

John M.W. Aldridge, PE Colorado Licensed Professional Engineer

April 7, 2022

1082 Chimney Rock Road Highlands Ranch, CO 80126 303-703-9112 Mobile: 303-594-4132 Email: john@atceng.com

Mr. Matt Jenkins Richmond American Homes 4350 S. Monaco Street, Denver, CO 80237

Re: Transportation Impact Study - Revised Haven Valley – Security-Widefield, Colorado

Dear Mr. Jenkins:

Aldridge Transportation Consultants (ATC) is pleased to present this Traffic Impact Study regarding the proposed development of Haven Valley in Security-Widefield.

ATC is professional service firm specializing in traffic engineering and transportation planning. ATC's principal, John M.W. Aldridge, is a Colorado licensed professional engineer. In the past 20 years, ATC has prepared over 1,000 traffic impact studies, designed over 100 traffic signals, and has provided expert witness testimony on engineering design and access issues on multi-million dollar interchange and highway projects in Kansas and Colorado.

ATC appreciates the opportunity to be of service. Please call if you have any questions. We can be reached at 303-703-9112.



Respectfully submitted, Aldridge Transportation Consultants, LLC

John M.W. Aldridge, P.E. Principal



Signature Page

The attached traffic report and supporting information were prepared under my responsible charge and they comport with the standard of care. So far as is consistent with the standard of care, said report was prepared in general conformance with the criteria established by the County for traffic reports.



Aldridge Transportation Consultants, LLC

John M.W. Aldridge, P.E. Principal

I, Jason J.W. Pock, Director of Entitlements for Richmond American Homes, have read and will comply with all the commitments made on my behalf within this report.

Signature and date

Mr. Jason J.W. Pock Director of Entitlements Richmond American Homes 4350 S. Monaco Street, Denver, CO 80237



1. PROJECT DESCRIPTION

Richmond American Homes is proposing to construct 98 single family homes on the south side of Cable Lane and Alturas Dr. in Security-Widefield, Colorado. Figure 1 below shows the location of the site, site plan, and the adjacent streets and intersections. Note that the lot layout and lot count shown is up to date at the writing of this study. It is subject to change as planning and development moves forward. This project was originally studied in 2006 (coincidentally April 7, 2006, to be exact) by Pentacor Engineering. The project was then known as Patriot Village, and it presented development of 106 duplex/townhomes.



Figure 1



Table 1

The 2006 study projected 690 average daily trips with 54 in/out AM trips and 63 in/out PM trips. This project with 98 single family attached homes will generate a comparable 706 average daily trips with 47 in/out AM trips and 57 in/out PM trips which is slightly less than the 2006 study. The LOS and operational analyses is also very similar however difficult to compare as the HCM procedures and methodology have improved vastly since 2006. The Pentacor study is attached for reference.

2. GENERAL EXISTING CONDITIONS

The site will be primarily accessed by the Bradley Road and Alturas Dr. intersection. Bradley Road is a four-lane Principal Arterial. It carries approximately 12,000 ADT and is posted at 40 mph. There are sections of attached sidewalk and no bike lanes. Alturas Dr. is a low volume Collector Street. It carries under 400 ADT and is posted at 25 mph. It has attached sidewalk on both sides of the street. Cable Lane is a two-lane narrow paved Local Street that carries very little traffic likely less than 200 ADT. The estimate is based on the Alturas Dr. ADT at the Bradley Road intersection minus the traffic volume accessing the residential development on Windmill Creek Way and Rill Valley Way.

The intersection of Bradley Road and Alturas Dr. is two-way stop-sign controlled. It features a 300-foot westbound left turn deceleration lane and 200-foot eastbound left and right turn deceleration lanes. The Alturas Dr. northbound approach consists of a shared through and left turn lane and an exclusive right turn lane. The southbound approach is a single lane and all movements are shared.

The intersection of Hancock Expressway and Bradley Road was not analyzed as it is a fully developed traffic signal-controlled intersection which would not be impacted by more than a 5 percent increase on the westbound approach leg by the traffic generated by Haven Valley.

The AM and PM peak hours at the intersection of Bradley Road and Alturas Dr. were counted on Tuesday, March 9, 2021, by All Traffic Data. The impact of Covid pandemic restrictions were most felt in March and April 2020. By this time a year later traffic has returned to "normal" or per the ITE publication *"What a Transportation Professional Needs to Know About Counts and Studies during a Pandemic"* traffic volumes have established a "new" normal. The counts are attached.

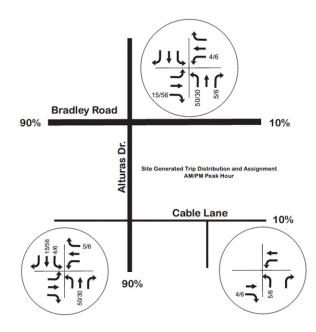
3. DEVELOPMENT SITE CHARACTERISTICS

The trip generation for the residential development is defined in Table 1. It is based on the rates and values found in the *ITE Trip Generation Manual*, 11th *Edition* for Category Single-Family Attached ITE Code 215. The ATD and AM/PM Peak Hour site generation is shown in Table 1. There are no fixed route transit options in this area. The site trip generated ADT is 706 qualifying this study as "intermediate."

I able I	L										
							WEE	KDAY			
						AM			PM		
ITE CODE	LAND USE	Unit	QUANTITY	ADT	In	Ουτ	TOTAL	IN	Ουτ	TOTAL	
210	Single Family	DU	98	X .20	0.15	0.33		0.33	0.25		
				1706	15	32	47	32	25	57	
	Total Trips			706	15	32	47	32	25	57	1
<u>.</u>					Tho	nrovio	us subr	nittod	ronort i	ndicate	- d 0 1/
				1							
				1	ADT	per si	ngle far	nily dv	velling	unit. Pl	ease
				1			k to the				
								J.44 /		erage i	are pe
					- ITE	manua	d.				
ALDRIDGE	TRANSPORTATION	I CONSU	ILTANTS, L	LC					PAGE 2		



The PM peak hour is the heaviest time of traffic on the highway and the development. It is considered the design hour volume (DHV) for operations and geometric design purposes.



The distribution of the site generated traffic mirrors that of the existing movements at the intersection. Generally, the directional split is 10 percent to the east and 90 percent to the west. The assignment of the traffic is shown in the graphic to the left. Note the distribution of traffic unto Cable Lane is nominal, in the range of 10 percent, as the there are only about 10 homes that would benefit using the access.

4. FUTURE CONDITIONS

A review of the *2016 El Paso Major Transportation Corridors Plan Update* revealed only one area on Bradley Road with an existing and 2040 forecasted volume. It shows a 12,000 ADT existing volume and a 2040 volume of 19,800 ADT. That equates to a 2.5% per annum growth. The 3-year growth factor is 1.08 and the 20-year growth factor is 1.65.

The 2040 improvement plan shows no projects on this section of Bradley Road. It does indicate that Bradley Road will be widened to four-lanes from Academy Blvd. to Hancock Expy. and that Grinnell St. will be widened to four-lanes from Powers Blvd. to Bradley Road.

5. PROJECT IMPACTS

ATC uses Synchro v.10 for operations analyses. The Synchro v.10 methodologies are based on the **Highway Capacity Manual**, 6th Edition (HCM). The Synchro HCM reports in the appendix are for reference. LOS is letter rating from A to F. LOS A indicates free-flow traffic conditions and no delay at intersections. LOS F is heavy traffic congestion with significant delay. LOS is provided for the overall operations at signalized intersections. LOS D is generally the benchmark for acceptable signalized intersection operations during the weekday peak hours. The critical movement, not the overall, provides the LOS rating for unsignalized intersections. The critical movement is generally a left turn from the minor approach. Caution is advised when evaluating the LOS at unsignalized intersections particularly when LOS F shows. In cases of a LOS F, the HCM suggests that other evaluation measures should be considered such as the volume over capacity ratio and the 95th percentile queue length to make the most



effective traffic control decision. LOS F at unsignalized intersections is considered normal for the weekday peak hour particularly when the v/c ratio and the 95^{th} percentile queue length are acceptable.

			Lev	el of Servi	ce Summar	Y				
	ï	LC	S/Delay(se	<u>cs) - 95th%</u>	ile queue l	ength (veh)			1	
Intersection	Exis	ting	2024 Bac	kground	2024	TOTAL	2040 Bac	kground	2040	TOTAL
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
Unsignalized										
Bradley Road/Alturas Dr.	D/26.0	E/41.6	D/28.4	E/47.2	E/41.5	F/73.9	F/65.0	F/134.3	F/185.1	F/>300
	0.3	0.3	0.4	0.3	2	1.9	0.9	0.8	5.1	4.4

The intersection currently operates at LOS D/E based on the critical movement which in this case is the northbound left turn and will continue to do so in 2024 background condition. The ECM specifies that LOS D is the minimum acceptable LOS. However, per the Highway Capacity Manual, this is an acceptable operating condition through 2024 as the volume over capacity ratios are below 1 and only 1-2 cars will queue in the 95th percentile queue. In the 2040 background conditions, the intersection will operate within acceptable operations as the 95th percentile queue length is one vehicle, and the v/c ratio is approximately 0.25. In the 2040 AM and PM Total condition, acceptable operating conditions are not reported. The v/c ratio is over 1 and the queues are 5 and 6 vehicles. There are no reasonable solutions currently for the LOS E/F in the 2024 conditions.

Traffic signal control is not warranted now but could be in the future 2040 conditions, particularly if the surrounding area develops and adds more traffic to the intersection. There is no point in doing a complete traffic signal warrant analysis as the peak hour volume on the minor street approach is well below what is required to meet an applicable volume warrant (MUTCD Warrants 1-2). The intersection should, however, be periodically monitored for warrant volumes, operational delay, and crashes.

The turning movement volumes at the intersection of Alturas Dr. / Cable Lane and Prospect Point / Cable Lane are too small to be evaluated meaningfully. Consequently, traffic counting at these intersections would not provide any useful data. Both intersections will operate at the highest LOS A/A in the AM and PM peak hours and there will be no stacking or queueing during those times.

PEDESTRIAN AND BICYCLE IMPACT EVALUATIONS

Presently there are limited sidewalks and no bike lanes along the frontage of Bradley Road. There are sidewalks but no bike lanes on Alturas Dr. Attached sidewalks are planned for all internal streets and along the south side of Cable Lane. The map on the next page shows the site in yellow and the location of the three schools that would be attended by students in Haven Valley. French Elementary School is approximately one-half mile miles to the east. Sproul Junior High School is about the same distance to the west. Widefield High School is about three quarters of a mile to the south. Students here would be bussed or allowed to use personal vehicles. There are no grocery stores within a mile of the site.



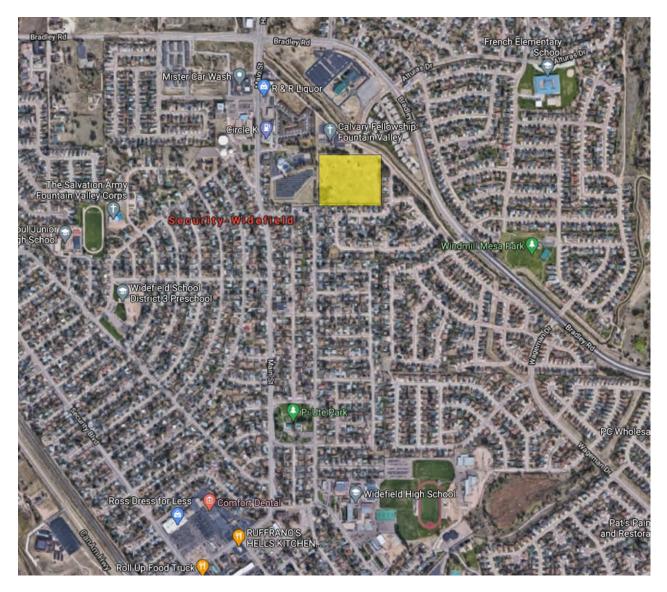


Figure 2 Surrounding Area and Facilities



6. MITIGATION MEASURES

No mitigation measures are necessary to Bradley Road or Alturas Dr. to accommodate the trip generation from Haven Valley safely and efficiently. Although the northbound left turn movement would meet the ECM threshold for a dedicated left turn lane. But as there are no northbound through movements, the need for a dedicated lane is not indicated. There's no indication that the southbound approach needs any improvement such as a separate left turn lane. Traffic signal control at the Bradley Road and Alturas Dr. intersection is not warranted currently but it is anticipated to be in the future should the forecast increase in volume on Bradley Road be realized.

The site plan indicates that Cable Lane will be reconstructed east from Alturas Dr. to Hunters Run match the cross-section of Hunters Run. The roadway improvement will include curb and gutter on both sides and attached sidewalks on the south side. Most of the Haven Valley internal streets are classified as Urban Local (low volume) Roadways with 50-foot right-of-way and 24 feet of pavement. The roads meet the design ADT of 300 vpd or less. They will be posted at 25 mph meet the 150-foot spacing requirement. Road over 300 vpd will be constructed to the Urban Local standard for a design ADT of 3,000 ADT. These are still within 50-foot right-of-way but include 30 feet of pavement. The ECM design criteria str are shown below.

	Colle	ctors	La	cal
Criteria	Non-		Local	Local ⁴
	Residential	Residential		(low volume
Design Speed / Posted Speed (MPH)	40/35	40/35	25/25	20/20
Clear Zone	14'	14'	12'	7'
Minimum Centerline Curve Radius	565'	565'	200'	100'
Number of Through Lanes	2	2	2	2
Lane Width	12'	12'	12'	12'
Right-of-Way	80'	60'	60 ^{,3}	60 ^{,3}
Paved Width (Excluding Gutter Pan)	48'	36'	30'	24'
Median Width (Including Curb & Gutter)	12'	n/a	n/a	n/a
Shoulder Width (Ext., Excluding Gutter)	6'	6'	n/a	n/a
Shoulder Width (Int., Excluding Gutter)	n/a	n/a	n/a	n/a
Required Curb/ Gutter Type (Vertical)	6"	6"	6" (or ramp)	6" (or ramp)
Sidewalk Width (@ FL)	5' detached	5' detached	5' attached	5' attached
Design ADT	20,000	10,000	3,000	300
Design Vehicle	WB-50	WB-50	WB-50	SU-30
Bike Lanes Permitted	No	Yes	No	No
Access Permitted	No ⁵	No ⁵	Yes	Yes
Access Spacing	See Table 2-35	See Table 2-35	Frontage	Frontage
Intersection Spacing	660' ²	660' ²	175'	150'
Parking Permitted	No	No	Yes	Yes
Minimum Flowline Grade of Curb	.50%	.50%	.50%	.50%
Centerline Grade (MinMax,)	0.5-6%1	0.5-8%1	0.5-8%	0.5-8%1
Intersection Grades (MinMax.)	0.5-4%	0.5-4%	0.5-4%	0.5-4%
¹ 10% maximum grade permitted at the c ² 330 feet when intersecting local roadwa ³ 50-foot right-of-way plus two 5-foot Pub ⁴ Section can be used for cul-de-sacs, or maximum length of 1,200 feet ⁵ Where no local public or private roadwa parcel access may be permitted	ays lic Improvement roads with two	ts Easements gra ways out having	anted to El Paso a maximum of 3	00 ADT and a

Table 2-7. Roadway Design Standards for Urban Collectors and Locals

Figure 3 shows the forecast vehicles per day (vpd) on the internal roads.



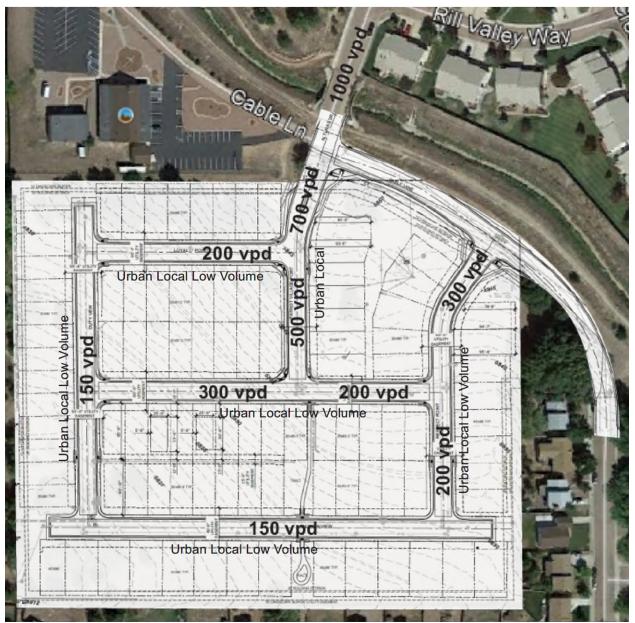


Figure 3 Internal Road Classifications and Volumes per Day

The corresponding cross-sections are presented on the next page.



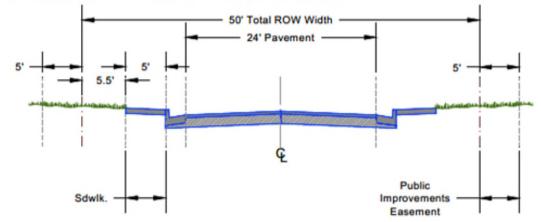
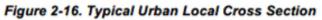
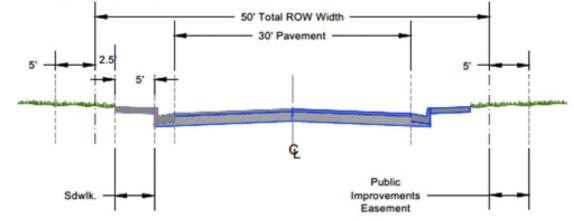


Figure 2-17. Typical Urban Local (low volume) Cross Section





Per the ECM, the need for turn lanes is determined by the traffic impact study. In this case the peak hour volumes on the internal roads are too low to justify turn lanes.



The only sight distance issue is at Prospect Point and Cable Lane intersection. On 25 mph roadways, 280 feet is required. In the graphic below looking east from the intersection at 10 feet back of curb, this is currently compromised by a growth of trees and bushes. It is anticipated that the reconstruction of Cable Lane will require removal of the trees and when done the sight line will be available. Looking west the sight line is available.

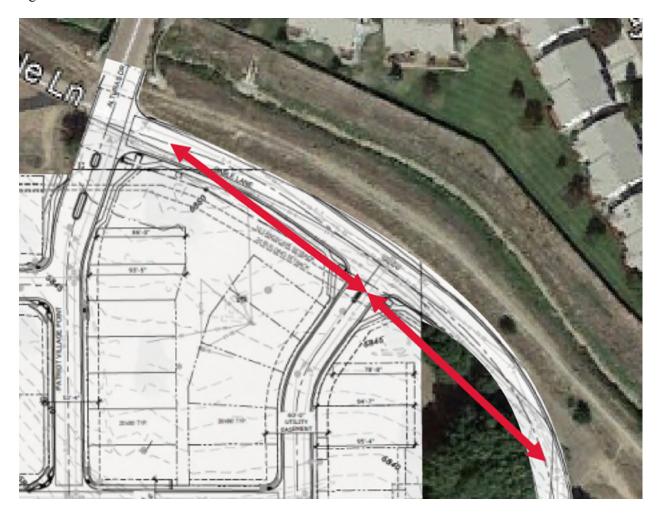


Figure 4 Sight Distance at Prospect Point and Cable Lane



Haven Valley will be assessed a County Road Impact Fee of \$3,830.00 per dwelling unit. The purpose of the program is to develop a process to identify transportation improvements needed to accommodate growth, to allocate fairly the costs of transportation improvements among new developments, and to ensure the proper and timely accounting of improvements and funds. The program does not include all roads in the unincorporated County, only higher traffic roads that provide for regional travel.

7. CONCLUSIONS AND RECOMMENDED IMPROVEMENTS SUMMARY

The study and operations analyses contained herein provides evidence that the recommended access locations and type will function within acceptable traffic engineering parameters promulgated by FHWA, AASHTO, MUTCD, CDOT, and El Paso County. The access locations and type are essential for safe and smooth transitions on and off the highway and to reduce to the greatest extent unnecessary on-site circulation. In my professional opinion, the transportation facilities will be adequate and available to serve the proposed development within one year of the full build out of the project and that it meets or exceeds the applicable adopted level of service provided the El Paso County Engineering Criteria Manual.

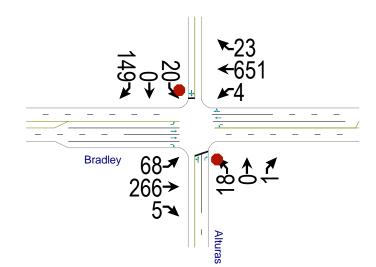
Per request from El Paso County staff we verify that this Traffic Impact Study meets the requirements for an Intermediate TIS per the Transportation Impact Study Guidelines published in the El Paso County Engineering Criteria Manual.

Review 3 comment: Please coordinate with the project planner and should deviations be requested please list the deviations in your report as required per ECM App B.8 Traffic Report Standards.

review 4: please list the deviation requests proposed.



APPENDIX



3.3

Intersection

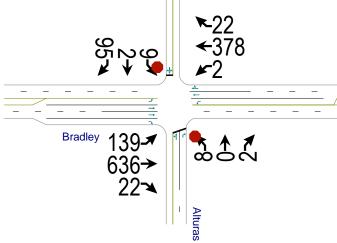
Int Delay, s/veh

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ኘ	^	1	ኘ	^			र्च	1		4	
Traffic Vol, veh/h	68	266	5	4	651	23	18	0	1	20	0	149
Future Vol, veh/h	68	266	5	4	651	23	18	0	1	20	0	149
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	200	-	200	300	-	-	-	-	0	-	-	-
Veh in Median Storage,	,# -	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	74	289	5	4	708	25	20	0	1	22	0	162

Major/Minor M	lajor1		N	Major2		N	Minor1		P	Minor2			_
								4470			4474	007	
Conflicting Flow All	733	0	0	294	0	0	799	1178	145	1022	1171	367	
Stage 1	-	-	-	-	-	-	437	437	-	729	729	-	
Stage 2	-	-	-	-	-	-	362	741	-	293	442	-	
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94	
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-	
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-	
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32	
Pot Cap-1 Maneuver	868	-	-	1264	-	-	276	189	876	190	191	630	
Stage 1	-	-	-	-	-	-	568	578	-	380	426	-	
Stage 2	-	-	-	-	-	-	629	421	-	691	575	-	
Platoon blocked, %		-	-		-	-							
Mov Cap-1 Maneuver	868	-	-	1264	-	-	191	172	876	177	174	630	
Mov Cap-2 Maneuver	-	-	-	-	-	-	191	172	-	177	174	-	
Stage 1	-	-	-	-	-	-	520	529	-	348	425	-	
Stage 2	-	-	-	-	-	-	466	420	-	631	526	-	
ok.go _											010		
Approach	EB			WB			NB			SB			
HCM Control Delay, s	1.9			0			25.1			16.9			
HCM LOS							D			С			
Minor Lane/Major Mvmt	N	BLn1N	IDI n2	EBL	EBT	EBR	WBL	WBT	WBR	2DI n1			
	. IN							VDI	VDR				_
Capacity (veh/h)		191	876	868	-	-	1264	-	-	484			
HCM Lane V/C Ratio	(0.102	0.001	0.085	-	-	0.003	-	-	0.38			

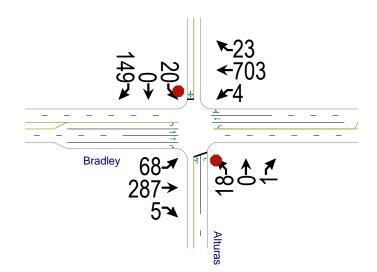
HCM Lane V/C Ratio 0.10)2 (0.001	0.085	-	-	0.003	-	-	0.38
HCM Control Delay (s) 2	26	9.1	9.5	-	-	7.9	-	-	16.9
HCM Lane LOS	D	А	Α	-	-	А	-	-	С
HCM 95th %tile Q(veh) 0	.3	0	0.3	-	-	0	-	-	1.8





Intersection												
Int Delay, s/veh	2.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	1	- 11	1	۲.	- 11			÷	1		\$	
Traffic Vol, veh/h	139	636	22	2	378	22	8	0	2	9	2	95
Future Vol, veh/h	139	636	22	2	378	22	8	0	2	9	2	95
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None									
Storage Length	200	-	200	300	-	-	-	-	0	-	-	-
Veh in Median Storage,	# -	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	151	691	24	2	411	24	9	0	2	10	2	103

218 - - 6.94 -
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ntersection

Int Delay, s/veh

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ኘ	^	1	٦	^			र्च	1		÷	
Traffic Vol, veh/h	68	266	5	4	651	23	18	0	1	20	0	149
Future Vol, veh/h	68	266	5	4	651	23	18	0	1	20	0	149
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	200	-	200	300	-	-	-	-	0	-	-	-
Veh in Median Storage,	, # -	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	74	312	5	4	764	25	20	0	1	22	0	162

Major/Minor	Major1			Major2		I	Minor1		1	Minor2			
Conflicting Flow All	789	0	0	317	0	0	850	1257	156	1089	1250	395	
Stage 1	-	· -	-	-	-	-	460	460	-	785	785	-	
Stage 2	-	· -	-	-	-	-	390	797	-	304	465	-	
Critical Hdwy	4.14		-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94	
Critical Hdwy Stg 1	-		-	-	-	-	6.54	5.54	-	6.54	5.54	-	
Critical Hdwy Stg 2	-		-	-	-	-	6.54	5.54	-	6.54	5.54	-	
Follow-up Hdwy	2.22		-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32	
Pot Cap-1 Maneuver	827	-	-	1240	-	-	254	170	862	170	172	604	
Stage 1	-		-	-	-	-	551	564	-	352	402	-	
Stage 2	-		-	-	-	-	606	397	-	681	561	-	
Platoon blocked, %		-	-		-	-							
Mov Cap-1 Maneuver	827	-	-	1240	-	-	173	154	862	158	156	604	
Mov Cap-2 Maneuver	-	-	-	-	-	-	173	154	-	158	156	-	
Stage 1	-		-	-	-	-	502	514	-	321	401	-	
Stage 2	-	-	-	-	-	-	442	396	-	619	511	-	
Approach	EB			WB			NB			SB			
HCM Control Delay, s	1.8			0			27.4			18.3			
HCM LOS							D			С			
Minor Lane/Major Mvm	nt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR \$	SBLn1			
Capacity (veh/h)		173	862	827	-	-	1240	-	-	453			
HCM Lane V/C Ratio		0.113	0.001	0.089	-	-	0.004	-	-	0.406			
HCM Control Delay (s)		28.4	9.2	9.8	-	-	7.9	-	-	18.3			
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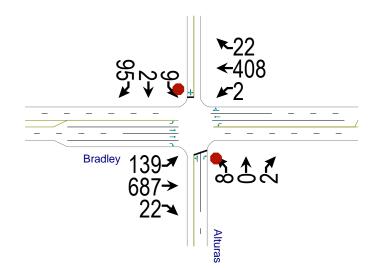
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0.4

HCM Lane LOS

HCM 95th %tile Q(veh)



Intersection													
Int Delay, s/veh	2.2												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations	ľ	^	1	۲.	- 11			÷	1		4		
Traffic Vol, veh/h	139	636	22	2	378	22	8	0	2	9	2	95	
Future Vol, veh/h	139	636	22	2	378	22	8	0	2	9	2	95	
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop	
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None	
Storage Length	200	-	200	300	-	-	-	-	0	-	-	-	
Veh in Median Storage	,# -	0	-	-	0	-	-	0	-	-	0	-	
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-	
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92	
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	
Mvmt Flow	151	747	24	2	444	24	9	0	2	10	2	103	

Major/Minor I	Major1			Major2			Minor1		1	Minor2			
Conflicting Flow All	468	0	0	771	0	0	1276	1521	374	1136	1533	234	
Stage 1	-	-	-	-	-	-	1049	1049	-	460	460	-	
Stage 2	-	-	-	-	-	-	227	472	-	676	1073	-	
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94	
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-	
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-	
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32	
Pot Cap-1 Maneuver	1090	-	-	840	-	-	124	117	623	157	115	768	
Stage 1	-	-	-	-	-	-	243	303	-	551	564	-	
Stage 2	-	-	-	-	-	-	755	557	-	409	295	-	
Platoon blocked, %		-	-		-	-							
Mov Cap-1 Maneuver	1090	-	-	840	-	-	94	101	623	140	99	768	
Mov Cap-2 Maneuver	-	-	-	-	-	-	94	101	-	140	99	-	
Stage 1	-	-	-	-	-	-	209	261	-	474	563	-	
Stage 2	-	-	-	-	-	-	649	556	-	351	254	-	
Approach	EB			WB			NB			SB			
HCM Control Delay, s	1.4			0			39.9			14.1			
HCM LOS							E			В			
Minor Lane/Major Mvm	nt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR \$	SBLn1			
Capacity (veh/h)		94	623	1090	-	-	840	-	-	509			
HCM Lane V/C Ratio		0.093	0.003	0.139	-	-	0.003	-	-				
HCM Control Delay (s)		47.2	10.8	8.8	-	-	9.3	-	-	14.1			
HCM Lane LOS		Е	В	А	-	-	А	-	-	В			

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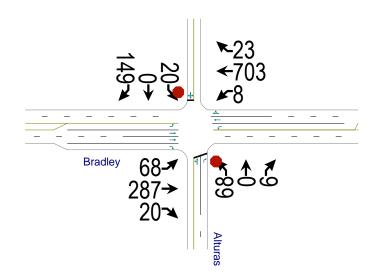
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HCM 95th %tile Q(veh)

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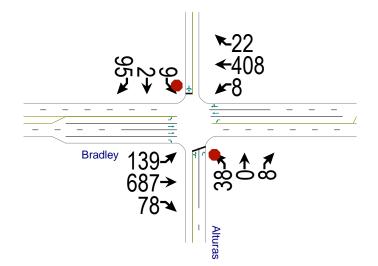
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Intersection

Int Delay, s/veh

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ሻ	^	1	<u> </u>	^			र्च	1		4	
Traffic Vol, veh/h	68	266	20	8	651	23	68	0	6	20	0	149
Future Vol, veh/h	68	266	20	8	651	23	68	0	6	20	0	149
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	200	-	200	300	-	-	-	-	0	-	-	-
Veh in Median Storage,	,# -	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	74	312	22	9	764	25	74	0	7	22	0	162

Major/Minor M	Major1			Major2			Minor1		1	Minor2			
Conflicting Flow All	789	0	0	334	0	0	860	1267	156	1099	1277	395	
Stage 1	-	-	-	-	-	-	460	460	-	795	795	-	
Stage 2	-	-	-	-	-	-	400	807	-	304	482	-	
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94	
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-	
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-	
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32	
Pot Cap-1 Maneuver	827	-	-	1222	-	-	250	168	862	167	165	604	
Stage 1	-	-	-	-	-	-	551	564	-	347	398	-	
Stage 2	-	-	-	-	-	-	597	392	-	681	552	-	
Platoon blocked, %		-	-		-	-							
Mov Cap-1 Maneuver	827	-	-	1222	-	-	170	152	862	153	149	604	
Mov Cap-2 Maneuver	-	-	-	-	-	-	170	152	-	153	149	-	
Stage 1	-	-	-	-	-	-	502	514	-	316	395	-	
Stage 2	-	-	-	-	-	-	434	389	-	615	503	-	
Approach	EB			WB			NB			SB			
HCM Control Delay, s	1.8			0.1			38.9			18.5			
HCM LOS							E			С			
Minor Lane/Major Mvm	ıt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR \$	SBLn1			
Capacity (veh/h)		170	862	827	-	-	1222	-	-	448			
HCM Lane V/C Ratio		0.435	0.008	0.089	-	-	0.007	-	-	0.41			
HCM Control Delay (s)		41.5	9.2	9.8	-	-	8	-	-	18.5			
HCM Lane LOS		E	А	А	-	-	А	-	-	С			
HCM 95th %tile Q(veh)		2	0	0.3	-	-	0	-	-	2			



Int Delay, s/veh 3.9 Movement EBL EBT EBR WBL WBT WBR NBL NBT NBR SBL SBT SBR Lane Configurations 1	Intersection													
Lane Configurations Image: April 139 Image: April 139	Int Delay, s/veh	3.9												
Traffic Vol, veh/h 139 636 78 8 378 22 38 0 8 9 2 95 Future Vol, veh/h 139 636 78 8 378 22 38 0 8 9 2 95 Conflicting Peds, #/hr 0 <td< td=""><td>Movement</td><td>EBL</td><td>EBT</td><td>EBR</td><td>WBL</td><td>WBT</td><td>WBR</td><td>NBL</td><td>NBT</td><td>NBR</td><td>SBL</td><td>SBT</td><td>SBR</td><td></td></td<>	Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Future Vol, veh/h 139 636 78 8 378 22 38 0 8 9 2 95 Conflicting Peds, #/hr 0	Lane Configurations	1	- 11	1	1	- 11			- 4	1		\$		
Conflicting Peds, #/hr 0 <td>Traffic Vol, veh/h</td> <td>139</td> <td>636</td> <td>78</td> <td>8</td> <td>378</td> <td>22</td> <td>38</td> <td>0</td> <td>8</td> <td>9</td> <td>2</td> <td>95</td> <td></td>	Traffic Vol, veh/h	139	636	78	8	378	22	38	0	8	9	2	95	
Sign Control Free Free Free Free Free Free Stop	Future Vol, veh/h	139	636	78	8	378	22	38	0	8	9	2	95	
RT Channelized - - None - - None - - None Storage Length 200 - 200 300 - - - 0 - - - 0 - - - 0 - - 0 - - 0 - - 0 - - 0 - - 0 - - 0 - - 0 - - 0 - - 0 -	Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	
Storage Length 200 - 200 300 - - - 0 - 0 - - 0 - - 0 - - 0 - - 0 - - 0 - - 0 - - 0 - - 0 - - 0 - - 0 - - 0 - - 0 - - 0 - - 0 - - 0 - - 0 - - 0 - - 0 - - 0 -	Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop	
Veh in Median Storage, # - 0 - - 0 - - 0 - - 0 - Grade, % - 0 - - 0 - - 0 - - 0 - Peak Hour Factor 92 92 92 92 92 92 92 92 92 92 92 92 92 Heavy Vehicles, % 2 2 2 2 2 2 2 2 2 2 2 2 2	RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None	
Grade, % - 0 - - 0 - - 0 - Peak Hour Factor 92 <td>Storage Length</td> <td>200</td> <td>-</td> <td>200</td> <td>300</td> <td>-</td> <td>-</td> <td>-</td> <td>-</td> <td>0</td> <td>-</td> <td>-</td> <td>-</td> <td></td>	Storage Length	200	-	200	300	-	-	-	-	0	-	-	-	
Peak Hour Factor 92	Veh in Median Storage	, # -	0	-	-	0	-	-	0	-	-	0	-	
Heavy Vehicles, % 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	Grade, %	-	0	-	-	0	-	-	0	-	-	0	-	
	Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92	
Mumt Flow 151 747 95 0 444 24 41 0 0 10 2 102	Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	
	Mvmt Flow	151	747	85	9	444	24	41	0	9	10	2	103	

Major/Minor	Major1			Major2		ļ	Minor1		I	Minor2			
Conflicting Flow All	468	0	0	832	0	0	1290	1535	374	1150	1608	234	
Stage 1	-	-	-	-	-	-	1049	1049	-	474	474	-	
Stage 2	-	-	-	-	-	-	241	486	-	676	1134	-	
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94	
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-	
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-	
Follow-up Hdwy	2.22		-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32	
Pot Cap-1 Maneuver	1090	-	-	796	-	-	121	115	623	153	104	768	
Stage 1	-	-	-	-	-	-	243	303	-	540	556	-	
Stage 2	-	-	-	-	-	-	741	549	-	409	276	-	
Platoon blocked, %		-	-		-	-							
Mov Cap-1 Maneuver	1090	-	-	796	-	-	91	98	623	134	89	768	
Mov Cap-2 Maneuver	-	-	-	-	-	-	91	98	-	134	89	-	
Stage 1	-	-	-	-	-	-	209	261	-	465	550	-	
Stage 2	-	-	-	-	-	-	632	543	-	347	238	-	
Approach	EB			WB			NB			SB			
HCM Control Delay, s	1.4			0.2			62.9			14.4			
HCM LOS							F			В			
Minor Lane/Major Mvn	nt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR :	SBLn1			
Capacity (veh/h)		91	623	1090	-	-	796	-	-	497			
HCM Lane V/C Ratio		0.454	0.014	0.139	-	-	0.011	-	-	0.232			
HCM Control Delay (s)		73.9	10.9	8.8	-	-	9.6	-	-	14.4			
HCM Lane LOS		F	В	А	-	-	А	-	-	В			

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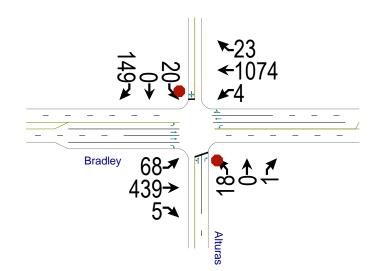
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HCM 95th %tile Q(veh)



Intersection		
Int Delay, s/veh	5.2	

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ľ	- 11	1	ľ	- 11			ŧ	1		÷	
Traffic Vol, veh/h	68	266	5	4	651	23	18	0	1	20	0	149
Future Vol, veh/h	68	266	5	4	651	23	18	0	1	20	0	149
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None									
Storage Length	200	-	200	300	-	-	-	-	0	-	-	-
Veh in Median Storage	,# -	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	74	477	5	4	1168	25	20	0	1	22	0	162

Major/Minor	Major1			Major2			Minor1		1	Minor2			
Conflicting Flow All	1193	0	0	482	0	0	1217	1826	239	1576	1819	597	
Stage 1	-	-	-	-	-	-	625	625	-	1189	1189	-	
Stage 2	-	-	-	-	-	-	592	1201	-	387	630	-	
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94	
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-	
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-	
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32	
Pot Cap-1 Maneuver	581	-	-	1077	-	-	137	76	762	74	77	446	
Stage 1	-	-	-	-	-	-	439	475	-	199	260	-	
Stage 2	-	-	-	-	-	-	460	256	-	608	473	-	
Platoon blocked, %		-	-		-	-							
Mov Cap-1 Maneuver	581	-	-	1077	-	-	79	66	762	67	67	446	
Mov Cap-2 Maneuver	-	-	-	-	-	-	79	66	-	67	67	-	
Stage 1	-	-	-	-	-	-	383	415	-	174	259	-	
Stage 2	-	-	-	-	-	-	292	255	-	530	413	-	
Approach	EB			WB			NB			SB			
HCM Control Delay, s	1.6			0			62.1			43.7			
HCM LOS							F			Е			
Minor Lane/Major Mvm	nt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR \$	SBLn1			
Capacity (veh/h)		79	762	581	-	-	1077	-	-	267			
HCM Lane V/C Ratio		0.248	0.001	0.127	-	-	0.004	-	-	0.688			
HCM Control Delay (s))	65	9.7	12.1	-	-	8.4	-	-	43.7			
HCM Lane LOS		F	А	В	-	-	А	-	-	Е			

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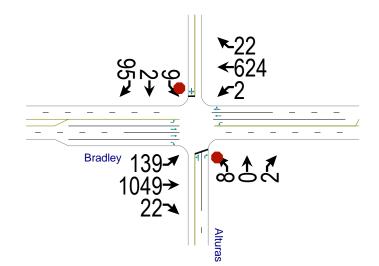
HCM 95th %tile Q(veh)

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Intersection													
Int Delay, s/veh	2.5												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations	<u>۲</u>	- 11	1	<u>۲</u>	- 11			- 4	1		- 🗘		
Traffic Vol, veh/h	139	636	22	2	378	22	8	0	2	9	2	95	
Future Vol, veh/h	139	636	22	2	378	22	8	0	2	9	2	95	
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop	
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None	
Storage Length	200	-	200	300	-	-	-	-	0	-	-	-	
Veh in Median Storage	, # -	0	-	-	0	-	-	0	-	-	0	-	
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-	
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92	
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	
Mvmt Flow	151	1141	24	2	678	24	9	0	2	10	2	103	

Major/Minor	Major1		ľ	Major2			Minor1			Minor2			
Conflicting Flow All	702	0	0	1165	0	0	1787	2149	571	1567	2161	351	
Stage 1	-	-	-	-	-	-	1443	1443	-	694	694	-	
Stage 2	-	-	-	-	-	-	344	706	-	873	1467	-	
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94	
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-	
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-	
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32	
Pot Cap-1 Maneuver	891	-	-	595	-	-	51	48	464	75	47	645	
Stage 1	-	-	-	-	-	-	139	196	-	399	442	-	
Stage 2	-	-	-	-	-	-	645	437	-	311	190	-	
Platoon blocked, %		-	-		-	-							
Mov Cap-1 Maneuver	891	-	-	595	-	-	36	40	464	65	39	645	
Mov Cap-2 Maneuver	-	-	-	-	-	-	36	40	-	65	39	-	
Stage 1	-	-	-	-	-	-	116	163	-	332	441	-	
Stage 2	-	-	-	-	-	-	537	436	-	257	158	-	
Approach	EB			WB			NB			SB			
HCM Control Delay, s	1.1			0			110			22.9			
HCM LOS							F			С			
Minor Lane/Major Mvm	nt N	BLn1 N	IBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1			
Capacity (veh/h)		36	464	891	-	-	595	-	-	315			
HCM Lane V/C Ratio	(0.005	0.17	-	-	0.004	-	-	0.366			
HCM Control Delay (s)		134.3	12.8	9.9	-	-	11.1	-	-	22.9			
HCM Lane LOS		F	В	А	-	-	В	-	-	С			
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В 0

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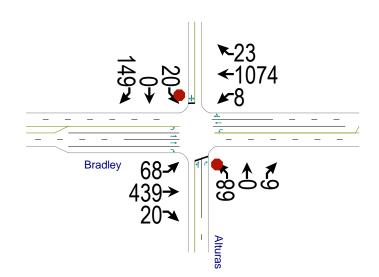
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HCM 95th %tile Q(veh)



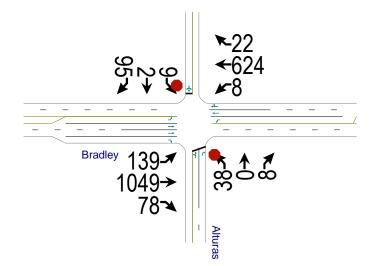
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Int Delay, s/veh

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations	<u>٦</u>	- 11	1	- ሽ	- 11			- सी	1		- 44		
Traffic Vol, veh/h	68	266	20	8	651	23	68	0	6	20	0	149	
Future Vol, veh/h	68	266	20	8	651	23	68	0	6	20	0	149	
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop	
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None	
Storage Length	200	-	200	300	-	-	-	-	0	-	-	-	
Veh in Median Storage,	# -	0	-	-	0	-	-	0	-	-	0	-	
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-	
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92	
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	
Mvmt Flow	74	477	22	9	1168	25	74	0	7	22	0	162	

Major/Minor	Major1			Major2			Minor1		1	V	1inor2	1inor2
Conflicting Flow All	1193	0	0	499	0	0	1227	1836	239	15	586	586 1846
Stage 1	-	-	-	-	-	-	625	625	-	1199)	9 1199
Stage 2	-	-	-	-	-	-	602	1211	-	387		647
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54		6.54
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54		5.54
Critical Hdwy Stg 2	-		-	-	-	-	6.54	5.54	-	6.54		5.54
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52		4.02
Pot Cap-1 Maneuver	581	-	-	1061	-	-	134	75	762	73		74
Stage 1	-	-	-	-	-	-	439	475	-	197		257
Stage 2	-	-	-	-	-	-	453	253	-	608		465
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	581	-	-	1061	-	-	77	65	762	65		64
Mov Cap-2 Maneuver	-	-	-	-	-	-	77	65	-	65	64	
Stage 1	-	-	-	-	-	-	383	415	-	172	255	
Stage 2	-	-	-	-	-	-	286	251	-	526	406	
Approach	EB			WB			NB			SB		
HCM Control Delay, s	1.6			0.1			170.9			45.2		
HCM LOS							F			Е		
Minor Lane/Major Mvr	nt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1		
Capacity (veh/h)		77	762	581	-	-	1061	-	-	263		
HCM Lane V/C Ratio		0.96	0.009	0.127	-	-	0.008	-	-	0.698		
HCM Control Delay (s)	185.1	9.8	12.1	-	-	8.4	-	-	45.2		
HCM Lane LOS		F	А	В	-	-	А	-	-	Е		
HCM 95th %tile Q(veh	ı)	5.1	0	0.4	-	-	0	-	-	4.7		



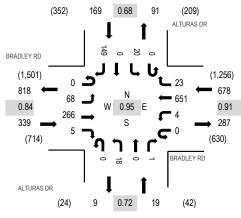
Intersection													
Int Delay, s/veh	9.4												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations	۲.	- 11	1	۲.	- 11			÷.	1		\$		
Traffic Vol, veh/h	139	636	78	8	378	22	38	0	8	9	2	95	
Future Vol, veh/h	139	636	78	8	378	22	38	0	8	9	2	95	
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop	
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None	
Storage Length	200	-	200	300	-	-	-	-	0	-	-	-	
Veh in Median Storage	, # -	0	-	-	0	-	-	0	-	-	0	-	
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-	
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92	
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	
Mvmt Flow	151	1141	85	9	678	24	41	0	9	10	2	103	

Major/Minor I	Major1		I	/lajor2		1	Minor1		I	Minor2				
Conflicting Flow All	702	0	0	1226	0	0	1801	2163	571	1581	2236	351		
Stage 1	-	-	-	-	-	-	1443	1443	-	708	708	-		
Stage 2	-	-	-	-	-	-	358	720	-	873	1528	-		
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94		
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-		
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-		
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32		
Pot Cap-1 Maneuver	891	-	-	564	-	-	50	47	464	73	42	645		
Stage 1	-	-	-	-	-	-	139	196	-	392	436	-		
Stage 2	-	-	-	-	-	-	633	430	-	311	178	-		
Platoon blocked, %		-	-		-	-								
Mov Cap-1 Maneuver	891	-	-	564	-	-	~ 34	38	464	62	34	645		
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 34	38	-	62	34	-		
Stage 1	-	-	-	-	-	-	116	163	-	326	429	-		
Stage 2	-	-	-	-	-	-	521	423	-	253	148	-		
Approach	EB			WB			NB			SB				
HCM Control Delay, s	1.1			0.1		\$	336.5			24.1				
HCM LOS							F			С				
Minor Lane/Major Mvm	nt l	VBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)		34	464	891	-	-	564	-	-	302				
HCM Lane V/C Ratio		1.215	0.019	0.17	-	-	0.015	-	-	0.382				
HCM Control Delay (s)	\$	404.6	12.9	9.9	-	-	11.5	-	-	24.1				
HCM Lane LOS		F	В	A	-	-	В	-	-	С				
HCM 95th %tile Q(veh))	4.4	0.1	0.6	-	-	0	-	-	1.7				
Notes														
~: Volume exceeds cap	pacity	\$: De	elay exc	eeds 30)0s +	-: Com	putation	n Not De	efined	*: All	major v	olume in	platoon	
	, ,		,								,		•	

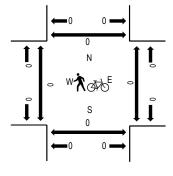


Location: 1 ALTURAS DR & BRADLEY RD AM Date: Tuesday, March 9, 2021 Peak Hour: 07:00 AM - 08:00 AM Peak 15-Minutes: 07:30 AM - 07:45 AM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles on Crosswalk



Note: Total study counts contained in parentheses.

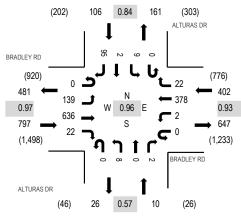
Traffic Counts

Interval		BRADLEY RD Eastbound				BRADLEY RD Westbound				1	ALTURA Northb			ALTURAS DR Southbound					Rolling	g Pedestrian Crossings			
Start Time	U-'	Turn	Left	Thru	Right	U-Turn	Left	Thru R	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total	Hour	West	East	South	North
7:00 AM		0	13	53	0	0	2	183	2	0	5	0	0	0	3	0	49	310	1,205	0	0	0	0
7:15 AM		0	23	68	2	0	0	154	9	0	4	0	1	0	4	0	32	297	1,183	0	0	0	0
7:30 AM		0	19	78	1	0	0	164	7	0	4	0	0	0	6	0	38	317	1,200	0	0	0	0
7:45 AM		0	13	67	2	0	2	150	5	0	5	0	0	0	7	0	30	281	1,190	0	0	0	0
8:00 AM		0	10	94	2	1	0	142	5	0	2	0	1	0	4	1	26	288	1,159	0	0	0	0
8:15 AM		0	36	84	1	0	3	125	18	0	6	0	2	0	7	1	31	314		0	0	0	0
8:30 AM		0	15	56	1	0	2	146	16	0	4	0	0	0	16	2	49	307		0	0	0	0
8:45 AM		0	12	62	2	0	0	114	6	0	6	0	2	0	14	0	32	250		0	0	0	0
Count Total		0	141	562	11	1	9	1,178	68	0	36	0	6	0	61	4	287	2,364		0	0	0	0
Peak Hour		0	68	266	5	0	4	651	23	0	18	0	1	0	20) () 149	1,205	5	0	0	0	0

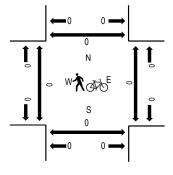


Location: 1 ALTURAS DR & BRADLEY RD PM Date: Tuesday, March 9, 2021 Peak Hour: 04:45 PM - 05:45 PM Peak 15-Minutes: 05:15 PM - 05:30 PM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles on Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

	Interval	BRADLEY RD Eastbound					BRADLEY RD Westbound				ALTUR/ Northb			ALTURAS DR Southbound					Rolling	Pedestrian Crossings			
:	Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru R	ight	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total	Hour	West	East	South	North
	4:00 PM	0	29	150	3	0	0	97	7	0	3	0	0	0	3	1	21	314	1,256	1	0	0	0
	4:15 PM	0	26	156	2	1	0	75	7	0	5	0	2	0	5	0	27	306	1,244	0	0	0	0
	4:30 PM	0	35	139	8	0	1	87	4	0	2	0	2	0	3	0	18	299	1,282	0	0	1	0
	4:45 PM	0	34	166	5	0	1	95	4	0	2	0	0	0	4	2	24	337	1,315	0	0	0	0
	5:00 PM	0	35	149	4	0	0	83	5	0	0	0	1	0	2	0	23	302	1,246	0	0	0	0
	5:15 PM	0	38	161	7	0	0	102	6	0	3	0	1	0	0	0	26	344		0	0	0	0
	5:30 PM	0	32	160	6	0	1	98	7	0	3	0	0	0	3	0	22	332		0	0	0	0
	5:45 PM	0	30	118	5	1	0	91	3	0	1	1	0	0	6	0	12	268		0	0	0	0
Cou	unt Total	0	259	1,199	40	2	3	728	43	0	19	1	6	0	26	3	173	2,502		1	0	1	0
Pe	eak Hour	0	139	636	22	0	2	378	22	0	8	0	2	0	ç		2 95	5 1,315	5	0	0	0	0

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TRAFFIC IMPACT STUDY

FOR PATRIOT VILLAGE

El Paso County, Colorado April 7, 2006 Revised July 7, 2006

PENTACOR

Prepared For: St. Andrew's Homes 1551 Paonia Colorado Springs, Colorado 80915

Prepared By: Pentacor Engineering, LLC 5426 N. Academy Blvd. Suite 110 Colorado Springs, CO 80918

Contact: Jeffery A. Maxwell, P.E., PTOE

TRAFFIC IMPACT STUDY

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PATRIOT VILLAGE

April 7, 2006 Revised July 7, 2006

Prepared for:

St. Andrew's Homes 1551 Paonia Colorado Springs, Colorado 80915

Prepared By:

Pentacor Engineering 5426 N. Academy Blvd., Suite 110 Colorado Springs, Colorado 80918 (719) 264-1560

Contact: Jeffery A. Maxwell, P.E., PTOE.

INTRODUCTION

The proposed Patriot Village development is located east of Main Street and south of Cable Lane in Security, Colorado. A vicinity map is illustrated in **Figure 1.** The development will include approximately 106 duplex/townhomes.

This traffic study examines the effects of project-generated traffic on existing and proposed roadways in the vicinity of the site for Year 2006 traffic conditions as well as traffic conditions for the long term planning horizon of Year 2030. Where appropriate, recommendations are made for transportation infrastructure improvements.

Existing Transportation System

A site plan of the proposed Patriot Village development is illustrated in **Figure 2**. Existing roadways in the vicinity of the site are described below:

- <u>Cable Lane</u> is a two-lane southeast to northwest asphalt road. This roadway
 provides access to the Pheasant Run Ranch Subdivision to the south and
 terminates north of the proposed Patriot Village site.
- <u>Alturas Drive</u> is a two-lane, north/south paved roadway that provides access from Cable Lane to Bradley Road.
- <u>Bradley Road</u> is a four-lane Principal Arterial road (According to the 2003 El Paso County Major Transportation Corridors Plan) with a posted speed limit of 45 mph. This roadway provides access to Hancock Expressway and Academy Boulevard, both major north-south roads in the Security/Colorado Springs area.
- The intersection of Bradley Road/Hancock Expressway (Main St. in Security) is currently signalized.

Existing and Background Traffic

Existing traffic turning movement counts were conducted at the intersections of Alturas Drive/Bradley Road, Alturas Drive/Cable Lane and Bradley Road/Hancock Expressway. The counts, illustrated in **Figure 3**, were conducted by All Traffic Data Services in January, 2005 for the morning and evening peak periods. Complete printouts of all traffic counts can be found in the appendix of this report.

Project generated traffic estimated for the proposed Windmill Creek Subdivision (Bradley Mesa traffic impact report, LSC, 1999) was added to existing traffic counts to develop Year 2006 background traffic for the intersections of Alturas Drive/Bradley Road and Bradley Road/Hancock Expressway. Year 2026 background traffic was estimated based upon an annual growth rate of three-percent. Year 2006 background traffic volumes are illustrated in **Figure 4** and Year 2030 background traffic volumes are illustrated in **Figure 5**.

II. PROJECT-GENERATED TRAFFIC

Trip Generation

The traffic generated as a result of this project has been estimated based upon trip generation rates contained in the 7th Edition, 2003, of <u>Trip Generation</u>, published by the Institute of Transportation Engineers. The results are presented in **Table 1**.

 $i \in \mathbb{N}$

As indicated in Table 1, the development is expected to generate approximately 690 average daily trips. During the AM peak-hour, the development will generate approximately 54 trips while during the PM peak-hour the development will generate approximately 63 trips on the adjacent roadway network.

Trip Distribution

The distribution of project-generated vehicular traffic on adjacent roadways is influenced by several factors including the following:

- The location of the site relative to adjacent roadways
- The configuration of the adjacent roadway network
- The anticipated land uses for the site and the surrounding areas.
- Regional employment
- Existing traffic counts

Based upon these factors, directional distributions of project-generated traffic have been estimated, the results of which are illustrated in **Figure 6**.

Traffic Assignment and Total Traffic Volumes

The assignment of project-generated traffic onto the existing and proposed roadway network is illustrated in **Figure 7**. The volumes were derived by applying the trip distribution percentages in Figure 6 to the trip generation estimates in Table 1. Total traffic volumes, which include the combined background and project-generated traffic, are illustrated for Year 2006 in **Figure 8** and for Year 2030 in **Figure 9**.

III. TRAFFIC IMPACTS

The impacts of the proposed Patriot Village development were determined by performing peak-hour analysis utilizing SYNCHRO 6.0 software. The results are reported as Levels of Service (LOS) and can range from free-flow conditions (LOS A) to above-roadway capacity conditions (LOS F).

Level of Service calculations were performed for the intersections of Bradley Road/Hancock Expressway, Bradley Road/ Alturas Drive, Alturas Drive/Cable Lane(Site Access #1) and Cable Lane/Crowned Eagle View. Where appropriate, analyses included morning and evening peak-hour periods for Years 2006 and 2026 background and total traffic. The results are summarized in **Table 2** and complete printouts can be found in the appendix of this report.

3

Levels of Service

<u>Bradley Road/Hancock Expressway</u>: This signalized intersection is expected to operate at Level of Service "D" or better with or without the addition of project-generated traffic through the Year 2026. All approaches of this intersection currently include two through lanes, with the exception of the eastbound approach. By the Year 2030, the intersection will require two eastbound through lanes in order to accommodate background traffic not associated with this development.

<u>Bradley Road/Alturas Drive</u>: This intersection is expected to operate at an overall Level of Service "D" or better through the Year 2006 with north/south Stop control. The northbound and southbound approaches are expected to fail by Year 2030 with Stop control. Signalization of the intersection will allow for operation at Level of Service "C" or better through the Year 2030.

<u>Cable Lane/Site Access #1</u>: This intersection is expected to operate at an overall Level of Service "A" through the Year 2030 upon the addition of project-generated traffic.

<u>Cable Lane/Site Access #2</u>: This intersection is expected to operate at an overall Level of Service "A" through the Year 2030 upon the addition of project-generated traffic.

IV. RECOMMENDATIONS

The following improvements are recommended in association with the Patriot Village development:

Imperial Eagle Heights (at Cable Lane)

The northbound approach of this intersection is recommended for construction with a single northbound, shared left-, through, right-turn lane. The intersection is recommended to operate with north/south Stop-control through the Year 2030.

Crowned Eagle View (at Cable Lane)

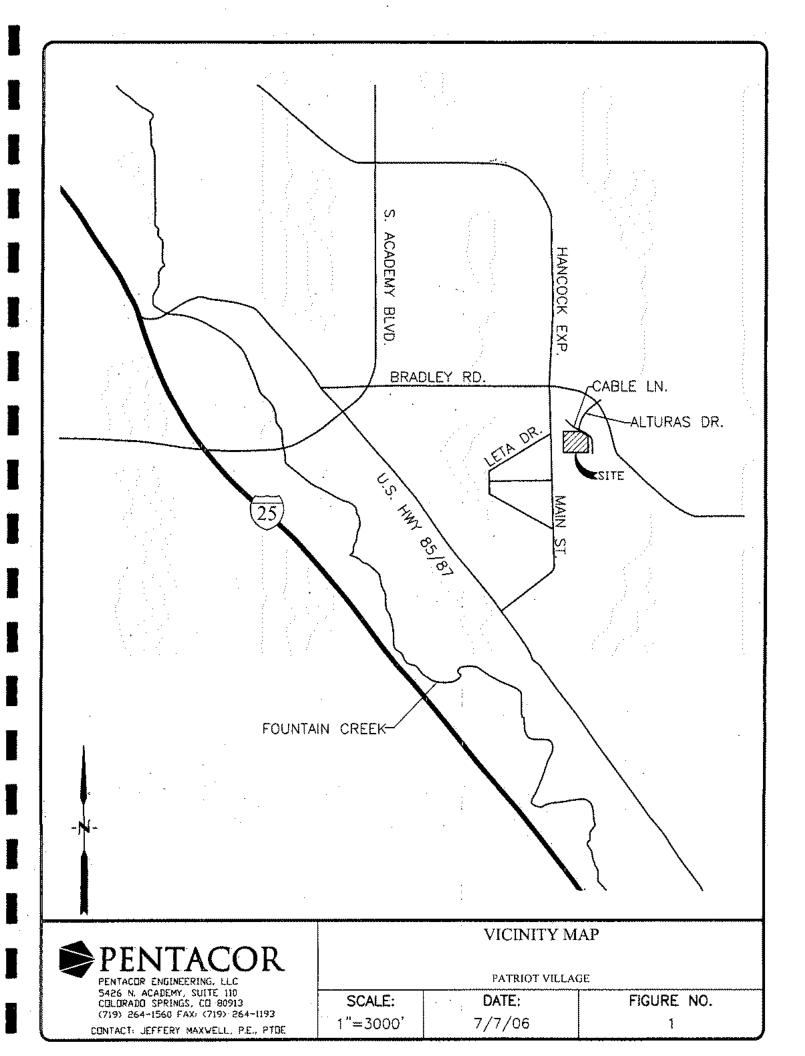
 The northbound approach of this intersection is recommended for construction with a single northbound, shared left and right-turn lane. The intersection is recommended to operate with northbound Stop-control through the Year 2030.

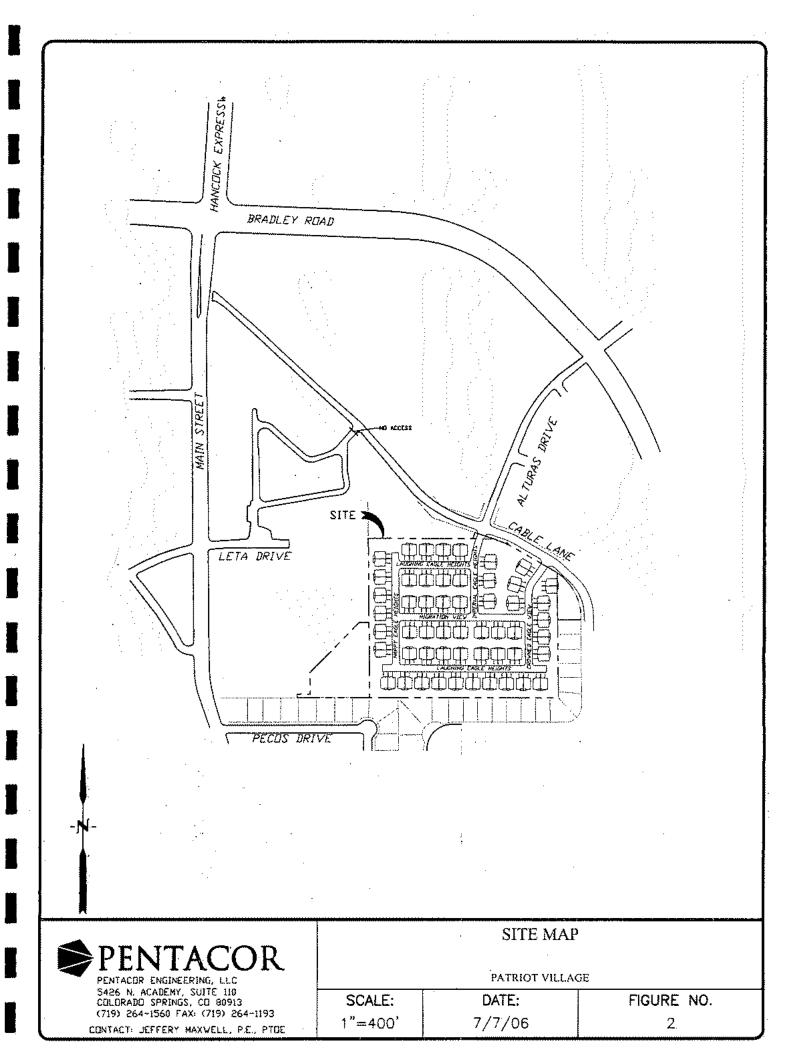
Cable Lane

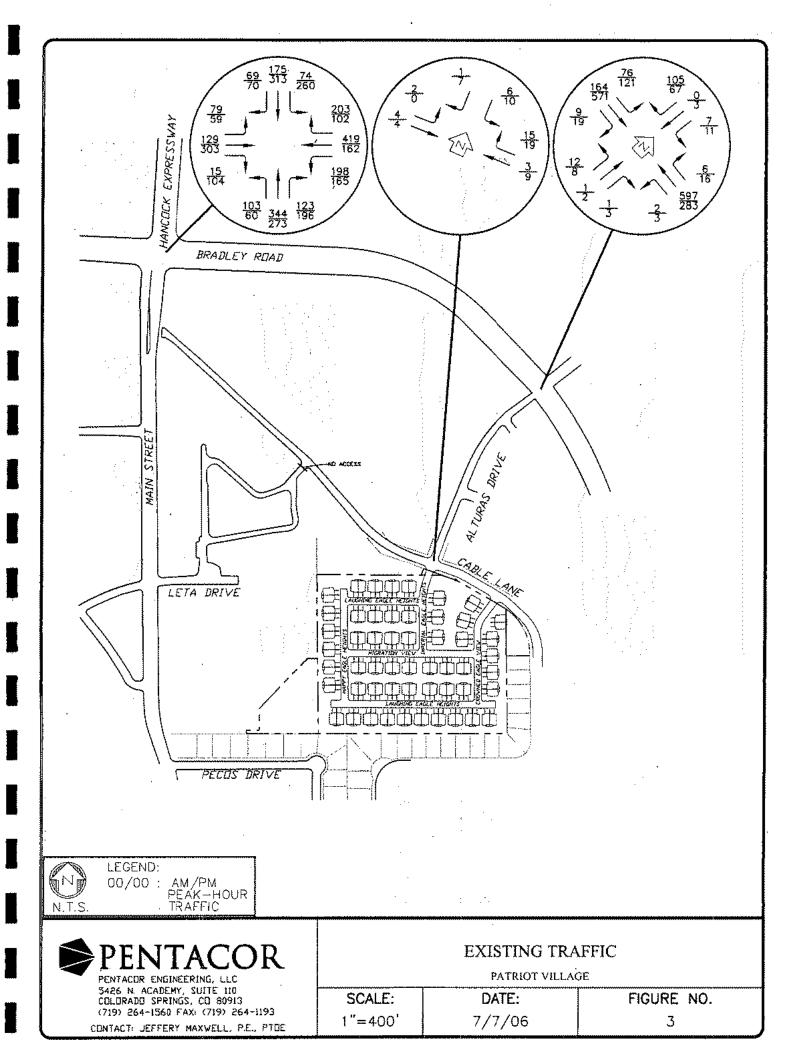
 In the vicinity of the site, Cable Lane will be constructed to Residential Minor Collector standards (30' pavement section) with curb/gutter on both sides and sidewalk on the south side.

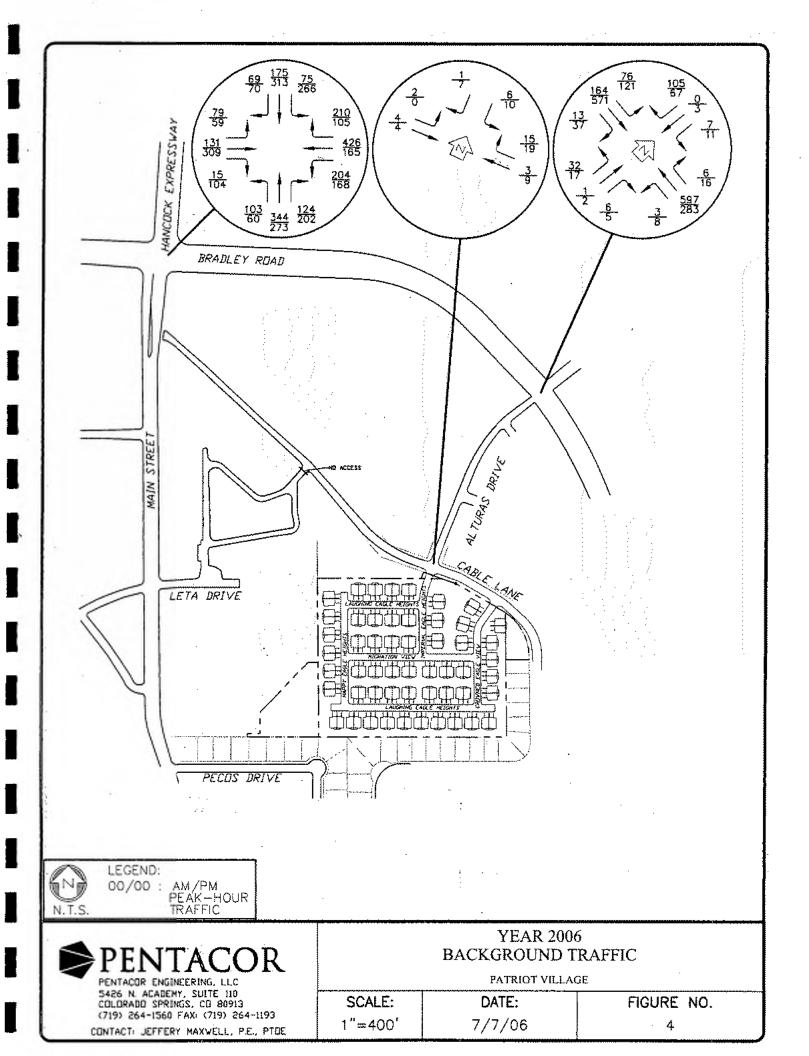
Alturas Drive/Bradley Road intersection

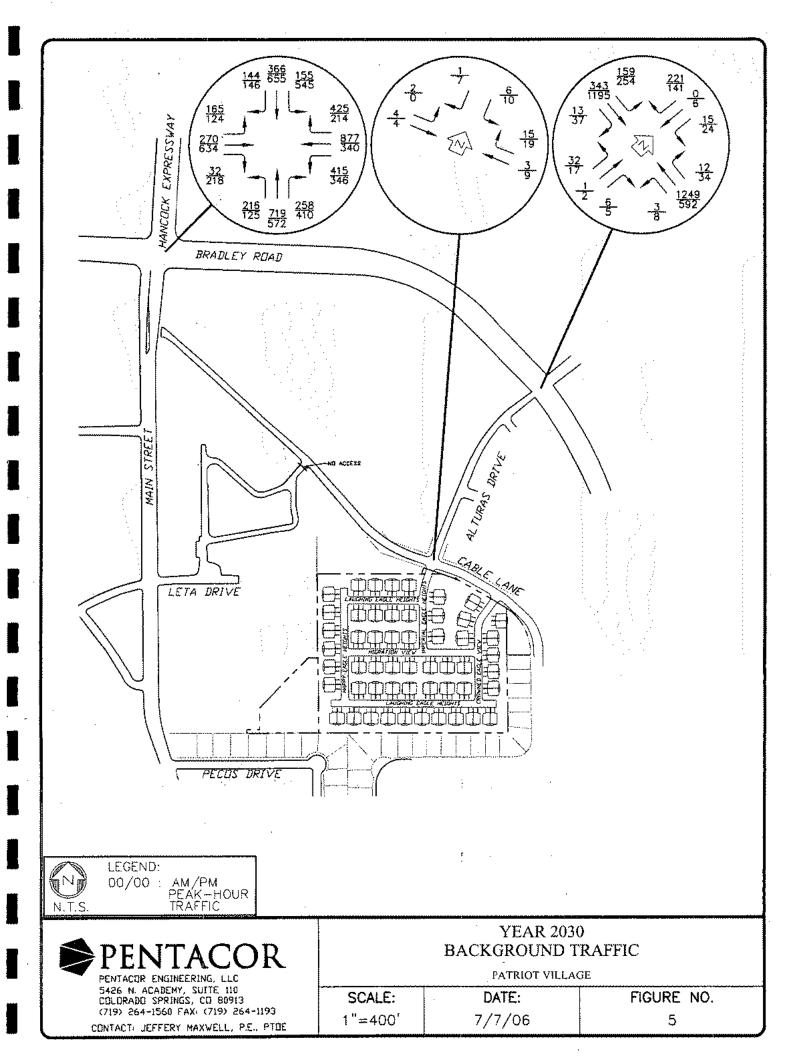
 Alturas Drive shall be re-striped to include a dedicated northbound left-turn lane and a shared through/right-turn lane. The storage length will be limited by the location of the northern site access to the Windmill Creek Subdivision, which is approximately located 120' south of Bradley Road. Signalization of the intersection is recommended when Warrants contained in the Manual on Uniform Traffic Control Devices are met.

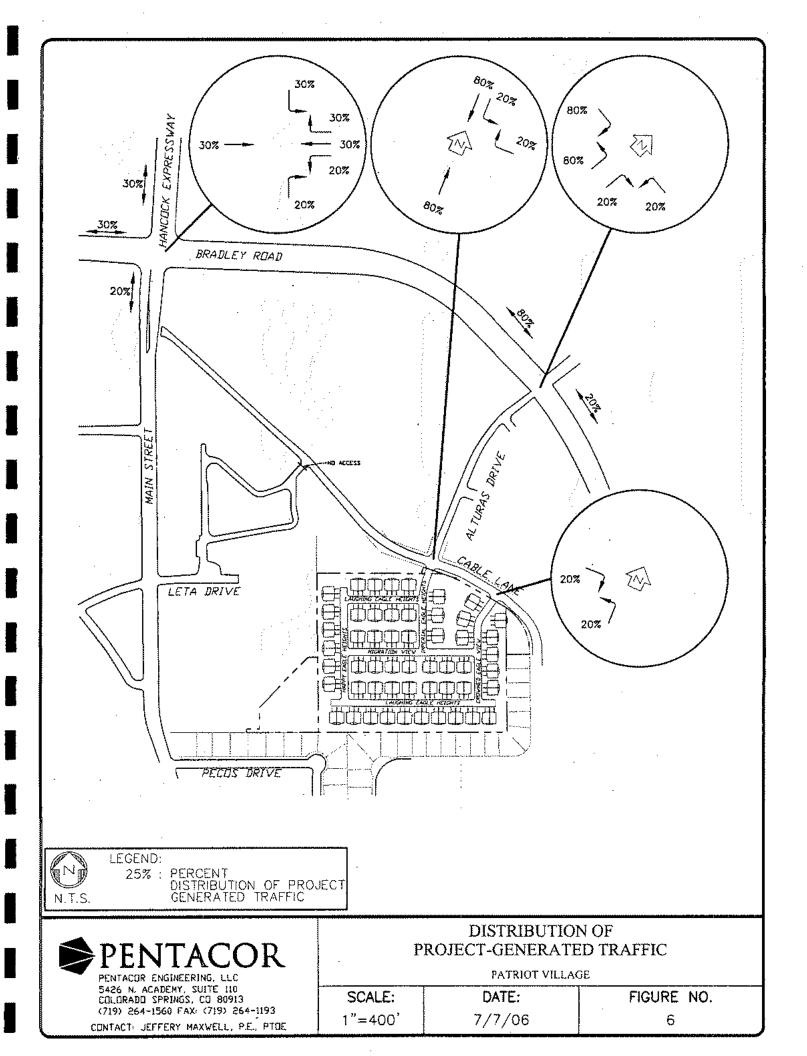


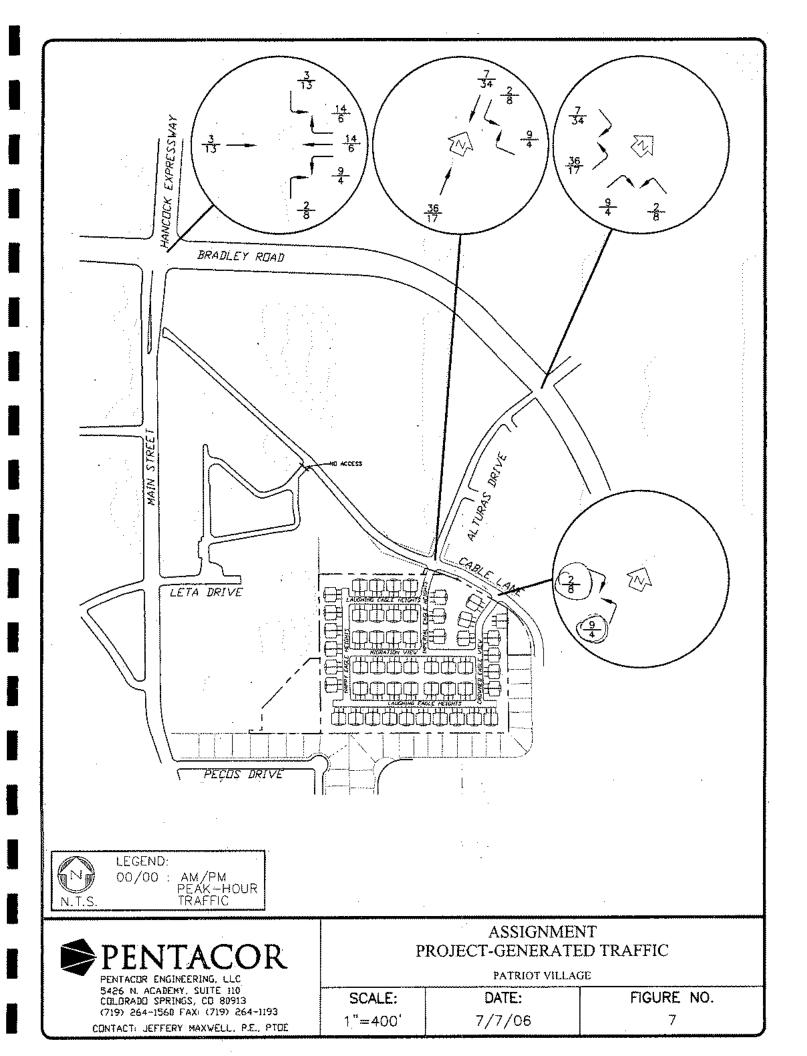


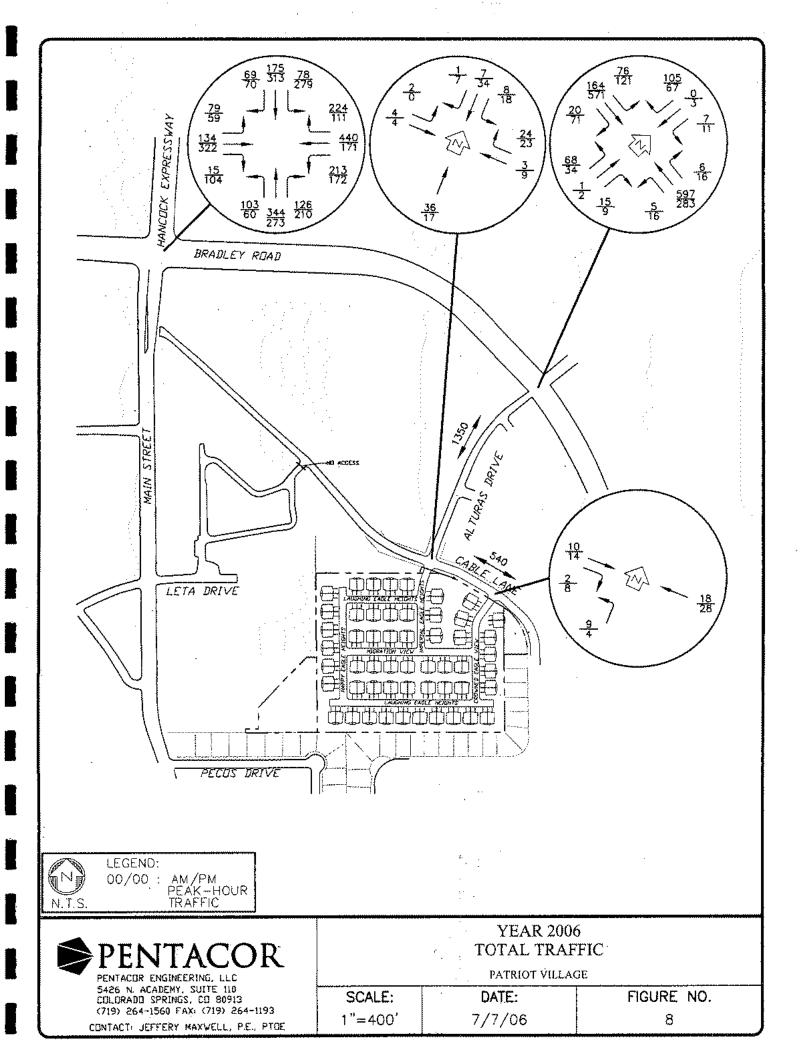


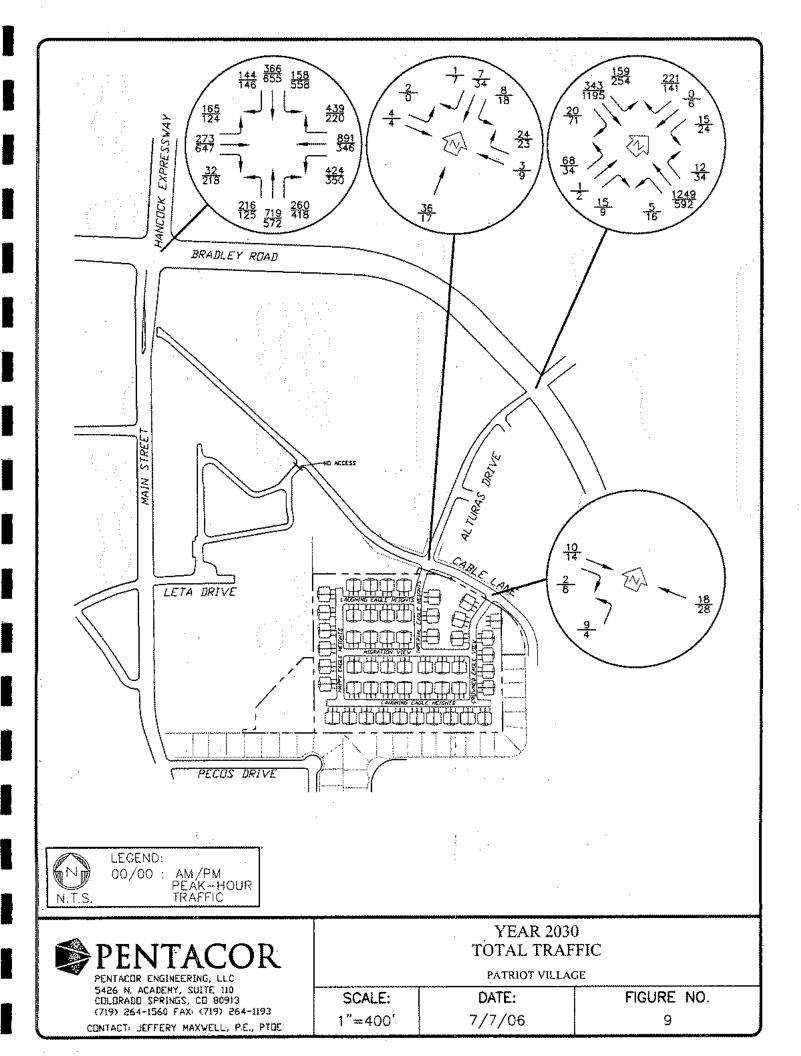


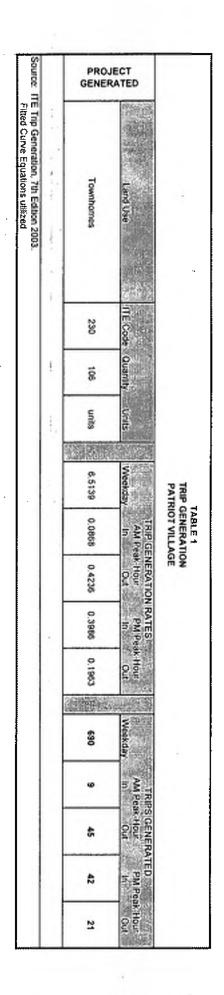










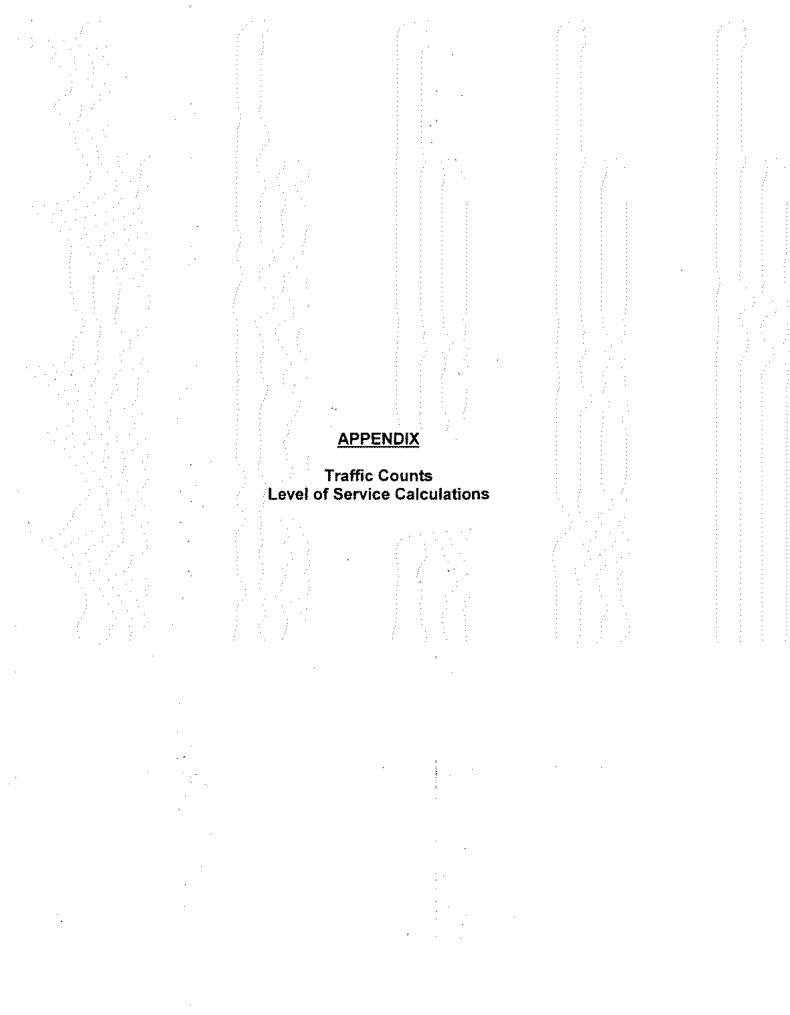


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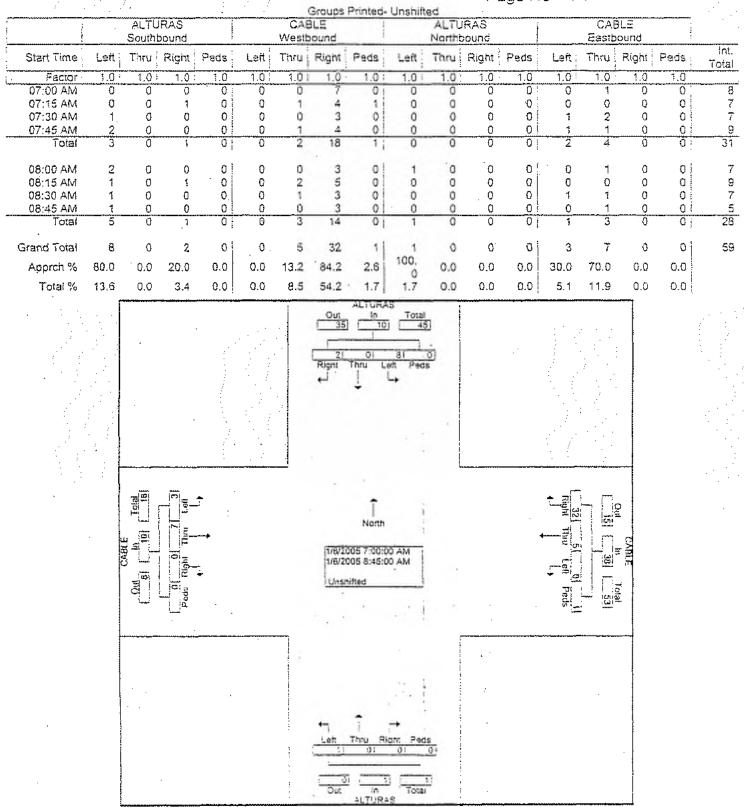
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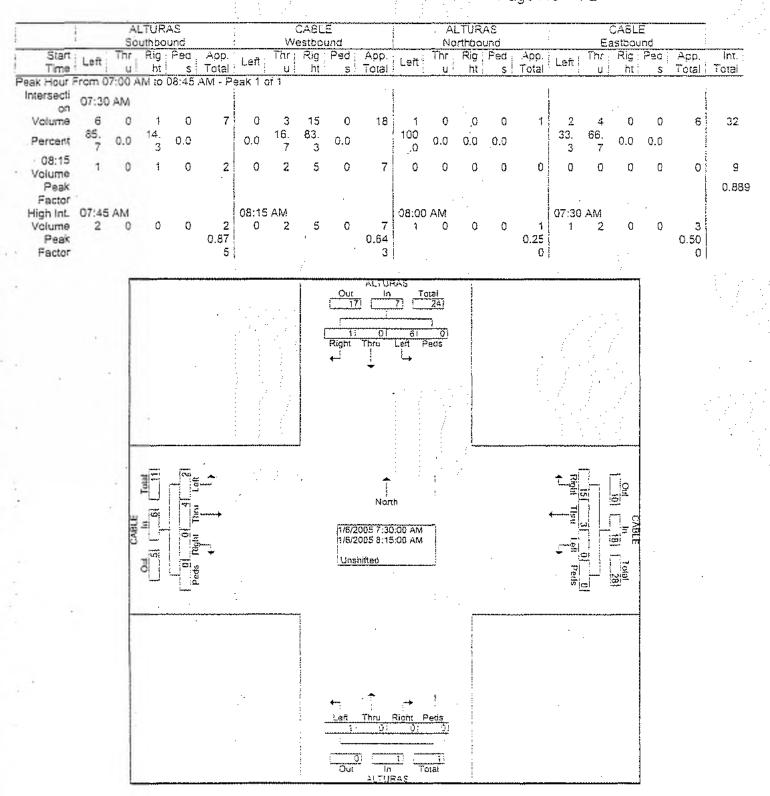
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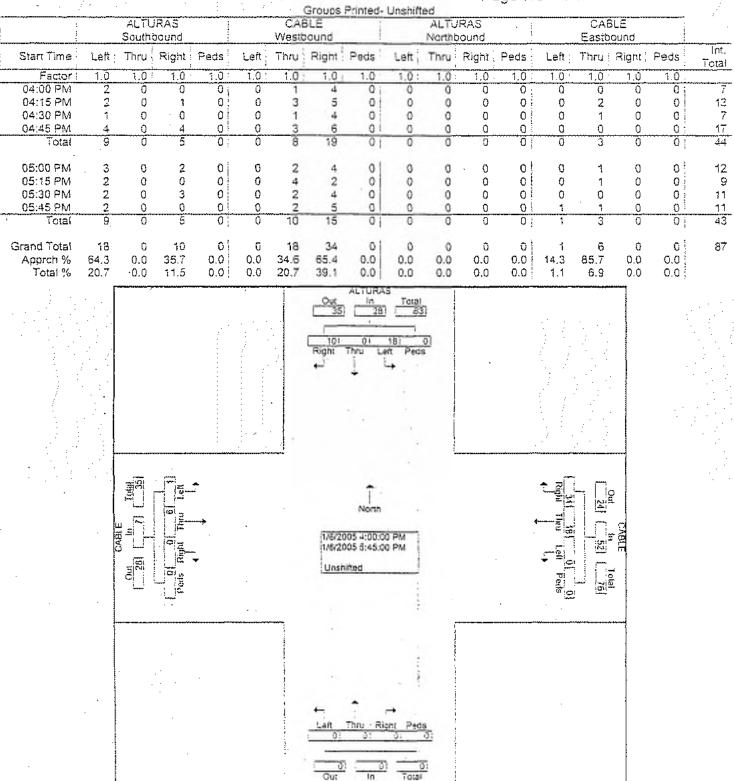
All Traffic Data Services, Inc. 9660 W 44th Ave Wheat Ridge, CO 80033

www.alltrafficdata.net

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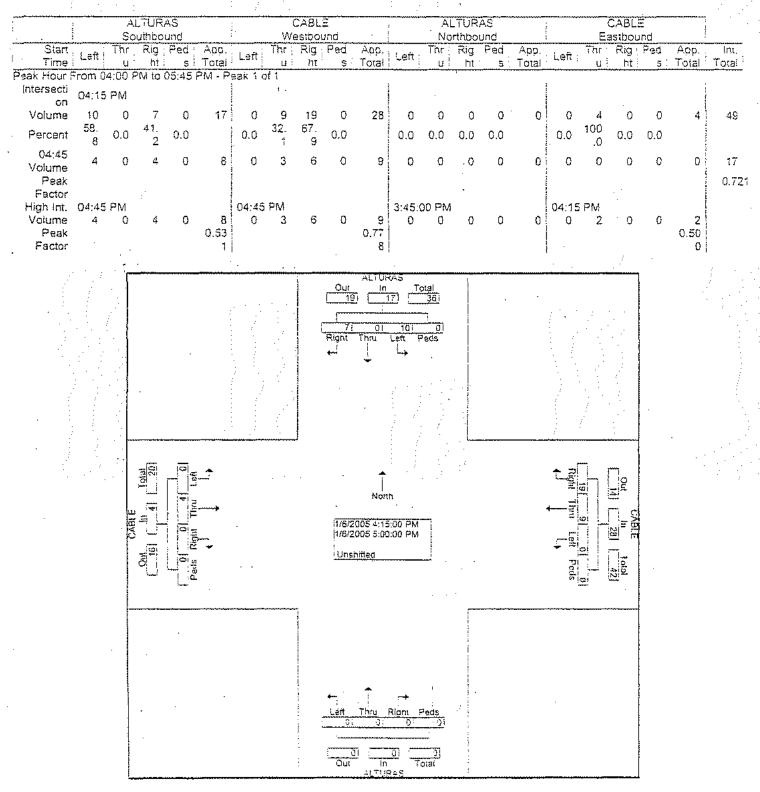


File Name : CABLE&ALTURASPM Site Code : 00000000 Start Date : 1/6/2005 Page No : 1



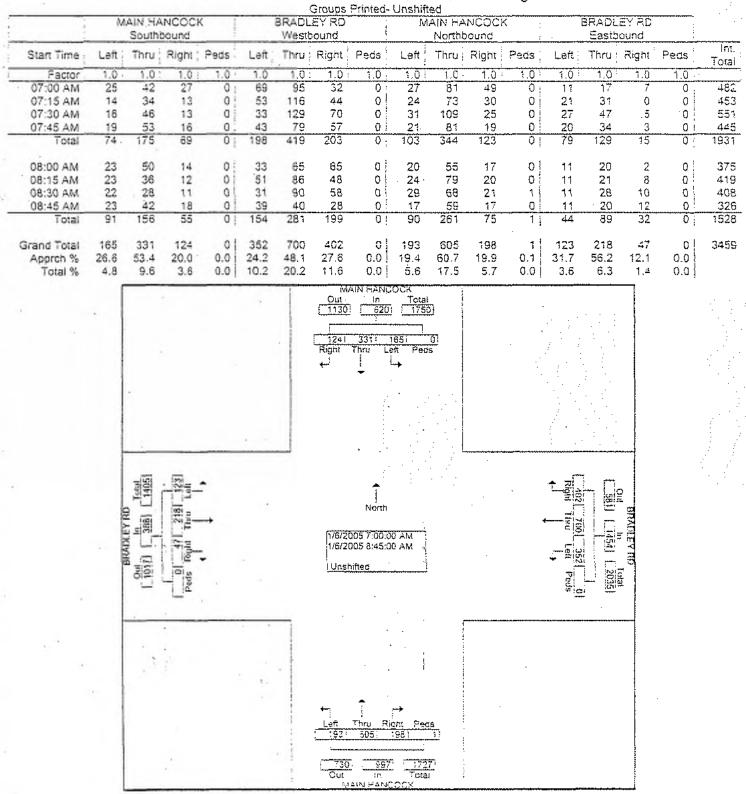
TI 19 4

File Name : CABLE&ALTURASPM Site Code : 00000000 Start Date : 1/6/2005 Page No : 2

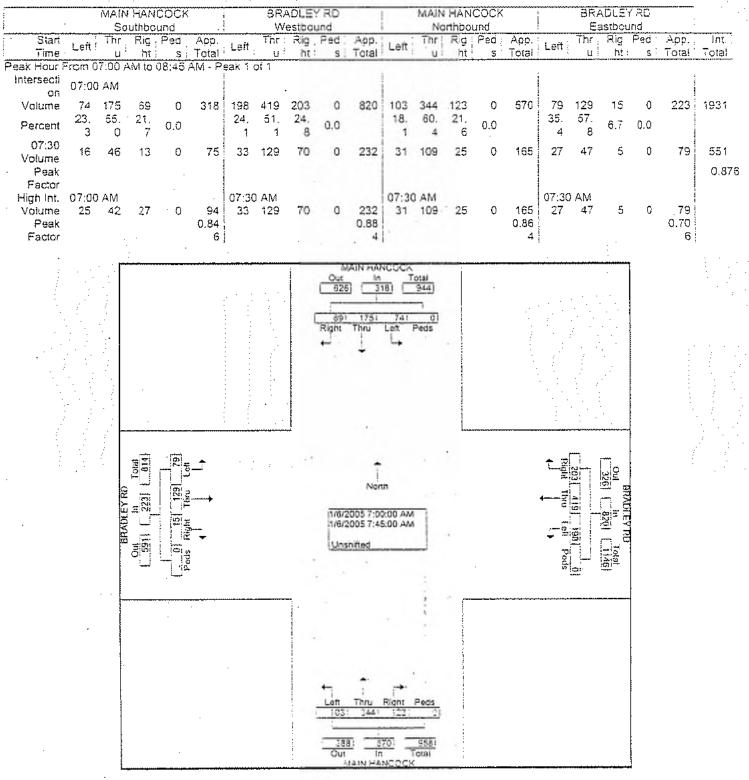


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File Name : MAIN&BRADLEYAM Site Code : 00000000 Start Date : 1/6/2005 Page No : 1



File Name : MAIN&BRADLEYAM Site Code : 00000000 Start Date : 1/6/2005 Page No : 2

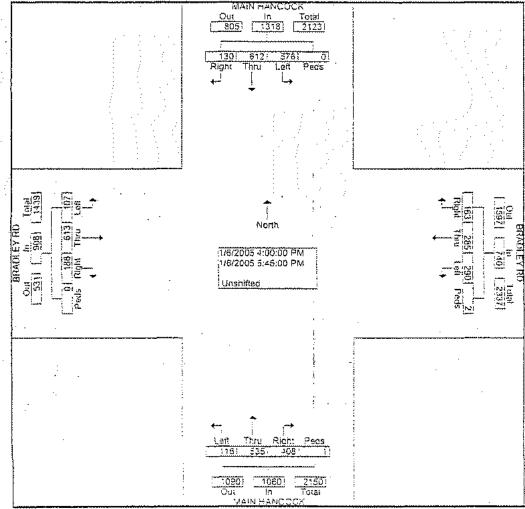


an aid

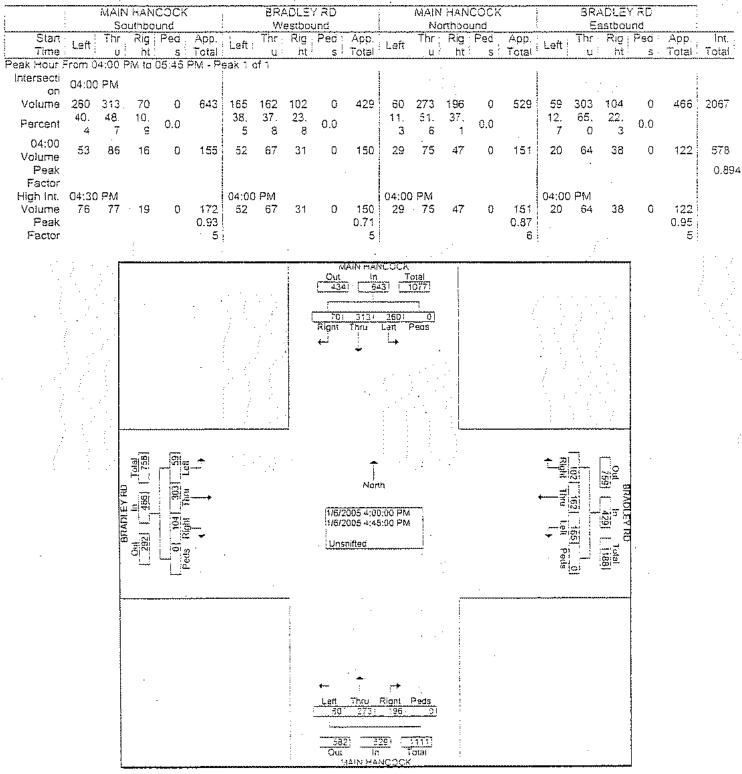
File Name : MAIN&BRADLEYPM Site Code : 00000000 Start Date : 1/6/2005 Page No : 1

Groups Printed- Unshifted

			BRADL Eastb	Į		NCOCK ound	AIN HA Northb	iM,	:		BRAOL Westb	ł	<	NCOCK aund	AIN HA Southt	M	
Int. Total	Peds	Right	Thru	Leit	Peds	Right	ີ ໂນນ	Ləñ	Pecs	Right	Thru	Leit	Peds	Right	ិំហៃ ្	Left	Start Time
	1.0.	1.0	1.0 :	1.0	1.0 :	1.0	1.0 :	1.0 -	1.0	1.0 -	1.0	1.0.	7.0 :	1.0	1.0 :	1.0	Factor
578	0	38	64	20	. 0	47	75	29	0	31	67	52	0 1	16	36	53	04:00 FM
501	0	27	76	11	0	47	72	8	0	31	36	38	0	14	80	61	04:15 PM
504	0	27	77	10	0 !	55	64	13	0	25	29	32	0	19	77	78	04:30 PM
484	0	12	86	18	0	47	62	10	0 !	15	30	43	0)	21	70	70	04:45 PM
2067	0	104	303	59	0	196	273	60	0	102	162	165	0	70	313	260	Totai
541	0	22	79	17	1	65	94	8	0	20	38	42	0 i	19	63	· 73	05:00 PM
524	0	26	88	14	0	57	54	. 15	2	23	19	33	0]	22	85	86	05:15 PM
479	0	16	72	10	0	48	69	16	Oj	10	36	29	0 j	9	73	91	05:30 PM
415	0	20	71	7	0	42	45	17	0	8	30	21	0 !	10	78	66	05:45 PM
1959	0 [84	310	48	1	212	262	56	2 [61	123	125	0	60	299	316	Total
4026	0 }	188	813	107	1	408	535	116	2	163	285	290	0	130	612	576	Grand Total
	0.0	20.7	67.5	11.8	0.1	38.5	50.5	10.9	0.3	22.0	38.5	39.2	0.0	9.9	46.4	43.7	Apprch %
	0.0	4.7	15.2	2.7	0.0	10.1	13.3	2.9	0.0 j	4.0	7.1	7.2	0.0	3.2	15.2	14.3	Total %



File Name : MAIN&BRADLEYPM Site Code : 00000000 Start Date : 1/6/2005 Page No : 2



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All Traffic Data Services, Inc.

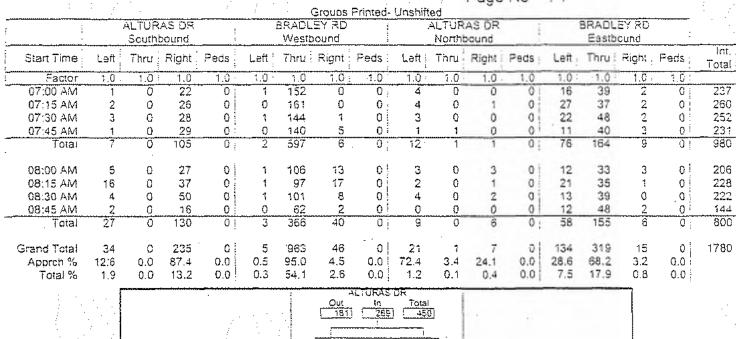
9660 W 44th Ave

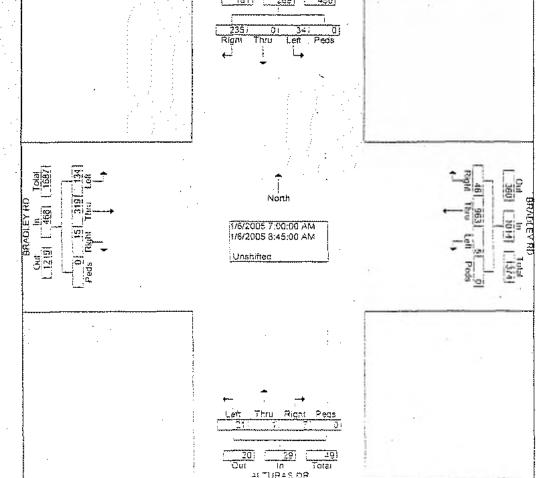
Wheat Ridge, CO 80033File Name : ALTURAS&BRADLEYAM

www.alltrafficdata.net Site Code : 00000000

Start Date : 1/6/2005

Page No : 1





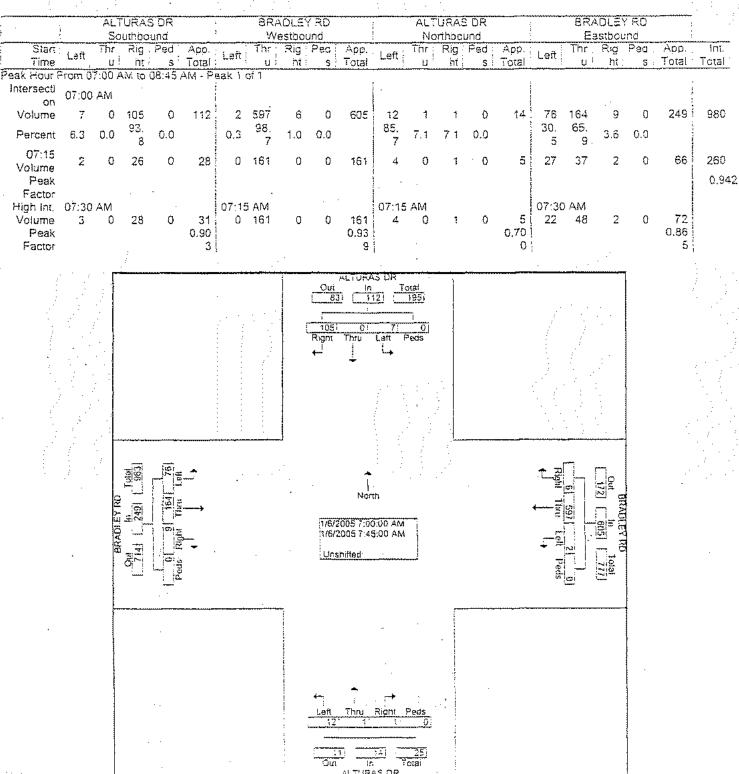
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All Traffic Data Services, Inc. 9660 W 44th Ave

Wheat Ridge, CO 80033File Name : ALTURAS&BRADLEYAM www.alltrafficdata.net Site Code : 00000000

Start Date : 1/6/2005

Page No : 2



All Traffic Data Services, Inc.

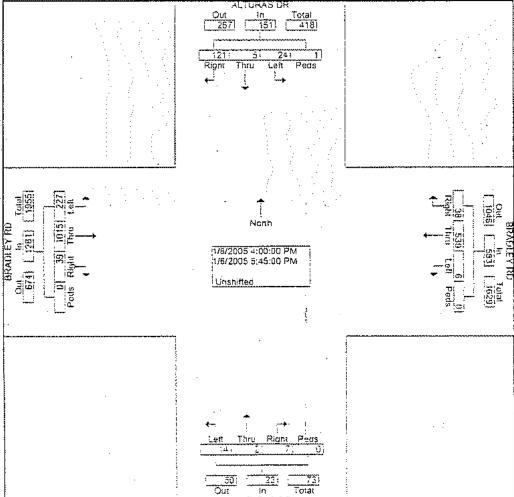
9660 W 44th Ave

Wheat Ridge, CO 80033File Name : ALTURAS&BRADLEYPM www.alltrafficdata.net Site Code : 00000000

Start Date : 1/6/2005 Page No : 1

Groups Printed- Unshifted

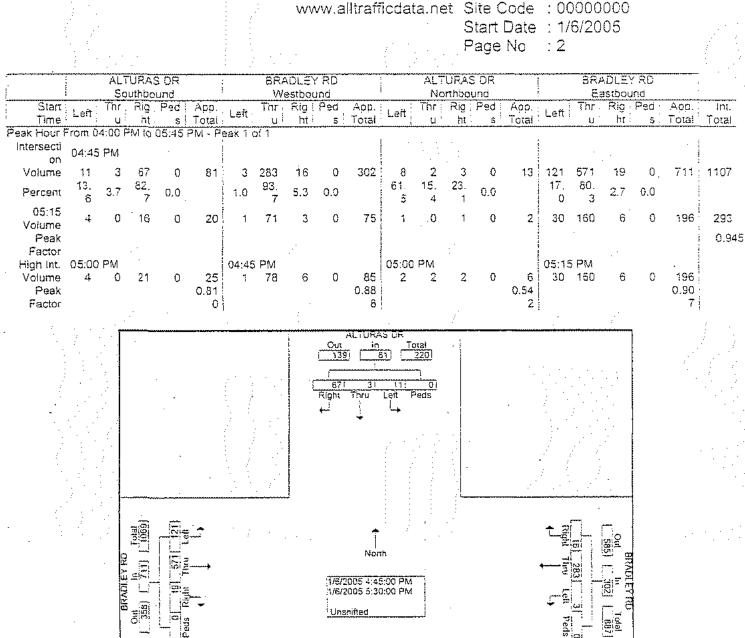
Ĩ			ALTUR Southi	AS DR		ì	BRAOL Westt				ALTUR. Northb		:	į	BRAOL Eastb	EY RD		•
- J.,	Starr Time	Leñ ¦		Right	Peds	Leit	Thru		Peds	Leit			Peds	Left		Right	Peds	int. Totai
-	Factor	1.0	1.0	1.0	1.0	7.0	1.0 -	1.0 +	1.0	1.0	1.0	1.0 -	1.0 .	1.0 ·	1.0 3	1.0 :	1.0	
	04:00 PM	3	0	19	1 :	0	49	5	0	2	0	1	0 ;	29	97	5	0	211
	04:15 PM	2	0	10	0	2	72	5	0.	2	0	1	0	30	103	7	0	234
	04:30 PM	4	2	15	0	Q	67	6	0	0	0	1	0	28	127	5	0	255
	04:45 PM	`2	3	16	0	1	78	6	0	3	0	0	0	27	139	7	0	282
-	Total	11	5	ô 0	1	3	266	22	0 ;	7	0	3	0	114	466	24	Û	982
	05:00 PM	4	0	21	0	0	74	2	0	2	2	2	0]	35	129	4	0	275
•	 05:15 PM 	4	0	16	0	1.	.71	3	0	1	0	. 1	0	30	160	6	0	293
·	05:30 PM	1	· 0	14	οj	1	60	5	0	2	0	0	0]	29	143	2	Οj	257
	05:45 PM	ų.	0	10	0	1	68	6	0 !	2	0	1	0	19	117	3	0	231
	Total	13	0	61	0	3	273	16	0	7	2	4	0 <u>i</u>	113	549	15	0	1056
	Grand Total	24	5	121	1	6	539	38	0	14	2	7	οļ	227	1015	39	0	2038
	Appren %	15.9	3.3	80.1	0.7	1.0	92.5	6,5	0.0	60.9	8.7	30.4	0.0	17.7	79.2	3.0	0.0	
	Total %	1.2	0.2	5.9	0.0	0.3	26.4	1.9	0.0	0.7	- 0.1	0.3	0.0	11.1	49.8	1.9	0.0	

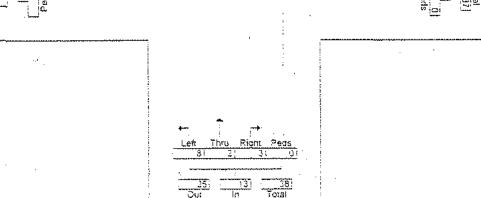


All Traffic Data Services, Inc.

9660 W 44th Ave

Wheat Ridge, CO 80033File Name : ALTURAS&BRADLEYPM





HCM Signalized Intersection 6 aparty RAEF 1037-6-06-submittal\synchro\YR 06 TOTAL AM.sy7 1: Bradley Rd & Hancock Exp 7/6/2006

	٠	->	7	1	+	*	-	. 🕇	1	\$	Ļ	~
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL:	SBT	SBR
Lane Configurations	٦	Ť	1	٦	††	7	٢	<u>†</u> †	7	٦	<u>^</u>	5
Ideal Flow (vphpl)	1900		1900	1900	1900	1900	1900	1900	1900	1900	1900	្លា90(
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.(
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Fit Protected	0.95	1 00	1.00	0.95	1.00	1 00	0.95	1.00	1.00	0.95	1,00	1 0(
Satd. Flow (prot)	1770	1863	1583	1770	3539	1583	1770	3539	1583	1770	3539	1583
Flt Permitted	0.48	1.00	1.00	0.50	1:00	1.00	0.63	1.00	6 1 00	0.36	. 1.00	1:00
Satd. Flow (perm)	892	1863	1583	926	3539	1583	1178	3539	1583	675	3539	1583
Volume (vph)	79	134	15	213	440	224	103	\$344	126	× 78	***175	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	86	146	16	232	478	243	112	374	137	85.	190	7:
RTOR Reduction (vph)	0	0	10	0	0	124	0	0	77	, 1940 - 1970 - 1970 - 1970 0	0	47
Lane Group Flow (vph)	86	146	6	232	478	119	1,12	374	60	85	190	28
Turn Type	pm+pt		pm+ov	pm+pt		pm+ov	pm+pt		pm+ov	pm+pt		pm+o
Protected Phases	7	4	5	3	8	a la a la la companya de la companya	57	<u> </u>	ંગ્ર	ંક ાગે 1ક	6	
Permitted Phases	4	Caller State of the state	4	8	the state and	8	2	n hatte Addition Study of	2	6		••••••••••••••••••••••••••••••••••••••
Actuated Green, G (s)	36.0	23.0	38.0	49.0	32.0	49 0	37.0	22.0	44:0	41.0	24 0	37 (
Effective Green, g (s)	36.0	23.0	38.0	49.0	32.0	49.0	37.0	22.0	44.0	41.0	24.0	37.0
Actuated g/C Ratio	0.36	0.23	0 38	0 49	0.32	0.49	0.37	.0.22	0.44	0.41	0.24	0.37
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.(
Lane Grp Cap (vph)	435	428	665	639	1132	839	525	779	760	463	a 849	649
v/s Ratio Prot	0.03	0.08	0.00	c0.08	c0.14	c0.05	0.03	c0.11	0.04	c0.03	0.05	0.02
v/s Ratio Perm	0.05		0.01	0.10	的理论	0.10	0.05		0.05	0:04		×,0.03
v/c Ratio	0.20	0.34	0.01	0.36	0.42	0.14	0.21	0.48	0.08	0.18	0.22	0.04
Uniform Delay, d1	21.5	32.2	19.3	15.3	26 7	14.0	21.2	34 0	16.2	÷18.6>	30 5	20 2
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2		2.2		And a self. No. No. of a dist	1.2	and the start of	0.9	2.1	0.2	0.9	T 0.6	- 0 1
Delay (s)	22.5	34.3	19.3	16.8	27.9	14.3	22.1	36.1	16.5	19.5	31.1	20.3
Level of Service	C	С	В	8	O .	В	C	D.	B	В	Sector of the New York	i i i i i i i i i i i i i i i i i i i
Approach Delay (s)		29.3			21.7			29.3			26.0	
Approach LOS	19-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-	C.	N 74 A	the second	C	199		τ. C		ika Stak	C:	
Intersection Summary		446.	S. A.	1999 (P.17)								
HCM/Average Control/I		NAP (Sec.)	.25 4	注意题:	ICM Le	vel of S	ervice		C.			0.000 U
HCM Volume to Capac		CITY SERVICE	0.40	cardia cardino	0.00109773	1.7.2370447		1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.	NUMB CENTR	, san sa	ing ng kang kang kang kang kang kang kang	9.077588 2 82
Actuated Cycle Length.		1	100.0	1	Sum of	ost time	(s)		12.0			
Intersection Capacity U		er. ny finigla	46.0%	CONTRACTOR OF THE OWNER		el of Se			A		antia birisi	and the state of the second
Analysis Period (min)		101126-047	BAREN AL		8-80807458	CPROVED SHAP	20203			STATISTICS		88899X

Analysis Period (min) c Critical Lane Group effet selftiples

HCM Unsignalized Intersection (Coprate AAA Tables) -06-submittal\synchro\YR 06 TOTAL AM.sy7 3: Bradley Rd & Alturas Dr 7/6/2006

	۶	-	¥	*	+	٠	1	Ť	1	1	Ļ	~
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ሻ	<u>^</u>	7	٦	<u>†</u> †	1		\$		<u>,, ,</u>	4	
Sign Control		Free	CASE A		Free			Stop			Stop	
Grade		0%		-	0%	-	NIVING	0%	2000 - 1 1 2000 - 2007 - 17 1 1 2007 - 2007	States and a state of a	0%	
Volume (veh/h)	76	164	20	5	597	6	68	<u></u> 1	15	8.817	0	105
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	83	178		5	649	1.255	74	C. (* 1 .)	. 16	8.	, U	<u>114</u>
Lane Width (fl)		andera		STREET, AND	10000000	120001-04/46	1994 - C	12 2 0230			en er som en er e r som er er som er	88940103
Walking Speed (ft/s)				100 A.S.	960.2283	STREET MAR	1999-1999-1999-1999-1999-1999-1999-199					
Rercent Blockage				19.17A	8.07200	GPT-SM	1155			NET SA		STRAM
Right turn flare (veh)				1122,5206,9596	and and a second	28.3.34.9.	นเล่มสัม	112172386	egaceenax	ernik a-Mi	8888666778	arte a construction de la construcción de l
Median type		Não S		1020501-0	11.32	1322	Min	None		SZ (V 12)	None	
Median storage veh)	i, tu di matala di Kasa	21544994C94-9406D	491.1 V 245564		CONSTRUCTED	5-3-24-1-2-116382	SHOOL THAN	38416.0.45CzJ.0788	and a second of the	ne na sana ang ang ang ang ang ang ang ang ang	ASE,icin,csit >−340	() 4985564-12 (TT)
Upstream signal (ft)				1.	14.12	122	1927					
pX, platoon unblocked												
VC; conflicting volume	g 655 .	a an an an		200	1.00		793	.1010	· 89	~931×	1025	324
vC1, stage 1 conf vol			1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1				23 2704 CM	\$7.587¥ Kin 715-897	t (enderfort).24	and the second	namino verseri ker	577645757030
vC2; stage 2 conf vol				NO.	SHP	1910 P.M						
vCu, unblocked vol	655 4 1	\$%\$`\$ ` \$%\$\$%		200	-	SAUVSRUMEN	793 75	1010	89	931	1025	324
tC, single (s) tC, 2 stage (s)	4	126346937F		4.1	in the set	6.45 M	/ D	6.5	6.9	7.5.	6.5	6.9
tE (s)	2.2			2.2	STREET,	STATES	3.5		3.3 🕄	3.5	4.0-	33
p0 queue free %	91	arta anti-		100	STREET	ST-SUCCES	66	99	98	96	100	83
cMicapacity (veh/h)	928		0.4 LAN	1370	12.25	CFINE	215	216	951	202	212	671
Direction, Lane #	EB 1	EB 2	CO 2	EB 4	AZD 4	WOO	- 12 12.	(1169-10-1	tille ; 5 · ; syntaise.	nger om er bjo		
Volume Total	83	89	EB 3	22	WB 1 5	WB 2 324	WB 3	WB 4	<u>NB 1</u> 91	SB 1 122		
Volume Left	83	0	0	0	5	0	324. 0	<u>1048</u> 0 0	94 74	8 8	0	WRAN
Volume Right	0	File	ö	22	Section.	736100	0 809	0 7 7 1	16	114	X 04573)	Silazi
cSH	928	1700	1700	1700	1370	1700	1700	1700	250	586	ettera 2	and the second s
Volume to Capacity	0.09	0.05		0.01	0.00	0.19	0.19	0.00	0.37	0.21		
Queue Length 95th (ft)	7	0	0	0	0	0	0	0 0	40	19	NUKUMERESSI NUK	
Control Delay (s)	9.3.	×0:0	0:0	0.0	7.6	0.0	0:0	0.0	27.5	312.7		
Lane LOS	A				A				D	В		1+1 - 1: 2000-000-1-4-0
Approach Delay (s)	27			2.5	0.1	요구 문			÷ 27:5	12.7		
Approach LOS				1					D	В		
Intersection Summary												
Average Delay			4.2							-		
Intersection Capacity Uti	lization		12.1%	10	U Leve	I of Ser	vice.		. A .			
Analysis Period (min)			15									

Baseline Tri-Core Engineering Synchro 6 Report Page 2 HCM Unsignalized Interstection/00007aCRAAFiat()516-06-submittal/synchro/YR 06 TOTAL AM.sy7 5: Cable Ln & Alturas Dr 7/6/2006

	۶		\mathbf{F}	4	4	۰.	-	1	1	1	ŧ	4
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		44			4			4 +			4	
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Volume (veh/h)	27	4	0,			24	0 0	36	0		at 7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow'rate (voh)	. 27	4	0		. 3	: 2 6 z	- 0	39	0	9	- 8	
Pedestrians		- N. S. S. States and the second	100025761.metrue	un de Alemania desta besta besta besta besta besta besta de se			anter anter a la	n andro e contra de antes de	175.000 m 26 2 20 000 0		Non-	Transferration
Lane Width (ft)		na la										11.84
Walking Speed (ft/s)	NATE OF A STREET OF STREET	ana managana karat				เขณะสมาร์ เสียน เรื่องเวล	1		22000-000-000-000-000-000-000-000-000-0	INCOMPANY AND ANY	a service of the	dimenter la
Percent Blockage											19. C	建物的
Right turn flare (veh)			-		en bereitenen	or townshirter	in an	nation solution	nin managan di	2017 (2017) - 2017	territoriana.	
Median type								None	922 7 893	e dhe	None	1999
Median storage veh)	ತ ್ರಾ ಪಕ್ರಿ ಕಾರ್ಯದಲ್ಲಿ		23×27194722222	an a	the manual de	n an the state of th	5-557 marcan	*****		SARE PROVIDE		W.CHERRON
Upstream signal (ft)										969-95	APP ST	
pX, platoon unblocked		25.80 YY 77777777		COMMANY PROVIDENCE			857 -1 1 233					DAME OF
vC conflicting volume	29			<u> </u>			30	38	4.	45	-25	16
vC1, stage 1 conf vol	1725) 47828444	5000. (() () ()		menderscharzes	en de la companya de					R COMPANY	-	SIGNASIC
vC2, stage 2 conf vol 3.				ad tees								
vCu, unblocked vol	29	///F9/03 47 5		4 			30	38 6.5	4 87/27/38/	45	25	16
tC single (s)	¢⊸4.1⊒			4 51 - 5	an anns an			0.5	62	27.1	6.5	6 2
tC, 2 stage (s) tF (s)	2.2		17.17.17.07.0	2.2		87620TT			<u> </u>	3.5	E AN	0.00
p0 queue free %	100			100			2315 100	4 0 95	2.3.3 100	99	4.0 99	33
cM capacity (veh/h)	1584			1617	Terrene de la compositione		2970	853	1079	923		1063
 A financial control of the second state of the second stat state of the second state of the s	3141-1 A-Miles 1898			(2.4. 4 .7.7.7.7.4.9009763	Le saidinei	2223 BA	52.51 V.S.	000		32 <u>3</u> 2	007	1005
Direction: Lane #	EB 1	WB 1	NB 1	SB 1				- 20			a star	Sector
Volume Total	12.7	29-	., 39	17					<u> Series</u>		記録の意	
Volume Left	2	0	0	9	advantation of a local second	110 A.M. L. L. L. M. M. M. M. M.	hellefision with the best strengt	et a Marsh Marsh and a faile at an	Radolforentina fore the second of			
Volume Right	0	26	્રાંડ્યુ 0	्र ा ह्य							en Sa C	1.0
cSH	1584	1617	853	905	-		••••••••••••••••••••••••••••••••••••••					
Volume to Capacity	0.00	0.00	0.05	×0\02				<u></u>			There	1.11
Queue Length 95th (ft)		0	4	1	Traine i neormeno	and managements	የማንድ የቀሳ መሳል የአካሪያ	08/-94/-96 8 -5-694	han kantan di si bili sasar di sa	en de la compañía de		
Control Delay (s)	******	0.0	9.4	9.1						ing and		$a_{1},a_{2}\in I$
Lane LOS	A		A	. A	nalest to the second	non-tosieraeus	9998222944-0-0-0-	896.877 /27 marz	a secondaria da secondaria Na secondaria da secondaria d		and the second s	UNICOMBECK
Approach Delay (s)	<u>. 2.4</u>	0.0	9.4	at the second state of the						B. S. CHI	2824920	1636
Approach LOS			A	A								
Intersection Summary			1 1			() in a start			El recipio		Charles and	14.33
Average Delay	<u></u>		5.9									
Intersection Capacity Ut	ilization		17:5%) IC	U)Lével	of Sen	/ICe	13.94	À.		1007-020	20,00
Analysis Period (min)	rango (4,000,000,000) 1999	519607023.5181.1812709	15	na na standa anna 1944. Na standa anna 1944 anna 19	ana ang sang sang sang sang sang sang sa	eran sanan sek sahar	, 1999-1997 - 1997 -		2012.3557.5884£28666		Carden and State	the reaction of
										Sector States	100	

HCM Unsignalized Intersection/00007acmAAFia0/3766-06-submittal/synchro/YR 06 TOTAL AM.sy7 12: Cable Ln & Site Access #2 7/6/2006

	Þ	\mathbf{F}	4	+	1	1		 :
Movement	ЕВТ	EBR	WBL	WBT	NBL	NBR	1998 - 1999 - 1993 - 1998 - 1998 - 1998 - 1998 - 1998 - 1998 - 1998 - 1998 - 1998 - 1998 - 1998 - 1998 - 1998 -	
Lane Configurations	ţ,			4	Y			
Sign Control	Free			Free	Stop	and the series of the		
Grade	0%		10.19.10.07.14	0%	0%	Call of Alexandra and	BURN COLUMN COLUMN	
Volume (ven/h) Peak Hour Factor	0.02	0.92	0.92	18	9	0		
Hourly flow rate (vph)	0.92	0.92 7.5	0.92 8-25 n	0.92	0.92	0.92		ANNO AND AND
Pedestrians				0/302020	N Startown	A CONTRACTOR	HE PERSONAL PROPERTY IN THE PERSON OF	STRAGANES DEC
Lane Width (ft)	2-22400			-	7-52-5°	NOS TENENS NO		
Walking Speed (ft/s)	1991-399316-9051)	upragologias A	115345.005	contraction 1.1.5	0.00000000000	out -to op one and us he would	a an	1999 (2014) (2014) (2014) (2014) (2014) (2014)
Percent Blockage				$ \in \mathbb{R}^{n}$	10.0	and the set	ALC: NOT STREET	
Right turn flare (veh)			- Commission					
Median type	6.7.9				None	1. The second second second	and the state of	
Median storage veh)	Settematers of the settematers of t		5000000	CONTRACTOR OF	TRATING A	Description of the second second second	STREET, ST	
Upstream signal (ft) pX, platoon unblocked	<u>999 - 2018 - 2018 - 2018 - 2018 - 2018</u>			SPENDER S	Call Million	Barris and Anna Anna Anna Anna Anna Anna Anna		
vC; conflicting volume			11	12-212-12-22	32	12 12 12 10 10 10 10		
vC1, stage 1 conf vol	en an sea	en este este este este este este este es	and a second as	follower:	a Alfred State			an an an ann an an an an an an an an an
vC2, stage 2 conf vol		<u>er por p</u>		Same and	2153.4	to en al Argenet al	alist the second	
vCu, unblocked vol	031545544		13	Common Pro	32	12	erar a Extende contraticity and	
tC: single (s)			4 1	200.52	6.4	6.2		
tC, 2 stage (s)	t sing constrained where			Charles and		COLOR AND AND A DATACA	NAMES OF COMPANY OF COMPANY OF COMPANY	
tF (s)		1997 - 1797 - 1797 - 1797 - 1797 - 1797 - 1797 - 1797 - 1797 - 1797 - 1797 - 1797 - 1797 - 1797 - 1797 - 1797 -	2.2	0.0151	3.5	3.3		
p0 queue free % cMicapacity (veh/h)			100	5. A 4	99 982	100	ES. HALLAND AND PROPERTY	
		GREECENCE	969 JAN 1270 JA	an a	302	1003	B	
Direction, Lane #	7:00 W V 10 W 10	WB 1.		110 AV 34	and star	Mar Sec. 1		
Volume Total	13.0	20	10		0.6500			
Volume Left Volume Right	0 2	0 0	10 200		REFERENCE	STATISTICS AND ADDRESS OF TAXABLE		
cSH	1700	1605	982		CHERTHERE		ENFORMED TRANSLOOM	
Volume to Capacity				and the second	STREET	Charles Constanting		
Queue Length 95th (ft)	0	0	1	decrossenate -	Charge Dealby Re	an many workers because of	APPORENCE AND CONTRELET ALCON	
Control Delay (s)	0.0	0.0	8.7	1.1	- Egit une	Carl Free Holes and	A STATE OF THE PARTY OF THE PARTY OF	
Lane LOS	NOR AND A LOSS OF A	100100 D 100000	A	and the second second	un accontentar o	A A A A A A A A A A A A A A A A A A A	NAMES AND ADDRESS OF A DESCRIPTION	
Approach Delay (s)	0.0	. 0,0	8.7	1911		in the second second	THE ALL PROPERTY OF	
Approach LOS			A		1	1		
Intersection Summary						ingles stand and	Sec. 18	
Average Delay			2.0					
Intersection Capacity/Util	ization		3.3%	IC	U Leve	l of Service	· A	
Analysis Period (min)	zienija do sa		15	AND PROCESSION	0000000000		MINISTRATING ADMINISTRATING	and a state of the state state
				Sec. 1	1997 (Act 2012)		AND A DECK	

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HCM Signalized Intersection OC apartity RAN EFytos 7-6-06-submittal/synchro/YR 06 TOTAL PM sy7 1: Bradley Rd & Hancock Exp 7/6/2006

	۶		7	4	+	*	-	1	1	\$	ţ	~
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NB T	NBR	SBL	SBT	SBR
Lane Configurations	٣	Ť	7	۲	<u>†</u> †	f	ኘ	<u>^</u>	7	ሻ	个个	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util: Factor		_1.00		.1.00	0.95	<u>,</u> 1, Ó0	*s1.00*	0.95	1 00	1.00	0.95	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Fit Protected	0.95	1 00	1.00	CA ANTINA PARA PARA	1.00	<u>, 1.</u> 00	0.95	1.00	1.00	<u>0</u> 0 95 j	1 00	1.00
Satd. Flow (prot)	1770	1863	1583	1770	3539	1583	1770	3539	1583	1770	3539	1583
Flt Permitted	0.63	1.00	1.00	- Sec. 19	1.00	1:00	्र 0.55 ₂	1.00	1.00	0.38	1.00	1.00
Satd. Flow (perm)	1182	1863	1583	517	3539	1583	1019	3539	1583	707	3539	1583
Volume (vph)	591	322	/ 104		., 17,1,	<u>111</u>	S., 60.	273	210	≂ _k 279),	<u>_313</u> _	70
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj Flow (vph)	64	350	113	. 187	. 186	121	65	297	228	303	340	76
RTOR Reduction (vph)		0	72	0	0	48	0	0	155	0	0	46
Lane Group Flow (vph)	64	350	41	<u>187</u> .	്ര 186	73		297	× 73	303	340	30
Turn Type	pm+pt		pm+ov	pm+pt		pm+ov	pm+pt		pm≁ov	pm+pt	, F	om+ov
Protected Phases	7/	. 4	5	<u> </u>	. 8 .		5.	2	3	372 (I),		- 25.7
Permitted Phases	4		. 4	8	1 / a . la 1 14 . al 1. dani	8	2	••••••••••••••••••••••••••••••••••••••	2	6		6
Actuated Green/ G (s)	2001-2001-0-02	30:0	and the second states which	47:0	a Carlon an an Anna an Anna Anna Anna Anna Ann	The Danie Andrew Street	25.0	``19:0∖	32:0	45.0	_35 0 j	40.0
Effective Green, g (s)	35.0	30.0	36.0	47.0	38.0	60.0	25.0	19.0	32.0	45.0	35.0	40.0
Actuated g/C Ratio	CREAK STRUCTURE YMCR	0.30	0:36	1	0.38	0.60	0.25	0.19	0.32	0.45	0.35,	0 40
Clearance Time (s)	4.0	4.0	4.0	4.0	;4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Grp Cap (vph)	443	559	633	406	1345	1013	🔆 300 🗄	672	570	a .552	1239	697
v/s Ratio Prot	0.01	c0.19	0.01	c0.06	0.05	0.03	0.01	0.08	c0.05	c0.12	0.10	0.01
v/s Ratio Perm	0.04	A sector	0.06	100000-1005-1019/0		0.05	C 04-		1	CO 13		0.04
v/c Ratio	0.14	0.63	0.06	0.46	0.14	0.07	0.22	0.44	0.13	0.55	0.27	0.04
Uniform Delay, d1	21.9	30.2	21.0	-3.9 . Same	20.3	8.4	29,2	35.8	24.1	18.7	23.4	18.3
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay d2	0.7		0.2	3.7	0.2	<u> </u>	17	2.1	0.5	3.9	0:5	0.1
Delay (s)	22.6	35.4	21.2	21.2	20.5	8.5	30.8	37.9	24.6	22.6	23.9	18.4
Level of Service	Ç,	D	Si ∕⊂C	C	ୢୖୢୖୢ	a see A	C	<u> </u>	\$,C	್ಲಂದ	(SA) 0) 0 (C	B
Approach Delay (s)	2), 1750-166 (66 1)2027 53	30.8		nin an	17.8	SETTRACE IN	¥1.]7:56;8758;776;5	32.0			22.8	
Approach LOS		C.			s,, B≥			્રિ			C	
Intersection Summary											an an	
HCM Average Control	Delay		25.9		ICM Le	vel of Se	ervice 📖	£., N. S	C)			Catholic Anna ann ann ann ann ann ann ann ann an
HCM Volume to Capac		-	0.54	m va Picharminin Zillari	nini internet de la composition de la c	denne a 170 bit dit dit 19	.5.265695.200666666666	1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.	9905 20903049 alzon	alige eigen die oferen ko	86-1871-1981-1987 1987-1998-1987	2.000.1909900E
Actuated Cycle Length			100.0	s s	um of l	ost time	(s)		8.0			
Intersection Capacity U		12-0000971-00000-472-5755	62.8%			el of Ser			B	,	- policing and a subscription of the	~~:\~?\$*\$\$?**
Analysis Period (min)	Hallsinge.		15									
c Critical Lane Group	arran analysis is a fire by					-			148 (X 2004) (X 242	torno. Pon Lei Xevil Al Pl. 24	oranii 5. 119 260 (2475)	· ···. /* ICPO#2094

HCM Unsignalized Intersectual Coopatric ARFatty Stee-06-submittal synchro YR 06 TOTAL PM.sy7 3: Bradley Rd & Alturas Dr 7/6/2006

Movement EBL EBT EBR WBL WBT WBR NBL NBT NBF SBL SBT SBR Lane Configurations Y <t< th=""></t<>
Sign Control Free Stop Stop Grade 0%
Grade 0%
Volume (veh/h) 121 571 71 16 283 16 34 2 97 11 3 67 Peak Hour Factor 0.92 <
Peak Hour Factor 0.92 <th0.92< th=""> None None</th0.92<>
Hourly flow rate (vph) 132 621 77 17 308 17 37 2 10 12 3 73 Pedestrians Lane Width (ft) Walking Speed (ft/s) Percent Blockage None None None None Walking Speed (ft/s) Percent Blockage None None None None None Median type None None None None None None Median storage veh) Upstream signal (ft) Pox, platoon unblocked 325 698 1147 1243 310 927 1303 154 vC1, stage 1 conf vol 325 698 1147 1243 310 927 1303 154 vC2, stage 2 conf vol vCu, unblocked vol 325 698 1147 1243 310 927 1303 154 vC1, stage 1 conf vol 325 698 1147 1243 310 927 1303 154 vC2, stage (s) 4.1 4/1 7.5 6.5 6.9 7.5 6.5 6.9 6.9 <
Pedestrians Lane Width (ft); Walking Speed (ft/s) Percent Blockage Right turn flare (veh) Median type Median storage veh) Upstream signal (ft) pX, platoon unblocked VC: conflicting volume 325 698 1147 1243 VC1, stage 1 conf vol 325 VC2, stage 2 conf vol 325 VCU, unblocked vol 325 698 1147 1243 310 927 1303 154 VC2, stage 2 conf vol 41 75 6.51 6.91 7.5 6.5 6.9 VC2, stage (s) 41 41 7.5 6.5 6.9 7.5 6.5 6.9
Lane Width (if); Walking Speed (ft/s) Percent Blockage Right turn flare (veh) Median storage veh) None Upstream signal (ft) None pX, platoon unblocked 325 VC: conflicting volume 325 VC2 stage 2 confivol vC2, unblocked vol 325 VC2, unblocked vol 325 VC2, stage 2 confivol vC2, stage (s)
Walking Speed (ft/s) None None Right turn flare (veh) None None Median storage veh) Upstream signal (ft) None None VC. conflicting volume 325 698 1147 1243 310 927 1303 154 vC1, stage 1 conf vol vc2, stage 2 conf vol 325 698 1147 1243 310 927 1303 154 vC2, stage 2 conf vol vc1, stage 1 conf vol 325 698 1147 1243 310 927 1303 154 vC2, stage 2 conf vol vc1, stage 1 conf vol 325 698 1147 1243 310 927 1303 154 vC2, stage 2 conf vol vc1, stage 1 conf vol 325 698 1147 1243 310 927 1303 154 vC1, stage (s) 4.1 7.5 6.5 6.9 7.5 6.5 6.9 vC2, stage (s) 4.1 7.5 6.5 6.9 7.5 6.5 6.9
Percent Blockage None None Right turn flare (veh) Medianitype None None Median storage veh) Upstream signal (ft) None None pX, platoon unblocked 325 698 1147 1243 310 927 1303 154 vC1, stage 1 conf vol 325 698 1147 1243 310 927 1303 154 vC2, stage 2 conf.vol 325 698 1147 1243 310 927 1303 154 vC2, stage 2 conf.vol 41 75 6.5 6.9 7.5 6.5 6.9 vC2, stage (s) 41 7.5 6.5 6.9 7.5 6.5 6.9
Median type None None Median storage veh) Upstream signal (ft)
Median storage veh) Upstream signal (ft) pX, platoon unblocked vC; conflicting volume 325 698 1147 1243 vC1, stage 1 conf vol vC2; stage 2 conf vol vCu, unblocked vol 325 698 1147 1243 vC1, stage 1 conf vol vC2; stage 2 conf vol vCu, unblocked vol 325 698 1147 1243 75 65 69 75 65 69 10 75 65 69 10 4.1 75 65 69 10 25 619 75 65 619
Upstream signal (ft) pX, platoon unblocked vC: conflicting volume 325 698 1147 1243 310 927 1303 154 vC1, stage 1 conf vol vC2, stage 2 conf. vol. 1147 1243 310 927 1303 154 vC2, stage 2 conf. vol. vCu, unblocked vol 325 698 1147 1243 310 927 1303 154 vCu, unblocked vol 325 698 1147 1243 310 927 1303 154 vCu, unblocked vol 325 698 1147 1243 310 927 1303 154 vCu, unblocked vol 325 698 1147 1243 310 927 1303 154 vCu, unblocked vol 325 698 1147 1243 310 927 1303 154 vCu, unblocked vol 325 698 1147 1243 310 927 1303 154 vCu, stage (s) 4.1 7.5 6.5 6.9 7.5 6.5 6.9
pX, platoon unblocked 325 698 1147 1243 310 927 1303 154 vC1, stage 1 conf vol vC2, stage 2 conf vol 1147 1243 310 927 1303 154 vC2, stage 2 conf vol vCu, unblocked vol 325 698 1147 1243 310 927 1303 154 vCu, unblocked vol 325 698 1147 1243 310 927 1303 154 vCu, unblocked vol 325 698 1147 1243 310 927 1303 154 vCu, unblocked vol 325 698 1147 1243 310 927 1303 154 vCu, unblocked vol 325 698 1147 1243 310 927 1303 154 vCu, unblocked vol 325 698 1147 1243 310 927 1303 154 vCu, unblocked vol 4.1 7.5 6.5 6.9 7.5 6.5 6.9 vCu, stage (s) 4.1 7.5 6.5 6.9 7.5 <t< td=""></t<>
VC: conflicting volume 325 698 1147 1243 310 927 1303 154 vC1, stage 1 conf vol vC2, stage 2 conf.vol vC1, unblocked vol 325 698 1147 1243 310 927 1303 154 vC1, stage 2 conf.vol vCu, unblocked vol 325 698 1147 1243 310 927 1303 154 vCu, unblocked vol 325 698 1147 1243 310 927 1303 154 vCu, unblocked vol 325 698 1147 1243 310 927 1303 154 vC, single (s) 4.1 7.5 6.5 6.9 7.5 6.5 6.9 6.5 6.9 7.5 6.5 6.9 6.5 6.9 7.5 6.5 6.9 7.5 6.5 6.9 6.5 6.9 7.5 6.5 6.9 6.5 6.9 7.5 6.5 6.9 6.9 7.5 6.5 6.9 6.9 7.5 6.5 6.9 6.9 7.5 6.5 6.9 6.9 6.5
vC1, stage 1 conf vol vC2, stage 2 conf vol vCu, unblocked vol 325 698 1147 1243 310 927 1303 154 vC single (s) 4.1 75 6.5 6.9 7.5 6.5 6.9 vC, 2 stage (s)
VC2. stage 2'conf.vol 325 698 1147 1243 310 927 1303 154 vCu, unblocked vol 325 698 1147 1243 310 927 1303 154 C single (s) 4.1 7.5 6.5 6.9 7.5 6.5 6.9 IC, 2 stage (s) 4.1 7.5 6.5 6.9 7.5 6.5 6.9
vCu, unblocked vol 325 698 1147 1243 310 927 1303 154 C single (s) 4.1 4/1 7/5 6/5 6/9 7/5 6/5 6/9 IC, 2 stage (s)
C single (s) 4.1 4.1 6.5 6.9 7.5 6.5 6.9 6.9 7.5 6.5 6.9 10.7 5 6.5 6.9
onten solution of the second seco
b0 queue free % 89 98 71 99 99 94 98 92
M capacity (veh/h) 1231 894 125 152 686 197 140 865
Direction, Lane # EB 1 EB 2 EB 3 EB 4 WB 1 WB 2 WB 3 WB 4 NB 1 SB 1
Volume Total 2 132: 310 310 77 17 154 154 49 188
Volume Left 132 0 0 0 17 0 0 0 37 12
Volume Right 0 0 77 0 0 10 17 10 73
SH 1231 1700 1700 1700 894 1700 1700 1700 151 523
volume to Capacity 0.11 0.18 0.18 0.05 0.02 0.09 0.09 0.01 0.32 0.17
Queue Length 95th (ft) 9 0 0 0 1 0 0 33 15
Control Delay (s): 8:3 0.0 0.0 0.0 9.1 0.0 9.1 0.0 0.0 0.0 39.8 13.3
Lane LOS A E B
Approach Delay (s) 1.3 0.5 39.8 13.3
Approach LOS E B
ntersection Summary
Average Delay 3.3
ntersection Capacity Utilization 38.3% ICU:Level of Service A
Analysis Period (min) 15

HCM Unsignalized Intersection/0000736RAAFa0/37s6-06-submittal/synchro/YR 06 TOTAL PM.sy7 5: Cable Ln & Alturas Dr 7/6/2006

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Movement	EBL	EBT	EBR	WBL	WBT	WBR.	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4 >		•	44			4			4	
Sign Control		Free			Free	Š.		Stop	1977 (A. 19	44	Stop	
Grade	ndad bene en er ber er er a senta skila	.0%			0%			0%			0%	
Volume (veh/h)	O	4	, o, .	ç <u>.</u> , , , 0, -	9	23	. 0	17	0	18	34	AZ 7
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)		4,	·	0	. 10	25 ₅	0	1.8	0	20	<u>,</u> 37 .	8
Pedestrians	(Marratule - Ventur view)				Not 1. Wheelers	o usan matairi na wa	· · · · · · · · · · · · · · · · · · ·			and services in the service of	4X 99 ⁴ 10 4 - 10, 0 - 004	2014 h 1 · · · ·
Lane Width (ft)							(K)			6.20		
Walking Speed (ft/s)		والمراجع والمتحد والمعر	turcation destructions	». 1525825665.24524	NEW TO DO THE WORLD	2008 - 2017-2020	TRANSFORM DATE	CONCURRENTAL			//////////////////////////////////////	1 (n U 1997) 199
Percent Blockage						i de la compañía de l		Part and	1.00	22.3		
Right turn flare (veh)	992392936370		75 IN 180 180 18 18	178.225 (S. 1997) (S. 1997)	Nebilitation	एक जोवी होन्द्रमान	AN 6891. MARKAN		-	in the second		11. Marchaelta
Median type							26.515	None	2.2.2		None	
Median storage veh)		Secondaria	G. GLIMME	ververar	X HENYICE			CONTRACTOR OF	107-20 20 -0-2020	CONTRACTOR		erana er
Upstream(signal (ft)			0.339 M	A		STEROLEN S			32.23			
pX, platoon unblocked vC, conflicting volume	35				Mesona		53	39	STATISTICS.	36	27.3	22
vC1, stage 1 conf vol		650360		12.20 1 1 7.			30.00	- 29	- 100 St. 00	- 30	<u>∭</u> 212)	ZZ.
vC2, stage 2 confivel	r e yzydywy	Server and the server of the			Estata		375	00000000	and the second se	CASCING.	COMMANT.	Tanan sa
vCu, unblocked vol	35		en de la companya de La companya de la comp	8%39%6\$0 4	NY ARAANA		53	39	4	36	27	22
tCasingle (s)	41			- 	883483		7.1			7.1		6.2
tC, 2 stage (s)				ETELAL, A.K.		200101-120	nig - Our	B	0-110-2-34	an a test of	and raise	
tF (s)	2.2			≈ 2 2°.			3.5	4:0	33	3.5	¥ 4 0	3.3
p0 queue free %	100	allenanesia	artan ang ang ang ang ang ang ang ang ang a	100	2022.), <u>2</u> 22.), 1	an a	100	98	100	98	96	99 99
cM capacity (veh/h)/	1577			1617			909	853	1079	954		1055
Direction, Lane #	EB 1	W/D 15	NB 1	SB1				Contraction of the	CONTRACTOR			
Volume Total		35	18	64								
Volume Left	0	0	0	20				372 34,04825	Strate Ball	014540		
Volume Right	Ň.	25	ŏ	8				ELEXZ OF	1917 TAX #1013		3 223 845	
cSH	1577	1617	853	911			1910) 1910	1999 AN 12 12		200010-0		
Volume to Capacity	0.00	0.00	0.02	0.07					CARGE STREET	- C-510 - 3		
Queue Length 95th (ft)	0 1	985.77559 0	<u></u>	∞z⇔zes 6	inite in the second		869 in State	e dauxenten	California (19	NG) -13-13	ELES MARSON	
Control Delay (s)		0.0					230-	11. COM	100000	an a	0B-20020	
Lane LOS	an na na sana ang sana sana sana sana sa	njanjku dapiston sonje v sa koje v	A	A	ىرىنەر يۈرى تىرىكە ئۇتۇ لىر.	1822) AGUNAAN	(SAGEncelle - Hellin	NON MARKAN LINK	A chelhandine da	Chudeo de Carlo de C		57779298 <i>4</i>
Approach Delay (s)	0.0	0.0	⊱9.3¢	9.2			<u> </u>		24-0, 51	-		
Approach LOS	COLUMN FRANKLIPSCH DAPID		A	A	**************************************		0440-04	NUMBER OF STREET	- Andrews		, ya waxaya ya wa wa ya wa	, <u>, , , , , , , , , , , , , , , , , , </u>
Intersection:Summary#	2 1 2 1 2 1 2 1 2 1 2 1 2 1 2 1 2 1 2 1											
Average Delay			6.3									
Intersection Capacity UI	ilization		9.9%	iC	U Leve	of Sen	/ice		A	6.26		
Analysis Period (min)	and and a second second second		15				CINCON		and the second se			
					535). S	- Alter States						

HCM Unsignalized Intersection/000apacRAAFia0)sie6-06-submittal\synchro\YR 06 TOTAL PM.sy7 12: Cable Ln & Site Access #2 7/6/2006

		7	1		-	1		
Movement	EBT	EBR	WBL	WBT	NBL	NBR		
Lane Configurations	4			4	Y		······································	
Sign Control	Free			Free	مشذف ومامذ أنبأنا			
Grade	0% 14			0% 28	0% 4	0		AND INTERNET
Volume (veň/h)	0.92	0.92	0.92	0.92	0.92	0.92		and the second
Hourly flow rate (vph)	313 15	9	0.32	0.92 30	4	0.52		
Pedestrians	Call Street Call	05090623530	ACRES 100			anners Tealaine		N CONSIGNERS AND COM
Lane Width (ft) Walking Speed (ft/s)	Sec. 2	(The state				-1911.52. ¹ .		
Percent Blockage	in the same		F		200-576		Revenues	
Right turn flare (veh)	and see as a second	Transformations		and a subscription of the second s			a an san an ann a a a dha dhaladan a' an ann an	All and the first sectors and
Median type	312		1. A		None			
Median storage veh)	SEARCE PARTY	NAME AND ADDRESS			an a			SALE OF STREET, STREET
Upstream signal (ft) pX, platoon unblocked	2.8516.00		<u>(</u>	<u> 191</u> 2 - SA				S. Contractor
vC conflicting volume			24		50	20		
vC1, stage 1 conf vol	AND AND A COLOR	COMPLEXIBLE		94 19199 1920		\$\$\$\$P\$\$\$\$\$ \$		
vC2, stage 2 confive		2515						
vCu, unblocked vol			24		50	20	ала ал	
tC single (s)	6.Land	12 All Mar	4.1			6.2		
tC, 2 stage (s) tF (s)	Sacrassies	CARGE CONT	2.2	17 1 72	3.3.5	3.3.5		
p0 queue free %	23365.00453	CONCISCION OF	100	HANDAR	100	100		CARGES STREET, STREET,
cM capacity (veh/h)	Sec. 198	STEELS	1591		959	1058		
Direction, Lane #	EB 1	WB 1	NB 1					
Volume Total	24	30	45					
Volume Left	0	0	4	CARESC.CREEKC	sangi kang		er her som her som	224 1 1141 200 201 100
Volüme Right	9	0	0					
cSH	1700	1591	959		rine). Interior interior	r navne stane de standere de stan		
Volume to Capacity	second service a lot of the	an para ser property and a	0.00					
Queue Length 95th (ft) Control Delay (s)	0	0.0	0 8.8					The second second second
Lane LOS		0:0:0	A					
Approach Delay (s)	0.0	0:0	8.8					
Approach LOS	All a linear and a state		A	1999 - 146 Des 202 9 5 7 7 9	ləriyetini sərə	9.588.681.581.1.512.612.612	nan dan kanan kanan kanan kanan dari kanan ka Kanan kanan kana	2020 Charles of the second states and the
Intersection Summary	l. and the							
Average Delay	and the second	DOD TO THE	0.6	2.973 - 2797-2	STORE AND A	i Second and the second		
Intersection Capacity Ut	lization	12000	and the second		2.U. Leve		e la construction a la construction de la construction de la construction de la construction de la construction	
Analysis Period (min)	id spaces	No. of State	15					
		19/3/09/24						

HCM Signalized InterseE00003030307777845516\7-6-06-submittal\synchro\YR 30 BACK AM.sy7 1: Bradley Rd & Hancock Exp 7/6/2006

	۶		\mathbf{r}	*	+	*	1	Ť	1	5	Ļ	4
Movement	EBL	EBT.	EBR	WBL	WBT	WBR	NBL.	NBT	NBR	SBL	SBT	SBR
Lane Configurations	5	††	٦	٦	† †	1	Y	††	1	۲	† †	1
Ideal Flow (vphpl)	1900 .	1900	1900	1900	1900	1900	1900	1900		1900	1900	\$1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util: Factor	sei 00)	0.95	1.00	1.00	0.95	1.00	1.00	0.95		1.00	0.95	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Fit Protected	0.95	1.00	1.00	0.95	1 00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1770	3539	1583	1770	3539	1583	1770	3539	1583	1770	3539	1583
Fit Permitted	0.21	1:00	് <u>1</u> .00	0.38	1 00	1:00	0 50	1.00	1.00	0.13	1.00	1:00
Satd. Flow (perm)	392	3539	1583	715	3539	1583	925	3539	1583	240	3539	1583
Volume (vph)		270	32	415	. 877	425	216	719	258	155	366	144
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	179	293	35	451	953	462	235	782	280		398	157
RTOR Reduction (vph)	0	0	25	0	0	52	0	Ó	94	0	0	48
Lane Group Flow (vph)	179	293	÷10	451	953	410	235	7.82	186	168	398	109
Turn Type	pm+pt		pm+ov	pm+pt		pm+ov	pm+pt		pm+ov	pm+pt		pm+ov
Protected Phases	7		5		8	 Second constraints and second sec second second sec	and the second	2	3	1	6	7.
Permitted Phases	4		4	8		8	2		2	6	agas to gavant suppor	6
Actuated Green; G (s)	31.01	19.0	28.0	48.0	32.0	45.0	. 36 0	27.0	52.0	44 0	31:0	43.0
Effective Green, g (s)	31.0	19.0	28.0	48.0	32.0	45.0	36.0	27.0	52.0	44.0	31.0	43.0
Actuated g/C Ratio		0.19	0.28	0.48	0 32	0 45	0.36	0.27	0.52	0.44	0.31	0.43
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Grp Cap (vph)	287	672	507	607	1132	776	409	956	886	305	1097	744
v/s Ratio Prot	0.07	0.08	0.01	c0.19	c0.27	c0.08	0.05	c0.22	0.08	c0.07	0.11	0.03
v/s Ratio Perm			0.02	0.17	ar states	0.21	0.16		0.10	0.17		0.07
v/c Ratio	- 0.62	0.44	0.02	0.74	0.84	0.53	0.57	0.82	0.21	0.55	0.36	0.15
Uniform Delay, d1	27.0	35.8	26.1	18.6	31 6	19:8	23.7	34.2	. 12.9	20.3	26.8	¥17/3
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay: d2	9.8	2.1	0.1	8.0	7.6	2.6	5.8		0:5	S 7.0	0.9	0.4
Delay (s)	36.9	37.8	26.1	26.7	39.3	22.4	29.5	41.9	13.5	27.3	27.8	17.7
Level of Service	Ď	-?×:D.	C	C	, D	C.	C	D.	В	Č, C	C	B
Approach Delay (s)		36.7			32.1		1.2.m(.)	33.5		***************************************	25.5	
Approach LOS		2. D.	S Sale	lar E	C.			C.			C.	
Intersection Summany				15 11 S.					<u>स्तानंश)</u> एवस		790 (R. 19	
HCM Average Control			31.9	e e	ICM Le	vel of S	ervice		Ć		(at-1)-20, er salt	
HCM Volume to Capac	A LOOK AND COMPANY AND A	nartinstanding	0.74	0.02010662	195311100	210109.7481.754		erna (n. 1925).	ar 2010200Frid	and so an	1919 (ANNESS	1745)(R\$13)
Actuated Cycle Length				Sin S	Sum of I	ost time	(s)	87. 6 73	8.0			uire
Intersection Capacity U			75.2%			el of Sei			saaaaan D	998.9999999999999999999999999999999999	car-insetti	orantestation. D
Analysis Period (min)			15	Northern	13.2523	STAR NO			Terre			
c Critical Lane Group	and the Walland		a san ƙasar ƙa Galar ƙasar ƙas	ACAL MICCORD	Country Call	and a second lite	cosatki)		000000000000000000000000000000000000000	sessi na kata kata kata kata kata kata kata k	1999-1992 (NAMES) 1997 - 1997 (NAMES)	GREATOROID (

HCM Unsignalized InterBeld006'09pactigRAFiElysis-6-06-submittal\synchro\YR 30 BACK AM.sy7 3: Bradley Rd & Alturas Dr 7/6/2006

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Movement	EBL.	EBT	EBR	WBL	WBT	WBR.	a NBL	NBT	NBR	SBL	SBTA	SBR
Lane Configurations	ሻ	^	1	ኘ	† †	1		4	7	7	f	
Sign Control		Free			<pre>Free</pre>			Stop			Stop	
Grade		0%			0%			0%			0%	
Volume (veh/h)	'≓'∈159⊘	343	13	3	1249	12	,	1929 1 82	. 6	282 15 /	11 11 11 545	221
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
	173	373.,	-14	3	1358			1	<u>, 1</u> , 7	16	0 :	240
Pedestrians	manana		NEWS DECOMPANY				STORESTIC	e sources	ur insider offen		anataran tan ing	xerecorten
Lane Width (ft)						ne s 173: 174 Senatesta						
Walking Speed (ft/s)			TO CONTRACT	en antaria.			19723671947			987/1004/801	2011-0 10 4-01	80~~~ 713
Percent Blockage	ster.							NAL CRACKELLA				
Right turn flare (veh)		1404480						NI SECON			NTE 200	weiner
Median type								None			None	an a
Median storage veh) Upstream signal (ft)					Terrerez		SENK ST	er de la compañía de				
pX, platoon unblocked			e e e e e e e e e e e e e e e e e e e	anter anter anter anter Anter anter		188 erze			<u>Geores</u> e	en de la compañía de Compañía de la compañía		
vC conflicting volume	61374		9444948	387			1644	2096	186	10030	2097	679
vC1, stage 1 conf vol			9794. - 7699			GRANKAR					26667268	alex iss
vC2, stage 2 conf vol					ilean:							
vCu, unblocked vol	1371	1999 (1999) 1999 (1999) 1999 (1999)	WELLES.C	387		an a	1644	2096	186	1903	2097	679
tC. single (s)	44			4 1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)	2255-632741923340	erre alle and a second	997) DO 199286388		887228-2097-186 8	D 2492 5446 283-923	an a	1891 / 1947 - Anto Anto Anto	ense konstruction	1993-1995-1995-1995-1995-1995-1995-1995-	0727 - 10.000AB 200689	000000000
tF (s)	. 2 .2		a a a	2.2			S.3.5	4.0	3.3	3-5	4.0	3.3
p0 queue free %	65	ha bhuailtean d'a là 18, 494 ° 196	1-114 (#54)082522 (7.2	100	in a na star a tha she waaran		0	97	99	45	100	39
cM capacity (veh/h)	497			1168			<u>19</u> %	. 33	824	30	33	394
Direction, Lane #	EB 1	EB 2	EB 3	EB 4	WB 1	WB 2	W8/3	WB 4	NB 1	NB:2	SB 1	SB 2
Volume Total	1. 	186	186	. 14	- 13≞	679	679	/20 13 -	36	28.4.7	16	> 240
Volume Left	173	0	Ó	0	3337385711.00	0	0	0	35 35	0	16	0 0
Volume Right	0		× ×0	14	0	0	0	13	0		O V	240
cSH	497	1700	1700	1700	1168	1700	1700	1700	19	824	30	394
Volume to Capacity	. 0.35 .	0.11	0.11	0.01	0.00	0.40	0:40	. 0.01	1.89	0.01	0.55	0.61
Queue Length 95th (ft)	39	0	0	0	0	0	0	0	122	1	45	97
Control Delay (s)	<u>.</u> 16.1%	<u>0</u> 0	` ≥0 .0	0.0	8:1	<u>.</u> 0.0	ु -0.0	· • 0.0-	845.6	`9:4	227.1	27.4
Lane LOS	C				A				F	Α	F	D
Approach Delay (s)	<u> </u>				0.0				717.0		40:1	
Approach LOS									F		Е	
Intersection Summary												
Average Delay		Linguige States	19.5		The second s	and a state of the second	27.755); 162:65:5555	Annal and solarity	na in the second	5.532 5 267555		esta da come
Intersection Capacity Ut	lization	7	<u>'3.7%</u>	i C	ULeve	l of Ser	vice 💦		. D			
Analysis Period (min)	SARAGES SALA		15 ********			1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.	- 	TELESCORT	See and the second	CONTRACTOR		80152 (***********
	Sala Sala							500 B.C				

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HCM Unsignalized Inter Bection 6 Capacity AFEI (2016-6-06-submittal\synchro\YR 30 BACK AM.sy7 5: Cable Ln & Alturas Dr 7/6/2006

	٠	-	+	*	1	4	
Movement .	EBL	EBT	WBT.	WBR	SBL	SBR	
Lane Configurations		A	P	-	Y		n an
Sign Control	issue a	Free	Free		Stop	a second second second second second	
Grade	CHINA STR	0%	0%	CONTRACT AND	0%		
Volume (veh/h)	2 2	4	3	15	6		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	A ANTAL SANGERS
Hourly flow rate (vph) a Pedestrians	运动现在的	ELSER.	Sector.	2-11 1 0	Sector State	and the set of the set	
Lane Width (ft)	SEMICTOR	BCANASH	-	Contraction of the	and the second		
Walking Speed (ft/s)	9032 5-030	1986 9 4 4 1	120230-524	1000100100	00001120000		
Percent Blockage	4-12-14		0.00	304940	RANGE OF		
Right turn flare (veh)	C.STGATAPSK!	140.0025.040	ACCORDANGE LO	0120.470384	PRESERVIC	STRUCTS ALL PLANT PULLEND AND THE PARTY NEWS	
Median type	A REALC	a carried	Se	2044	None		
Median storage veh)		and the second second	Challen over er endet	Particular, and or	Carry nas refrigies		A REMOVEMENT ACTOR CONTRACTOR
Upstream signal (fi)		2.140					
pX, piatoon unblocked							
vC: conflicting volume	-20				20	11	
vC1, stage 1 conf vol		C.T.Y.Y.KTOR	SHOW DO LOT WITH	www.warense	TOUTTETAIL		57259245-273 2910-017-03-0262/2020
VC2; stage 2 conf vol	Sec.	Contraction of the	Sec. 2	E Province	Con Marca		
vCu, unblocked vol	20	HB/RACE.	and the second second	NUCLEAR DAY	20	. 11	KANTER CONTRACTOR
tC, single (s) tC, 2 stage (s)	4.1	0.01700	100125715		6.4	6.2	
tF (s)	2.2	AT THE PARTY OF	1 10040	C.S.Mathan	3.5	3.3	
p0 queue free %	100	CREW CONTRACTOR	Street and	ACC Side	99	100	10000000000000000000000000000000000000
cMicapacity (veh/h)	1597	6675371S	STATES	CPR NO	996	1069	
	Allen Corandico	NAVES A	00.4	A COMPOSITION OF	OUD COLORING		
Direction, Lane #	EB 1	WB 1	SB 1				
Volume Total		20	8	162.有数	E States		
Volume Left Volume Right	2	0	1	PROVIDE US			
cSH	1597	1700	1006	HARRING .	SYS STREET		
Volume to Capacity	0.00	0.01	0.01	Sec. 1.493	1912, 1973		
Queue Length 95th (ft)	0.00	0	1	Senser Fille	NEW-BOLLEY		
Control Delay (s)	2.4	0.0	8.6	17.2 March	1000000		
Lane LOS	A	even	A	Record and the second sec	ACK SAME	1 - Contraction of the second se	40497/759294825-421170/9
Approach Delay (s)	2:4	0.0	8.6	1204 - 1	C. Luini		
Approach LOS			A				an a
Intersection Summary	- 24 C 144	4 1.92	8.5 1510 B				
Average Delay		-	2.4			1	
Intersection Capacity Uti	lization		13.3%	10	U Leve	of Service A	
Analysis Period (min)	or choreads	Contract of Call Cold Cold Cold Cold Cold Cold Cold Co	15	ALC: MARKET		INTERNET FOR ALL SUBMITION OF A DAMAGE AND A D	and a construction of the second s
		100.000	i. dege	12	10092		
	and the second se			and the second second second	and a state of the	Contraction of the second	and the second

HCM Signalize B: 160060007\TBAFFICXFal9Siscubmittal\synchro\YR 30 BACK AM-SIGNAL.sy7 1: Bradley Rd & Hancock Exp

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	٦	††	*	۲	≜ ∱	7	٦	<u>†</u> †	۴	ሻ	††	1
Ideal Flow (vphpl)	1900	1900	21900	1900;	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util: Factor	1 00 /	0.95	1.00	1.00	0.95	1.00	241.00	0.95		. 1.00	0.95	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Fit Protected	· 0 95	1.00	1.00	0.95	1.00	1 00	0.95	t.00	1.00	0.95	1.00	1:00
Satd. Flow (prot)	1770	3539	1583	1770	3539	1583	1770	3539	1583	1770	3539	1583
Fit Permitted	0.21	1:00	1.00	0.38	<u>1 00</u>	1.00	0.50	1.00	1.00	ai:0.1/3,	1.00	1.00
Satd. Flow (perm)	392	3539	1583	. 715	3539	1583	925	3539	1583	240	3539	1583
Volume (vph)	≪ ≈165 ∘	270	∞.≂32	415	877	425	≳⊳216	719	258	155	366	144
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	179	293)	35	451	953	462	. 235	/~ 782	280	168	398-	157
RTOR Reduction (vph)	0	0	25	0	0	52	0	0	94	0	0	48
Lane Group Flow (vph)	179	293	l. 10	451	953	410	235	782	186		398	109
Turn Type	pm+pt		pm+ov	pm+pt		pm+ov	pm+pt		pm+ov	pm+pt	1	om+ov
Protected Phases		4	5	3	8	1	5	2	3	- X (19	6	7
Permitted Phases	• 4		4	8		8	2		2	6	w La Catally a Galagae o	6
Actuated Green; G(s);	31.0	19:07	28.0	48.0.	32.0	45:0.	36:0	27.0	2:52.0	44.0	31.0	43.0
Effective Green, g (s)	31.0	19.0	28.0	48.0	32.0	45.0	36.0	27.0	52.0	44.0	31.0	43.0
Actuated g/C Ratio	0:31	S 0:19	0.28	0.48	0.32	0.45	0.36	F 0.27	0.52	0.44	0.31	0:43
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Grp Cap (vph)	287	672	S. 507	607	1132	776;	5 . 409 -	956	. 886	305	1097	744
v/s Ratio Prot	0.07	0.08	0.01	c0.19	c0.27	c0.08	0.05	c0.22	0.08	c0.07	0.11	0.03
v/s Ratio Perm	0.12		0.02	0 17		0.21	0.16		0.10			0.07
v/c Ratio	0.62	0.44	0.02	0.74	0.84	0.53	0.57	0.82	0.21	0.55	0.36	0.15
Uniform Delay, d1	27.0	35.8	26.1	All Contractions and the	31.6	19.8	Determination (N. 2	34.2	ु 12:9	20.3	26.8/	17.3
Progression Factor	1.00	1.00	1.00	1.72	1.44	1.06	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	8.9%	<u>,</u> 2.1	0_1	7.0	6.7	~~2.2	5.8	7.7		ି⇒ 7.0∍	0.9	0.4
Delay (s)	36.9	37.8	26.1	39.1	52.4	23.3	29.5	41.9	13.5	27.3	27.8	17.7
Level of Service	ines ∞D,	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	, C	∖	<u>;</u> D.	С:	့္ႏုင္း	D)	В	C î	<u>್ಷ ಕ್ರ</u> ಿC	В
Approach Delay (s)		36.7			42.0			33.5			25.5	
Approach LOS		D			, D			i o⊨ Ci			C:	
Intersection Summary			e and the second se									
HCM Average Control			36.1	2010-11-1-1-1-1-	CMIe	vel of S	- FVICA		Ð			
HCM Volume to Capac		CERSESSIONS	0.74	ENERGY I.S.	an a		Ausen-Leville iss		<i></i>	NGG 344487 (1997)		<u> Maister</u> ati
Actuated Cycle Length			100.0	S	um of	ost time	(s)		8.0			
Intersection Capacity U	-18		75.2%			el of Sei		192312554	D	DESETIMATES	a ta	
Analysis Period (min)			15				Kolanija			972-90-80 A		
c Critical Lane Group	restrikter i Statistiker Statistiker		1927.002.11 (Pale - 14)	ning and the second	langeren B	***************************************	and Karling St.	aalanna ayaaq	an a	an 12082701.727		9201111112 92
						÷						

HCM Signalized: 1600600007\ UaA 5Eit (Xral) Sisubmittal\synchro\YR 30 BACK AM-SIGNAL.sy7 3: Bradley Rd & Alturas Dr 7/6/2006

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ħ	† †	*	٦	††	1		4	7	ሻ	ţ,	
Ideal Flow (vphpl),	/1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	
Lane Util: Factor	<u>1</u> .00	0.95	1.00	1:00	0.95	1.00		_1 00.	1.00	.1.00	1.00	
Frt	1.00	1.00	0.85	1.00	1.00	0.85		1.00	0.85	1.00	0.85	
Fit Protected	÷:0.95	1.00	21:00	0:95	1.00	1.00	12 17 A 12	0.95	1:00	20 [.] 95	1.00	
Satd. Flow (prot)	1770	3539	1583	1770	3539	1583	- Half-annibited -	1776	1583	1770	1583	
Fit Permitted	013	1.00	1.00	0.52	1 00	1.00	11	. 0 70	1.00	0.73	1:00	
Satd. Flow (perm)	240	3539	1583	975	3539	1583		1305	1583	1367	1583	an a
Volume (vph)	159	343	13	-3	1249	12	32	2	6	aw-15		221
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj Flow (vph)	173	373	14	3	1358	13	35		7.	16	0	240
RTOR Reduction (vph)	0	0	5	0	0	5	0	.0		0		0
Lane Group Flow (vph)	18173	373	9	3	1358	8	¥0	36	2	16		0
Turn Type	Perm		Perm	Perm	and so a	Perm	Perm		Perm	Perm		
Protected Phases		4			8	18.35 (F)	YIN	2			6	2000 V 2
Permitted Phases	4	:[////////////////////////////////////	4	8	CORDER MONTHS	8	2	1: - 1 : - 1: - 1: - 1: - 1: - 1: - 1: - 1: -	2	6	(a.) s talata) -	9.94° - 1999. 1
Actuated Green G (s)	61.0	61.0	61.0	61.0	61.0	61.0		31.0	A 44 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4	31 0	31.0	
Effective Green, g (s)	61.0	61.0	61.0	61.0	61.0	61.0	Contantine (ASI-164) (ASIE)	31.0	31.0	31.0	31.0	ers in 1999.
Actuated g/C Ratio	0.61	0.61	0.61	0.61	0.61	0.61	S.S.	0:31	0.31		0.31	
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	1.00 Di 000 X	4.0	4.0	4.0	4.0	1000010000000
Lane Grp Cap (vph)	146	2159	966	595	2159	966	N. S. S.	405	491	424	491	8) (S. 18) (
v/s Ratio Prot	SK2142826.7.5632.	0.11	en 1992 en 199 En 1992 en 1992	ACRESCORIA	0.38	Service States	11. A. P. S. M.	eratus Sants (1	19.2000 - T.S.S.A.S	Nacio 1993	c0.15	SERVER SHARE
v/s Ratio Perm	c0 72		0.01	0.00	AND REAL	0.01	\$1.718 	0.03	0.00	0.01	Hazara	8 2 48 8
v/c Ratio	1.18	0.17	0.01	0.01	0.63	0.01	425-35-5228	0.09	0.00	0.04	0.41	502/16/26/04
Uniform Delay, d1	%19.5	8.5	7.6	7.6	12.3	7.6	W.	24.5	23.8	24.1	27.3	
Progression Factor	1.34	1.05	1.15	1.00	1.00	1.00	34200.0TM	1.00	1.00	1.00	1.00	204082862
Incremental Delay, d2	130.2	0.2	0.0	0.0	1.4	0:0	- 7 8 327,	0.4	S. 0'0		2.5	
Delay (s)	156.4	9.1	8.8	7.6	13.7	7.7	and a star Ryphones	24.9	23.9	24.3	29.8	an a
Level of Service	ZRZ E.	A	A	A	B	A	- 14AC	C C	C	s (* CN	S C	
Approach Delay (s)	,	54.6	1927 - Si 1924 - Si 1	1.73.040	13.7	- Technics paralleli paralle	. ». «» 33%.	24.7	Shirlin - Andrew Shirlin -	200 pro-2725 - 2743	29.5	8->-006038-34
Approach LOS		D,			В		Stands	,÷©¢C,			s er C :	
Intersection Summary				1 .		KG POIRO						
HCM Average Control D	elay		26 0	See Shi	CM Le	vel of Se	invice:		C.		orks hit i	
HCM Volume to Capacit			0.95					an a		~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	n 14 - 9-ni (5259 X)(). (1	
Actuated Cycle Length (100.0	S	um of k	ost time	(s)		8.0			
Intersection Capacity Uti			73.7%			el of Ser			Ď	ana na mang sa sa tanàna kao ina dia		609079862808PA
Analysis Period (min)			15			新生产的	064			es, il veneralità		
c Critical Lane Group	225.4254.57.57545C		n seuren de la service de s I	-ACALCHOOK	A-960.304.153	and the subscription		a	naan taawaa dagada ya da		n an	en (20) (2020-20)

Critical Lane Group

HCM Unsignalized00062000701706554Ch7-2-029545bmittal\synchro\YR 30 BACK AM-SIGNAL.sy7 5: Cable Ln & Alturas Dr 7/6/2006 5: Cable Ln & Alturas Dr

· · · · · · · · · · · · · · · · · · ·	<u>ب</u> الحر	+ <	44		
Movement	EBL EBT	WBT WBR	SBL SBR	1.55 C	
Lane Configurations	ୟ	Þ	Y		
Sign Control	Free	Free	Stop		
Grade	0%	0%	0%		1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
Volume (veh/h)	····2····4	3 15	6 1.5		
Peak Hour Factor	0.92 0.92	0.92 0.92	0.92 0.92	and a supplication of a second se	
Hourly flow rate (vph)	2 4	3 16	7 1	200 2000	
Pedestrians		1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		AND COLORAD THE VALUE AND ADDRESS FOR ADDRESS OF THE	SARABUMPAS K. M. Y. A. A. A. A. A.
Lane-Width (ft)				是16月前,24月(19月1日)	
Walking Speed (ft/s)	an dall marte for the state of a second dama state of a second		ALL-CHICKLER COLORISALISTICS	NEEPOLASIA 2010 (PC), 12, W 232 P ASSOCIATIO	and factor in stand in such that is a street of the
Percent Blockage					
· Right turn flare (veh)			BHT HISBRIDG STREEDUND	CONSIGNATION CONTRACTOR OF CONTRACT	00000000000000000000000000000000000000
Median type			None	State State State State	
Median storage veh)	an na manua (n . 9 â antes a dente de la composition	NATURA DESC		Contraction of the state of the	and a subscription of a subscription of the su
Upstream signal (ft)				Constant States	in the second
pX, platoon unblocked		*********	Construction of the second s	ANTE AND A CONTRACTOR OF A DESCRIPTION OF A	and a second
vC; conflicting volume.	20		20 11		
vC1, stage 1 conf vol			Contract of the Contract of Contract		and the second
vC2, stage 2 confivel			A STATE OF STATE		
vCu, unblocked vol	20	2019, 2 1 19, 19 19, 19 20, 19 20 19 20 19 20 19 20 19 20 19 20 19 20 19 20 19 20 19 20 19 20 19 20 19 20 19 20	20 11		an a
tC, single (s)	4.1		6.4 6.2	ALC: NO PARTY OF	
tC, 2 stage (s)					and the second substance a
fF ((s)			3.5 3.3	a star in the second	
p0 queue free %	100		99 100		
cM capacity (veh/h)	1597		996 1069		
Direction Lane #	EB 1 WB 1	SBM	Sector Company		
Volume Total	• 14.4 (Fig. 1)			 INC. Antipatric description of the second seco	
Volume Left					
Volume Right	2 0	/ 7	The second second second		
cSH	1597 1700	1006			
Volume to Capacity	0.00 0.01	0.01	AND AND THE DRIVEN		
Queue Length 95th (ft)	0.00	1	HALFAN TRANSMONT		
Control Delay (s)		8.6	TRATERNAL OF THE LOCAL	NAME AND ADDRESS OF A DREAM PARTY OF A D	
Lane LOS	A	A	LT DE CERTIFICACIÓN DE LA COMPACTICIÓN DE LA COMPACTICICA DE LA COMPAC		AND DESCRIPTION OF A STATE OF A ST
Approach Delay (s)			COLUMN DE COLUMN	BOTTO ALL AND A TENSOR AND AND A	
Approach LOS		A		的自己的意思的研究的正常正式的影响	
		<u>л</u>			
Intersection Summary			Section 2. Marine		
Average Delay		2.4			
Intersection Capacity U	tilization		U Level of Servic	e A	
Analysis Period (min)	مېرىنى مەربىيە يېرىنى تەربىيە يېرىنى تەربىيە يېرىنى بىرىنىيە يېرىنىيە يېرىنىيە يېرىنىيە يېرىنىيە يېرىنىيە يېرى يېرىنى يېرىنى	15			د در د از در د از در ۲۰ ها کارو ور و در و در و در و در و در و در و در و
				CO. South Hand Handler and	

Baseline Tri-Core Engineering HCM Signalized InterseEti@0030907ty Acarysic\7-6-06-submittal\synchro\YR 30 BACK PM.sy7 1: Bradley Rd & Hancock Exp 7/6/2006

Movement EBL EBR WBL WBR NBL NBT NBR SBL SBT ISBR Lane Configurations 1 14 1 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0 1
Ideal Flow((vphpl))1900
Total Lost time (s) 4.0
Lane Util Factor 1 00 0.95 1 00 0.95 1 00 1 00 0.95 1 00 1 00 0.95 1 00 1 00 0.95 1 00 1 00 0.95 1 00 1 00 0.95 1 00 1 00 0.95 1 00 1 00 0.95 1 00 0 0.95 1 00 0 0.95 1 00 0 0.95 1 00 0 0.95 1 00 0 0.95 1 00 0 0.95 1 00 0 0.95 1 00 0 0.85 1 00 0 0.95 1 00 0 0.85 1 00 0 0.95 1 00 0 0.95 1 00 0 0.85 1 00 0 0.95 1 00 0 0.85 1 00 0 0.95 1 00 1 00 0 0.85 1 00 1 00 0 0.85 1 00 1 00 0 0.95 1 00 1 00 0 0.95 1 00 1 00 0 0.95 1 00 1 00 0 0.95 1 00 1 00 0 0.95 1 00 1 00 0 0.95 1 00 1 00 0 0.95 1 00 1 00 1 00 1 00 1 0
Frt 1.00 1.00 0.85 1.00 <th1< td=""></th1<>
Fit Protected0.951.001.000.951.001.000.951.001.000.951.00 </td
Satd. Flow (prot) 1770 3539 1583 1770 3539 1583 1770 3539 1583 1770 3539 1583 1770 3539 1583 1770 3539 1583 1770 3539 1583 1770 3539 1583 1770 3539 1583 1770 3539 1583 1770 3539 1583 100 100 017 100 100 100 017 100 10
Fit Permitted 0.53 1.00 1.00 0.17 1.00 1.00 0.38 1.00 1.00 0.17 1.00
Satd. Flow (perm) 990 3539 1583 310 3539 1583 710 3539 1583 324 3539 1583
Volume (vph) 124 634 218 346 340 214 125 572 410 545 655 146
Peak-hour factor, PHF 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92
Adj Flow (vph) 135 689 237 376 370 233 136 622 446 592 712 159
RTOR Reduction (vph) 0 0 64 0 0 69 0 0 40 0 0 84
Lane Group Flow (vph) 135 689 173 376 370 164 136 622 406 592 712 75
Turn Type pm+pt pm+ov pm+pt pm+ov pm+pt pm+ov pm+pt pm+ov
Protected Phases 7 4 5 3 8 1 5 2 3 1 6 7
Permitted Phases 4 4 8 8 2 2 6 6
Actuated Green, G (s) 2910 20.0 30.0 40.0 27.0 56:0 29.0 19.0 35.0 52.0 38.0 47.0
Effective Green, g (s) 29.0 20.0 30.0 40.0 27.0 56.0 29.0 19.0 35.0 52.0 38.0 47.0
Actuated g/C Ratio 0.29 0.20 0.30 0.40 0.27 0.56 0.29 0.19 0.35 0.52 0.38 0.47
Clearance Time (s) 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lane Grp(Cap (vph) 357 708 538 358 956 950 312 672 617 588 1345 807
v/s Ratio Prot 0.03 0.19 0.04 c0.17 0.10 0.07 0.04 0.18 0.12 c0.29 0.20 0.02
v/s:Ratio Perm 0.08 0.11 c0:25 0.08 0.08 0.17 c0:23 0.08
v/c Ratio 0.38 0.97 0.32 1.05 0.39 0.17 0.44 0.93 0.66 1.01 0.53 0.09
Uniform Delay, d1 27:3 39:7 27:1 27:5 29.8 10:7 27:3 39:8 27:5 27:3 24:1 14:7
Progression Factor 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0
Incremental Delay, d2 30, 27.9 16, 614 212 04 44 20.6 5.4 38.8 1.5 02
Delay (s) 30.3 67.6 28.7 88.8 30.9 11.1 31.7 60.4 32.9 66.1 25.6 14.9
Level of Service C E C E C E C B B
Approach Delay (s) 54.2 48.4 47.0 40.8
Approach LOS D D D
Intersection Summary
HCM Average Control Delay 47/0. HCM Level of Service D
HCM Volume to Capacity ratio 1.00
Actuated Cycle Length (s) 100.0 Sum of lost time (s) 8.0
Intersection Capacity Utilization 96.0% ICU Level of Service F
Analysis Period (min)

c Critical Lane Group

HCM Unsignalized InterBect006'0apa'citRAFiEly3is-6-06-submittal\synchro\YR 30 BACK PM.sy7 3: Bradley Rd & Alturas Dr 7/6/2006

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ሻ	^	7	ሻ	۸ ۴	1		4	<u> </u>	Varie Shadoo vise	4	and a second
Sign Control		Free			Free			Stop			Stop	NR:
Grade	()_/)#)_FE_[\$6.4* \$4.4	0%			0%	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	0%	, 1 2 6 6 6 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7	L 7; 97, 97, 97, 97, 98, 12, 11	0%	NAME ALLA
Volume (veh/h)	254	1195	37	8	592	34,	- 1 7	2	. 5		6	141
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	276	1299	. 40		643	37	. 18	2.	- 5		-50 7	153
Pedestrians												
Lane Width (ft)	Ç.	5.145 5 5556							. 1994 G			開始的
Walking Speed (ft/s)		andara da carjanda a	ಜಿಕ್ಕಾರ್ ವಿನಯ್ ವಿನಯಸ್ಸು	×=100-2753 #377 *32705	5-7207230-20707237			companya depension	512.00093 5620000019 92		ON WALL COMM	CONTRACTOR OF
Percent Blockage			he se							Linnadani	265.8	
Right turn flare (veh)			NTRA MAL		areantatic	NA RECEIVE	a ana an a			NEVICINA DA	NAME OF STREET	10.01900
Median type		n (an the state of						None			None	S. A. R
Median storage veh)				-). A ANDRO	×	5767883 <i>1</i>	er de co		ener energie		TERCECHACKE	interest
Upstream signal (ft) pX, platoon unblocked	THE AND					C. P. Q. 200					2222	
vC; conflicting volume.	680			1339			03475	2640	649	1860	2552	322
vC1, stage 1 conf vol				1000					aran 20	210033	2002	111111
vC2, stage 2 conf vol										SCENER.	22/2008P	122243
vCu, unblocked vol	680			1339	19779279388	o desta defendada	2347	2549	649	1869	2552	322
tC, single (s)	4 1		SI SA	4.1			CONTRACTOR AND A REAL PROPERTY A REAL PROPERTY AND A REAL PROPERTY A REAL PROPERTY A REAL PROPERTY AND A REAL PROPERTY	6.5	and the second second		6.5	6.9
tC, 2 stage (s)		kan nyen daran ka	7179497865-9465673		1 % «PP7»: #1999- 4.44	n 20 ang 10 na 1997. T	17 MR 20 M. 142. – 4.		an a		hanner voor	COLUMN AND A
tF _a (s)	22	24149-233 21		2.2.		¥	3.5	4.0	3 3 %	3.5	4.0	3.3
p0 queue free %	70			98			0	88	99	14	64	77
cMicapacity (veh/h)	908			511	74 B.S.		.	18	412		18	674
Direction, Lane #	EB 1	EB 2	EB 3	EB4	WB 1	WB 2	WB/3	WB 4	NB	SB 1	H.C. Cont	
Volume Total	276	649	649	250 ⁻ 40 ¹ 0		322	322	37	26	186	1662	1000
Volume Left	276	0	0	0	9	0	0	0	18	26	SDC 280 TS I I I I	HULLING
Volume Right	0 (24)	0.	0	40	0		A Contraction of the second	37	. 5	2 153	in the	
cSH	908	1700	1700	1700	511	1700	1700	1700	11	128		
Volume to Capacity	0:30	×0.38	Willing a second s	0.02	0:02	0`19	0.19	0.02	2.40	1.45		2012
Queue Length 95th (ft)	32	Ó	0	0	1	0	0	0	105	318		1.110002400
Control Delay (s)	. 10 <u>7</u> .) (U.) (U.)	:	0.0	1.240247 X92144.00942	0.03			an wear of which don't when you'r	and the second	The sta	120
Lane LOS	B SEACHERS	in an		SELECTION OF THE PARTY OF THE P	B			NAVENANA	F	F	CH 2009275	SCHOOL SERVICE
Approach Delay (s)	5401 :0 03		K SA		-0.2		<u>Seran</u>		1324 0 E	305.0 E	SMC+ C	101250
									Г	Г		
Intersection Summary									- 15 A.		E.	Here's and a second sec
Average Delay	uraina u	7888710-511	37.5		IN DEPENDENCE	17-2 FA	819777878888			(TO) - TO STATE	100070000044	ACRESSION AND A
Intersection Capacity Uti	lizations		56:4%	3473 - 1C	ULEVe	llof Ser	vice			a an	Se-10-04	10 CT 12
Analysis Period (min)			15			: ••••••••••••••••••••••••••••••••••••				an a	Concernation of the	100000
	446-222			<u>. 1990 - 1996 - 1996 - 1996 - 1996 - 1996 - 1996 - 1996 - 1996 - 1996 - 1996 - 1996 - 1996 - 1996 - 1996 - 199</u>	Sector Share	SEAS-				seetenii	St. Star	No state

HCM Unsignalized InterBelation 6 Cooperative AFEI (2016-5-06-submittal\synchro\YR 30 BACK PM.sy7 5: Cable Ln & Alturas Dr 7/6/2006

	ب الحر		· 🖛	*	4	1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR				S. Sector	5 1 2 1
Lane Configurations		ب ا	Þ		Y						<u></u>
Sign Control		Free	Free	1. 199	Stop	- In the					
Grade		0%	0%		0%					-	
Volume (veh/h)	0	. 4	9	ALL 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1.	10	1202601-L at an and		no dise a			870. 2 200. j
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	*****	THE ENGLISH OF SHORE IN A DESIGN	CTUS OF STRAIDS LAND	State Marca and the State Street Labor	ate a cost
Hourly flow rate (vph)	0	4	10	21	11	8		ser in the		\mathbf{I}_{1}	
Pedestrians		NY IND 40.494	Venataran	mene.con.rs	NAMES AND POST	NGC CONTRACTOR	arean ann an		The second second second	NID MARK COLO2/20 SUP	n con a cal
Lane Width (ft)				1996	12/24	1.42.07			en de la companya de		ТС, Ç
Walking Speed (ft/s)	in an	2012/12/2012		1. 202.00	-	INCOMENTAL OFFICE	e gerraanse			NYARANGA MARA	1.525
Percent Blockage Right turn flare (veh)				25.333	San Sec	MAG-US-	B-120-22-22-				
Median type			3349200 T	101001010	None	000000000000000000000000000000000000000					1399 F
Median storage veh)				2202020202	None	(HONE)				990 (* 1998) (* 1998) 1997 - Julie State (* 1998) (* 1998) (* 1998) (* 1998) (* 1998) (* 1998) (* 1998) (* 1998) (* 1998) (* 1998) (*	98999 9899
Upstream signal (ft)			NVSK	NAME: SA	STERNAR	S. 23. 8. 29. 19				a se da cara	
pX, platoon unblocked			******	10.00000000	NUCLASSION	5.190621527.363		Ribchlinns	\$\$\$\$\$\$\$\$\$\$\$\$ \$		12.2.109
vC. conflicting volume	S 30			1.1.1.1.1.1	24	20	1990 Barris				
vC1, stage 1 conf vol	Melliniko estelet	antelisinen ferv	20146-0033373234523	SISSING STATE	AND DECK DECK DECK DECK DECK DECK DECK DEC	ORSATION NO.	1899,500,1898,999,999,999 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 19 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 -	o in 22220 Carlo Aniel Carles	onist section to a few	4740334 ~ 6 6372842	344
vC2, stage 2 conf vol				新教室							
vCu, unblocked vol	30				24	20	,	- 3 - 9 - 6 - 6 - 6 - 6 - 6 - 6 - 6 - 6 - 6	· 10/ -00/04/06/2/20/2/20/2/20/2/20/2/20/2/20/2		
tC, single (s)	<u>,</u> 4 1			-	6.4	6.2					8799 800 8
tC, 2 stage (s)		and the solution for the				Constant Laboratory			1971 y Bayele Start (10 (10 (10 (10 (10 (10 (10 (10 (10 (10		
tF (s)	2.2				3.5	3.3					
p0 queue free %	100		222535200	SUCCESSION OF	99	99	an a	inite and the second	ST VOCONTRACTOR		odrestati
cM capacity (veh/h)	1582		aroutes 9	94mits 1	991	1058			555 Direct 2112		
Direction; Lane #	EBI	WB 1	SB 1	10.10		Personal				E State State	
Volume Total	x 5 4	<u>.</u> 30	<u>.</u> 18	and the C	No. State	States 124					
Volume Left	0	0	11		C POLICE CLOCKE	AND CONTRACTOR	, , , , , , , , , , , , , , , , , , ,		- ************************************	hani d−13 katan: 1 salah 4.4 5	
Volume Right	<u> </u>	21	8	anse i	ALC: NO.						
cSH	1582	1700	1018			In the local local Vision	the contribution of the second s		······································	e te la statut a la calcare e rec	11/10/10 10 1
12.4 Sec. 1 (1) (1) (1) (1) (1) (1) (1) (1) (1) (0.00	ಿರಬುದಿದ್ದಿಂದುವ	States in the set	 	201123	Mighter.					
Queue Length 95th (ft)	0 Nextra cases	0 1944 - 646 - 646 - 646 - 646 - 646 - 646 - 646 - 646 - 646 - 646 - 646 - 646 - 646 - 646 - 646 - 646 - 646 - 6	1		C III PROFESSION	AT CARDING TOP	8 Z (74626642)	a an			12,628 -
Control Delay (s) Lane LOS	UU	0.0	86	Dece.	STEPHENE .	FIGHE (2.3)				el a Marti	1.1
Approach Delay (s)	<u>.</u>	യരാവ	A 8.6	CHANNELS	N. SAMOTOR	CONTRACTOR OF		992222 228	2000-00-00-00-00-00-00-00-00-00-00-00-00		8993 Feister
Approach LOS		0.0	A	AND DEALE	医门口输出						
										1011 124-F00000-11-10 1-0000000-0-1-1-1-1-0	
Intersection/Summary				的 会。特别	Hanna a				a se dest		
Average Delay			3.0		-		87.127.027.027.277 88	NAME OF A CONTRACT OF A CONT	nada integrati dan sekaratan	andre en anarosinar	ಂದರ್ಶಂಗ
Intersection Capacity UI	ulization		13:3%	10	CU Leve	l of Servic	e.	A			
Analysis Period (min)		15-22-3-30.98%	15	TO STORE AND	850 (Sec. 968						50750)
					ULTRIA	silventa solan					272.23 275-16

Baseline Tri-Core Engineering HCM Signalize I: 160060007\TaAEEtCXral96isubmittal\synchro\YR 30 BACK PM-SIGNAL.sy7 1: Bradley Rd & Hancock Exp 7/6/2006

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ሻ	^	7	٦	^	7	<u> </u>	^	7	ሻ	个个	7
Ideal Flow (vphpl)	2 :1900	1900	1900	1900	1900	1900	1900	1900	ີ 190 [່] 0″	°1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util: Factor	1.00	0.95	المارينين والمشرب سكفك	CONTRACT: A.2144	Number 1, 1997 (1997)	1.00	and the second sec	0.95	., 1.00	Sec. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1.	0.95	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Fit Protected	0.95	1.00	1.00	0.95	Contraction of the second second	1.00	and the second second second	1.00		0.95	e	1.00
Satd. Flow (prot)	1770	3539	1583	1770	3539	1583	1770	3539	1583	1770	3539	1583
Fit Permitted	0.53	1 00	1.00	0.17	واللارب فاستبر كالمشتك الت	1 00	and the second second	<u>_1 00</u>	1.00	0.17	and the second of the second	1.00
Satd. Flow (perm)	990	3539	1583	310	3539	1583	710	3539	1583	324	3539	1583
Volume (voh)	: 124 j	634	218	346	340	214	125	572	्र 410	545	655	146
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj Flow (vph)	135	689	237	376	370		136	622	446	592	~712	159
RTOR Reduction (vph)		0	64	0	0	69	0	0	40	0	0	84
Lane Group Flow (vph)	135	689	173	376	370	164	136	622	. 406	<u>, 592</u>	712	75
Turn Type	pm+pt	AND A DURING THE REAL PROPERTY OF THE	a -reacher and a married and	pm+pt		pm+ov	A DESCRIPTION OF A DESC		pm+ov	pm+pt		vo+mc
Protected Phases	×	4		3	8	i II	5	2	3		<u> </u>	7
Permitted Phases	4	والمراجع والمراجع والمراجع والمراجع	4	8		- 8	2	actives reserve to be 14 de	2	6	ene soon waaran waar	6
Actuated Green, G (s)		. 20.0	30.0	40.0	27.0	56.0	29:0	19.0	35.0	52.0	38.0	47 0
Effective Green, g (s)	29.0	20.0	30.0	40.0	27.0	56.0	29.0	19.0	35.0	52.0	38.0	47.0
Actuated g/C Ratio	0.29	0.20	0.30	0.40	0.27	0.56		0 .19;	Section Address of the	0:52	20.383	0.47
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Grp Cap (vph)	357	708	538	358	956	950	312	672	617	588	1345	807
v/s Ratio Prot	0.03	0.19	0.04	c0.17	0.10	0.07	0.04	0.18	0.12	c0.29	0.20	0.02
V/s Ratio Permit	0.08		0.11	c0.25		0.08	0.08		0.17	c0 23		80.0
V/c Ratio	0.38	0.97	0.32	1.05	0.39	0.17	0.44	0.93	0.66	1.01	0.53	0.09
Uniform Delay d1	27.3	39.7	271	27.5	29:8		والأجوذرور يراريها المحاج المحاج	39:8	27.5	27 3	24.1	147
Progression Factor	1.00	1.00	1.00	1.31	1.31	0.84	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d29	3.0	27.9	1.6	61 0	1.2	0.4	C: A1.41.533	20.6	5.4	38.8	<u></u> 1.5	0.2
Delay (s)	30.3	67.6	28.7	96.9	40.1	9.4	31.7	60.4	32.9	66.1	25.6	14.9
Level of Service	C	E.		S REALF	D	A	<u>C</u>	E E	C	. E.	C C	S. B
Approach Delay (s)		54.2		Concession	54.6	North State	Empe	47.0			40.8	
ApproachiLOS	A Participation of the second			NUT ON DE LA	3.31.0	20月21日第三	2423		. Since		<u> </u>	- No - 193 - 9
Intersection Summary			<u></u>	state i del	1.54		<u> 2000</u>					
HCM Average Control I	and a second star where the		48 3	S SECT	ICM Le	vel of S	ervice		. D		a da ser da s Tra ser da ser	
HCM Volume to Capac		-{c	1.00				0.00	an 1996 an 19 anns 2 mars		an a	eren ander and	70.49.47 4 .38 .44 9
Actuated Cycle Length		27. 20 X	100.0			ost time		S GALLE	<u>8.0</u>		an a	
Intersection Capacity U	Itilization	****	96.0%	IC IT CARE AND A	CU Lev	el of Se	rvice		F	ingeres interfere		නොදේ දැදු කරන
Analysis Period (min)			15	NO.	94620	States and	r E. L Frank			-5- X-		825 - 8
 c Critical Lane Group 												

c Critical Lane Group

HCM Signalize: 1600600071 TRASEIC Xral96is ubmittal/synchro/YR 30 BACK PM-SIGNAL.sy7 3: Bradley Rd & Alturas Dr 7/6/2006

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	5	† †	*	ሻ	* *	t in the second se		4			4	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	<u></u>	1900		×1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	1 - 2006 (Angles (Angle	4.0	and the second	2-9- 0-0	4.0	61.01 syda - 191 -
Lane Util: Factor	1.00	0 95	1.00	1 00	_0.95+	1.00		§ 1.00			31.00	
Frt	1.00	1.00	0.85	1.00	1.00	0.85		0.97			0.89	
Fit Protected	0.95	1.00	1.00	ian Xoox	1:00	1.00		0.97			0.99	
Satd. Flow (prot)	1770	3539	1583	1770	3539	1583		1749			1644	
Flt Permitted	فالبابيا لتشت ليوجالا الظ	1 00	1.00	0.16	1.00	1 00		<u>, 0 81</u>			/ 0.96.	s san an a
Satd. Flow (perm)	711	. 3539	1583	290	3539	1583		1472			1597	
Volume (vph)	254	1.195	37		592	34	2, 17	2	<u>.</u> 50	24	6°	141
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	276	1299	40	<u>9</u> 2	Same in the	37	18	2	5	26	7	153
RTOR Reduction (vph)	0	0	14	0	0	13	0 *********	4 *********	0	0	112	0
Lane Group Flow (vph)	276	1299	26	<u>.</u>	643		<u> </u>	21	0.	<u></u>	∑ 7 4	<u> </u>
Turn Type	Perm	CALIFORNIA PARTY	Perm	Perm		Perm	Perm		1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-	Perm	1000000000000000	6 29080351297738
Protected Phases		4	a line		8,			28 2 8	NERS I É		ં દિલ્લ	
Permitted Phases	4	000	4	8 *******		8	Z WYTERSEWZ	~~~~~~		6	*****	8825.3478
Actuated Green G(s)	103*Kog Lot og alle 1	65 0 65 0	highlight and will be a start of	KARAMA TANA MU	65.0 65.0	65.0		27'0	Des States		27.0	
Effective Green, g (s) Actuated g/C Ratio	65.0 0.65		65.0 0.65	65.0 0.65		65.0 0.65		27.0 30:27		i i se	27.0 0.27	astron 19
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	<u>. 0.05</u> 4.0		4.0 4.0			4.0 4.0	PREAR
Lane Grp Cap (vph)	462	2300	1029		2300	1029		397		in a star	431	and the second
v/s Ratio Prot	402	0.37	1023		0.18	1023						
V/s Ratio Permission	c0:39	NESCON	0.03	0.03	0.10	0.02	<u>a si si anan</u>	0.02		NERCONSER.	c0 12	2020212
v/c Ratio	0.60	0.56	0.03	0.05	0.28	0.02		0.05	e de la compañía de l Compañía de la compañía de la compañí	91.106897331	0.17	
Uniform Delay, d1	10.0	9.7	6.2		7:50	6.2	THE SHE	27.0			27.9	a state
Progression Factor	1.61	1.63	2.53	1.00	1.00	1.00	12405326774	1.00	in the second	en e	1.00	na ana
Incremental Delay, d2	2.1	0.4	0.0	0:5	SS0-35	38 O O S		0.3			× 0.9	
Delay (s)	18.2	16.2	15.8	6.8	7.8	6.3	ann a' ann a' ann a' ann a' ann a' ann a' a' ann a'	27.3	nin Cristilla a Letari	6363%/S-2293	28.8	202083959558
Level of Service	В	- B.	В	A	A	A		C C		T.	C	
Approach Delay (s)		16.5			7.7	2	*******	27.3	(7-2-90200-1202200.00)	*****	28.8	- 3-14 INCE: 0 - 244
Approach LOS		B	h		Α.			S C			C	
Intersection Summary	inde :								en e		ALL COLL	888.S.G
HCM Average Control D	elay 😳	1.46	15 1		ICM Eev	el of Se	nvice		B≮		a statu a an Arta a da se	
HCM Volume to Capacit			0.55									
Actuated Cycle Length (- Setting	100.0			ost time			80			
Intersection Capacity Ut	ilization		56.4%)}	CU Leve	el of Ser	vice	-	8	•		
Analysis Period (min)	1. 2. 2. 2.	- Califica	15								1993 - A.S.	
c Critical Lane Group.						4						
			-			ì						

Baseline Tri-Core Engineering HCM Unsignal 2000 BACK PM-SIGNAL.sy7 5: Cable Ln & Alturas Dr 7/6/2006

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Movement	EBL	EBT	WBT	WBR	SBL	SBR		ingen ver			
Lane Configurations		Ŕ	þ		Y						
SigniControl		in a start of the st	Free		Stop		el sur la su	制制品	Sizest		
Grade	N REAL AND AND AND AND A	0%	0%		0%				deres in other last	secolaria di succ	201 - 1 - 1
Volume (veh/h)	္သ္ရွ္၀	4	9	19		<u>.</u> 7		er angeler af	Amateria		an a
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	00000000000000	200000.0000	NA DESCRIPTION	THE REAL PROPERTY OF THE	医静脉激励
Hourly flow rate (vph)		0 26 4 0	्ः 10	×				1994 (A) (A)	IE A SALAN	BCZ BAR	
Lane Width (ft)			0175376228	24075 F.B.	NI COLOR		8	NEW CONSIGN	City and City		NIN NI
Walking Speed (ft/s)	44177.26X							2010-122808	CARGON MELTER	The second	er som sen
Percent Blockage	Circol	88. S. S. S.	Rosser					1000	North Mark		
Right turn flare (veh)	BARAN AND AND AND AND AND AND AND AND AND A	ilstannige)	research and a state of the second	to ducidadente T	, frank service and service	LUCCLARCERS.	A 199 12 10 12 10 10	17/15/08/24/20	HALIPLAN STREET		astra a
Median type					None	5			CARS OF	STREES	
Median storage veh)	*******								A A A A A A A A A A A A A A A A A A A		
Upstream signal (ft)					i.						
pX, platoon unblocked		******		and the state of the	1.100 CT-161		THE OWNER WHEN			a sana ang ang ang ang ang ang ang ang ang	1940 M
vC conflicting volume		te in the	N. Frank		<u>, 24</u>	20			allan di		
vC1, stage 1 conf vol vC2, stage 2 conf vol					anta in			THE PARTY OF	1052 (2223) - (9		
vCu, unblocked vol	30	en Marine			24	20		0924 - 3 52			
tC; single (s)	4 1				6.4	6.2	10125 (A)	Sec. 30.55		STATE	
tC, 2 stage (s)			n Bassan (Katala) K	in an	141.807.017.8943 1		10000.00000	CALL WE REAL	5192-321-350-961191	1743917428	09402494-1
tF (s)	2.2				3.5	33-		S. DELLA	GOVE TOP		
p0 queue free %	100			,	99	99					
cM.capacity (veh/h)	/1582			R R S	991	1058	1926	1. A. S.		15. AND 10	
Direction, Lane #	EB 1	WB 1	SB 1							115	
Volume Total	4	ેં‰ 30 [ા] ં	18	012233	aas too i		Sector 1	1. 1. 1. 1. 1. 1.	和出去认		
Volume Left	0	0	11	000000 000000 00000 00000 00000 000000 0000		aanta ah siddaaddadaa ah ah ah	21 14.07 48 P. 874 10 - 0	accion framesca raya	obcart the test		69. Sec 19999
Volume Right	- 10	- 2 1	8					Serve of	ins in		
cSH	1582	1700	1018		NY 22 10700 10000 1000			TAX SOME CHICK	-		
Volume to Capacity	္၀.၀၀	0.02	Sector Sector Sector			m <u>19</u> 28		In the second	相応に		
Queue Length 95th (ft) Control Delay (s)	0 ©0:0	0 2020202	1 8.6		Alexandro		September:	0.0.000-0.00	N-T-NORMAN LINE	- AMPLEMENT	
Lane LOS	S. O.O.		<u>ہ o o و</u> A				202052-000	Sector States	0.50		en e
Approach Delay (s)	ະເດີດະ	0:0	8.6				1875322	S. S	TOTAL CONTRACT	NE STREET	
Approach LOS	1999 - Tana ang ang ang ang ang ang ang ang ang	ere totalista de la companya de la c La companya de la comp	A	8839823-1LS		ertelikovo: L	en de la compañsión de la La compañsión de la compañs	3669635728536	1202200-0022		
Intersection Summary	-					, 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997	8	W.S.M. Jos		3.74 FE 10 FE	*****
Average Delay			3.0		NG CENTRAL CONTROL OF C		2. Martine		Exception (188		
Intersection Capacity Ut	lization		3.0			l of Servic	ANA	1. 1. 1. 1.	Δ		
Analysis Period (min)		andræssalagi A	<u>15</u>	<u>ceresty</u>				and constraints			ortest.
								148 48			
ar an	an sens sin sense and	an contra parte de la contra de Contra de la contra d	Carlos and Allen Carl	a se a construir a construi A construir a co	2465577665792-86	997,000 (1997) 1997 (1997) 1997 (1997)		Carl Net States	and the second s		

Baseline Tri-Core Engineering HCM Signalized Intersection 06 apacity RAEFyters7-6-06-submittal/synchro/YR 30 TOTAL AM.sy7 7/6/2006 1: Bradley Rd & Hancock Exp

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Movement	EBL.	EBT	EBR	WBL,	WBT	WBR	NBL.	. NBT	NBR	SBL	SBT	SBR
Lane Configurations	ኻ	<u>†</u> †	7	۲	† †	7	3	^	*	٢	* *	7
Ideal Flow (vphpi)	1900	19005	1900	1900		1900	1900	<u>1900 (</u>		1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor.	1:00	0.95	1.00	1.00	0.95	* 71.00	1:00	0.95	ି 1.00		0.95	1:00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00		1.00	1.00	0.85
Fit Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	<u> </u>	A LAND WITH A MARKEN A	0.95	St 100.	1.00
Satd. Flow (prot)	1770	3539	1583	1770	3539	1583	1770	3539	1583	1770	3539	1583
Flt Permitted	:::0.24	<u>ି 1:00</u> ଁ	1:00	0.36	.1:00	<u>,</u> 1.00,		. 1.00	Sector 10, 10, 10, 10, 10, 10, 10, 10, 10, 10,	0.13	22.50	-1.00
Satd. Flow (perm)	438	3539	1583	663	3539	1583	925	3539	1583	240	3539	1583
Volume (vph)	165	273	is≪¦32∍	s 424	. 891	439	216	719	: 260		366	144
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj Flow (vph)	179	297	35	461	968	477	235,	782		172	398	157
RTOR Reduction (vph)	0	0	26	0	0	52	0	0		0	0	48
Lane Group Flow (vph)	179	297	_: 9 .	. 461	968	425	235	782	203		398	109
	pm+pt		m+ov	pm+pt		pm+ov	pm+pt		pm+ov			pm+ov
Protected Phases	5.27	4	5	3	8	<u>1</u>	5	2	् <u>र</u> ्ह् 3	ve 10-16		7
Permitted Phases	4		4	8		8	2		2	6		6
Actuated Green, G (s)	29.0	17.0	26:0	. 48.0	32.0	45.0		QU.X	7722 No. 2010 No. 2010	~ 44 0	31.0	43 0
Effective Green, g (s)	29.0	17.0	26.0	48.0	32.0	45.0	36.0	27.0	54.0	44.0	31.0	43.0
Actuated g/C Ratio	0.29	0.17	0.26	0.48.		0.45	0.36	0.27	0826623357.01.04-5013.S	BUDDEN SYN MILLER I'R	0.31	0 43
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Grp Cap (vph)	287	602	2475	617	1132	776	409	956	918	\$~305	1097	744
v/s Ratio Prot	0.07	0.08	0.01	c0.20	c0.27	c0.08	0.05	c0.22	0.08	c0.07	0.11	0.03
v/s Ratio Perm	011		0.02	0 16.	ale file (, 0,22	0.16		0:10	0.17		0.07
v/c Ratio	0.62	0.49	0.02	0.75	0.86	0.55	0.57	0.82	0.22	0.56	0.36	0.15
Uniform Delay, d1	28.4	37.6.	27.5	218:8	31.8	الجاري فالماد وموجوعا والافاد	23.7	34.2	الاسترد ومعتونيا وفرالا للتعار	20 4	a too you chiga you have	17.3
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay d2	9.8		0.1	8.1	8.3	2.8	5.8	77	Cher Marrie Full	7.4		0.4
Delay (s)	38.3	40.5	27.6	26.9	40.2	22.9	29.5	41.9	12.6	27.7	27.8	17.8
Level of Service	D	D	S. C	C	D.	∑, C	C .	D	В	C	Č,	В
Approach Delay (s)	(anternations)	38.8	esteras	-	32.6			33.3	SA SNEE LEE	la careme	25.6	
Approach LOS		D.		Piline pili		E. R.		C			<u> </u>	
Intersection:Summary												
HCM Average Control D	elay		32:4	H	ICM Le	vel of S	ervice		к. x С			
HCM Volume to Capacit		aaraalaa baraaraaysay	0.78	an a		,	r		1.41980C3C168549C6648		n. v zv. i fir tok vyškav	************
Actuated Cycle Length (100 0			ost time			. 12 0		1.5.5.2.1	
Intersection Capacity Uti	lization		75.7%	l	CU Lev	el of Sei	rvice		D			
Analysis Period (min)			. 15									
c Critical Lane Group		•		•								

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HCM Unsignalized Intersection/00007aCRARFatesis6-06-submittal/synchro/YR 30 TOTAL AM.sy7 3: Bradley Rd & Alturas Dr 7/6/2006

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	٢	††	7	٢	^	7		4	۴		Ą	7
Sign Control		Free			Free			Stop	di tang	ST SEL	Stop	Sec.
. Grade		0%	or • 2757-14 • 2000		0%	5.57102-192.9.5	41-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-	0%		AND INCOMENTAL OF	0%	NO FIRING
Volume (veh/h)		343	20	<u>157</u>	1249	<u></u> 12		16	15	15	0.	221
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	173	373	<u>.</u> 22	5.	1358	. 13	.74	的目的目的	16	16	0	240
Lane Width (ft)		NOINCIPE:			2583-124A		KAD TO DO	NUMBER OF	9.572.20x	PROFESSO	1.000 C	20000
Walking Speed (ft/s)			a <i>Ma</i> da		rosos k		20	AND AND	1221	States Sha	SCAMPS.	युषद्धित
Percent Blockage	9 39 17133	200 B.D.D.D.			NG SANATA		STREET,	NTRESKIS	176320785	S.S.Sinaiy	Conversion and	5.226.22
Right turn flare (veh)	eren za	di in 1980.		RAFE SKIII		KORANIO.		0.000000000	SP-TREAM	SAME FUIS	SIG - OPIGS	157949178
Median type							¥0	Nones	VCL	10607546	None	Same S
Median storage veh)		CURINISCE.	76.672.25.25 C.	en e	isinizhaan wa	641.2322 3 9	9624732926.F		\$542080455	Distances (A	Ballon Indonestic	Ciectore Marsh
Upstream signal (ft)						Në kë		an yas	Same and		519 Mar 79	R. W. R.
pX, platoon unblocked		angest i ny panangat	assant 179	1886 (1999) (1997) (1997) (1997) (1997) (1997)	C. 1925-000-055 (M.A.)		1974,18	Distantion of the second	oldings of the local	100505760834	A CONTRACTOR OF CASE	95.C'3(3/19/1926)
vC conflicting volume	<u>1371</u>		818 çêşeyê	395			1648	2100	186	1917	2109	679
vC1, stage 1 conf vol						(1), 24666, 40, 40, 40, 40, 40, 40, 40, 40, 40, 40	2014,0	DV0.4 BOARD, BO	Collinson ()	COLUMN STORE	CONTRACTOR OF	30-31-12-12
vC2, stage 2 conf vol									C. Service			
vCu, unblocked vol	1371		. West allow character	395			1648	2100	186	1917	2109	679
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)	ooweeneeree	estat in totale taging	and the second secon	2000 - 100 - 100		tamang designations	51050				-	NUM CONTROL
tF_(s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	65		TO TELEVISION	100	NW SPONSS		0	97	98	43	100	39
cM capacity (veh/h)	497			1161			19	33	824	28-	33	394
Direction Lane #	EB 1	EB 2	EB 3	EB 4	WB 1	WB 2 -	WB 3	WB 4	NB 1	NB:2	SB 1	SB 2
Volume Total	AL AND Y A YAY AND	(<u>)</u> 186	186		s 5	679	679	13	75	16	16	240
Volume Left	173	0	0	0	5	0	0	0	74	0	16	0
Volume Right	0	- C. O	0	22	0	0	0	13	0	16	0	240
	497	1700	1700	1700	1161	1700	1700	1700	19	824	28	394
Volume to Capacity	Sector and a sector	0.11	0.11	0.01	0.00	<u>0</u> 40	0.40	0.01	4.02	0.02	0.57	0.61
Queue Length 95th (ft)	39	0	0	0	0	0	0	0	Err	2	46	97
Control Delay, (s)	16.1	0.0	0.0	0.0	eret start in a start it	0.0	0.0	0.0	Err	COPPORADALALIA	24013	0008-010-02
Lane LOS	C	unie staa	e e e e e e e e e e e e e e e e e e e	i en	A	ette trade		issummer.	F	A	F	D
Approach Delay (s)	4.9				0.0		2.4	Carl State	5215.2	10000	40.9	(H)
Approach LOS									F		E	
Intersection Summary/						-101-101-1		22.5	15/19 N.	5.45		
Average Delay		the second s	333.2			ante son de la company	feren and a second	Children of the local data		CENCER / MON	The second	Competence (
Intersection Capacity/Uti	lization	6	53.8%	Second C	U-Leve	l of Serv	/ICe		В			
Analysis Period (min)	ST. COMPANY		15 5355555			T THE REPORT	2831		10000000000	1000000000	dest annual to the	10 CERTIFIC
				888 Z. 12				Second 1		(1) (1)		

HCM Unsignalized Interstectuol@coopactRAAFatDefac-06-submittal\synchro\YR 30 TOTAL AM.sy7 5: Cable Ln & Alturas Dr 7/6/2006

	٨		\mathbf{F}	¥	-	×	1	1	۴	1	ţ	4
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4			ф .			÷	
Sign:Control		Free	1993 - SA		Free			Stop			Stop	
Grade	******	0%	ويرادن موجعة ليستخد		0%	TWO-250 - 307 - 747		0%	و د د دور و دور و دور و دور و دور و دور و	ana fratita	0%	
Volume (veh/h)	. 2	4.∍	0	and the second sec	3	. 24	0	36		8	39 7 3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph) (). Pedestrians	2	4.	<u></u> 0	(Ó,	3		- 0	39		. 9 ',	8	
Lane Width (ft)		Maria (Maria)	TARGERS				FRANK			1975-196 9 4		in the second
Walking Speed (ft/s)					e balan			REALESCO			an an ca	
Percent Blockage						1328-14-7	C. ZSA					
Right turn flare (veh)	Reserve		en er de la de En la de la	RELIER DE	enrealite A			H AN AR		999 779 53 S	un state	11
Median type								None			None	
Median storage veh)	aninden van die	1992 S-C 7574-3	ann an stàite	2 కలు సందర్భ శివ్రి	n an	1277 <i>11777</i> 7776668	AAAAAAAA AAAAA	na sara	versen son o	- 1998 - 19 - 1998 - 19	saansan la	saithedrings
Upstream signal (ft)		Ē.					t de c		sture C			
pX, platoon unblocked	98.94 * 1 92 - 1 * 2244 a 9 m	arrender and share by	506 DIE18931763 1	- 6. (J. 6. 6. 6. 6. 6. 6. 6. 6. 6. 6. 6. 6. 6.	1997 - 199 7 - 19 97 (1997	an a	an Baran di beli dati bada ber ta	i - Andrew Barrel - Control - Control	, 4900-444 (P.227) AJ (AF ()	anda in shi bukaya		887: 27940-17 MA
vC, conflicting volumes:	. 29			4		Hereit	. 30 ·	38	4	45	25	16
vC1, stage 1 conf vol						Ware book a band of ladd' an						
vC2; stage 2 conf vol		5-01-02-04-04 5-00-04-04-04-04-04-04-04-04-04-04-04-04-										
vCu, unblocked vol	29	etana arrangetar	- Carlos Constant	4	ישביבוריי אוניברוי בורי	s-new secondarian	30	38	4	45	25	16
tC: single (s)	4 1		2 7 2 7 2 8	4.1			- 7.1 s	6.5	6.2	871)	6.5	6.2
tC, 2 stage (s)	er			2007 A 1	Barren				1990-7-6-55		Sector And	
tF (s) p0 queue free %	2.2 100		CREES	2.2			3.5	3:4:0 05	3 3 100	3.5	. 4.0	3.3
cM capacity (veh/h)	100 1584		Mirayay	100 1617		प्र <u>क</u> ्रियान	100 970	95 8653	1079	99 923 0	99 • • • •	100
TOP PROPERTY PROPERTY AND PROPERTY PROVIDENCE	AMARAN TOUR				unita in an	ACCERNES?	37033	್ಷರನ್ನುತ್ತ				8000
Direction Lane #	EB 1	Order a contraction of	007 19 007 9807 1000	SB 1								
Volume Total	7	s 29	<u>,</u> 39	22.17.)			41-1-1					
Volume Left	2 ::::::::::::::::::::::::::::::::::::	0	0	9 20020-0000	negeren zintre	7939444987		art molenna israe			122207755283894	Men nelieve
Volume Right	0	26	0				2.48.58					
cSH Vielboots Connection	1584 0.00	1617 0.00	853	905 0.02	are de la compañía de	Transfer					Si Kenzi di Ka	REFE ZZ
Volume to Capacity Queue Length 95th (ft)	0.00 0	<u>00</u>	0:05 4	् <u>ण</u> ्ण्य 1						D LAN		
Control Delay (s)	2.4	00	94	91				CTE PRES		r an		SMEAD
Lane LOS	A A		A	A	a ta ang ang ang ang ang ang ang ang ang an	SRENER ,				OF VER		9 2236
Approach Delay (s)		0.02		91		2009 C						
Approach LOS	artistani ili di	en freisen	A	A	antopic.a.pu	an tanàna na	let natenali	4122222.003	XXXXXXXX XXXXXXX			28692877)
Intersection Summary			1 - 17 X.			i Ali ali ali ali ali ali ali ali ali ali a	-					
Average Delay	REFERENCES AND		5.9			STATES & STATES			CORRECT CON			
Intersection Capacity/Uti	lization			e ic					A State			
Analysis Period (min)	ncanón is	<u>n transfi</u>	<u></u> 15		O LEVE							
						Na kata kata kata kata kata kata kata ka						
	erander Sa	senset 1992		ora tratiĝ	nassette die	LCINICUS	1. 1923 (1993)	ur de la companya de La companya de la comp	estan LISU		et:Reflixed	rezainte

HCM Unsignalized Intersection/00007aCRyAKha0/sie6-06-submittal/synchro/YR 30 TOTAL AM.sy7 12: Cable Ln & Site Access #2 7/6/2006

		V	-	4	•	1				
Movement	EBT	EBR	WBL-	WBT	NBL	NBR				
Lane Configurations Sign:Control	Free	<u>(5,9,6)</u>		্থ Free	N 246 (3 CON 14 1 1.17)					
Volume (veh/h) Peak Hour Factor	0% 10 0.92	2	0 0.92	0% 18 0.92	0% 9 0.92	0.92	er da h			
Hourly flow rate (vpn) Pedestrians Lane Width (ft)	1.1	2	0	20	10	,0				
Walking Speed (ft/s) Percent Blockage								i i i i i i i i i i i i i i i i i i i		
Right turn flare (veh) Median type Median storage veh)					None					
Upstream signal (ft) pX, platoon unblocked										
vC, conflicting volume vC1, stage 1 conf vol vC2, stage 2 conf.vol			13		32 (1-)	12 12				
vCu, unblocked vol tC: single:(s) tC, 2 stage (s)	0.000		13 4.1		32 6 4	12 6 2				
tF (s) p0 queue free % cM:capacity (veh/h)			2.2 100 1605		3 5 99 982	33 100 1069				
Direction Lane #	EB 1 13	WB 1	NB 1				eren eren Dere servi			
Volume Left Volume Right	0 2 1700	0 0 1605	10 0 982							
Volume to Capacity Queue Length 95th (ft)	0.01	0:00	0.01	@@ <u>@</u> 1562 <u>8645</u> 7111						
Control Delay (s) Lane LOS Approach Delay (s)		and the board and provide	8 7 A 8.7							Sides-
Approach LOS Intersection Summary			A				nera Gorge Di Alberta.	. net 17 200 - 24 (1.1) .		
Average Delay Intersection Capacity Util	ization	10120		S. S. IC	U Leve	l of Service		A -		
Analysis Period (min)		2316	15						2	

HCM SignalizedRn6096600007CERAEFJQV7a6y96-submittal\synchro\YR 30 TOTAL AM-signal.sy7 1: Bradley Rd & Hancock Exp 7/6/2006

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Movement.	EBL	EBT	EBR	WBL	- WBT	WBR	NBL	NBT	NBR	SBL.	SBT	SBR
Lane Configurations	3	††	7	ሻ	<u> </u>	7	٦	11	7	۲	^	7
Ideal Flow (vphpi)	1900	1900	1900	1900	1900	<u>, 1900</u>	1900	1900	1900	1900	ິ 1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util: Factor	1.00	0.95	1.00	1.00	0:95		1.00	0.95	1.00	1.00	0.95	1:00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Fit Protected	0.95	1.00	1.00	0.95	. 1.00	1.00	0.95	1 00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1770	3539	1583	1770	3539	1583	1770	3539	1583	1770	3539	1583
Fit Permitted	0.24	1.00	1.00	0:36	1.00	. 1.00	. 0 50.	1 00	1.00	0.13	1.00	1.00
Satd. Flow (perm)	438	3539	1583	663	3539	1583	925	3539	1583	240	3539	1583
Volume (vph)	165	273	32	- 424	891	439	216	-719	A DEC MARKED	158	366	144
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj Elow/(vph)	179	297	35	. 461	968	47.7	3622500	782	283	172	Voly Stranger	157
RTOR Reduction (vph)	0	0	26	0	0	52	0	0	80	0	0	48
Lane Group Flow (vph)	Contraction of the local division of the loc	297	. 9	<u>_</u> 461		1. 	235	782	DOLL.	172	X:/398	109
	pm+pt			pm+pt		pm+ov	· · · · · · · · · · · · · · · · · · ·	CONTRACT OF	pm+ov	pm+pt		pm+ov
Protected Phases	1	4	5	<u>, s</u> 3	8	1	5	. 2	-3	E. 10	6	1
Permitted Phases	4		4	8 1995-1995-1995		8	2		2	6	wathan attack.	6
Actuated Green G (s)	29.0	17.0	And the second se	48.0	32.0	45.0	36.0	27:0	54:0	44.0	ジークだい ママウノバト	43 0
Effective Green, g (s)	29.0	17.0	26.0	48.0	32.0	45.0	36.0	27.0	54.0	44.0	31.0	43.0
Actuated g/C Ratio	0.29	0.17	0.26	0.48	0.32		0.36	0.27	and a second second second	5	0.31	0.43
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Grp Cap (vph)	287	602	475	and a state of the second state of the second	1132	776	409	956	918	305	1097	744
v/s Ratio Prot	0.07	0.08	0.01	c0.20	c0.27	c0.08	0.05	c0.22	0.08	c0.07	0.11	0.03
v/s Ratio Perm	0.11	0.40	States - Balling March	0.16		0.22	0 16	6 (PRI)	0.10			0.07
v/c Ratio	0.62	0.49	0.02	0.75	0.86	0.55	0.57	0.82	0.22	0.56	0.36	0.15
Uniform Delay d1	28 4	37.6	27.5	18 8 1.24	31:8 0.88	20 1 0.79	23.7	34.2	12:0	20.4	26.8	173
Progression Factor	1.00	1.00	0.1	1.24 7.3	0.00 7.6	2:5	1.00	1.00	1.00	1.00	1.00 0.9	1.00
Incremental Delay: d2 Delay (s)	9.8 38.3	40.5	27.6	30.6	35.4	18.3	29.5	41.9	12.6	27.7	27.8	17.8
Level of Service	38.5 D	40.5 D	21.0	SO C	33.4 D	10.3 B	29.5 C	41.9 D	12.0 B	27.7 C	27.0 C	ни.о В
Approach Delay (s)		38.8	C.		30.0		- C	33.3		Refines .	25.6	
Approach LOS		00.0 D	SHORE S	MEN (A	30.0 C		2510	33.5	1000	1000000	20.0 2012 a	1981. A.S.
Intersection Summary	Contraction in the	MANAGER		900-910-201 910-91-92-92	nistelinets Santaniste	ener selen Stelesel						
HCM Average Control D	elaw	540,0-505	31.2		ICM1 4	vel of Si	anvice	10000	0			<u></u>
HCM Volume to Capacit			0.78			- <u></u>		HEORY CONTRACTOR	161912191			
Actuated Cycle Length (100.0		um of l	ost time	(s)		12.0	SEGUE		
Intersection Capacity Ut		- Month Carly	75.7%			el of Sei		1000000000	D	TOTAL STREET	1995-999391-1 1	an seithi
Analysis Period (min)		10116	15					Televis	P. CHARAL	12000		
c Critical Lane Group	APPROXIMATION OF THE PARTY OF	and a second second	AN 35338-14	<u></u>		ren all fafragfigeld		SEASAFFLORCS	ACTION AND IS	C. Phyladerica	entertet in fillige	unnistationes:
0.50						`. ь						

HCM Signalized An Control Carlos Con

	٨	*	7	*	+	*	1	†	~	1	¥	~
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	٦	††	7	٦	† †	۴		र्स	1		र्स	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	. 1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0
Lane Util. Factor		0.95	1.00	1.00	0.95	1 00		1 00	, 1:00		1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85		1.00	0.85		1.00	0.85
FIt Protected	0:95		1.00	0 95	1.00	1.00		0.95	<u>,</u> 1.00	-	0.95	1 00
Satd. Flow (prot)	1770	3539	1583	1770	3539	1583		1775	1583		1770	1583
Fit Permitted	. 17	With steel straits	1.00	0.53	1.00	1 00		<u>0.72.</u>		A Rozantin	. 0.71	1 00
Satd. Flow (perm)	311	3539	1583	987	3539	1583		1349	1583		1319	1583
Volume (vph)	159	343		5	1249	12	68	્યુક્ત્ર્યુક	ite 15	15	<u> </u>	221
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	173	373	22	5	1358	13	74		×16	<u> </u>	0	240
RTOR Reduction (vph)	0	0	6	0	0	3	0	0	13	0	0	82
Lane Group Flow (vph)	173	<u>.</u> 373	17	5.	1358	10	04	75	3	0	16	158
Turn Type	Perm		Perm	Perm		Perm	Perm		Perm	Perm		Perm
Protected Phases		.		States and	8	STATE.		2			6	i i i i i i i i i i i i i i i i i i i
Permitted Phases	4	1999-1999-1999 (B	4	8	e booksident	8	2	NUO WI, MORALO E JURIE	2	_ 6	: 20089891279-1979 	6
Actuated Green -G (s)	75.0	75.0	75.0	75:0	:75.0	75.0	57772 575.22	17.0	17.0		17.0	17.0
Effective Green, g (s)	75.0	75.0	75.0	75.0	75.0	75.0	1.59) 249X8	17.0	17.0	57.6.67.686 '5W?A	17.0	17.0
Actuated g/C Ratio	×0 75	0.75	0.75	0 75	0 75	0.75	N.	0.17	0.17		0 17	0.17
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	Hard Draw	4.0	4.0	tenas ner son setter te fan	4.0	4.0
Lane Grp Cap (vph)	233	2654	1187	740	2654	1187	<u></u>	229	269		224	269
v/s Ratio Prot	NistColaites11443	0.11	nader i de la compañía de la compañí En esta de la compañía	100/01/01/05	0.38	awarana.	12.05882242	Contra da de Cala d		1119282-1920-2228	R:N:	1999 and an anna an
V/s Ratio Perm	c0.56		0.01	0.01	12-22	0.01	1.303	0.06	0.01		0.01	0.15
v/c Ratio	0.74	0.14	0.01	0.01	0.51	0.01	eraissit-545	0.33	0.01	anen shikana da d	0.07	0.59
Uniform Delay d1	7.1	3.5	3.2	3.1	5.1	3 1	2476	36 5	34.5		34.9	38:3
Progression Factor	1.35	0.42	0.02	1.00	1.00	1.00		1.00	1.00	26041a) (KUAKUS	1.00	1.00
Incremental Delay, d2-	17.7	S 0 1	0.0	0.0	0.7	0.0		3.8	0.1		0.6	9.1
Delay (s)	27.3	1.6	0.1	3.2	5.8	3.2	100000	40.3	34.6	ene seent v ene	35.5	47.3
Level of Service	C.	× A	A	A	A	A		D.	C			D
Approach Delay (s)	anatalatik (1757), (2003), (1668)	9.3		20 C-1280-0040	5.7	Contractor of the		39.3	*	NAMA AND ALCONDANCED	46.6	0*********
Approach LOS		A		1.1.1.2.5	Α.	1.11		D			. D'	
Intersection:Summan				100000000	Sugar P	-						
HCM:Average:Control			12.5	No. OKIN	CMI e	vel of Se	n ce		B		4.3.4.2.14 (economa Statel
HCM Volume to Capacil			0.77	RISEION	CIVILE	CI OI OC				SEX ADDA		4457.94 <u>5</u>
Actuated Cycle Length (100.0	S	um of le	ost time	(s)		8.0			1799 F.
Intersection Capacity Ut			63.8%			of Ser			B	the second second		२१ दुरस्ट के ब्रि
Analysis Period (min)		Nakava	15	MARCHINE S	PERSONAL PROPERTY	i or oer	- 100- 	er de le		E KER		
c Critical Lane Group			esen al de	No. of Concession, State of Co	TREAMS	ALC: NO.			eoste fie			restriction of the
o onical care oroup						1						

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Movement	EBL EB	1707-0000000000000000000000000000000000	NBL	WBR	NBL	NBT	NBR	SBL	SBT	SBI
Lane Configurations	4		4			.		en da ante a companya a sua a	4	Seat the se
Sign Control	Free	a second of a price of the body of the second	Free	والمستحد ومراجع فيتحدث والمحاصر والمستحد والمستح	alan da ana ang ang ang ang ang ang ang ang an	Stop			Stop	
Grade	0%		0%		ر و الدود ارد و ارد برو د	0%	7 15 11 20 20 20 20 20 20 20 20 20 20 20 20 20	moleccular a financial a	0%	
Volume (veh/h)	2	42.0	V0. 3		<u></u> ,	36	0	8	7 7	
Peak Hour Factor	0.92 0.93		0.92 0.92	0.92		0.92	0.92	0.92	0.92	0.9
Hourly flow rate (vph)	2	4 0	0 3	26	0	39	0	. 9	. 8 :	S.
Pedestrians				יין געמאקרער געריינעריינעריי אי געמאקרער געריינעריינעריי	ar dia Araansi		THE STATE	- VINDER LEASE VANE	S-MARKAN SAN	28526111
Lane Width (ft)										
Walking Speed (ft/s)	en lieferen de skriveren	en de la companya de					77-939-968-9	Herecores	Xennered ve	ti adat
Percent Blockage										¥ :
Right turn flare (veh)	- 		waariin ahaan hiraa			TENTING T	a	RAMMACH		seenstr
Median type		and show the second				lone			None	
Median storage veh)		an a		2	e an		e e se	a an	au consta	1.1 3 1274
Upstream signal (ft) pX, platoon unblocked		re r tik (* 19		n an hair an						22356
vC, conflicting volume	29				30	38		45		23.
vC1, stage 1 conf vol	4 7		e e trouis e e e e e e e e e e e e e e e e e e e		SCOUL L	::20 <u>}</u>		္ရမ္သ		1
vC2_stage 2 conf vol	u krozen de kontre k				THE CONTRACT	are are	COMPLEX R		- SARABASA	95.27A
vCu, unblocked vol	29 -		4		30	38	4	45	25	10 1
tC, single (s)	23 241		41		7.1	6.5	6.2		2.J	6.
tC, 2 stage (s)			(Thursday)	a na sana ang ang ang ang ang ang ang ang ang	2011-262-2	8. 4 .7.20				8199 J.
tF (s)	22		2.2		3.5	4.0	3.3	3.5	4.0	3 .
p0 queue free %	100	ana ao amin' a Ao amin' a	100	n an	100	95	100	99	99	10
cM capacity (veh/h)	1584		617		970	853	1079	923 06	867	106
	na militari andra di mana di su su mana di s		1427 - 2490 F. 2012 2007 - 1 (1944) 44 201	. 262 mar ann an 127 26 mar An Seannacht an 187 an 187 an 187	and Garley, d.a. Standikardy zaz	ante de la constante de la cons Constante de la constante de la	oxalerando. Referencia	na z sono Brazilia	antata en el	nacia: Sezene
Direction, Lane #	EBI		SB 1							ares y
Volume Total	. 7. 29	CONTRACTOR CONTRACTOR	17	<u>L'ANGE</u> È					1. Carden	
Volume Left	2 (9 896: 2009:0000000	in the state of the	en e	XI-0609820		STATES STATES	NG 19 19 19 19 19 19 19 19 19 19 19 19 19	(ca92.3)
Volume Right	026	- AND CONTRACTOR OF A DECISION		Alter and the second						
cSH	1584 1617		905	स्टब्स्ट्राइड्डाल्ड्र्	NUTRING	MOLEUM	************	153-163 2 63	73898-9866-98	goettess;
Volume to Capacity	0.00 00.00	Charlos a State of the second	0102			instant."			el elle ser	2.53
Queue Length 95th (ft) Control Delay (s)	0 (1 1						5.1573-17-1-33	Correction
Lane LOS	A 2.4	A	A		e litera	ti di cita di c				ar sn
Approach Delay (s)			A aonazarrazio	an a		2726529Z				
Approach LOS	2. 4	A A	A	<u>letter at an an an</u>						699 -2 4
		<u> </u>								
Intersection Summary		<u>, i , i ;</u>			ut - hi					1. E.,
Average Delay	and the second secon	5.9		**************************************	in seren and	3266273882.077	THE CONTRACT	00005605-001-00	- XORNAL	20,2200
Intersection Capacity Ut	ilization	17.5%	ICU Lev	el of Servi	Ce		A			
	· ·	15	www.compage.compartme	eren in in the second	The Strategies	NA STRATIC	Handelerseen a	e conservances	an a	heghanna
Analysis Period (min)	an line water a sub-	A 19 YO REAL AND IN THE AND A 19 YO R. AND AND AND A 19 YO R. AND		200 Contraction of CL 2002 - 11:80		886 B	1. <i>(212</i> 31/			3000
			en litta en el com			CALIFORNIA, CAL	RELAXORINGER(egeneration de la companya de la com	000000000000000000000000000000000000000	100.02.2325
				<u> </u>		57.97 <u>.67</u> .67.67	841.888(5189386)	1911-1919-1-19 1911-1919-1-19	1999 19 9000001901	
	728 200					5709 <u>157</u> 264			1999-1999-1990-1993-1993-1993-1993-1993-	
				******					***********************	

		*	+	+	1	1				
Movement	ЕВЛ	EBR	WBL	WBT	NBL	NBR				
Lane Configurations	þ			A.	Y				<u>~.~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~</u>	
Sign Control	Free			Free	Stop					
Grade	0%			0%	0%	Charles and the Kates	n an the transfer that the transfer	terrets and a second second	72.54.54.132.68.533.684	in statestic
Volume (veh/h) Peak Hour Factor	.10	<u> </u>	~ 0 A A A A	0.00	91	0				
Hourly flow rate (vph)	0.92	0.92	0.92	0.92	0.92	0.92	Technikavi	atterna en		\$
Pedestrians			U.	SPIZU2.	10	U M				
Lane Width (ft)		1		WE ACCEN	CALCULAR STR			5/762/70		0383773
Walking Speed (ft/s)	ens-lenenses	ALL INSTANC,		1009-10-3C-5V	A HORE HORE	SIMPLEBOR	Shikani ta Karani ta Karani		887 SAN - CASA (MERSON) 1	(gender 1997 – 19 <u>1</u> 9
Percent Blockage				103	STA. 1					
Right turn flare (veh)										
Median type					None	i setta 🖄				
Median storage veh)	SANGTON SANGT	- en sur ser	over an				io de Menser antre :		STREED STREET	5.475×8.45753/55
Upstream signal (ft) pX, platoon unblocked										
vC conflicting volume	et stera	Storie Realized	43	WIR NO.	32	12				Second
vC1, stage 1 conf vol				000000000	Call Mar 198		an in the state of	en ser en	100924004692	
vC2 stage 2 conf vol				1990	HEAL					
vCu, unblocked vol	1.000-255-41.194425502457	ala ana isi nasharing sag	13	h v Pilevoliul + 4/1	32	12	i oler de la de la de la de la de la desta de la d La desta de la d	⊨_\$4)06968689638993889978	99993 (A. 1947 A. 1947) 19	6111975-51397 6 3829639
tC, single (s)			4.1	· 中国	6.4	6.2				
tC, 2 stage (s)	unders and an and an and a second second			AND THE NEW YORK	CONTRACT TO	and the second second second second	tración o d'Arres en presentares	NEW PRODUCT IN THE REAL PROPERTY OF	s on province as	
tF-(s)			×2·2	200	3.5	3.3				
p0 queue free % cM:capacity.(veh/h)		TUNNER	100 1605	00000000	99 982	100	S. S			1772. 1773 177
			alervaria in	Sareen	902	1009				
Direction, Lane #	iseB₁1®V		NBA	din C	- 10 1-					
Volume Total	Second a second second second second	20	10	in a sh	100715				e se cui	
Volume Left Volume Right	0 2000 - 2004	0 0	10	RES POINT	2550-66772		(11) (11) (11) (11) (11) (11) (11) (11)			
cSH	1700	1605	982	Cathford and	Serie Con	58			u shar	
Volume to Capacity			0.01							
Queue Length 95th (ft)	0	0	-1	elevision es	25-29954-64	ಇತ್.	n laadata kan babbada da sa sa	in den alient federalet (d		
Control Delay (s)	<u>,</u> ,0:0-, ,	0.0	8.7		15.6					
Lane LOS			Α		CONTRACTOR OF A DESCRIPTION			174 'n' 'n de belan te		
Approach Delay (s)	0.0.	0.0		第13 51年	1000					
Approach LOS			A				·			
Intersection Summary				1.32	6					
Average Delay	محرجون الروجة فروانية		2.0				1			
Intersection Capacity Ut	lization	<u>1</u> 3	3:3%	IC	U.Level	of Service		A.		
Analysis Period (min)	225 52/333445		15	1000 Topo	201.200.000	2012511 (MILE) (MILE)		Sasatan	CONTRACTOR OF THE	
			BRE	NEK 193						

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL.	SBT	SBR
Lane Configurations	ሻ	<u>^</u>	7	٦	††	1	٢	*	7	5	† †	1
Ideal Flow (vphpl)	<u>_1900</u>		41900	1900		1900	1900	(1900)	1900	<u>1900</u>	19003	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	- 4.0	4.0	4.0	4.0
Lane Util: Factor	1.00	o 0.95	1.00	1.00	0.95	1.00	1:00	0.95	1,00	1.00	0 95	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Fit Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00		. 1.00	1.00
Satd. Flow (prot)	1770	3539	1583	1770	3539	1583	1770	3539	1583	1770	3539	1583
Flt.Permitted	0.53	1.00	1.00	0:17	1 00	1 00	0 38	1.00	્ર 1.00	ಜಿಯಿನಿಂದ ವಿಶೇಷ ಸಂಗೀತ ಮಾಡಿದ್ದ ಮ ಕಾರ್ಯವರ್ಷ ಮಾಡಿದ್ದ ಮಾಡಿದ ಮಾಡಿದ್ದ ಮಾಡಿದ್ದ ಮಾಡಿದ ಮ	1 00	1.00
Satd. Flow (perm)	985	3539	1583	310	3539	1583	710	3539	1583	324	3539	1583
Volume\(vph)	124	647	218	350	346	220	125	572	418		655÷	146
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj Flow (vph)	135	703	237	380	376	239	136	622	454	., 607	712	159
RTOR Reduction (vph)	0	0	64	0	0	69	0	0	38	0	0	84
Eane Group Flow (vph):	<u>:</u> 135	703		380	376	170	136	622	. 416	607	7.12	75
	pm+pt	ŗ	m+ov	pm+pt		pm+ov	pm+pt		pm+ov	pm+pt	F	om+ov
Protected Phases	7	4	5	3	8	in and a	5	. 2	3	- 1	6	7
Permitted Phases	4		4	8		8	2		2	6		6
Actuated Green G (s):		20.0	30.0	- NORMAN PR. Cont 1995	27.0	56.0	29.0	19:0	Extraction and the second second	o 152.0-	しかりていかい 白木 長くせる	47 0
Effective Green, g (s)	29.0	20.0	30.0	40.0	27.0	56.0	29.0	19.0	35.0	52.0	38.0	47.0
Actuated g/C Ratio	0.29	0:20	0.30	0.40	0.27	0.56	0:29	0.19	9800.7460468.12.	ASSECT: 1984.8.5 - 1974) - (N.). (M)	0.47
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Eane Grp Cap (vph)		708	538	358	956	950	312	672.	617	588	<u>)</u> 1345	807
v/s Ratio Prot	0.03	0.20	0.04	c0.17	0.11	0.07	0.04	0.18	0.12	c0.30	0.20	0.02
v/s Ratio Perm	0.08		0.11	c0.25	199	0.08	0.08		, 0.17	A. 2. 2. 2. 2		0.08
v/c Ratio	0.38	0.99	0.32	1.06	0.39	0.18	0.44	0.93	0.67	1.03	0.53	0.09
Uniform Delay, d1	27.3	39.9	27.1	27.5	29.8	10.8	27.3	<u>39 8</u>	27.7	ل بوجه بالشكار والسينية بالكية	24.1	14 7
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental/Delay, d2	3.1	32.2	21.6	64 7	1.2	0.4	Contraction of the	20.6	5.8	45 7	1.5	0.2
Delay (s)	30.3	72.1	28.7	92.3	31.0	11.2	31.7	60.4	33.5	72.9	25.6	14.9
Level of Service	- C	E.	C	F	C	В	C.	E.	C.	. E	Ç	B
Approach Delay (s)	NN 3125 (4.4.5.	57.3		WYTELED W	49.6	Million Bran	100 100 100 100 100 100 100 100 100 100	47.1			43.9	Handalaan
Approach LOS		E	anestelle and the second s	A Second	, ⊡D	1.1	9 992	್ಷಾರಿನ			. D	an a
Intersection Summary				il ton a		1912 1		2000			1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.	
HCM Average Control D	elay		48.9	at a spille	CMLe	vel of Se	irvice	1. 19 13 22	N. D			
HCM Volume to Capacit		andre son Bridger	1.02	Contraction of the local diversion of the loc	CASPIE REALING	and a stand of the state	and a strategy	a a a de de la Statistique de la constantion de la constantion de la constantion de la constantion de la const La constantion de la c		n 2000 da	ana ng pang ng pang pang pang pang pang	42.8847.282898
Actuated Cycle Length (100.0	S	um of l	ost time	(S)		8.0			
Intersection Capacity Ut	7. N. MARINE MARY 17. 17. 17. 17. 17. 17. 17. 17. 17. 17.	a	97.3%			el of Ser		~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	F			
Analysis Period (min)			<u>15</u>			Sec. Chi						
c Critical Lane Group	~~~~	∙	n, gudt folger en folgen fan ferfij út	and a second second second		-			2008-23157 A33266 2024		ana ann a' Maint Cliùi	

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HCM Unsignalized Intersection/00007aCRAAFia0)sre6-06-submittal/synchro/YR 30 TOTAL PM.sy7 3: Bradley Rd & Alturas Dr 7/6/2006

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL,	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ሻ	††	7	- ካ	<u>†</u> †	7		र्भ	7		Ą	7
Sign.Control	OLAX-	Free	200		Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Volume (veh/h)	254	1195	71	<u>16</u>	592	34	34	2,	9	, 24	6	141
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vpn)	276	1299	7.72	172	643	37	37	<u> </u>			<u>, 7</u>	153
Pedestrians	State of the second	THE LOCAL COL	PATRON STATE	owned a realization to the second	at isona tutori ar		839(2 50);;;;;;;;;;;;;;;;;;;;;;;;;;;;;;;;;;;;	0757-0217-258-021-1	a sanananananana	tritte na krastalana	Min an Hadwara in the	
Lane Width (ft)	ALC: NO	1.1			E lectronic		Field					
Walking Speed (ft/s)		Section Section		NE STATE		and the second			00.5-78 0 % 875-5-12	27877 - Marcovers	Martin Start	مر ورورو در
Percent Blockage	16	and the second								, Electric		
Right turn flare (veh)	COPTOR AND	AND DECK	CUTERIA ET.O		Series and	a a a a a a a a a a a a a a a a a a a	NOT WAR	271-1727-2720	***	The second s	anga serences	and the second
Median type	a setterna						ana ang ang ang ang ang ang ang ang ang	None			None	1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 -
Median storage veh) Upstream signal (ft)	Later La	MERCORE	and the second			KALENINGA	a a a a a a a a a a a a a a a a a a a			are to be		15.642.275%,
pX, platoon unblocked	232.916	677851E	110012					u:	988 - CH			
vC-conflicting volume	680	00572:50	7	1376	SERIES S		2364	2566	649		0007	2000
vC1, stage 1 conf vol		WHERE PERSON			erraski,		°,2004	NZ000	: 043	1021		
vC2, stage 2 confive	0000101	1781.778	and the second	RE 1987-54					z - sa	Server and a	.	19. STAR
vCu, unblocked vol	680	NAMES STR		1376	BIORAN		2364	2566	649	1891	2607	322
tC single (s)	41	1500229	CONTRACTOR	1370 SA 15		n sa se	7.5	6.5	6.9		2007 65	
tC, 2 stage (s)	0.00 26 26 26	AG2.05586.3	1		2000000000	and a start of the second		EX-22 0-9 4		adalah ka		se ac
tF (s)	22	States a		2.2			3.5	4 0	3.3.	3.5	4 0	333
p0 queue free %	70	030600234	ara to tax	96 see	THE CONTRACT		0	635691272 87	98 98	8	60	77
cM capacity (veh/h)	908			494	N HAR		8	17.	412	28	16	674
A DAWNER STONESSMELT DISTORNED DATES		CDIO	ED 2		arana aran Nationa aran	838668-66666751 8 1 A / 15 3 15			1957AcEnte, 1, 11e3	44.**a-208.es/ 617		DR460-3-1-124
Direction; Lane:#	EB 1	EB 2	EB 3	<u></u>	WB 1	WB 2	WB 3	WB 4.	<u> NB 18</u>	NB 2	<u>SB</u> 1	SB 2
Volume Total	276	649	649	0.77	17	322	322	37	39	. 10	33	153
Volume Left	276	0	0	0 77	17 0	0 0	0 0	0 37	37	0 10	26	0 ತಿಲ್ಲಾಕ್ ಕ್
Volume Right	908	1700	1700	1700	494	1700	1700	ं ्र 1700	0	412	958 (C. C. C	153
Volume to Capacity	0130	0.38		0.05	494 0.04	0.19	0.19		8 1916 - 1916 - 1916 - 1916 - 1916 - 1916 - 1916 - 1916 - 1916 - 1916 - 1916 - 1916 - 1916 - 1916 - 1916 - 1916 -	4 (Z 20 02)	25 1 32	674 0.23
Queue Length 95th (ft)	32	0.50	0.50	0.028	220:045 3	<u></u>	<u>. 0. 198</u> 0	0.02	Err	2 2	101	22
Control Delay (s)		-	-	00			-	-		4 		22
Lane LOS	B	0.01		an a	B	and the second states	den sa sa		러 국	B	erena F	B
Approach Delay (s)		1000	1.101 - 2	7 9 594-5-5	0.3				3002:05		102 4	
Approach LOS	DON: NO	NUMBER			888 S.C. A.S.R.	nan an		CENTRA NO	F		nixeizee F	REFER
		Contraction of the	745		12.551 0.550 0.550	هدین میکند کرد کرد. ا	1		• 	Server and the server of the		
Intersection Summary	Contract.	CHER WHO IS			222. NG		lesson and the		174988		CONTRACTOR	
			160.0									
Average Delay	11 10 10 10 10 10 10 10 10 10 10 10 10 1	Non Alexandre		ionitaneterer		119709112112-11217-12		Standard and American	()::::::::::::::::::::::::::::::::::::	75779-7947 8 -79-79-7		subrelench and he
Intersection Capacity Uti	lization.		55.0%	Sir si c	Ulleve	l of Sen	vice		B			
	lization.				U Leve	liof(Sen	vice		B			

Baseline Tri-Core Engineering Synchro 6 Report Page 2 HCM Unsignalized Interstection/00007acRARFactorsie-06-submittal/synchro/YR 30 TOTAL PM.sy7 7/6/2006 5: Cable Ln & Alturas Dr

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4			4			44	
Sign Control		Free		Sec. 1	Free:			Stop		es de la composición de la composi Composición de la composición de la comp	Stop	
Grade	-	0%	2013/2012/12/2013	THE REAL PROPERTY AND	0%	CONTRACTOR	-010 2 323	0%		2658C 2600	0%	vaicuster-
Volume (veh/h)	0.92	0.92	0.92	0.02	9	0.92				0.00	34	
Hourly flow rate (vph)	0.92	0.92	0.92	0.92	0.92		0.92	0.92	0.92	0.92	0.92 37	0.92
Pedestrians				diana Ver	103	20,	Selli harre			exerciva	See 1	Q
Lane Width (ft)				S SERVICE A	120005	Service of		C. C			2 810 5	
Walking Speed (ft/s)	BARRELLAND	Serences	uiteZEF #SEF#Se	CASE OF COMPLEXING	SAT STREET	CAP INSURTS	HINTE		unii Eskinte		SACTOR AND A	77% 848 (8 9 Ka
Percent Blockage					No reside	1977 - 27 1 -3						
Right turn flare (veh)		87-97-99 A 1752 P	74 m.,et (t 20, 20, 1	ANTITLE CONTRACTOR	eres sources the			5.945.045147557A74	- 120030-0000324-5-5	002-12-12-12-2		and a second
Median type				SARAN.	2019-14			None			None	
Median storage veh)					-							
Upstream signal (ft)		<u>68 () 98</u>	eres.	2.73								
pX, platoon unblocked			- 	818-209-20	Descaration of the	NAME AND AT AT	112727		Antara antara		andaan in aira	ananananan ar
VC: conflicting volume:	35		Constant Notice	4	AN DECK	NUMBER OF	53	39	4		ss 272	\$}; ; ; 2 2
vC1, stage 1 conf vol vC2, stage 2 conf vol	1924 - 1935 - 1935	tor orders	6574XX459	Station Pro	SPIRITURE -	1.19785.75	ALCONTON OF	Minkovika	aerene en de		2 2	25-7773.25%
vCu, unblocked vol	35	re-sano	2013 (36	A NORMAL	2.2825.	and the second second	53	39	4	36	27 27	22
tC single (s)	41		NEC.	REAR	E-S-Sala	STATES.	- 53 ライゴ	6.5		30 7 1	يم 6.5	6.2
tC, 2 stage (s)		252222222	an a	SA. 25261520	182.5811468	10012123	Alace 200		-4699 (A. 1997)			323690
tF (s)	2.2			2.2	网络网络	CRIMES S	3.5	∞∕4.0	3.3	3.5	410	3.3
p0 queue free %	100	αδίανα(//αγαώνεις),εγγγεγ)	Xanhay, Juliaita 🥌	100	endorouserca	CONSCIENCTION OF CONSCIENCE	100	98	100	98	96	99
cM capacity (veh/h)	1577	and the second s		1617	also an fr	治疗 法院	909	853	1079	954	. 867	1055
Direction: Lane #	EB 1	WB 1	NB 1	SB 1						en e		
Volume Total	4	35 🖄	18	64	e and	NESSOE:				y telur		
Volume Left	0	Ö	0	20		-second system	and the same thing.		(A); 2(10436)%(101365	1999-1999 (MILES (MI	19824199101111110	an inter ann an the
Volume Right	ेख्य े 0 ं	25	0	8	12.00							
cSH	1577	1617	853	911								
Volume to Capacity	<u>, 0</u> :00	0.00	0.02	0.07	일까? 전							er verster Gui verster
Queue Length 95th (ft)	0	0	2	6	CA VOID NOT	A DIAMET STAT	NUMBER	MARTINE (.7.22227.0296.222	en de la companya de	Arimetreis
Control Delay (s)	0:0	0.0	93	92	151		1. A.		r Gerselen			
Approach Delay (s)	2000 C	്ററ	A 9.3	A	CONCERNING.	CEREMENTS:	N MALLON	an sasar			200.0440	
Approach LOS		<u>v</u> .u		A	SCC AND	NOT STATE						n an
	-			~				VALUE AND A DESCRIPTION OF			an airiich in e na bhliaisea	a forme descriptions of the
Intersection Summary					1.1		A SAMPLES					
Average Delay	<u></u>	an a	6.3	C. C. C. C. C. C.	and the second	N. ZASS		a a a a a a a a a a a a a a a a a a a		جنوب میں ورونی		
Intersection Capacity Ut	Inzation			FG BIL	Ulteve	liof Sen	/ICB::/		K A			
Analysis Period (min)	TITIC	15.000 (17.00	15		NO. OR OTHER	SCHOOL	12453	Na 29 ko 19 ko				
		EXCAN	3.66.5	UC BERGY		BOOM STATE					de Const	

HCM Unsignalized Intersection (CopaCRATED) 31:6-06-submittal/synchro/YR 30 TOTAL PM.sy7 12: Cable Ln & Site Access #2 7/6/2006

	-	7	1	4	1	1				: •
Movement	EBT	EBR	WBL	WBT	NBL	NBR				
Lane Configurations	P.	SCOULD STORE		ب	Y		Recentled and the second s			
Sign Control	Free 0%		14. 14.	Free® 0%	Stop 0%					91 A.
Volume (veh/h)	14	8	0	28	4	0.0		aten da		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	, and a second	ining and an	Maria da Calendaria (Maria) da Santa d	-9-21,F24
Hourly flow rate (vph)	15	9	0	. (30)	4	0	A. M. M. A. A. A.			1999) 1980) 1980)
Pedestrians Lane Width (ft)	STREET PROV	EBRGAN-ORF	billion and the	749.072.27T	87.787.847.84				e an	NEX 6 7
Walking Speed (ft/s)	SIN DESIGNA				Carlos and					
Percent Blockage	1246	Marine Sta								
Right turn flare (veh)								,	nen an the second s	
Median;type:///	Sec. Sec.	14 9 . 19			None					
Median storage veh) Upstream signal (ft)	STATISTICS.				Hereiter	Second				8.975mPt
pX, platoon unblocked	atte attention			esnor:s	mernesere					
vC. conflicting volume	deninia e e		24		50	20				
vC1, stage 1 conf vol	and the second second				ana ana ang ang ang ang ang ang ang ang	an an Antoine an Antoine an An	MILING (M.S. LOSING ADDRESS / MILING ST	nin aliantan seria ani		
vC2, stage 2 conf vol	Subject High	Real Provide	24		50	20				
vCu, unblocked vol tC, single (s)	MGE COL	1000	4 1		50 6.4					255C
tC, 2 stage (s)	and a consideration of the second	1.	1.88		ans factor	an a' an a'	a a secondo a com	1928-71-SQA-5		88500
tF (s)	at side		22		3.5	3.3				
p0 queue free %	210 200 400		100	u 	100	100		an a	waxeenerdada	CONTRACTOR
cM capacity (veh/h)	法影响原	1.5	1591	S. S	909	1058		85100288		
Direction, Lane #		WB 1	NB 1							
Volume Total	24 0	30 0	4							
Volume Right	9	õ	ō							
cSH	1700	1591	959		1997-1997 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 19 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 -	eren older der son	4444-1496-1495-1496-1498 4			Negeling) k
Volume to Capacity	Cardon Contrata ande	COMPANY OF A LOCAL OF A	0.00			6.55				
Queue Length 95th (ft) Control Delay (s)	0.0	0	0 8.8						NY TANÀNA MANGRANA M	z <i>aubi</i>
Lane LOS	0.0		A					CERESCU.		20 MG
Approach Delay (s)	0.0	0.0	8.8					5.22		
Approach LOS			A							
Intersection Summary	S	She i		S. S.					5 - · · ·	
Average Delay			0.6	2					alaid is at 100 anns an 100 anns 100 an	
Intersection Capacity Ut	lization	10.000	and a second	<u>i</u> C	U Lévé	l of Service		A		
Analysis Period (min)	Destruction		15	R TTAL						
	SSAY ELSELAN	023313426								

Baseline Tri-Core Engineering Synchro 6 Report Page 4 HCM SignalizedRh 000600007CapaFiFy (20/7a6y98-submittal\synchro\YR 30 TOTAL PM-signal.sy7 1: Bradley Rd & Hancock Exp 7/6/2006 .

	. +	-+	\mathbf{r}	4	-		•	Ť	. /	1	. 🖡	4
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL.	NBT	NBR	SBL	SBT	SB
Lane Configurations	<u> </u>	† †	. 7	ሻ	† †	7	۴	*	۴	۲	† †	į
Ideal Flow (vphpl)	1900	©1900≲	1900	1900	1900	S1900	1900	1900	1900	1900	1900	190
Total Lost time (s)	.4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.
Lane Util. Factor	1:00	0.95	1.00	. 1.00		. 1.00		0.95	. 1.00	1.00	************************************	1.0
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.8
Fit Protected	0.95	1.00	<u>1.00</u>	0.95	1:00	1.00	····0.95*	1:00	American March 10 Your	. 0.95	00	ેંી.0
Satd. Flow (prot)	1770	3539	1583	1770	3539	1583	1770	3539	1583	1770	3539	158
Fit Permitted	•÷0.53×	1.00	1.00	···0.17%	1.00	. 1 00	``0 .38	1.00	1.00	. 0.17		1,0
Satd. Flow (perm)	985	3539	1583	324	3539	1583	710	3539	1583	324	3539	158
Volume (vph)	124	647	218	s 350	346	220	125	572	418		655	. 14
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0:92	0.92	0.92	0.92	0.92	0.92	0.92	0.9
Adj. Flow (vph)	i≪ié135	~ 703		ssi 380	376	239	136	622	454	607	712	15
RTOR Reduction (vph)	· 0	0	67	0	0	67	0	0	37	0	0	8
Lane Group Flow (vph)	135	703	170	380	376	172	136	622	417	607	712	7
Turn Type	pm+pt		om+ov	pm+pt		pm+ov	pm+pt		pm+ov	pm+pt		pm+o
Protected Phases	7	4	5	33	8			. 2	3	<u>in 6</u> 1	6	
Permitted Phases	4		4	8	0730049495 X1.42 SOL21	·8	2	ore stated or the	2	6	·	et 202051
Actuated Green, G (s)	28.0	19.0	29.0	40.0	27.0		29.0	19 0	36.0	52.0	38.0	47.
Effective Green, g (s)	28.0	19.0	29.0	40.0	27.0	56.0	29.0	19.0	36.0	52.0	38.0	47.
Actuated g/C Ratio	0.28	0.19	0.29	0.40	0.27	0.56	0.29	0.19	0.36	0.52	0.38	0:4
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.
ane Grp Cap (vph)	346	672	522	375	956	950	312	672	633	588	1345	80
//s Ratio Prot	0.04	0.20	0.05	c0.17	0.11	0.07	0.04	0.18	0.12	c0.30	0.20	0.0
//s Ratio Perm	©0.07	678 - 18	0.10	c0.23		0.08	0.08		0 16			0.0
//c Ratio	0.39	1.05	0.33	1.01	0.39	0.18	0.44	0.93	0.66	1.03	0.53	0.0
Uniform Delay, d1	×28 1	40.5	27.8)	27:7	29.8	10.8	27.3	39.8	26.8	27.3	24.1	14
Progression Factor	·1.00	1.00	1.00	1.33	1:33	0.83	1.00	1.00	1.00	1.00	1.00	1.0
ncremental Delay d2	. 3.3	47.4	1.7	49.6	1.2	0.4	44	20.6	5.3	×45.7	1.5	0
Delay (s)	31.3	87.9	29.5	86.5	40.8	9.4	31.7	60.4	32.1	72.9	25.6	14,
evel of Service	C.	К.	C.	F	D.	St. A	See C	E E	C	<u>к</u> (C	
Approach Delay (s)	an standing the second	67.9	111.12 K 0454 484	04:+3************************************	50.7	1,		46.6	N 1489 II-DHA 14-193	ander gesaande de	43.9	
Approach LOS		E			. D	9-2 (S) (, D			D	
ntersection Summary						1 1. 19						
ICM Average Control [Delay		51.4	H	CM Lev	vel of S	ervice		D.	State A light		860Z
ICM Volume to Capaci		4 9.7 M 4 4 98 99 13	1.00	n ann an thairte an tha	enter en	e provensioners 		(2633-1704)RAS/A	249	ez anne i marte.		n i tra v 11448.
Actuated Cycle Length			100.0	S	um of lo	ost time	(S)		8.0.			
ntersection Capacity U		and the second	97.3%		CU Leve				F	ranaantii waxaa da	899.8799999 932 1.989	0.0000000000000000000000000000000000000
Analysis Period (min)			15									
Critical Lane Group	or-10995557525162	5388877378774.CM		ง พระสารประสาทธ์ 31 ผู้ได้สิริป		41.4219202.3397233	1998-1998-1999-1998-1998 1998-1998-1998-	analain di Arga	n sana na sana sa			65 , 5 2 . S-US 5

Critical Lane Group с

Synchro 6 Report Page 1

HCM SignalizedRh 60060007CERAEFJQA7a6y98-submittal\synchro\YR 30 TOTAL PM-signal.sy7 3: Bradley Rd & Alturas Dr

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Movement	EBL	WEBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	۲	↑ ↑	. 7	۲	† †	7		ર્શ	۲		4	7
Ideal Flow (vphpi)	1900	1900	1900	1900	1900	1	_1900	<u>1900</u>	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	ି 1 00		1.00	1.00		1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	wa Massicration, coor	1.00	0.85	******	1.00	0.85
Fit Protected	0.95	1 00	1.00	há () Ta tri san din sa sina an	1,00			0.95	1.00	868 B.L	0.96	1.00
Satd. Flow (prot)	1770	3539	1583	1770	3539	1583		1778	1583		1792	1583
Flt:Permitted	.0.39	1.00	<u>1.00</u>	CARLAND CON	. 1.00			0:78.	1:00	and the state	0.83	1.00
Satd. Flow (perm)	724	3539	1583	310	3539	1583		1458	1583		1541	1583
Volume (vph)	254	1195	<u>, 7</u> 1	्र 16,	592	34	<u>,</u> 34	2	جه: 9)	24	6	141
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	276	<u>,</u> 1299	77	og 17	643	37.,	37-	2	. 10 <u>.</u>	. 26	27	153
RTOR Reduction (vph)	0	0	24	0	0	11	0	0	8	0	0	118
Lane Group Flow (vph)	100 AL	଼ <u>1</u> 299ି	53	<u>(</u> /12-17)	NN 643		0	39	2	0.	33	41935
Turn Type	Perm		Perm	Perm	·	Perm	Perm		Perm	Perm		Perm
Protected Phases	7.10.7.4	4			8			2 .			6	
Permitted Phases	. 4		4	8		8	2		2	6		6
Actuated Green, G (s)	69:0	69.0	69:0	69:0	69.0	69.0		23 0	23.0		23:0	23.0
Effective Green, g (s)	69.0	69.0	69.0	69.0	69.0	69.0		23.0	23.0		23.0	23.0
Actuated g/C Ratio	÷0.69	0.69	0.69	0.69	0.69	0.69		.0.23	0.23	N. S.	0.23	0.23
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0
Lane Grp Cap (vph)	500	2442	1092	214.	2442	©1092		335	ad 364 (354	364
v/s Ratio Prot		0.37			0.18							
v/s Ratio Rerm	;ć0:38		0.05	0.05		0.02		0.03	0.01		0.02	0 10
v/c Ratio	0.55	0.53	0.05	0.08	0.26	0.02		0.12	0.01		0.09	0.10
Uniform Delay, d1	÷÷7.8	ັ 7 6		5.1	. 5.9			30.5	29 7		30/3	30.3
Progression Factor	1.67	1.69	3.25	1.00	1.00	1.00		1.00	1.00		1.00	1.00
Incremental Delay, d2%	1:4	0.3	[∃] :≈0:0	0.7	0.3			*×0.7	0.0		0.5	0.5
Delay (s)	14.4	13.1	16.2	5.8	6.1	4.9		31.2	29.7		30.8	30.8
Level of Service	B.	<u>.</u> В.	, , , , В .,	A.	A 🧠 🗠	A A		G,	C State		. C	C
Approach Delay (s)		13.5			6.1			30.9			30.8	
Approach LOS		B			A		8316378	С,			- C	and Million
Intersection Summary												All the Carpo
HCM Average Control			13:1	888-F		vel of Se					1912 - 446	49.19.42
HCM Volume to Capacit	and the second second second second	sénationagi étan	0.52	rich (California) An the California	a sta si	an sangarang kangang T	20102-00-00-00-00-00-00-00-00-00-00-00-00-0	er al angel	rissirrithe	ENPONATO:A	COLUMN COLUMN	Selans side
Actuated Cycle Length (100.0	S	um of l	ost time	(s)		8.0		第三人称	Shirth
Intersection Capacity Ut		5854A4427EA	55.0%	والمرور الشناقي تنقر كارك	، ويواجر من ممر ب	el of Ser	A		B	ye-2.035662-2.55	30805.05.24	when second
Analysis Period (min)			15								No.	CENT:
c Critical Lane Group		SAN BARADA DA SAN SAN SAN SAN SAN SAN SAN SAN SAN SA	784274%<52		an sen sen se	or and the second s	2000.000000000000000000000000000000000	องแรงรับที่ผู้สื	ana na	12-06-08-09-05	sans/10/60	100002-0-020
· · · · · · · · · · · · · · · · · · ·	•		•		· .							
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Movement.	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		\$						4			4	
Sign Control		Free			Free			Stop			Stop	
Grade		.0%	1944 - 1949 (1947 - 1947 - 1947 - 1947 - 1947 - 1947 - 1947 - 1947 - 1947 - 1947 - 1947 - 1947 - 1947 - 1947 -	the state water water to be	0%	-	مرابع مرابع سومان والم	0%	5 (P.4.) P.(P.4.)	20 3.5 17 3.7 7.7 7 51	0%	Xx::::
Volume (veh/h)	0	4	<u>.</u> 01	Red State Same	<i>.</i>	よいだい めいべい シストル		L. Actorney	0	5346 a 🖓 👘 🖓 👘	34	<u> 1827</u>
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	<u>, 0</u> ,	4.	0		10	25	, U	18	0	. 20	37	8
Lane Width (ft)	e e e e e e e e e e e e e e e e e e e					CF-FANNE	Marasov				ogge en s	we staar w
Walking Speed (ft/s)			we name		an sara		S RF SS					n state var de service de la service de l La service de la service de
Percent Blockage												Alexand
Right turn flare (veh)	an a	ananan ses	r af frædskinde.			nazaszeres					STE ST	1913 - La Carlona 1913 - La Carlona 1914 - La Carlona
Median type								None			None	a ya da ka sheke Marka sheke
Median storage veh)	839299584098956144	en lan cierte i al acces	leven normalio	1357/1 2/19/2 /2	isana sin na sa	y nationalises	aanaan ahaan tara	Salan da kata ma	. St. Fizzki Station (1994) St. Fizzki Station (1994)	1.149.149945337977798 	en onesis	a the factor of the second
Upstream signal (ft)					(see)							
pX, platoon unblocked							Anne - Le contra dan					
vC, conflicting volume	35	4.3.9 <u>.7.4</u> 3.	455 X.	4			53	39	4	×, 36	27.	22
vC1, stage 1 conf vol			Vertee	Wanikawa terakanakan	i den sa kunsu dava kum	and the state for the	an a	anaritikan sebagai sebe	2 Scott State Street Stre	a of PERMIT With City		. S south starts .
vC2, stage 2 conf vol:					r sein die sei Knowe die s	自己定意的	284_2		2012/07/27			
vCu, unblocked vol	35 4 1	STATISTICS IN		4 2011-10-10-10-10-10-10-10-10-10-10-10-10-	a watara		53 777-32/2	39 2022-0	4	36	27	22
tC single (s)	4 : D		12-31-31	4 L)			7.1	6.5	6.2		6.5	6.2
tC, 2 stage (s) tF (s)	2.2	2272777	576-58-6-2	2.2			3.5	4.0	3.3	3.5	4 0	33
p0 queue free %	100			100	2		100	. 4.0. 98	100	98	96 e	886 9 99 99
cM capacity (veh/h)	1577			1617			909		1079		3867a	1055
Direction: Lane #	EB 1		NB 1	SB 1								orden de la compositione Compositione
Volume Total	4	35 2835	18	64		1996-1997 1996-1997 1996-1997		ennen son Historia			ine se de la composition La composition de la composition de la composition de la composition de la composition	istansens ir annad
Volume Left	04 0	0 0	19 0	-04 20		- 		an se				2524923
Volume Right	in in the second se	25	S O	20 8			Y BANG Y	922929				
cSH	1577	1617	853	911		ir.Lettersü	auseren s	arasker.	et in the second second	le statistic	9666C 188	
Volume to Capacity	0.00	000	0.02%		<u>esse</u> t			CC SAS				3 (27) (
Queue Length 95th (ft)	0	88876)/78/7.417. O	2	6	an see dhaa	eralden Patti	an a	unin 1999. L	19478-2982 (SSEA)	aalaa ahaada	aan as had talan talah Talah	11111680588555
Control Delay (s)	0.0	0.0	9.3 «	9.2								
Lane LOS			Α	A						- August 1.1.1		
Approach Delay, (s)	0:0	se 0.0 🖓	<u>.</u> 9!3									
Approach LOS			A	A		2. • •						
Intersection Summary						a i s						
Average Delay		4 3 	6.3	Nort Sugar Advantation	444-185-20-40-04		1.2.3 h.107 m 1.47 (1.4 30			100 000 7 148 5 100 0 V		
Intersection Capacity Ut	ilization		19.9%	<u> </u>	U Leve	l of Ser	vice		A			
Analysis Period (min)			15 2007/00/00	Existent (1450) 7			1973) Turking turking	AMINTON	93 9933737 3752000	THE REAL PROPERTY OF THE PARTY OF		2019/2014/2014
						i i na seconda de la compañía de la						

HCM Unsignalized666693000778A666097A66409sisubmittal\synchro\YR 30 TOTAL PM-signal.sy7 12: Cable Ln & Site Access #2 7/6/2006

	>	\mathbf{F}	¥	-	1	1			- 		
Movement	EBT	EBR	WBL	WBT	NBL	NBR					
Lane Configurations	4Î			ર્સ	¥						
Sign Control	≪Free∾			2. · 20 . 20 . · · · 60 76 C	Stop						
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Median storage veh)								al week			
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