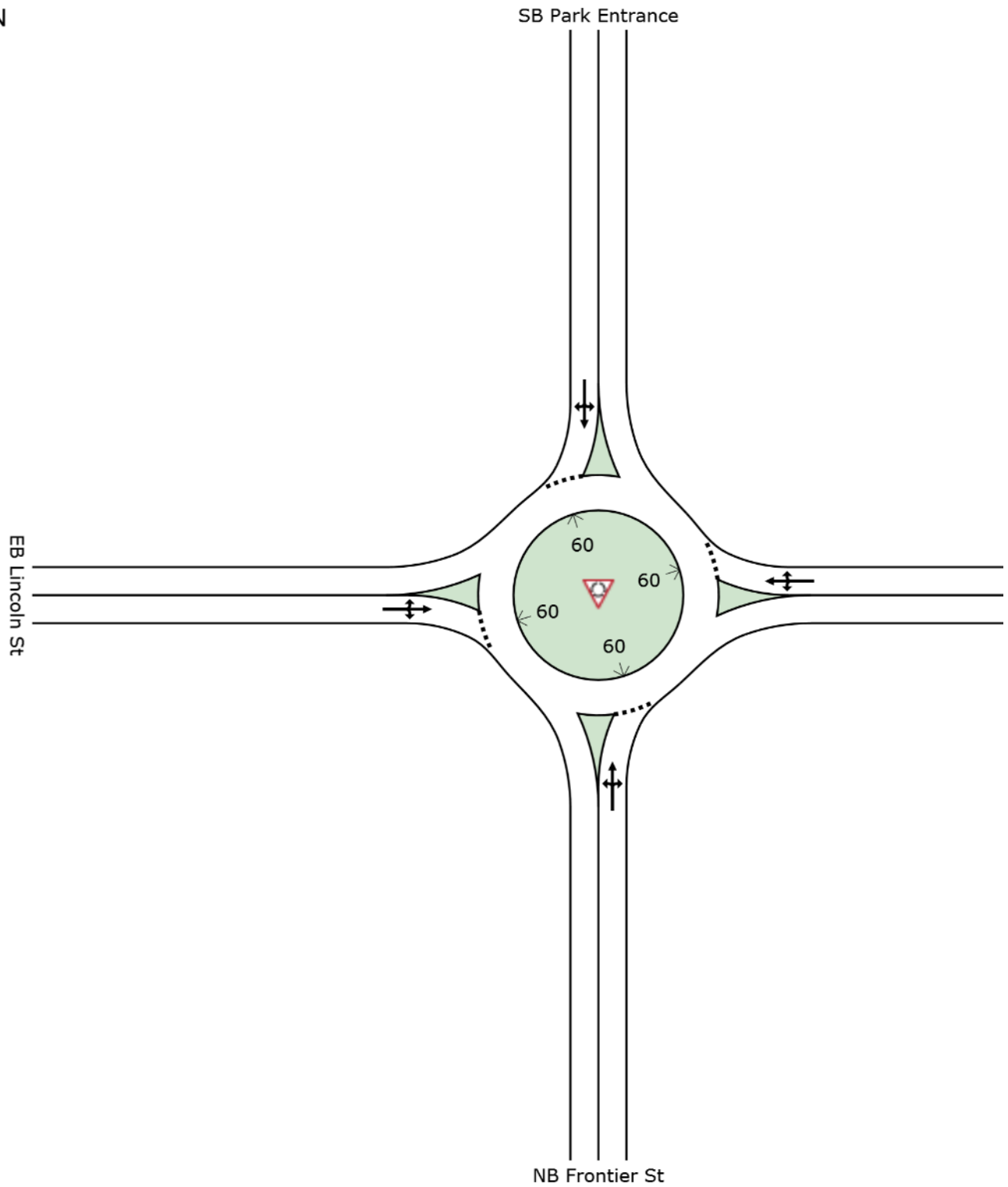


# SITE LAYOUT

 Site: 089 [2018+Site AM]

Frontier St & Lincoln St  
Roundabout



# MOVEMENT SUMMARY

 Site: 089 [2018+Site AM]

Frontier St & Lincoln St  
Roundabout

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
South: NB Frontier St											
3	L2	16	2.0	0.044	5.2	LOS A	0.1	3.7	0.41	0.31	23.4
8	T1	1	2.0	0.044	5.2	LOS A	0.1	3.7	0.41	0.31	23.3
18	R2	16	2.0	0.044	5.2	LOS A	0.1	3.7	0.41	0.31	22.9
Approach		34	2.0	0.044	5.2	LOS A	0.1	3.7	0.41	0.31	23.2
East: WB Lincoln St											
1	L2	16	2.0	0.398	7.5	LOS A	2.1	53.4	0.13	0.04	23.4
6	T1	411	2.0	0.398	7.5	LOS A	2.1	53.4	0.13	0.04	23.2
16	R2	2	2.0	0.398	7.5	LOS A	2.1	53.4	0.13	0.04	22.8
Approach		429	2.0	0.398	7.5	LOS A	2.1	53.4	0.13	0.04	23.2
North: SB Park Entrance											
7	L2	1	2.0	0.006	5.2	LOS A	0.0	0.5	0.44	0.30	23.7
4	T1	1	2.0	0.006	5.2	LOS A	0.0	0.5	0.44	0.30	23.5
14	R2	2	2.0	0.006	5.2	LOS A	0.0	0.5	0.44	0.30	23.1
Approach		4	2.0	0.006	5.2	LOS A	0.0	0.5	0.44	0.30	23.3
West: EB Lincoln St											
5	L2	2	2.0	0.351	6.9	LOS A	1.7	43.8	0.11	0.03	23.6
2	T1	360	2.0	0.351	6.9	LOS A	1.7	43.8	0.11	0.03	23.4
12	R2	16	2.0	0.351	6.9	LOS A	1.7	43.8	0.11	0.03	23.0
Approach		378	2.0	0.351	6.9	LOS A	1.7	43.8	0.11	0.03	23.4
All Vehicles		846	2.0	0.398	7.1	LOS A	2.1	53.4	0.13	0.05	23.3

Site Level of Service (LOS) Method: Delay & v/c (HCM 2010). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Roundabout LOS Method: Same as Sign Control.

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.

LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).

Roundabout Capacity Model: US HCM 2010.

HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.

Gap-Acceptance Capacity: Traditional M1.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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Organisation: FELSBURG HOLT & ULLEVIG | Processed: Thursday, September 01, 2016 10:13:05 AM

Project: O:\Projects\16-074 Lincoln Street Corridor Study\Analysis\sidra\Frontier St & Lincoln St 08.05.16.sip7

# MOVEMENT SUMMARY

 Site: 089 [2018+Site PM]

Frontier St & Lincoln St  
Roundabout

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	of Queue Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
South: NB Frontier St											
3	L2	16	2.0	0.054	6.4	LOS A	0.2	4.4	0.50	0.45	23.2
8	T1	1	2.0	0.054	6.4	LOS A	0.2	4.4	0.50	0.45	23.0
18	R2	16	2.0	0.054	6.4	LOS A	0.2	4.4	0.50	0.45	22.6
Approach		34	2.0	0.054	6.4	LOS A	0.2	4.4	0.50	0.45	22.9
East: WB Lincoln St											
1	L2	16	2.0	0.473	8.9	LOS A	2.7	69.3	0.26	0.13	23.0
6	T1	412	2.0	0.473	8.9	LOS A	2.7	69.3	0.26	0.13	22.9
16	R2	62	2.0	0.473	8.9	LOS A	2.7	69.3	0.26	0.13	22.5
Approach		490	2.0	0.473	8.9	LOS A	2.7	69.3	0.26	0.13	22.8
North: SB Park Entrance											
7	L2	45	2.0	0.096	6.2	LOS A	0.3	8.1	0.47	0.41	23.0
4	T1	2	2.0	0.096	6.2	LOS A	0.3	8.1	0.47	0.41	22.9
14	R2	20	2.0	0.096	6.2	LOS A	0.3	8.1	0.47	0.41	22.5
Approach		66	2.0	0.096	6.2	LOS A	0.3	8.1	0.47	0.41	22.9
West: EB Lincoln St											
5	L2	40	2.0	0.512	9.7	LOS A	3.1	79.8	0.29	0.15	22.8
2	T1	472	2.0	0.512	9.7	LOS A	3.1	79.8	0.29	0.15	22.7
12	R2	16	2.0	0.512	9.7	LOS A	3.1	79.8	0.29	0.15	22.3
Approach		528	2.0	0.512	9.7	LOS A	3.1	79.8	0.29	0.15	22.7
All Vehicles		1118	2.0	0.512	9.0	LOS A	3.1	79.8	0.29	0.16	22.8

Site Level of Service (LOS) Method: Delay & v/c (HCM 2010). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Roundabout LOS Method: Same as Sign Control.

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.

LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).

Roundabout Capacity Model: US HCM 2010.

HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.

Gap-Acceptance Capacity: Traditional M1.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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Organisation: FELSBURG HOLT & ULLEVIG | Processed: Thursday, September 01, 2016 10:13:32 AM

Project: O:\Projects\16-074 Lincoln Street Corridor Study\Analysis\sidra\Frontier St & Lincoln St 08.05.16.sip7

# MOVEMENT SUMMARY

 Site: 089 [2018+Site SAT]

Frontier St & Lincoln St  
Roundabout

Movement Performance - Vehicles												
Mov ID	OD Mov	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	of Queue Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph	
South: NB Frontier St												
3	L2	16	2.0	0.051	5.8	LOS A	0.2	4.2	0.46	0.39	23.3	
8	T1	2	2.0	0.051	5.8	LOS A	0.2	4.2	0.46	0.39	23.1	
18	R2	16	2.0	0.051	5.8	LOS A	0.2	4.2	0.46	0.39	22.7	
Approach		35	2.0	0.051	5.8	LOS A	0.2	4.2	0.46	0.39	23.0	
East: WB Lincoln St												
1	L2	16	2.0	0.322	6.7	LOS A	1.5	37.9	0.22	0.10	23.5	
6	T1	266	2.0	0.322	6.7	LOS A	1.5	37.9	0.22	0.10	23.4	
16	R2	50	2.0	0.322	6.7	LOS A	1.5	37.9	0.22	0.10	23.0	
Approach		333	2.0	0.322	6.7	LOS A	1.5	37.9	0.22	0.10	23.3	
North: SB Park Entrance												
7	L2	62	2.0	0.151	6.0	LOS A	0.5	13.7	0.41	0.33	23.2	
4	T1	1	2.0	0.151	6.0	LOS A	0.5	13.7	0.41	0.33	23.0	
14	R2	59	2.0	0.151	6.0	LOS A	0.5	13.7	0.41	0.33	22.6	
Approach		122	2.0	0.151	6.0	LOS A	0.5	13.7	0.41	0.33	22.9	
West: EB Lincoln St												
5	L2	43	2.0	0.045	4.1	LOS A	0.1	3.7	0.18	0.08	23.2	
2	T1	360	2.0	0.391	8.1	LOS A	1.8	46.1	0.26	0.14	23.1	
12	R2	16	2.0	0.391	8.1	LOS A	1.8	46.1	0.26	0.14	22.7	
Approach		420	2.0	0.391	7.7	LOS A	1.8	46.1	0.26	0.14	23.1	
All Vehicles		909	2.0	0.391	7.0	LOS A	1.8	46.1	0.27	0.16	23.2	

Site Level of Service (LOS) Method: Delay & v/c (HCM 2010). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Roundabout LOS Method: Same as Sign Control.

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.

LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).

Roundabout Capacity Model: US HCM 2010.

HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.

Gap-Acceptance Capacity: Traditional M1.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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Organisation: FELSBURG HOLT & ULLEVIG | Processed: Thursday, September 01, 2016 10:13:52 AM

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# MOVEMENT SUMMARY

 Site: 089 [2040 AM 1In]

Frontier St & Lincoln St  
Roundabout

Movement Performance - Vehicles												
Mov ID	OD Mov	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	of Queue Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph	
South: NB Frontier St												
3	L2	27	2.0	0.116	9.1	LOS A	0.4	9.4	0.59	0.59	22.5	
8	T1	1	2.0	0.116	9.1	LOS A	0.4	9.4	0.59	0.59	22.4	
18	R2	27	2.0	0.116	9.1	LOS A	0.4	9.4	0.59	0.59	22.0	
Approach		55	2.0	0.116	9.1	LOS A	0.4	9.4	0.59	0.59	22.2	
East: WB Lincoln St												
1	L2	27	2.0	0.730	15.7	LOS C	7.5	191.4	0.37	0.16	21.5	
6	T1	734	2.0	0.730	15.7	LOS C	7.5	191.4	0.37	0.16	21.4	
16	R2	11	2.0	0.730	15.7	LOS C	7.5	191.4	0.37	0.16	21.1	
Approach		772	2.0	0.730	15.7	LOS C	7.5	191.4	0.37	0.16	21.4	
North: SB Park Entrance												
7	L2	5	2.0	0.024	7.6	LOS A	0.1	1.9	0.56	0.52	22.9	
4	T1	1	2.0	0.024	7.6	LOS A	0.1	1.9	0.56	0.52	22.7	
14	R2	5	2.0	0.024	7.6	LOS A	0.1	1.9	0.56	0.52	22.3	
Approach		12	2.0	0.024	7.6	LOS A	0.1	1.9	0.56	0.52	22.6	
West: EB Lincoln St												
5	L2	11	2.0	0.788	18.6	LOS C	9.9	252.5	0.41	0.17	21.0	
2	T1	799	2.0	0.788	18.6	LOS C	9.9	252.5	0.41	0.17	20.8	
12	R2	27	2.0	0.788	18.6	LOS C	9.9	252.5	0.41	0.17	20.5	
Approach		837	2.0	0.788	18.6	LOS C	9.9	252.5	0.41	0.17	20.8	
All Vehicles		1676	2.0	0.788	16.9	LOS C	9.9	252.5	0.40	0.18	21.2	

Site Level of Service (LOS) Method: Delay & v/c (HCM 2010). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Roundabout LOS Method: Same as Sign Control.

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.

LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).

Roundabout Capacity Model: US HCM 2010.

HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.

Gap-Acceptance Capacity: Traditional M1.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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Organisation: FELSBURG HOLT & ULLEVIG | Processed: Thursday, August 11, 2016 8:21:32 AM

Project: O:\Projects\16-074 Lincoln Street Corridor Study\Analysis\sindra\Frontier St & Lincoln St 08.05.16.sip7

# MOVEMENT SUMMARY

 Site: 089 [2040 PM 1In]

Frontier St & Lincoln St  
Roundabout

Movement Performance - Vehicles												
Mov ID	OD Mov	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph	
South: NB Frontier St												
3	L2	27	2.0	0.131	9.7	LOS A	0.4	10.6	0.62	0.62	22.4	
8	T1	5	2.0	0.131	9.7	LOS A	0.4	10.6	0.62	0.62	22.3	
18	R2	27	2.0	0.131	9.7	LOS A	0.4	10.6	0.62	0.62	21.9	
Approach		60	2.0	0.131	9.7	LOS A	0.4	10.6	0.62	0.62	22.2	
East: WB Lincoln St												
1	L2	27	2.0	0.698	14.8	LOS B	6.1	154.4	0.48	0.28	21.7	
6	T1	609	2.0	0.698	14.8	LOS B	6.1	154.4	0.48	0.28	21.6	
16	R2	71	2.0	0.698	14.8	LOS B	6.1	154.4	0.48	0.28	21.2	
Approach		707	2.0	0.698	14.8	LOS B	6.1	154.4	0.48	0.28	21.5	
North: SB Park Entrance												
7	L2	54	2.0	0.156	8.4	LOS A	0.5	13.3	0.57	0.57	22.6	
4	T1	5	2.0	0.156	8.4	LOS A	0.5	13.3	0.57	0.57	22.4	
14	R2	27	2.0	0.156	8.4	LOS A	0.5	13.3	0.57	0.57	22.0	
Approach		87	2.0	0.156	8.4	LOS A	0.5	13.3	0.57	0.57	22.4	
West: EB Lincoln St												
5	L2	49	2.0	0.826	22.1	LOS C	10.2	259.2	0.70	0.42	20.3	
2	T1	755	2.0	0.826	22.1	LOS C	10.2	259.2	0.70	0.42	20.2	
12	R2	27	2.0	0.826	22.1	LOS C	10.2	259.2	0.70	0.42	19.8	
Approach		832	2.0	0.826	22.1	LOS C	10.2	259.2	0.70	0.42	20.2	
All Vehicles		1685	2.0	0.826	17.9	LOS C	10.2	259.2	0.60	0.38	20.9	

Site Level of Service (LOS) Method: Delay & v/c (HCM 2010). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Roundabout LOS Method: Same as Sign Control.

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.

LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).

Roundabout Capacity Model: US HCM 2010.

HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.

Gap-Acceptance Capacity: Traditional M1.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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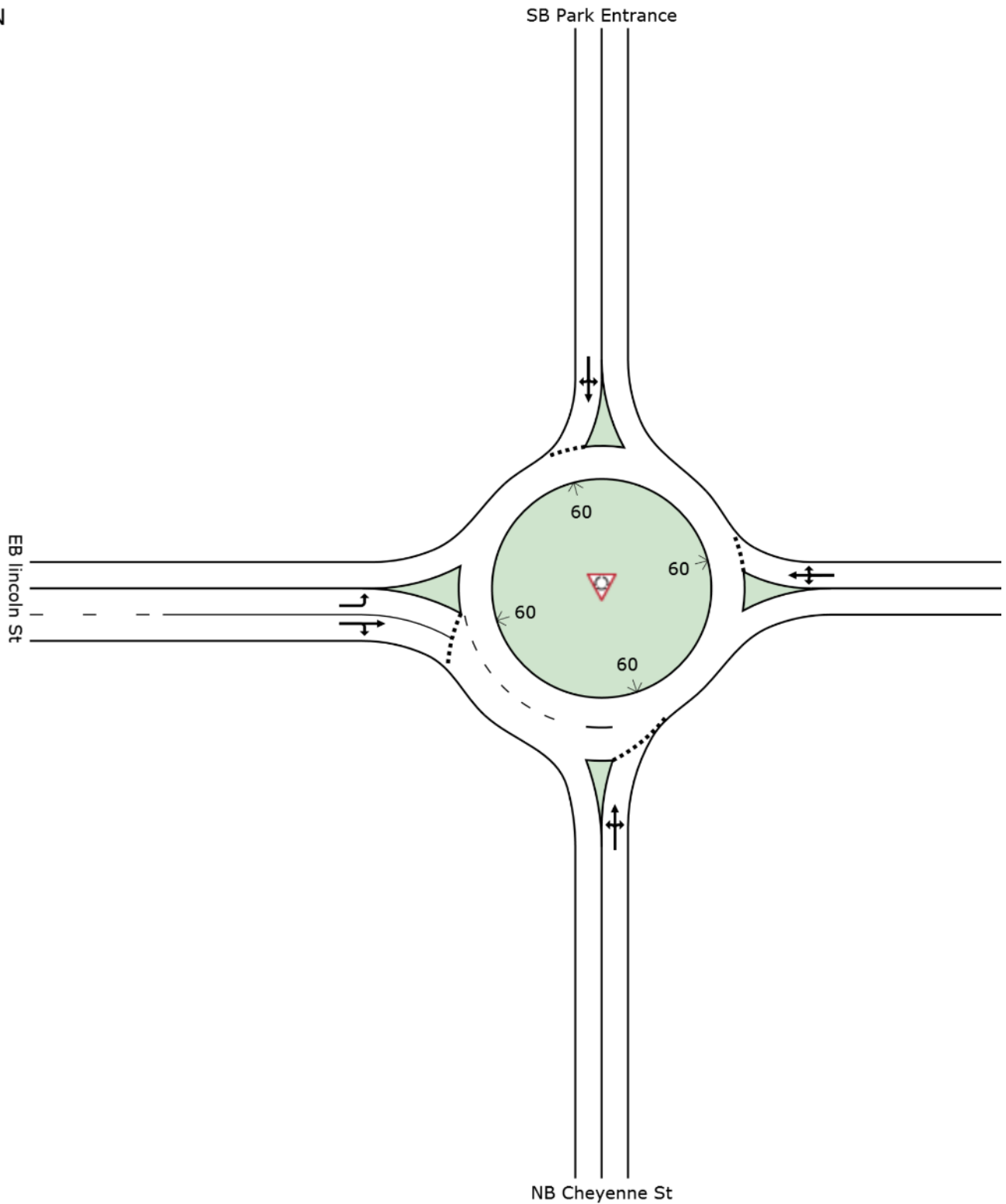
Organisation: FELSBURG HOLT & ULLEVIG | Processed: Thursday, August 11, 2016 8:21:13 AM

Project: O:\Projects\16-074 Lincoln Street Corridor Study\Analysis\sidra\Frontier St & Lincoln St 08.05.16.sip7

# SITE LAYOUT

 Site: 092 [2018+Site PM]

Cheyenne St & Lincoln St  
Roundabout



# MOVEMENT SUMMARY

 Site: 092 [2018+Site AM]

Cheyenne St & Lincoln St  
Roundabout

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
South: NB Cheyenne St											
3	L2	22	2.0	0.057	4.9	LOS A	0.1	3.6	0.33	0.27	23.6
8	T1	3	2.0	0.057	4.9	LOS A	0.1	3.6	0.33	0.27	23.5
18	R2	22	2.0	0.057	4.9	LOS A	0.1	3.6	0.33	0.27	23.1
Approach		47	2.0	0.057	4.9	LOS A	0.1	3.6	0.33	0.27	23.3
East: WB Lincoln St											
1	L2	5	2.0	0.440	8.6	LOS A	2.3	59.6	0.32	0.19	23.1
6	T1	371	2.0	0.440	8.6	LOS A	2.3	59.6	0.32	0.19	23.0
16	R2	63	2.0	0.440	8.6	LOS A	2.3	59.6	0.32	0.19	22.6
Approach		439	2.0	0.440	8.6	LOS A	2.3	59.6	0.32	0.19	22.9
North: SB Park Entrance											
7	L2	35	2.0	0.100	6.0	LOS A	0.3	8.6	0.45	0.38	23.3
4	T1	1	2.0	0.100	6.0	LOS A	0.3	8.6	0.45	0.38	23.1
14	R2	37	2.0	0.100	6.0	LOS A	0.3	8.6	0.45	0.38	22.7
Approach		73	2.0	0.100	6.0	LOS A	0.3	8.6	0.45	0.38	23.0
West: EB lincoln St											
5	L2	71	2.0	0.071	4.2	LOS A	0.2	5.9	0.13	0.05	23.3
2	T1	303	2.0	0.309	6.8	LOS A	1.3	33.5	0.17	0.07	23.5
12	R2	5	2.0	0.309	6.8	LOS A	1.3	33.5	0.17	0.07	23.0
Approach		379	2.0	0.309	6.3	LOS A	1.3	33.5	0.16	0.06	23.5
All Vehicles		938	2.0	0.440	7.3	LOS A	2.3	59.6	0.27	0.16	23.2

Site Level of Service (LOS) Method: Delay & v/c (HCM 2010). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Roundabout LOS Method: Same as Sign Control.

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.

LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).

Roundabout Capacity Model: US HCM 2010.

HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.

Gap-Acceptance Capacity: Traditional M1.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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Organisation: FELSBURG HOLT & ULLEVIG | Processed: Friday, August 05, 2016 2:46:10 PM

Project: O:\Projects\16-074 Lincoln Street Corridor Study\Analysis\sidra\Cheyenne St & Lincoln St 08.05.16.sip7



# MOVEMENT SUMMARY

 Site: 092 [2018+Site PM]

Cheyenne St & Lincoln St  
Roundabout

Movement Performance - Vehicles												
Mov ID	OD Mov	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	of Queue Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph	
South: NB Cheyenne St												
3	L2	11	2.0	0.055	6.1	LOS A	0.1	3.4	0.43	0.42	23.5	
8	T1	9	2.0	0.055	6.1	LOS A	0.1	3.4	0.43	0.42	23.3	
18	R2	16	2.0	0.055	6.1	LOS A	0.1	3.4	0.43	0.42	22.9	
Approach		36	2.0	0.055	6.1	LOS A	0.1	3.4	0.43	0.42	23.2	
East: WB Lincoln St												
1	L2	22	2.0	0.466	9.9	LOS A	2.4	60.2	0.48	0.38	22.8	
6	T1	264	2.0	0.466	9.9	LOS A	2.4	60.2	0.48	0.38	22.6	
16	R2	126	2.0	0.466	9.9	LOS A	2.4	60.2	0.48	0.38	22.2	
Approach		412	2.0	0.466	9.9	LOS A	2.4	60.2	0.48	0.38	22.5	
North: SB Park Entrance												
7	L2	110	2.0	0.357	8.7	LOS A	1.5	38.8	0.49	0.42	22.7	
4	T1	9	2.0	0.357	8.7	LOS A	1.5	38.8	0.49	0.42	22.5	
14	R2	170	2.0	0.357	8.7	LOS A	1.5	38.8	0.49	0.42	22.1	
Approach		288	2.0	0.357	8.7	LOS A	1.5	38.8	0.49	0.42	22.4	
West: EB lincoln St												
5	L2	195	2.0	0.214	6.1	LOS A	0.8	20.4	0.29	0.19	22.9	
2	T1	427	2.0	0.495	10.3	LOS B	2.5	64.5	0.40	0.28	22.7	
12	R2	22	2.0	0.495	10.3	LOS B	2.5	64.5	0.40	0.28	22.2	
Approach		643	2.0	0.495	9.0	LOS A	2.5	64.5	0.37	0.25	22.7	
All Vehicles		1379	2.0	0.495	9.1	LOS A	2.5	64.5	0.43	0.33	22.6	

Site Level of Service (LOS) Method: Delay & v/c (HCM 2010). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Roundabout LOS Method: Same as Sign Control.

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.

LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).

Roundabout Capacity Model: US HCM 2010.

HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.

Gap-Acceptance Capacity: Traditional M1.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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Project: O:\Projects\16-074 Lincoln Street Corridor Study\Analysis\sidra\Cheyenne St & Lincoln St 08.05.16.sip7

# MOVEMENT SUMMARY

 Site: 092 [2018+Site SAT]

Cheyenne St & Lincoln St  
Roundabout

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	of Queue Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
South: NB Cheyenne St											
3	L2	22	2.0	0.067	5.6	LOS A	0.2	5.7	0.44	0.36	23.4
8	T1	5	2.0	0.067	5.6	LOS A	0.2	5.7	0.44	0.36	23.2
18	R2	22	2.0	0.067	5.6	LOS A	0.2	5.7	0.44	0.36	22.8
Approach		49	2.0	0.067	5.6	LOS A	0.2	5.7	0.44	0.36	23.1
East: WB Lincoln St											
1	L2	22	2.0	0.321	7.2	LOS A	1.4	36.2	0.34	0.22	23.4
6	T1	202	2.0	0.321	7.2	LOS A	1.4	36.2	0.34	0.22	23.2
16	R2	80	2.0	0.321	7.2	LOS A	1.4	36.2	0.34	0.22	22.8
Approach		304	2.0	0.321	7.2	LOS A	1.4	36.2	0.34	0.22	23.1
North: SB Park Entrance											
7	L2	88	2.0	0.274	7.2	LOS A	1.1	28.0	0.41	0.33	23.0
4	T1	8	2.0	0.274	7.2	LOS A	1.1	28.0	0.41	0.33	22.9
14	R2	137	2.0	0.274	7.2	LOS A	1.1	28.0	0.41	0.33	22.5
Approach		233	2.0	0.274	7.2	LOS A	1.1	28.0	0.41	0.33	22.7
West: EB lincoln St											
5	L2	117	2.0	0.127	5.1	LOS A	0.4	11.1	0.25	0.14	23.0
2	T1	198	2.0	0.237	6.3	LOS A	0.9	23.1	0.27	0.16	23.5
12	R2	22	2.0	0.237	6.3	LOS A	0.9	23.1	0.27	0.16	23.1
Approach		337	2.0	0.237	5.9	LOS A	0.9	23.1	0.26	0.15	23.3
All Vehicles		923	2.0	0.321	6.6	LOS A	1.4	36.2	0.34	0.23	23.1

Site Level of Service (LOS) Method: Delay & v/c (HCM 2010). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Roundabout LOS Method: Same as Sign Control.

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.

LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).

Roundabout Capacity Model: US HCM 2010.

HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.

Gap-Acceptance Capacity: Traditional M1.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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# MOVEMENT SUMMARY

 Site: 092 [2040 AM]

Cheyenne St & Lincoln St  
Roundabout

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
South: NB Cheyenne St											
3	L2	27	2.0	0.094	6.7	LOS A	0.2	6.0	0.45	0.45	23.2
8	T1	5	2.0	0.094	6.7	LOS A	0.2	6.0	0.45	0.45	23.0
18	R2	27	2.0	0.094	6.7	LOS A	0.2	6.0	0.45	0.45	22.7
Approach		60	2.0	0.094	6.7	LOS A	0.2	6.0	0.45	0.45	22.9
East: WB Lincoln St											
1	L2	11	2.0	0.812	21.3	LOS C	9.9	251.6	0.72	0.49	20.4
6	T1	712	2.0	0.812	21.3	LOS C	9.9	251.6	0.72	0.49	20.3
16	R2	76	2.0	0.812	21.3	LOS C	9.9	251.6	0.72	0.49	20.0
Approach		799	2.0	0.812	21.3	LOS C	9.9	251.6	0.72	0.49	20.3
North: SB Park Entrance											
7	L2	49	2.0	0.202	9.8	LOS A	0.7	17.3	0.60	0.60	22.4
4	T1	5	2.0	0.202	9.8	LOS A	0.7	17.3	0.60	0.60	22.2
14	R2	49	2.0	0.202	9.8	LOS A	0.7	17.3	0.60	0.60	21.8
Approach		103	2.0	0.202	9.8	LOS A	0.7	17.3	0.60	0.60	22.1
West: EB lincoln St											
5	L2	76	2.0	0.078	4.4	LOS A	0.3	6.6	0.17	0.07	23.3
2	T1	647	2.0	0.674	14.3	LOS B	5.0	126.8	0.38	0.20	21.8
12	R2	11	2.0	0.674	14.3	LOS B	5.0	126.8	0.38	0.20	21.3
Approach		734	2.0	0.674	13.3	LOS B	5.0	126.8	0.36	0.19	21.9
All Vehicles		1696	2.0	0.812	16.6	LOS C	9.9	251.6	0.55	0.37	21.2

Site Level of Service (LOS) Method: Delay & v/c (HCM 2010). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Roundabout LOS Method: Same as Sign Control.

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.

LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).

Roundabout Capacity Model: US HCM 2010.

HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.

Gap-Acceptance Capacity: Traditional M1.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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# MOVEMENT SUMMARY

 Site: 092 [2040 PM]

Cheyenne St & Lincoln St  
Roundabout

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	of Queue Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
South: NB Cheyenne St											
3	L2	22	2.0	0.111	8.1	LOS A	0.3	7.2	0.54	0.54	22.9
8	T1	11	2.0	0.111	8.1	LOS A	0.3	7.2	0.54	0.54	22.8
18	R2	27	2.0	0.111	8.1	LOS A	0.3	7.2	0.54	0.54	22.4
Approach		60	2.0	0.111	8.1	LOS A	0.3	7.2	0.54	0.54	22.7
East: WB Lincoln St											
1	L2	33	2.0	0.669	15.5	LOS C	5.3	135.2	0.66	0.63	21.5
6	T1	413	2.0	0.669	15.5	LOS C	5.3	135.2	0.66	0.63	21.4
16	R2	130	2.0	0.669	15.5	LOS C	5.3	135.2	0.66	0.63	21.0
Approach		576	2.0	0.669	15.5	LOS C	5.3	135.2	0.66	0.63	21.3
North: SB Park Entrance											
7	L2	120	2.0	0.457	12.0	LOS B	2.2	55.5	0.62	0.67	22.0
4	T1	11	2.0	0.457	12.0	LOS B	2.2	55.5	0.62	0.67	21.8
14	R2	179	2.0	0.457	12.0	LOS B	2.2	55.5	0.62	0.67	21.5
Approach		310	2.0	0.457	12.0	LOS B	2.2	55.5	0.62	0.67	21.7
West: EB lincoln St											
5	L2	207	2.0	0.233	6.4	LOS A	0.9	22.4	0.32	0.22	22.8
2	T1	690	2.0	0.815	23.2	LOS C	9.3	235.6	0.73	0.65	20.1
12	R2	33	2.0	0.815	23.2	LOS C	9.3	235.6	0.73	0.65	19.7
Approach		929	2.0	0.815	19.5	LOS C	9.3	235.6	0.64	0.56	20.6
All Vehicles		1875	2.0	0.815	16.7	LOS C	9.3	235.6	0.64	0.60	21.0

Site Level of Service (LOS) Method: Delay & v/c (HCM 2010). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Roundabout LOS Method: Same as Sign Control.

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.

LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).

Roundabout Capacity Model: US HCM 2010.

HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.

Gap-Acceptance Capacity: Traditional M1.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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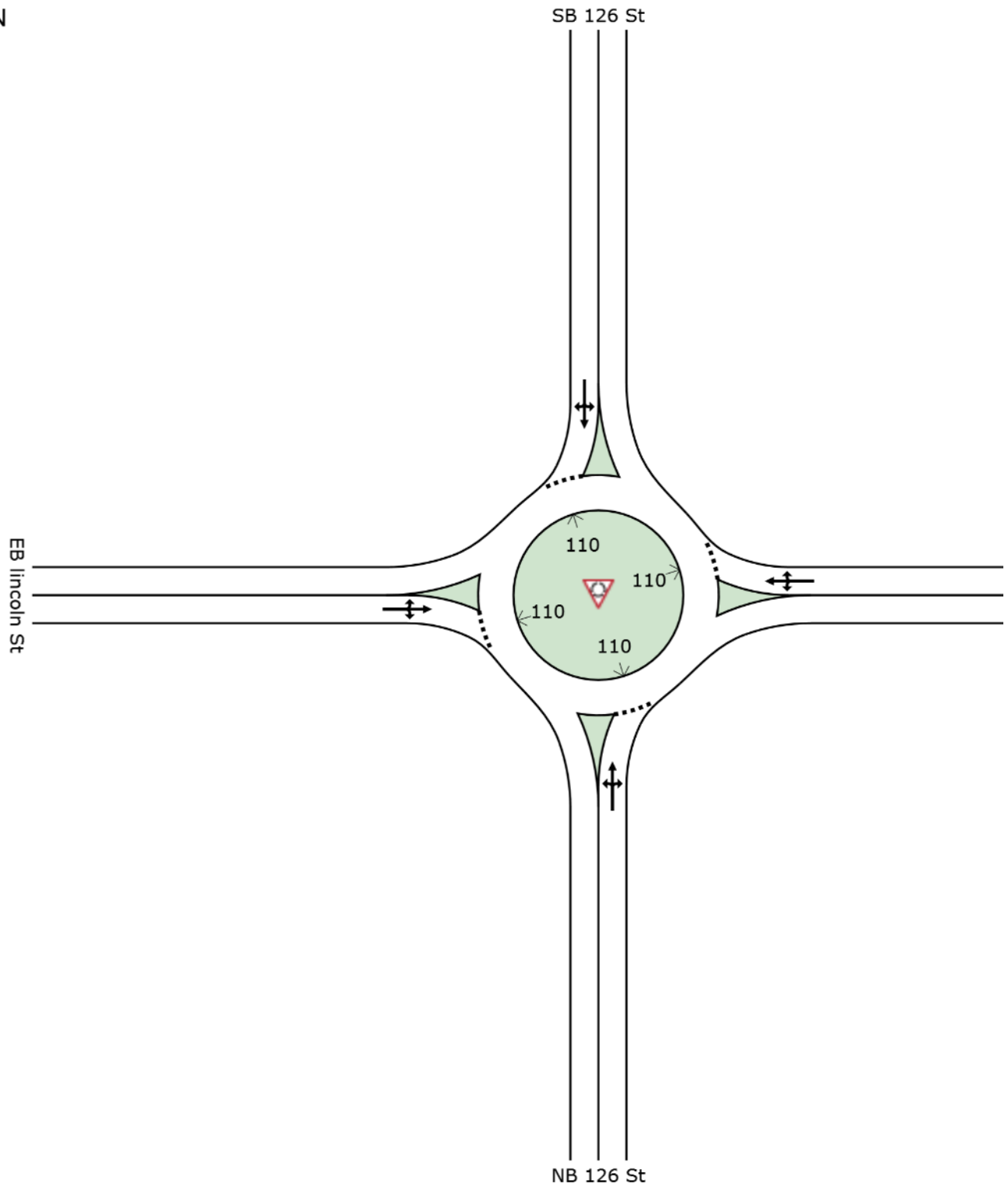
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# SITE LAYOUT

 Site: 126 [2016 Ex AM]

126 St & Lincoln St  
Roundabout



# MOVEMENT SUMMARY

 Site: 126 [2016 Ex AM]

126 St & Lincoln St  
Roundabout

Movement Performance - Vehicles												
Mov ID	OD Mov	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph	
South: NB 126 St												
3	L2	7	2.0	0.033	3.7	LOS A	0.1	2.8	0.11	0.03	25.3	
8	T1	20	2.0	0.033	3.7	LOS A	0.1	2.8	0.11	0.03	23.7	
18	R2	9	2.0	0.033	3.7	LOS A	0.1	2.8	0.11	0.03	24.1	
Approach		35	2.0	0.033	3.7	LOS A	0.1	2.8	0.11	0.03	24.1	
East: WB Lincoln St												
1	L2	11	2.0	0.042	3.8	LOS A	0.1	3.7	0.13	0.05	25.2	
6	T1	26	2.0	0.042	3.8	LOS A	0.1	3.7	0.13	0.05	23.6	
16	R2	8	2.0	0.042	3.8	LOS A	0.1	3.7	0.13	0.05	24.0	
Approach		45	2.0	0.042	3.8	LOS A	0.1	3.7	0.13	0.05	24.1	
North: SB 126 St												
7	L2	1	2.0	0.044	3.8	LOS A	0.1	3.8	0.13	0.04	25.4	
4	T1	15	2.0	0.044	3.8	LOS A	0.1	3.8	0.13	0.04	23.8	
14	R2	29	2.0	0.044	3.8	LOS A	0.1	3.8	0.13	0.04	24.1	
Approach		46	2.0	0.044	3.8	LOS A	0.1	3.8	0.13	0.04	24.1	
West: EB lincoln St												
5	L2	20	2.0	0.037	3.7	LOS A	0.1	3.2	0.10	0.03	24.9	
2	T1	14	2.0	0.037	3.7	LOS A	0.1	3.2	0.10	0.03	23.4	
12	R2	5	2.0	0.037	3.7	LOS A	0.1	3.2	0.10	0.03	23.7	
Approach		39	2.0	0.037	3.7	LOS A	0.1	3.2	0.10	0.03	24.1	
All Vehicles		164	2.0	0.044	3.8	LOS A	0.1	3.8	0.12	0.04	24.1	

Site Level of Service (LOS) Method: Delay & v/c (HCM 2010). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Roundabout LOS Method: Same as Sign Control.

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.

LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).

Roundabout Capacity Model: US HCM 2010.

HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.

Gap-Acceptance Capacity: Traditional M1.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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# MOVEMENT SUMMARY

 Site: 126 [2016 Ex PM]

126 St & Lincoln St  
Roundabout

Movement Performance - Vehicles												
Mov ID	OD Mov	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	of Queue Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph	
South: NB 126 St												
3	L2	11	2.0	0.041	3.8	LOS A	0.1	3.5	0.15	0.06	25.1	
8	T1	11	2.0	0.041	3.8	LOS A	0.1	3.5	0.15	0.06	23.5	
18	R2	21	2.0	0.041	3.8	LOS A	0.1	3.5	0.15	0.06	23.9	
Approach		42	2.0	0.041	3.8	LOS A	0.1	3.5	0.15	0.06	24.1	
East: WB Lincoln St												
1	L2	8	2.0	0.051	3.9	LOS A	0.2	4.5	0.15	0.06	25.2	
6	T1	17	2.0	0.051	3.9	LOS A	0.2	4.5	0.15	0.06	23.7	
16	R2	28	2.0	0.051	3.9	LOS A	0.2	4.5	0.15	0.06	24.0	
Approach		53	2.0	0.051	3.9	LOS A	0.2	4.5	0.15	0.06	24.0	
North: SB 126 St												
7	L2	2	2.0	0.033	3.7	LOS A	0.1	2.8	0.11	0.04	25.4	
4	T1	15	2.0	0.033	3.7	LOS A	0.1	2.8	0.11	0.04	23.8	
14	R2	17	2.0	0.033	3.7	LOS A	0.1	2.8	0.11	0.04	24.2	
Approach		35	2.0	0.033	3.7	LOS A	0.1	2.8	0.11	0.04	24.1	
West: EB lincoln St												
5	L2	35	2.0	0.056	3.8	LOS A	0.2	4.9	0.09	0.03	24.7	
2	T1	22	2.0	0.056	3.8	LOS A	0.2	4.9	0.09	0.03	23.3	
12	R2	3	2.0	0.056	3.8	LOS A	0.2	4.9	0.09	0.03	23.6	
Approach		60	2.0	0.056	3.8	LOS A	0.2	4.9	0.09	0.03	24.1	
All Vehicles		190	2.0	0.056	3.8	LOS A	0.2	4.9	0.13	0.04	24.1	

Site Level of Service (LOS) Method: Delay & v/c (HCM 2010). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Roundabout LOS Method: Same as Sign Control.

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.

LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).

Roundabout Capacity Model: US HCM 2010.

HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.

Gap-Acceptance Capacity: Traditional M1.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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# MOVEMENT SUMMARY

 Site: 126 [2040 Build AM]

126 St & Lincoln St  
Roundabout

Movement Performance - Vehicles												
Mov ID	OD Mov	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	of Queue Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph	
South: NB 126 St												
3	L2	54	2.0	0.203	8.0	LOS A	0.7	18.3	0.54	0.54	23.8	
8	T1	22	2.0	0.203	8.0	LOS A	0.7	18.3	0.54	0.54	22.4	
18	R2	54	2.0	0.203	8.0	LOS A	0.7	18.3	0.54	0.54	22.7	
Approach		130	2.0	0.203	8.0	LOS A	0.7	18.3	0.54	0.54	23.1	
East: WB Lincoln St												
1	L2	54	2.0	0.568	11.1	LOS B	3.7	94.1	0.40	0.24	23.5	
6	T1	495	2.0	0.568	11.1	LOS B	3.7	94.1	0.40	0.24	22.2	
16	R2	16	2.0	0.568	11.1	LOS B	3.7	94.1	0.40	0.24	22.5	
Approach		565	2.0	0.568	11.1	LOS B	3.7	94.1	0.40	0.24	22.3	
North: SB 126 St												
7	L2	5	2.0	0.101	7.3	LOS A	0.3	8.4	0.53	0.52	24.4	
4	T1	22	2.0	0.101	7.3	LOS A	0.3	8.4	0.53	0.52	22.9	
14	R2	33	2.0	0.101	7.3	LOS A	0.3	8.4	0.53	0.52	23.2	
Approach		60	2.0	0.101	7.3	LOS A	0.3	8.4	0.53	0.52	23.2	
West: EB lincoln St												
5	L2	22	2.0	0.569	11.0	LOS B	3.8	96.2	0.37	0.21	23.6	
2	T1	500	2.0	0.569	11.0	LOS B	3.8	96.2	0.37	0.21	22.2	
12	R2	54	2.0	0.569	11.0	LOS B	3.8	96.2	0.37	0.21	22.5	
Approach		576	2.0	0.569	11.0	LOS B	3.8	96.2	0.37	0.21	22.3	
All Vehicles		1332	2.0	0.569	10.6	LOS B	3.8	96.2	0.40	0.27	22.4	

Site Level of Service (LOS) Method: Delay & v/c (HCM 2010). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Roundabout LOS Method: Same as Sign Control.

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.

LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).

Roundabout Capacity Model: US HCM 2010.

HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.

Gap-Acceptance Capacity: Traditional M1.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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# MOVEMENT SUMMARY

 Site: 126 [2040 Build PM]

126 St & Lincoln St  
Roundabout

Movement Performance - Vehicles												
Mov ID	OD Mov	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	of Queue Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph	
South: NB 126 St												
3	L2	54	2.0	0.206	8.5	LOS A	0.7	18.3	0.56	0.56	23.6	
8	T1	16	2.0	0.206	8.5	LOS A	0.7	18.3	0.56	0.56	22.3	
18	R2	54	2.0	0.206	8.5	LOS A	0.7	18.3	0.56	0.56	22.6	
Approach		125	2.0	0.206	8.5	LOS A	0.7	18.3	0.56	0.56	23.0	
East: WB Lincoln St												
1	L2	54	2.0	0.566	11.2	LOS B	3.6	91.9	0.43	0.27	23.5	
6	T1	467	2.0	0.566	11.2	LOS B	3.6	91.9	0.43	0.27	22.1	
16	R2	33	2.0	0.566	11.2	LOS B	3.6	91.9	0.43	0.27	22.4	
Approach		554	2.0	0.566	11.2	LOS B	3.6	91.9	0.43	0.27	22.3	
North: SB 126 St												
7	L2	5	2.0	0.080	6.8	LOS A	0.3	6.6	0.52	0.48	24.5	
4	T1	22	2.0	0.080	6.8	LOS A	0.3	6.6	0.52	0.48	23.0	
14	R2	22	2.0	0.080	6.8	LOS A	0.3	6.6	0.52	0.48	23.3	
Approach		49	2.0	0.080	6.8	LOS A	0.3	6.6	0.52	0.48	23.3	
West: EB lincoln St												
5	L2	43	2.0	0.623	12.4	LOS B	4.6	116.8	0.41	0.23	23.2	
2	T1	533	2.0	0.623	12.4	LOS B	4.6	116.8	0.41	0.23	21.9	
12	R2	54	2.0	0.623	12.4	LOS B	4.6	116.8	0.41	0.23	22.2	
Approach		630	2.0	0.623	12.4	LOS B	4.6	116.8	0.41	0.23	22.0	
All Vehicles		1359	2.0	0.623	11.3	LOS B	4.6	116.8	0.43	0.29	22.3	

Site Level of Service (LOS) Method: Delay & v/c (HCM 2010). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Roundabout LOS Method: Same as Sign Control.

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.

LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).

Roundabout Capacity Model: US HCM 2010.

HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.

Gap-Acceptance Capacity: Traditional M1.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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