TABLE I	NTERSECTION DELAY BENEFITS OF GRADE-SEPARATED TROLLEY CROSSING
	TERSECTION DELAY BI

DEUT 12 13 13 14 15 15 15 15 15 15 15 15 15 15 15 15 15				Existing with	h At-Grade	Year 2030 with At- Grade Trolley Crossii and Existing Headways.	80 ·	Year 2030 with At- Grade Trolley Crossing and Increased Headways ²³ (A)	with At: y Crossing reased s(a) (A)	Year 2030 with Grade Separation and Signal Optimization (B)	rith Grade and Signal tion (B)	Grade Separation Benefits, Increased Headways (A) - (B)
AM 9:9 A 12.8 B 12.3 C B 13.4 B 13.4 B 13.4 B B 13.3 F 201.9 F 13.3 C C 13.3 F 150.1 F 13.3 C B			PEAK				500	とは中国できる。	Z. (125.134.13.25)	DEIGAY (9)	LOS (b)	DELAY REDUCTION
AM 9.9 A 12.0 B 18.3 C 158.8 F 201.9 F 23.3 C 1 PM 82.1 F 133.7 F 150.1 F 17.0 B 1 PM 26.0 C 24.0 C 24.0 C 18.9 B 1 AM 25.2 C 124.7 F 124.8 F 16.5 B 1 AM 12.3 B 12.1 B 11.9 B 11.4 B 11.4 B 1 AM 13.7 B 11.9 B 11.9 B 11.3 B 11.3 B 11.3 B 1 AM 13.8 B 13.0 F 17.6 F 17.3 B B B B		INTERSECTION	HOUR			o cr	المراجعة الم	اك	В	12.5	В	0.3
PM 9.8 A 10.5 F 201.9 F 23.3 C 1 AM 34.8 C 158.8 F 150.1 F 17.0 B 1 PM 82.1 F 133.7 F 150.1 F 17.0 B 1 Ine AM 26.0 C 24.0 C 24.0 C 18.9 B B Ine AM 25.2 C 124.7 F 124.8 F 16.5 B B Ine AM 12.3 B 12.1 B 11.9 B 11.4 B B 11.9 B 11.3 B <td>-</td> <td>E Street/L-5 couthbound</td> <td>AM</td> <td>9.9</td> <td>A ,</td> <td>10.3</td> <td>9 14</td> <td>18.3</td> <td>В</td> <td>19.4</td> <td>В</td> <td>-1.1</td>	-	E Street/L-5 couthbound	AM	9.9	A ,	10.3	9 14	18.3	В	19.4	В	-1.1
E Street/I-5 northbound PM 82.1 F 133.7 F 150.1 F 17.0 B 1 E Street/I-5 northbound AM 26.0 C 24.0 C 24.0 C 18.9 B 15.1 B 12.1 B 11.4 B 11.3 B 11.3 B 11.9 B 11.3 B	- !		PM	8.6	A (10.5	i i	201.9	'n	23.3	C	178.6
E.Street/Podlawn Avenue	•	form different A Theory of the	AM	34.8	ט	138.8	4 6	150.1	Ţ	17.0	B	133.1
E Street/Woodlawn Avenue AM 26.0 C 24.0 F 12.1 B 11.4 B B 11.1 B 11.4 B 11.3 B 11.3 B 11.3 B 11.3 B 11.3 B 11.3 F 13.0 F 55.1 C C C 61.5 E 55.2 C <th< td=""><td>7</td><td>E Street 1-3 not modulic</td><td>PM</td><td>82.1</td><td>F</td><td>133.7</td><td>¥ (</td><td>130.1</td><td></td><td>18.9</td><td>B</td><td>5.1</td></th<>	7	E Street 1-3 not modulic	PM	82.1	F	133.7	¥ (130.1		18.9	B	5.1
E Street/Woodlawn Avenue PM 23.2 C 124.7 F 124.8 F 10.5 B 11.4 B H Street/Bay Boulevard AM 13.7 B 12.1 B 11.9 B 11.3 B H Street/I-5 southbound PM 33.1 C 113.0 F 113.0 F 50.1 D H Street/I-5 northbound PM 11.8 B 31.9 C 61.5 E 10.5 B H Street/I-5 northbound PM 53.5 D 177.6 F 171.3 B B H Street/Woodlawn Avenue PM 132.8 F 176.6 F 23.3 C			AM	26.0	ט	24.0	ر	24.0		16.5	α	108.3
H Street/Bay Boulevard AM 12.3 B 12.1 B 12.1 B 11.4 B H Street/I-5 southbound PM 13.7 B 11.9 B 11.9 B 11.3 B H Street/I-5 southbound PM 33.1 C 113.0 F 113.0 F 50.1 D H Street/I-5 northbound PM 21.4 C 148.1 F 181.8 F 17.3 B H Street/Woodlawn Avenue AM 53.5 D 177.6 F 177.6 F 41.2 D H Street/Woodlawn Avenue PM 132.8 F 128.8 F 136.2 F 23.3 C C	ťΩ	E Street/Woodlawn Avenue	PM	23.2	ပ	124.7	ŀ	124.8	Z-1 /2	10.7	n n	0.7
H Street/Bay Boulevard PM 13.7 B 11.9 B 11.3 B 11.3 B H Street/I-5 southbound PM 25.4 C 56.4 E 56.4 E 25.2 C H Street/I-5 southbound PM 33.1 C 113.0 F 113.0 F 50.1 D H Street/I-5 northbound PM 21.4 C 148.1 F 181.8 F 17.3 B H Street/Woodlawn Avenue AM 53.5 D 177.6 F 177.6 F 41.2 D H Street/Woodlawn Avenue PM 132.8 F 128.8 F 136.2 F 23.3 C C			ΑM	12.3	В	12.1	В	12.1	Я	11.4	9 6	70
H Street/I-5 southbound AM 25.4 C 56.4 E 56.4 E 56.4 E C 25.2 C C	4			12.7	ď	11.9	В	11.9	В	11.3	2	0.0
H Street/I-5 southbound AM 33.1 C 113.0 F 113.0 F 50.1 D H Street/I-5 northbound PM 33.1 C 114.0 C 148.1 F 181.8 F 17.3 B H Street/Woodlawn Avenue PM 132.8 F 128.8 F 136.2 F 23.3 C			LIM	13./		46.4	E	56.4	E	25.2	ပ	31.2
H Street/Woodlawn Avenue PM 33.1 C 113.0 C 61.5 E 10.5 B H Street/Woodlawn Avenue PM 13.8 F 128.8 F 136.2 F 23.3 C	V		AM	25.4	ار	1.50	} =	113.0	ĺΞ	50.1	Д	62.9
H Street/I-5 northbound AM 11.8 B 31.9 C 148.1 F 17.3 B H Street/Woodlawn Avenue PM 132.8 F 128.8 F 136.2 F 23.3 C	. נ		MM	33.1	ار	21.0	, ,	61.5	E	10.5	В	51.0
H Street/Woodlawn Avenue PM 132.8 F 128.8 F 136.2 F 23.3 C			AM	11.8	B	31.9) [101 9	Ţ	17.3	В	164.5
H Street/Woodlawn Avenue PM 132.8 F 128.8 F 136.2 F 23.3 C	٥		PM	21.4	٥	148.1	i i	101.0	, <u>5</u>	41.2	٥	136.4
H Street/Woodiawn Avenue PM 132.8 F 128.8 F 150.2 F		Į.	AM	53.5	D	177.6	¥	1//.0	4 6	23.3	C	112.9
	_		PM	132.8	Ľι	128.8	Œ,	130.2	4	5.03	,	

Bold values indicate intersections operating at LOS E or F

(a) Delay refers to the average control delay for the entire intersection, measured in seconds per vehicle. At a two-way stop-controlled intersection, delay refers to the worst movement.

(b) LOS calculations are based on the methodology outlined in the 2000 Highway Capacity Manual and performed using Synchro 6.0

(1) Five minute interval between transit vehicles assumed with a gate closure time of 54 seconds was observed during peak periods

(2) Two-minute-thirty-second (2.30) interval between transit vehicles with a gate closure time of 54 seconds wass assumed during peak periods for the increased frequency alternative

PAPROJECTS/095150.St095199001/Excel/(Grade Separation Benefits.xls]Intersection Delay Benefits