00  0.00 0.19  0.00  0.00 0.00  0.00
Crit Vol:           0          318                  267           0
Crit Moves:                    ****                 ****
********************************************************************************
```

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                      Level Of Service Computation Report
            Circular 212 Planning Method (Base Volume Alternative)
********************************************************************************
Intersection #3 World Way South and East Way
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.220
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       80               Level Of Service:                  A
********************************************************************************
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected        Protected        Protected
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0    20    0     0     0   60     0     0    0     0
Lanes:        0  0  0  0  0    2  0  0  0  0    0  1  5  0  0    0  0  0  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0    0     0    59    0     0     0 1621     0     0    0     0
Growth 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
Initial Bse:    0    0     0    59    0     0     0 1621     0     0    0     0
User 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
PHF 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
PHF Volume:     0    0     0    59    0     0     0 1621     0     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0    0     0    59    0     0     0 1621     0     0    0     0
PCE 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
MLF Adj:     1.00 1.00  1.00  1.10 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:     0    0     0    65    0     0     0 1621     0     0    0     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.00 0.00  0.00  2.00 0.00  0.00  0.00 6.00  0.00  0.00 0.00  0.00
Final Sat.:     0    0     0  2750    0     0     0 8250     0     0    0     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.00  0.00  0.02 0.00  0.00  0.00 0.20  0.00  0.00 0.00  0.00
Crit Vol:           0          32                   270           0
Crit Moves:                   ****                 ****
********************************************************************************
```

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UL Future With Program           Wed Jan 8, 2014 15:17:13                  Page 9-1
------------------------------------------------------------------------------
------------------------------------------------------------------------------
                      Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
******************************************************************************
Intersection #1 World Way North and Skyway
******************************************************************************
Cycle (sec):        120               Critical Vol./Cap. (X):        0.491
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       80               Level Of Service:                  A
******************************************************************************
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected        Protected        Protected
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0    20     0    0     0     0   60     0
Lanes:        0  0  0  0  0    0  0  1! 0  3    0  0  0  0  0    0  0  5! 0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0    0     0     0    0   927     0    0     0     0 2103     0
Growth 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
Initial Bse:    0    0     0     0    0   927     0    0     0     0 2103     0
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0    0     0     0    0   927     0    0     0     0 2103     0
User 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
PHF 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
PHF Volume:     0    0     0     0    0   927     0    0     0     0 2103     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0    0     0     0    0   927     0    0     0     0 2103     0
PCE 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
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.10  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:     0    0     0     0    0  1020     0    0     0     0 2103     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.00 0.00  0.00  xxxx 0.01  4.00  0.00 0.00  0.00  0.00 5.00  0.00
Final Sat.:     0    0     0     0    0  5500     0    0     0     0 6875     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.00  0.00  0.00 0.00  0.19  0.00 0.00  0.00  0.00 0.31  0.00
Crit Vol:       0                        255     0                   421
Crit Moves:                              ****                        ****
******************************************************************************
```

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------------------------------------------------------------------------------
                      Level Of Service Computation Report
            Circular 212 Planning Method (Base Volume Alternative)
******************************************************************************
Intersection #2 World Way South and West Way
******************************************************************************
Cycle (sec):        120               Critical Vol./Cap. (X):        0.426
Loss Time (sec):      0 (Y+R =  6 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       80               Level Of Service:                  A
******************************************************************************
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected        Protected        Protected
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0    20    0     0     0   60     0     0    0     0
Lanes:        0  0  0  0  0    2  0  0  0  0    0  0  5  0  0    0  0  0  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0    0     0   579    0     0     0 1334     0     0    0     0
Growth 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
Initial Bse:    0    0     0   579    0     0     0 1334     0     0    0     0
User 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
PHF 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
PHF Volume:     0    0     0   579    0     0     0 1334     0     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0    0     0   579    0     0     0 1334     0     0    0     0
PCE 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
MLF Adj:     1.00 1.00  1.00  1.10 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:     0    0     0   637    0     0     0 1334     0     0    0     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.00 0.00  0.00  2.00 0.00  0.00  0.00 5.00  0.00  0.00 0.00  0.00
Final Sat.:     0    0     0  2750    0     0     0 6875     0     0    0     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.00  0.00  0.23 0.00  0.00  0.00 0.19  0.00  0.00 0.00  0.00
Crit Vol:           0          318                   267           0
Crit Moves:                    ****                  ****
******************************************************************************
```

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--------------------------------------------------------------------------------
                      Level Of Service Computation Report
            Circular 212 Planning Method (Base Volume Alternative)
********************************************************************************
Intersection #3 World Way South and East Way
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.220
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       80               Level Of Service:                   A
********************************************************************************
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected        Protected        Protected
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0    20    0     0     0   60     0     0    0     0
Lanes:        0  0  0  0  0    2  0  0  0  0    0  1  5  0  0    0  0  0  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0    0     0    59    0     0     0 1621     0     0    0     0
Growth 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
Initial Bse:    0    0     0    59    0     0     0 1621     0     0    0     0
User 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
PHF 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
PHF Volume:     0    0     0    59    0     0     0 1621     0     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0    0     0    59    0     0     0 1621     0     0    0     0
PCE 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
MLF Adj:     1.00 1.00  1.00  1.10 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:     0    0     0    65    0     0     0 1621     0     0    0     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.00 0.00  0.00  2.00 0.00  0.00  0.00 6.00  0.00  0.00 0.00  0.00
Final Sat.:     0    0     0  2750    0     0     0 8250     0     0    0     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.00  0.00  0.02 0.00  0.00  0.00 0.20  0.00  0.00 0.00  0.00
Crit Vol:           0          32                   270           0
Crit Moves:                   ****                 ****
********************************************************************************
```

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                     Level Of Service Computation Report
           Circular 212 Planning Method (Base Volume Alternative)
******************************************************************************
Intersection #1 Skyway @ World Way North
******************************************************************************
Cycle (sec):        100                Critical Vol./Cap. (X):        0.482
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       44                Level Of Service:                  A
******************************************************************************
Street Name:              Skyway                      World Way North
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected        Protected        Protected
Rights:           Ignore           Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        2  0  1  0  0    0  0  0  0  3    0  0  0  0  0    0  0  6  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     258  146     0     0    0   580     0    0     0     0 1848     0
Growth 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
Initial Bse:  258  146     0     0    0   580     0    0     0     0 1848     0
User Adj:    1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   258  146     0     0    0   580     0    0     0     0 1848     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  258  146     0     0    0   580     0    0     0     0 1848     0
PCE Adj:     1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.10 1.00  0.00  1.00 1.00  1.10  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:   284  146     0     0    0   638     0    0     0     0 1848     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       2.00 1.00  0.00  0.00 0.00  3.00  0.00 0.00  0.00  0.00 6.00  0.00
Final Sat.:  2750 1375     0     0    0  4125     0    0     0     0 8250     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.10 0.11  0.00  0.00 0.00  0.15  0.00 0.00  0.00  0.00 0.22  0.00
Crit Vol:     142                       213     0                    308
Crit Moves:  ****                      ****                         ****
******************************************************************************
```

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                     Level Of Service Computation Report
           Circular 212 Planning Method (Base Volume Alternative)
******************************************************************************
Intersection #3 World Way South and East Way
******************************************************************************
Cycle (sec):        100                Critical Vol./Cap. (X):        0.179
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       28                Level Of Service:                  A
******************************************************************************
Street Name:             Easy Way                      World Way South
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected        Protected        Protected
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        0  0  0  0  0    2  0  0  0  0    0  1  4  0  0    0  0  0  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0    0     0   175    0     0   150 1368     0     0    0     0
Growth 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
Initial Bse:    0    0     0   175    0     0   150 1368     0     0    0     0
User 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
PHF 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
PHF Volume:     0    0     0   175    0     0   150 1368     0     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0    0     0   175    0     0   150 1368     0     0    0     0
PCE 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
MLF Adj:     1.00 1.00  1.00  1.10 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:     0    0     0   193    0     0   150 1368     0     0    0     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.00 0.00  0.00  2.00 0.00  0.00  0.49 4.51  0.00  0.00 0.00  0.00
Final Sat.:     0    0     0  2750    0     0   679 6196     0     0    0     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.00  0.00  0.07 0.00  0.00  0.22 0.22  0.00  0.00 0.00  0.00
Crit Vol:           0          96              150                    0
Crit Moves:                   ****             ****
******************************************************************************


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                                  RSA Study
-------------------------------------------------------------------------------
                     Level Of Service Computation Report
           Circular 212 Planning Method (Base Volume Alternative)
*******************************************************************************
Intersection #4 Exit Intersection
*******************************************************************************
Cycle (sec):        100                Critical Vol./Cap. (X):        0.000
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        0                Level Of Service:
*******************************************************************************
Street Name:            World Way                        World Way
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected        Protected        Protected
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        0  0  0  0  0    0  0  0  0  0    0  0  0  0  0    0  0  0  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0    0     0     0    0     0     0    0     0     0    0     0
Growth Adj:  0.00 0.00  0.00  0.00 0.00  0.00  0.00 0.00  0.00  0.00 0.00  0.00
Initial Bse:    0    0     0     0    0     0     0    0     0     0    0     0
User Adj:    0.00 0.00  0.00  0.00 0.00  0.00  0.00 0.00  0.00  0.00 0.00  0.00
PHF Adj:     0.00 0.00  0.00  0.00 0.00  0.00  0.00 0.00  0.00  0.00 0.00  0.00
PHF Volume:     0    0     0     0    0     0     0    0     0     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0    0     0     0    0     0     0    0     0     0    0     0
PCE Adj:     0.00 0.00  0.00  0.00 0.00  0.00  0.00 0.00  0.00  0.00 0.00  0.00
MLF Adj:     0.00 0.00  0.00  0.00 0.00  0.00  0.00 0.00  0.00  0.00 0.00  0.00
Final Vol.:     0    0     0     0    0     0     0    0     0     0    0     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:       0    0     0     0    0     0     0    0     0     0    0     0
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.00 0.00  0.00  0.00 0.00  0.00  0.00 0.00  0.00  0.00 0.00  0.00
Final Sat.:     0    0     0     0    0     0     0    0     0     0    0     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.00  0.00  0.00 0.00  0.00  0.00 0.00  0.00  0.00 0.00  0.00
Crit Vol:           0                0                0                0
Crit Moves:
*******************************************************************************


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                                  RSA Study
------------------------------------------------------------------------------
                     Level Of Service Computation Report
           Circular 212 Planning Method (Base Volume Alternative)
******************************************************************************
Intersection #1 Skyway @ World Way North Future Intersection
******************************************************************************
Cycle (sec):         40                Critical Vol./Cap. (X):        0.426
Loss Time (sec):      0 (Y+R =  5 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       40                Level Of Service:                  A
******************************************************************************
Street Name:              Skyway                        World Way North
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected        Protected        Protected
Rights:           Ignore           Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        0  0  0  0  0    0  0  0  0  3    0  0  0  0  0    0  0  6  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0    0     0     0    0   814     0    0     0     0 1726     0
Growth 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
Initial Bse:    0    0     0     0    0   814     0    0     0     0 1726     0
User Adj:    1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0    0     0     0    0   814     0    0     0     0 1726     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0    0     0     0    0   814     0    0     0     0 1726     0
PCE Adj:     1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  0.00  1.00 1.00  1.10  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:     0    0     0     0    0   895     0    0     0     0 1726     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.00 0.00  0.00  0.00 0.00  3.00  0.00 0.00  0.00  0.00 6.00  0.00
Final Sat.:     0    0     0     0    0  4125     0    0     0     0 8250     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.00  0.00  0.00 0.00  0.22  0.00 0.00  0.00  0.00 0.21  0.00
Crit Vol:       0                        298     0                    288
Crit Moves:                              ****                         ****
******************************************************************************
```

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------------------------------------------------------------------------------
                      Level Of Service Computation Report
            Circular 212 Planning Method (Base Volume Alternative)
******************************************************************************
Intersection #3 World Way South and East Way
******************************************************************************
Cycle (sec):        120                Critical Vol./Cap. (X):        0.369
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      120                Level Of Service:                  A
******************************************************************************
Street Name:             Easy Way                      World Way South
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected        Protected        Protected
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0    10    0     0     0  110     0     0    0     0
Lanes:        0  0  0  0  0    2  0  0  0  0    0  1  4  0  0    0  0  0  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0    0     0   225    0     0    90 1831     0     0    0     0
Growth 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
Initial Bse:    0    0     0   225    0     0    90 1831     0     0    0     0
User 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
PHF 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
PHF Volume:     0    0     0   225    0     0    90 1831     0     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0    0     0   225    0     0    90 1831     0     0    0     0
PCE 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
MLF Adj:     1.00 1.00  1.00  1.10 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:     0    0     0   248    0     0    90 1831     0     0    0     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.00 0.00  0.00  2.00 0.00  0.00  0.23 4.77  0.00  0.00 0.00  0.00
Final Sat.:     0    0     0  2750    0     0   322 6553     0     0    0     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.00  0.00  0.09 0.00  0.00  0.28 0.28  0.00  0.00 0.00  0.00
Crit Vol:           0         124                  384           0
Crit Moves:                   ****                 ****
******************************************************************************

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                      Level Of Service Computation Report
            Circular 212 Planning Method (Base Volume Alternative)
******************************************************************************
Intersection #6 Existing Skyway INtersection
******************************************************************************
Cycle (sec):         40                Critical Vol./Cap. (X):        0.456
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       40                Level Of Service:                  A
******************************************************************************
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected        Protected        Protected
Rights:           Include          Include          Include          Include
Min. Green:    20    0     0     0    0     0     0    0     0     0   20     0
Lanes:        2  0  0  0  0    0  0  0  0  0    0  0  0  0  0    0  0  5  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      83    0     0     0    0     0     0    0     0     0 2904     0
Growth 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
Initial Bse:   83    0     0     0    0     0     0    0     0     0 2904     0
User 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
PHF 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
PHF Volume:    83    0     0     0    0     0     0    0     0     0 2904     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   83    0     0     0    0     0     0    0     0     0 2904     0
PCE 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
MLF Adj:     1.10 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:    91    0     0     0    0     0     0    0     0     0 2904     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       2.00 0.00  0.00  0.00 0.00  0.00  0.00 0.00  0.00  0.00 5.00  0.00
Final Sat.:  2750    0     0     0    0     0     0    0     0     0 6875     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.03 0.00  0.00  0.00 0.00  0.00  0.00 0.00  0.00  0.00 0.42  0.00
Crit Vol:      46                    0           0                   581
Crit Moves:  ****                                                  ****
******************************************************************************
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                     Level Of Service Computation Report
           Circular 212 Planning Method (Base Volume Alternative)
******************************************************************************
Intersection #1 Skyway @ World Way North Future Intersection
******************************************************************************
Cycle (sec):         40                Critical Vol./Cap. (X):        0.424
Loss Time (sec):      0 (Y+R =  5 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       40                Level Of Service:                  A
******************************************************************************
Street Name:              Skyway                      World Way North
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected        Protected        Protected
Rights:           Ignore           Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        0  0  0  0  0    0  0  0  0  3    0  0  0  0  0    0  0  6  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0    0     0     0    0   808     0    0     0     0 1718     0
Growth 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
Initial Bse:    0    0     0     0    0   808     0    0     0     0 1718     0
User Adj:    1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0    0     0     0    0   808     0    0     0     0 1718     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0    0     0     0    0   808     0    0     0     0 1718     0
PCE Adj:     1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  0.00  1.00 1.00  1.10  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:     0    0     0     0    0   889     0    0     0     0 1718     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.00 0.00  0.00  0.00 0.00  3.00  0.00 0.00  0.00  0.00 6.00  0.00
Final Sat.:     0    0     0     0    0  4125     0    0     0     0 8250     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.00  0.00  0.00 0.00  0.22  0.00 0.00  0.00  0.00 0.21  0.00
Crit Vol:       0                        296     0                    286
Crit Moves:                              ****                         ****
******************************************************************************
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            Circular 212 Planning Method (Base Volume Alternative)
******************************************************************************
Intersection #3 World Way South and East Way
******************************************************************************
Cycle (sec):        120                Critical Vol./Cap. (X):        0.353
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      120                Level Of Service:                  A
******************************************************************************
Street Name:             Easy Way                      World Way South
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected        Protected        Protected
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0    10    0     0     0  110     0     0    0     0
Lanes:        0  0  0  0  0    2  0  0  0  0    0  1  4  0  0    0  0  0  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0    0     0   194    0     0    90 1806     0     0    0     0
Growth 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
Initial Bse:    0    0     0   194    0     0    90 1806     0     0    0     0
User 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
PHF 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
PHF Volume:     0    0     0   194    0     0    90 1806     0     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0    0     0   194    0     0    90 1806     0     0    0     0
PCE 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
MLF Adj:     1.00 1.00  1.00  1.10 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:     0    0     0   213    0     0    90 1806     0     0    0     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.00 0.00  0.00  2.00 0.00  0.00  0.24 4.76  0.00  0.00 0.00  0.00
Final Sat.:     0    0     0  2750    0     0   326 6549     0     0    0     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.00  0.00  0.08 0.00  0.00  0.28 0.28  0.00  0.00 0.00  0.00
Crit Vol:           0         107                  379           0
Crit Moves:                   ****                 ****
******************************************************************************


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******************************************************************************
Intersection #6 Existing Skyway INtersection
******************************************************************************
Cycle (sec):         40                Critical Vol./Cap. (X):        0.445
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       40                Level Of Service:                  A
******************************************************************************
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected        Protected        Protected
Rights:           Include          Include          Include          Include
Min. Green:    20    0     0     0    0     0     0    0     0     0   20     0
Lanes:        2  0  0  0  0    0  0  0  0  0    0  0  0  0  0    0  0  5  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      83    0     0     0    0     0     0    0     0     0 2828     0
Growth 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
Initial Bse:   83    0     0     0    0     0     0    0     0     0 2828     0
User 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
PHF 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
PHF Volume:    83    0     0     0    0     0     0    0     0     0 2828     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   83    0     0     0    0     0     0    0     0     0 2828     0
PCE 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
MLF Adj:     1.10 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:    91    0     0     0    0     0     0    0     0     0 2828     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       2.00 0.00  0.00  0.00 0.00  0.00  0.00 0.00  0.00  0.00 5.00  0.00
Final Sat.:  2750    0     0     0    0     0     0    0     0     0 6875     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.03 0.00  0.00  0.00 0.00  0.00  0.00 0.00  0.00  0.00 0.41  0.00
Crit Vol:      46                    0           0                   566
Crit Moves:  ****                                                  ****
******************************************************************************
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Movement	EBT	EBR	NEL	NER	NER2
Lane Configurations					
Volume (vph)	948	597	574	945	624
Ideal Flow (vphpl)	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5	4.5	4.5	4.5
Lane Util. Factor	0.86	0.86	0.97	0.81	0.91
Frt	0.97	0.85	0.95	0.85	0.85
Flt Protected	1.00	1.00	0.97	1.00	1.00
Satd. Flow (prot)	4751	1389	3100	2400	1348
Flt Permitted	1.00	1.00	0.97	1.00	1.00
Satd. Flow (perm)	4751	1389	3100	2400	1348
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	1030	649	624	1027	678
RTOR Reduction (vph)	0	0	0	25	53
Lane Group Flow (vph)	1296	383	973	878	401
Heavy Vehicles (%)	0%	0%	9%	9%	9%
Turn Type		Perm		Prot	Perm
Protected Phases	4		2	2	
Permitted Phases		4			2
Actuated Green, G (s)	36.4	36.4	45.4	45.4	45.4
Effective Green, g (s)	36.4	36.4	45.4	45.4	45.4
Actuated g/C Ratio	0.40	0.40	0.50	0.50	0.50
Clearance Time (s)	4.5	4.5	4.5	4.5	4.5
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	1905	557	1550	1200	674
v/s Ratio Prot	0.27		0.31	c0.37	
v/s Ratio Perm		c0.28			0.30
v/c Ratio	0.68	0.69	0.63	0.73	0.59
Uniform Delay, d1	22.4	22.5	16.5	17.9	16.2
Progression Factor	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	1.0	3.5	0.8	2.3	1.4
Delay (s)	23.4	26.0	17.3	20.2	17.6
Level of Service	C	C	B	C	B
Approach Delay (s)	24.0		18.5		
Approach LOS	C		B		

Intersection Summary			
HCM Average Control Delay	20.8	HCM Level of Service	C
HCM Volume to Capacity ratio	0.71		
Actuated Cycle Length (s)	90.8	Sum of lost time (s)	9.0
Intersection Capacity Utilization	64.4%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBT	EBR	NEL	NER	NER2
Lane Configurations					
Volume (vph)	908	555	525	1029	648
Ideal Flow (vphpl)	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5	4.5	4.5	4.5
Lane Util. Factor	0.86	0.86	0.97	0.81	0.91
Frt	0.97	0.85	0.94	0.85	0.85
Flt Protected	1.00	1.00	0.97	1.00	1.00
Satd. Flow (prot)	4758	1389	3077	2400	1348
Flt Permitted	1.00	1.00	0.97	1.00	1.00
Satd. Flow (perm)	4758	1389	3077	2400	1348
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	987	603	571	1118	704
RTOR Reduction (vph)	0	0	0	25	61
Lane Group Flow (vph)	1228	362	996	907	404
Heavy Vehicles (%)	0%	0%	9%	9%	9%
Turn Type		Perm		Prot	Perm
Protected Phases	4		2	2	
Permitted Phases		4			2
Actuated Green, G (s)	35.7	35.7	47.0	47.0	47.0
Effective Green, g (s)	35.7	35.7	47.0	47.0	47.0
Actuated g/C Ratio	0.39	0.39	0.51	0.51	0.51
Clearance Time (s)	4.5	4.5	4.5	4.5	4.5
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	1852	541	1577	1230	691
v/s Ratio Prot	0.26		0.32	c0.38	
v/s Ratio Perm		c0.26			0.30
v/c Ratio	0.66	0.67	0.63	0.74	0.58
Uniform Delay, d1	23.0	23.1	16.1	17.5	15.6
Progression Factor	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.9	3.1	0.8	2.3	1.3
Delay (s)	24.0	26.3	16.9	19.9	16.8
Level of Service	C	C	B	B	B
Approach Delay (s)	24.5		18.1		
Approach LOS	C		B		

Intersection Summary			
HCM Average Control Delay	20.6	HCM Level of Service	C
HCM Volume to Capacity ratio	0.71		
Actuated Cycle Length (s)	91.7	Sum of lost time (s)	9.0
Intersection Capacity Utilization	65.3%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBT	EBR	NEL	NER	NER2
Lane Configurations					
Volume (vph)	1023	559	451	994	633
Ideal Flow (vphpl)	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5	4.5	4.5	4.5
Lane Util. Factor	0.86	0.86	0.97	0.81	0.91
Frt	0.98	0.85	0.93	0.85	0.85
Flt Protected	1.00	1.00	0.97	1.00	1.00
Satd. Flow (prot)	4781	1389	3060	2400	1348
Flt Permitted	1.00	1.00	0.97	1.00	1.00
Satd. Flow (perm)	4781	1389	3060	2400	1348
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	1112	608	490	1080	688
RTOR Reduction (vph)	0	0	0	31	63
Lane Group Flow (vph)	1331	389	933	854	377
Heavy Vehicles (%)	0%	0%	9%	9%	9%
Turn Type		Perm		Prot	Perm
Protected Phases	4		2	2	
Permitted Phases		4			2
Actuated Green, G (s)	36.6	36.6	43.6	43.6	43.6
Effective Green, g (s)	36.6	36.6	43.6	43.6	43.6
Actuated g/C Ratio	0.41	0.41	0.49	0.49	0.49
Clearance Time (s)	4.5	4.5	4.5	4.5	4.5
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	1962	570	1496	1173	659
v/s Ratio Prot	0.28		0.30	c0.36	
v/s Ratio Perm		c0.28			0.28
v/c Ratio	0.68	0.68	0.62	0.73	0.57
Uniform Delay, d1	21.5	21.5	16.8	18.1	16.2
Progression Factor	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.9	3.4	0.8	2.3	1.2
Delay (s)	22.4	24.9	17.6	20.4	17.4
Level of Service	C	C	B	C	B
Approach Delay (s)	23.0		18.6		
Approach LOS	C		B		

Intersection Summary			
HCM Average Control Delay	20.5	HCM Level of Service	C
HCM Volume to Capacity ratio	0.71		
Actuated Cycle Length (s)	89.2	Sum of lost time (s)	9.0
Intersection Capacity Utilization	65.1%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group