

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

April 7, 2022

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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.

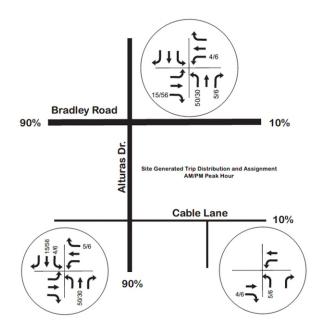
3. DEVELOPMENT SITE CHARACTERISTICS

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."

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|----------|----------------|---------|------------|--------------|-------|--------|----------|---------|----------|----------|-------------|
| | | | | | | | 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 |
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| | | | | | | | | 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.



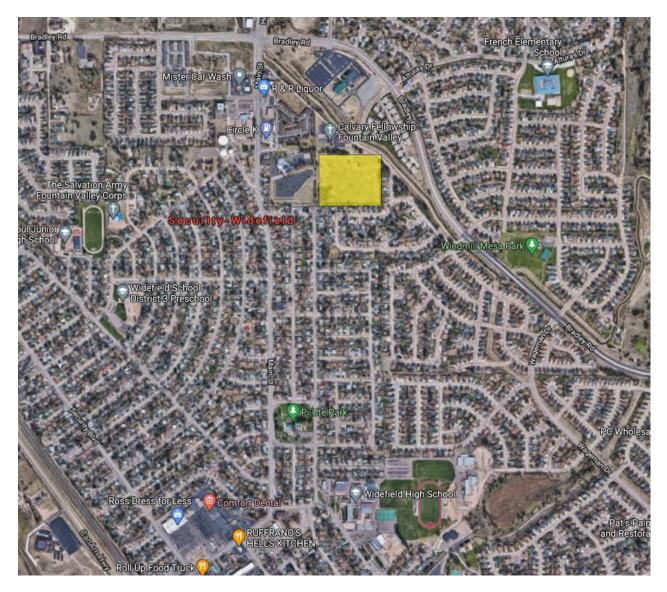


Figure 2 Surrounding Area and Facilities



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.



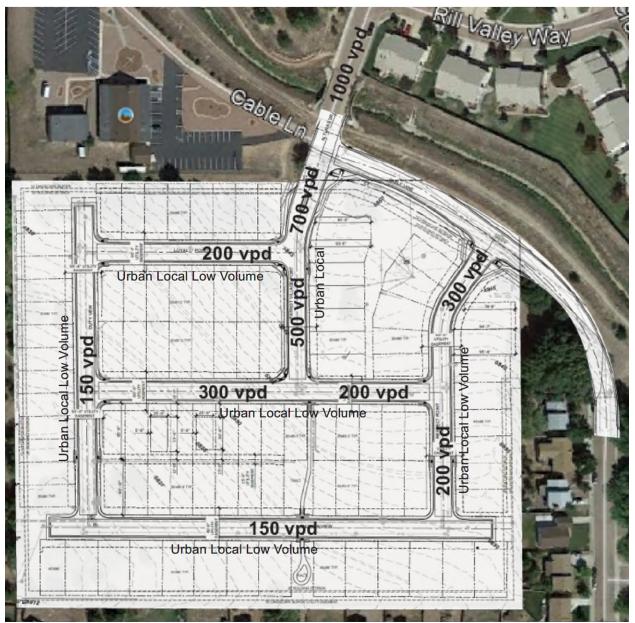


Figure 3 Internal Road Classifications and Volumes per Day

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



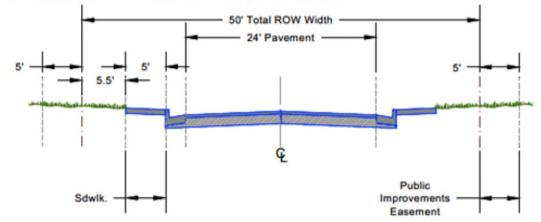
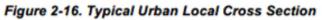
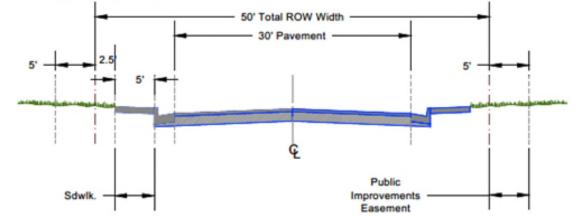


Figure 2-17. Typical Urban Local (low volume) Cross Section





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.

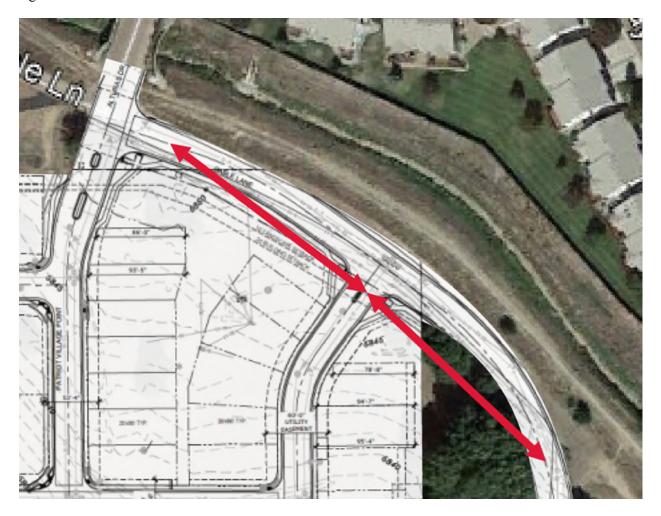


Figure 4 Sight Distance at Prospect Point and Cable Lane



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.

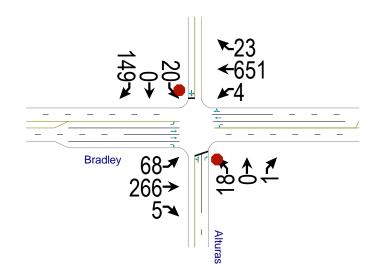
Per request from El Paso County staff we verify that this Traffic Impact Study meets the requirements for an Intermediate TIS per the Transportation Impact Study Guidelines published in the El Paso County Engineering Criteria Manual.

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

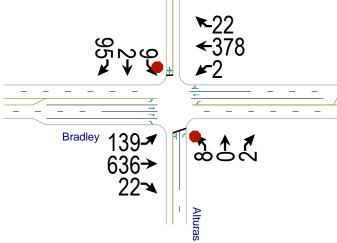
Int Delay, s/veh

| 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 | | | |

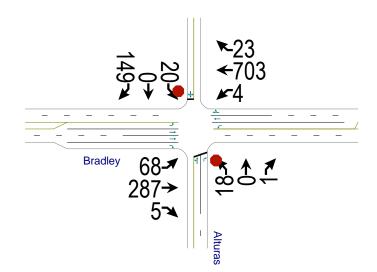
| HCM Lane V/C Ratio 0.10 |)2 (| 0.001 | 0.085 | - | - | 0.003 | - | - | 0.38 |
|-------------------------|------|-------|-------|---|---|-------|---|---|------|
| HCM Control Delay (s) 2 | 26 | 9.1 | 9.5 | - | - | 7.9 | - | - | 16.9 |
| HCM Lane LOS | D | А | Α | - | - | А | - | - | С |
| HCM 95th %tile 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 - |
|----------------------------|
| 6.94 |
| 6.94 |
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| 3.32 |
| 786 |
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3.3

| ntersection |
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|-------------|

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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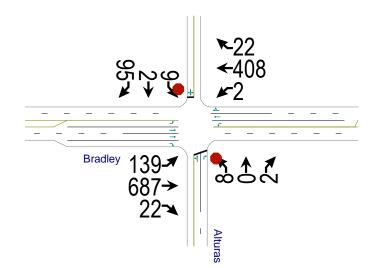
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HCM Lane LOS

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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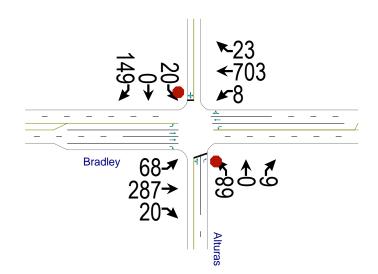
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HCM 95th %tile Q(veh)

0.3

0 0.5



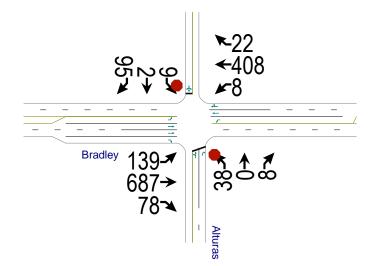
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Intersection

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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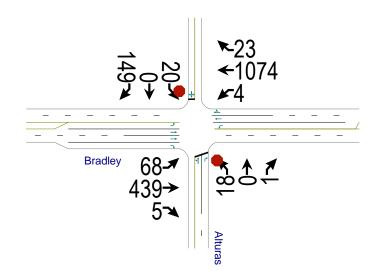
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HCM 95th %tile Q(veh)



| 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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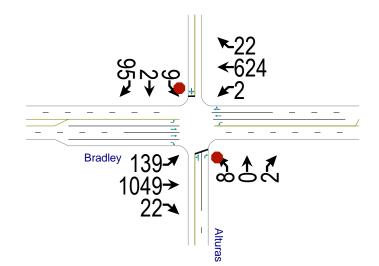
HCM 95th %tile Q(veh)

0.9

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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 | | | |
| LICM OF the O/tile O/wale | ۱ | 0.0 | 0 | 0.0 | | | 0 | | | 10 | | | |

0

-

-

В 0

0.8

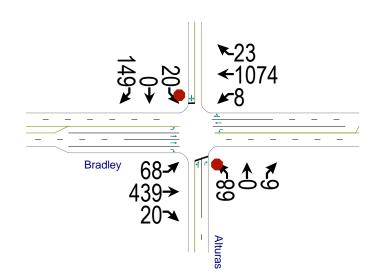
0.6

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1.6

-

HCM 95th %tile Q(veh)



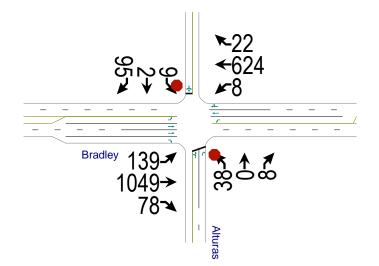
11.3

| r | ٦ | t | е | r | S | e | С | tı | 0 | ľ | ſ |
|---|---|---|---|---|---|---|---|----|---|---|---|
| 1 | 1 | • | - | | - | - | - | | - | | 1 |

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 | | |



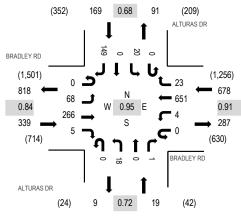
| Intersection | | | | | | | | | | | | | |
|------------------------|-------|------|------|------|------|------|------|------|------|------|------|------|--|
| Int Delay, s/veh | 9.4 | | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR | |
| Lane 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 | |
| | , , | | , | | | | | | | | , | | • | |

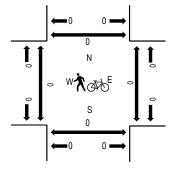


Location: 1 ALTURAS DR & BRADLEY RD AM Date: Tuesday, March 9, 2021 Peak Hour: 07:00 AM - 08:00 AM Peak 15-Minutes: 07:30 AM - 07:45 AM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles on Crosswalk



Note: Total study counts contained in parentheses.

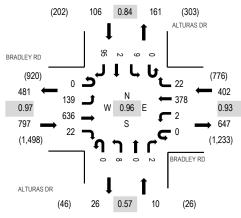
Traffic Counts

| 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 |

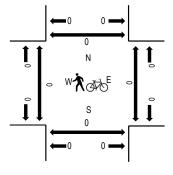


Location: 1 ALTURAS DR & BRADLEY RD PM Date: Tuesday, March 9, 2021 Peak Hour: 04:45 PM - 05:45 PM Peak 15-Minutes: 05:15 PM - 05:30 PM

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 |

TRANSPORTATION 1400D Control Wate 7

Wastewater Land Development

PLANNING). HS SURVEYING

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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

FOR

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)

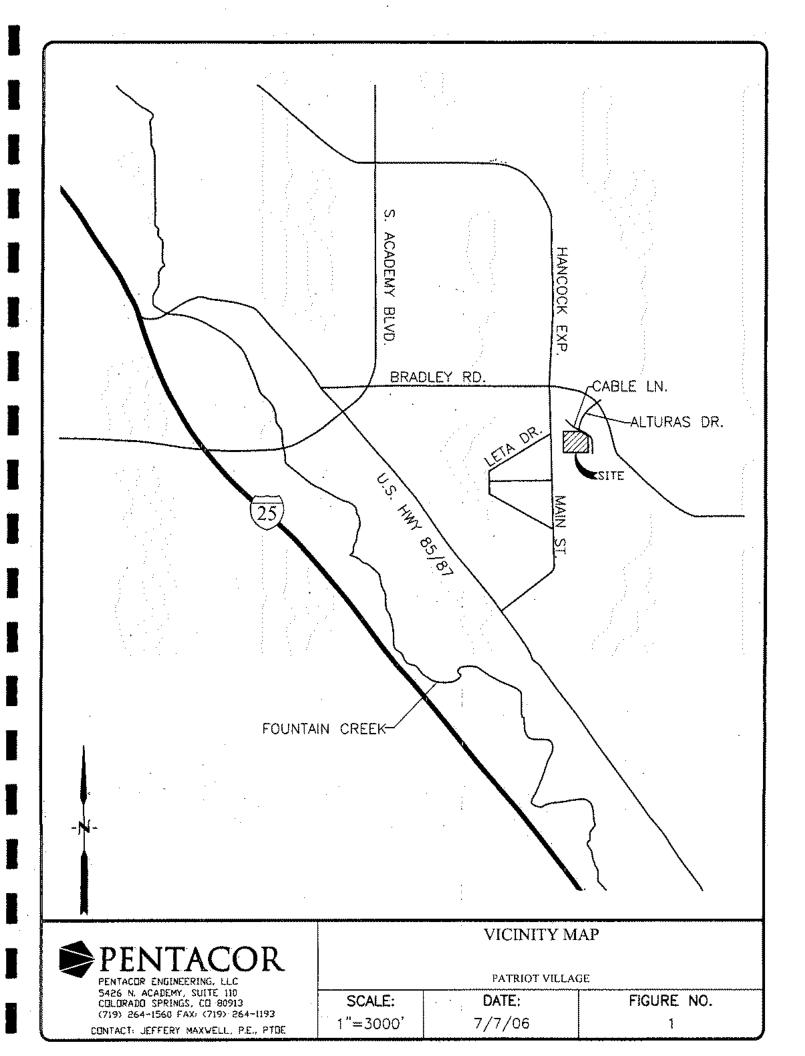
 The northbound approach of this intersection is recommended for construction with a single northbound, shared left and right-turn lane. The intersection is recommended to operate with northbound Stop-control through the Year 2030.

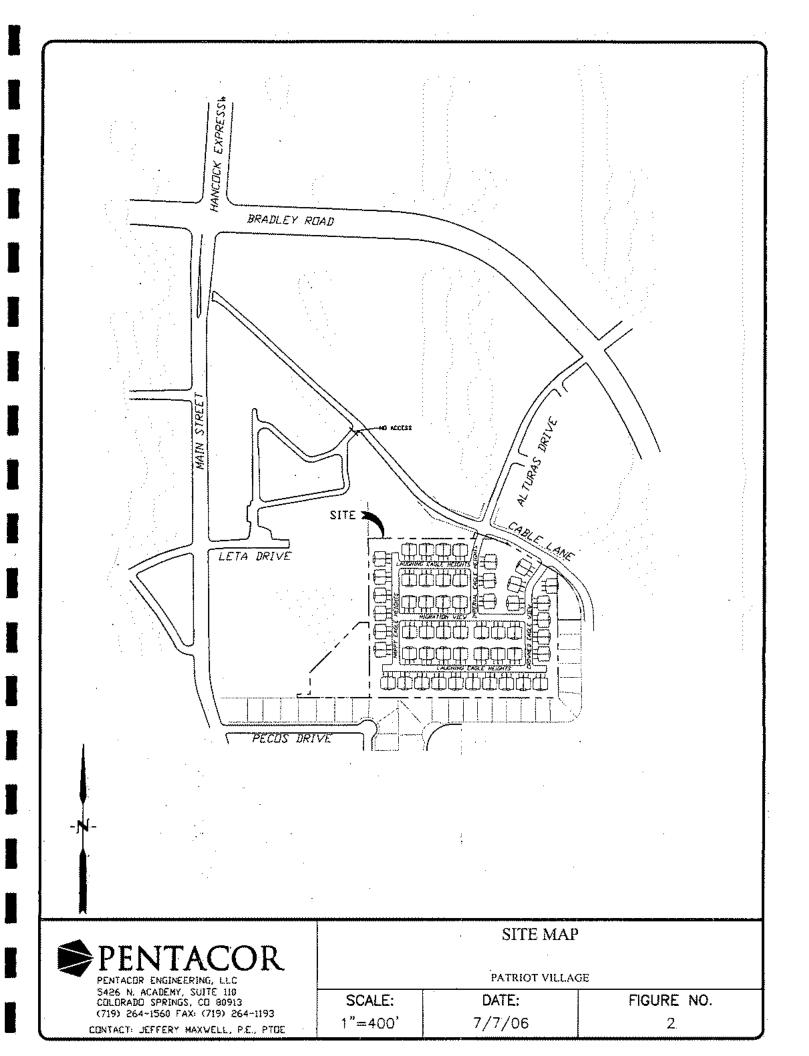
Cable Lane

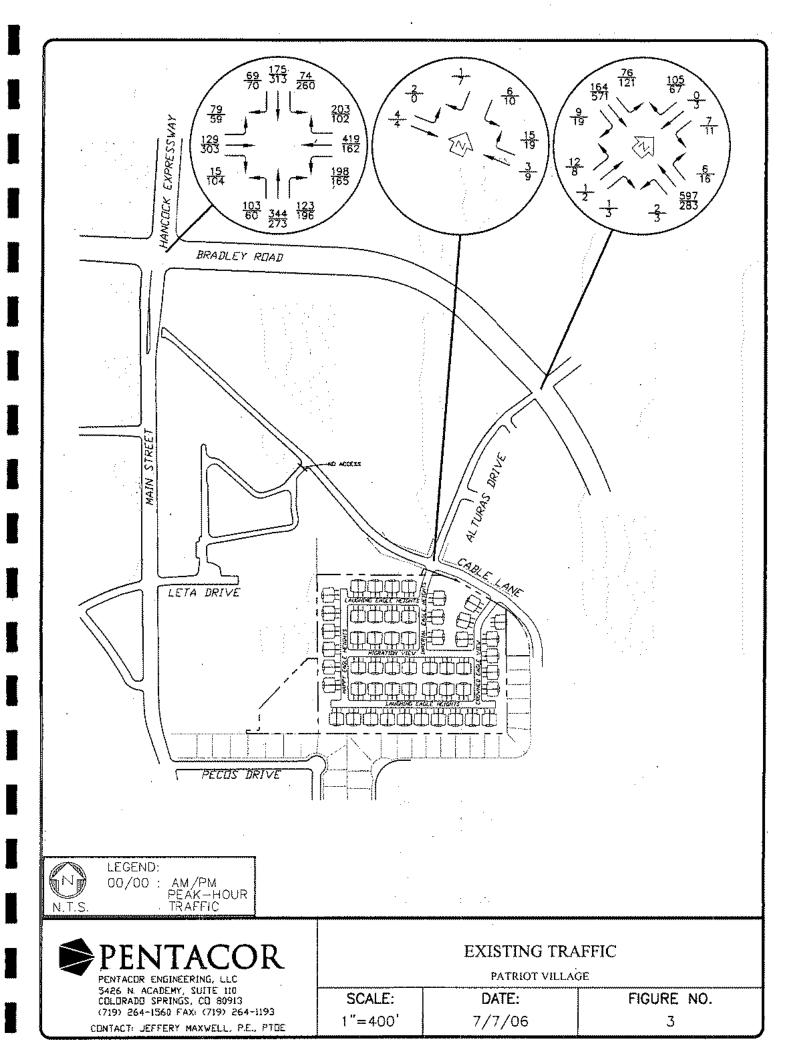
 In the vicinity of the site, Cable Lane will be constructed to Residential Minor Collector standards (30' pavement section) with curb/gutter on both sides and sidewalk on the south side.

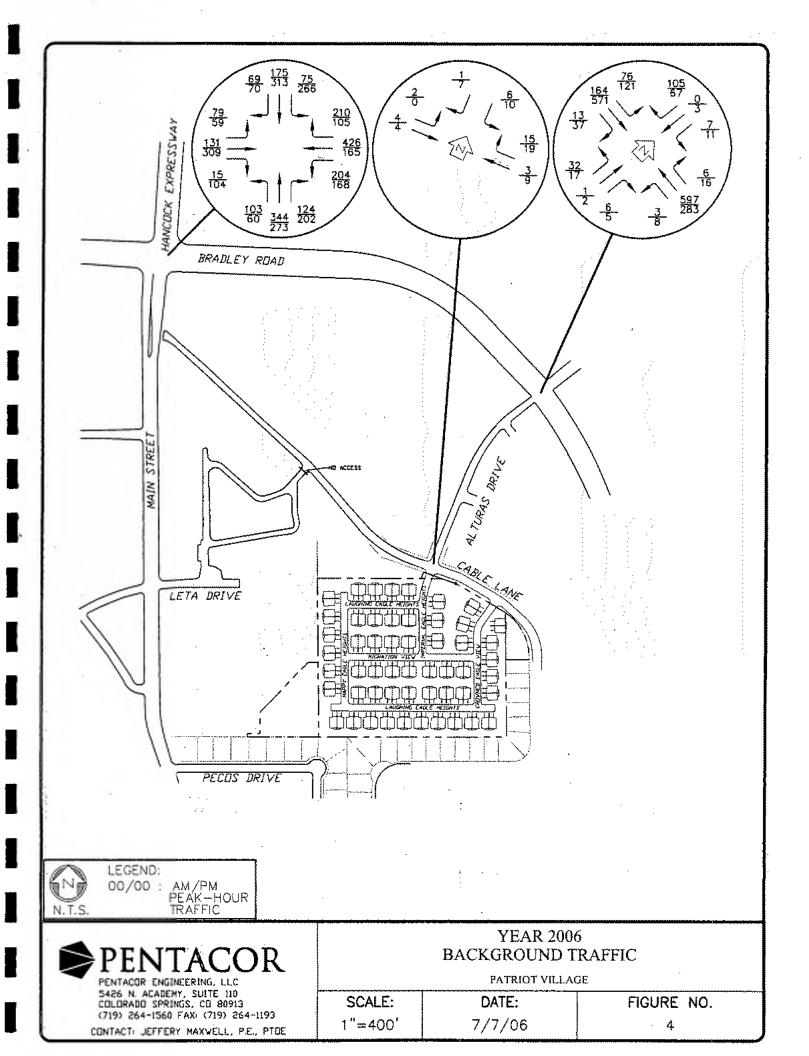
Alturas Drive/Bradley Road intersection

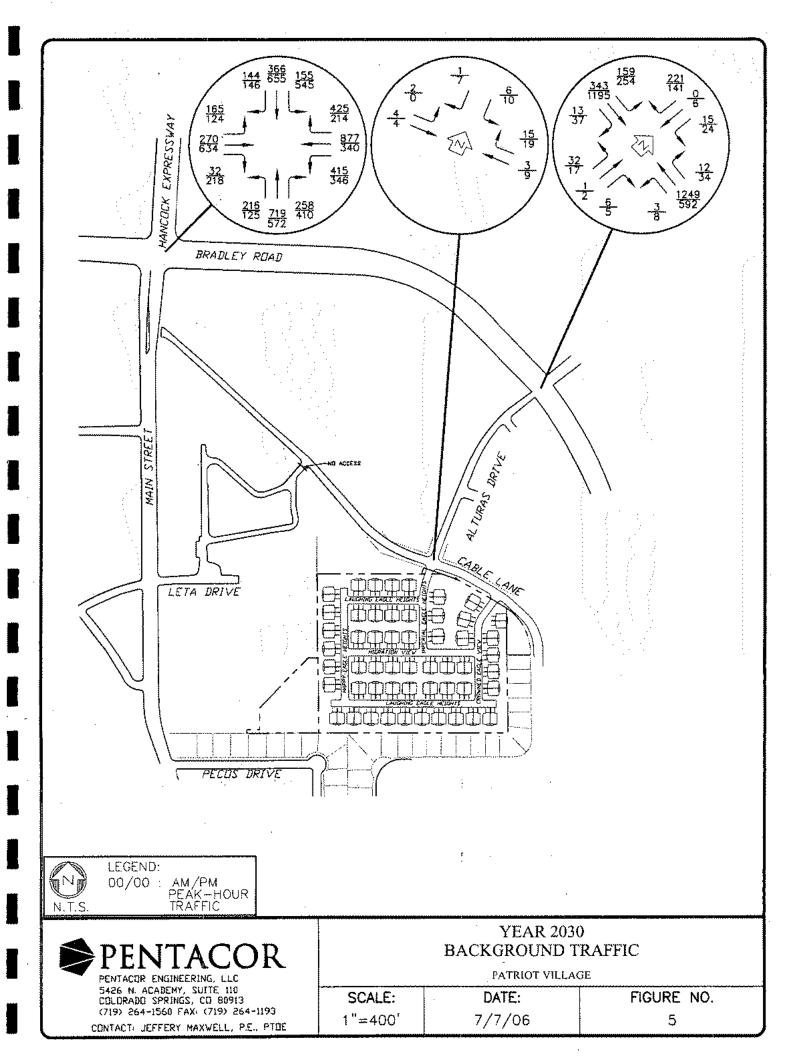
 Alturas Drive shall be re-striped to include a dedicated northbound left-turn lane and a shared through/right-turn lane. The storage length will be limited by the location of the northern site access to the Windmill Creek Subdivision, which is approximately located 120' south of Bradley Road. Signalization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

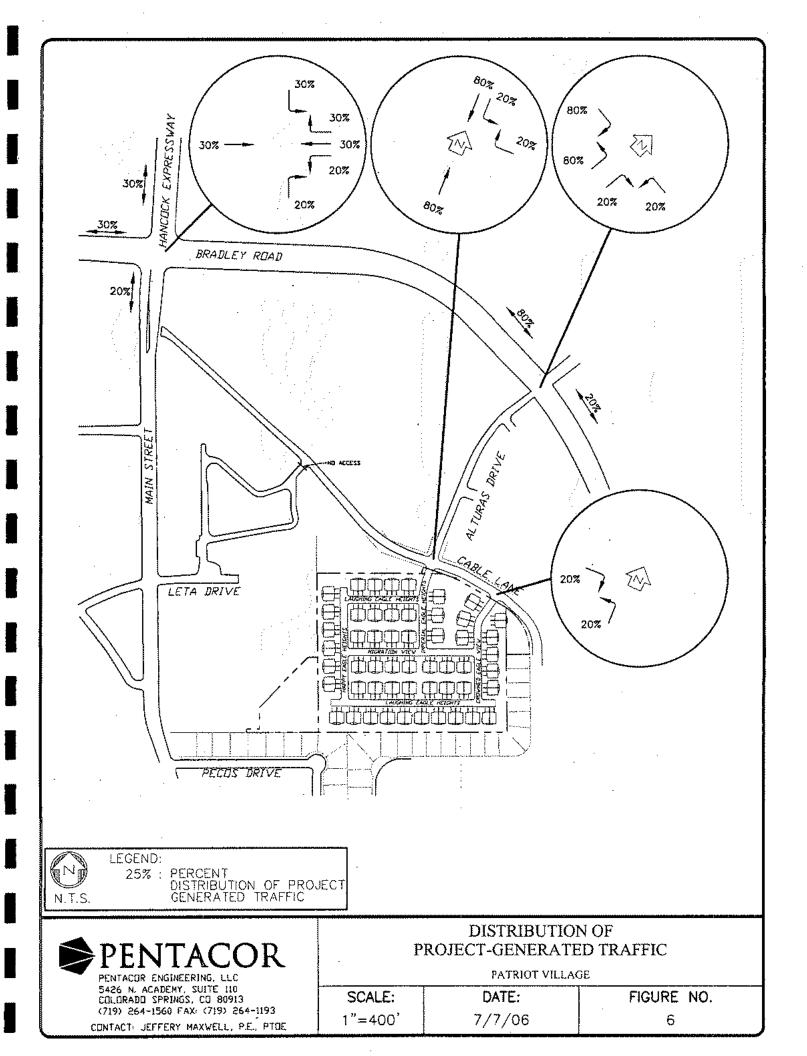


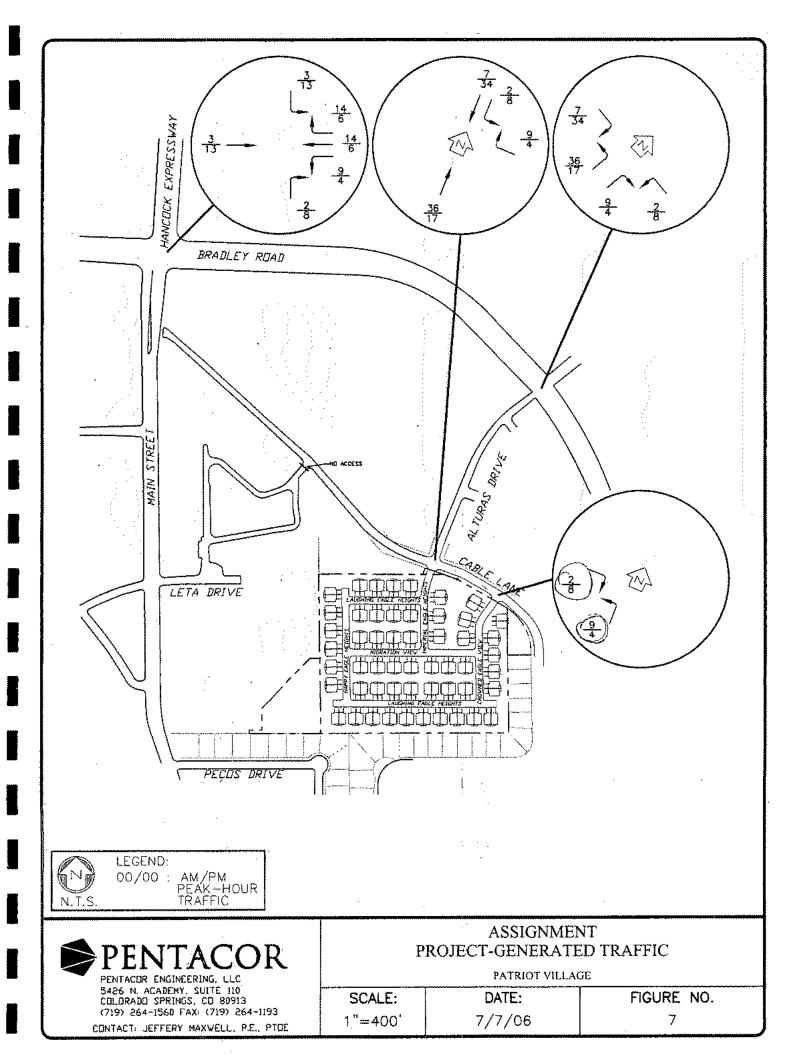


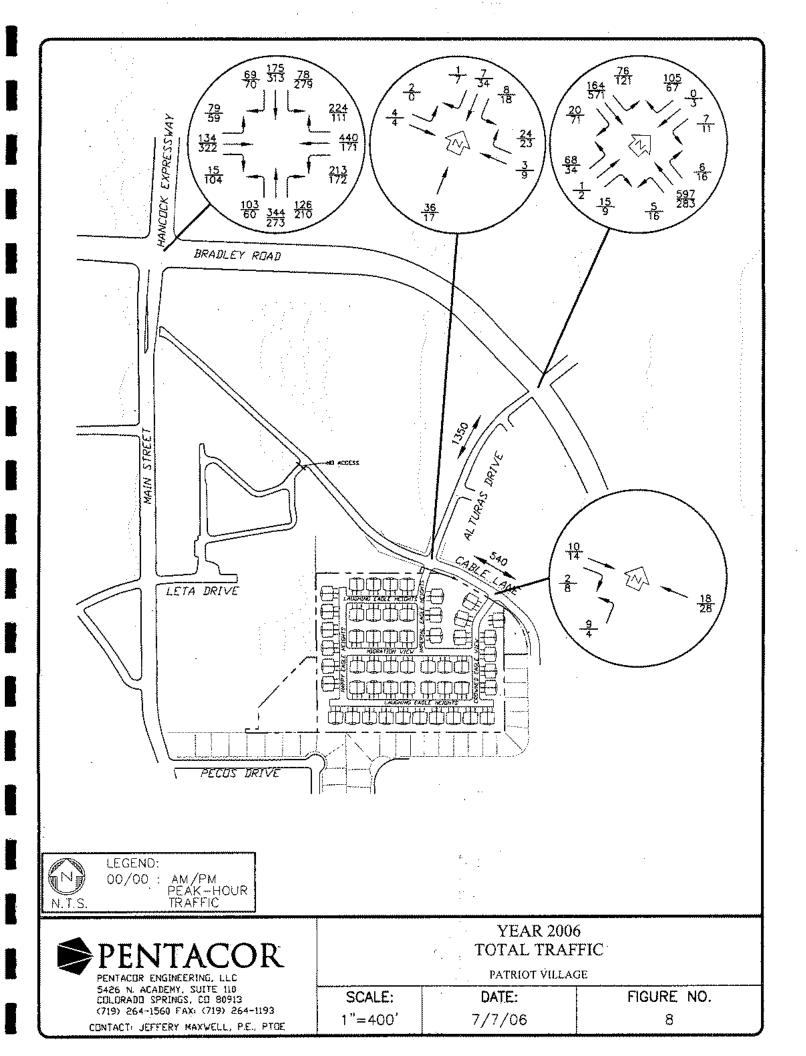


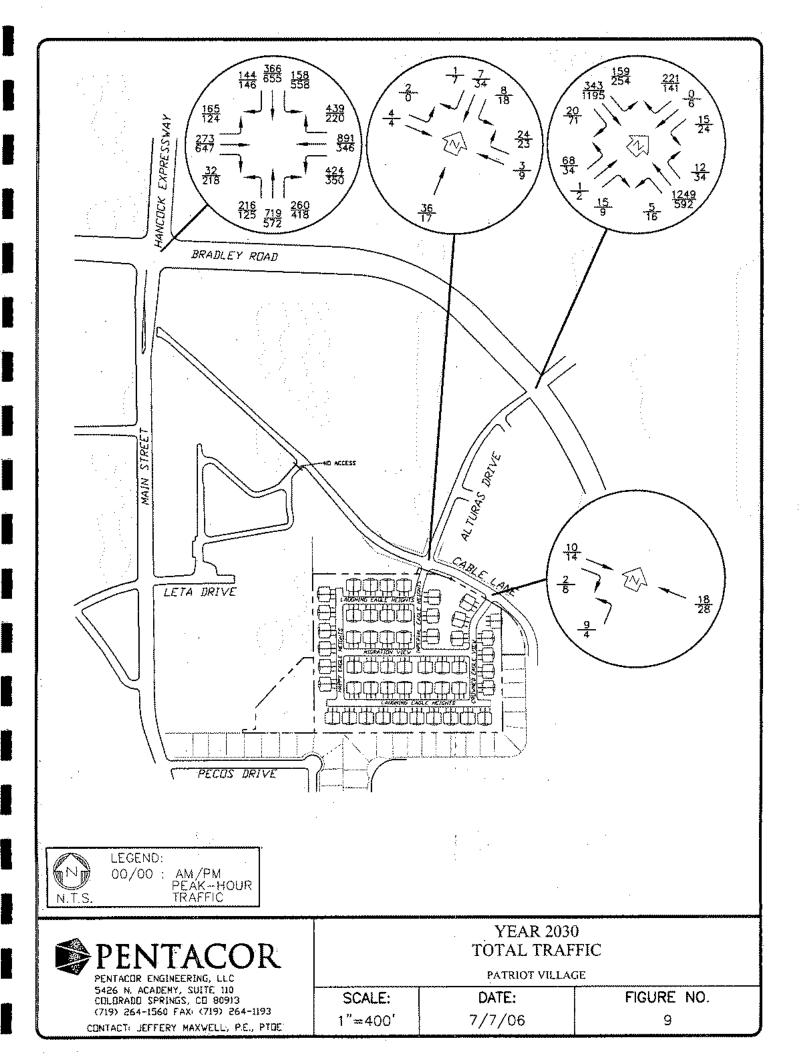


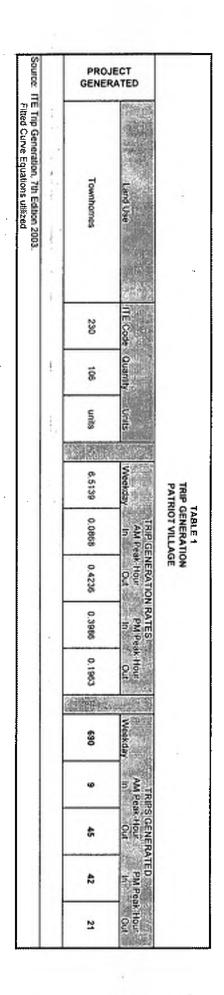










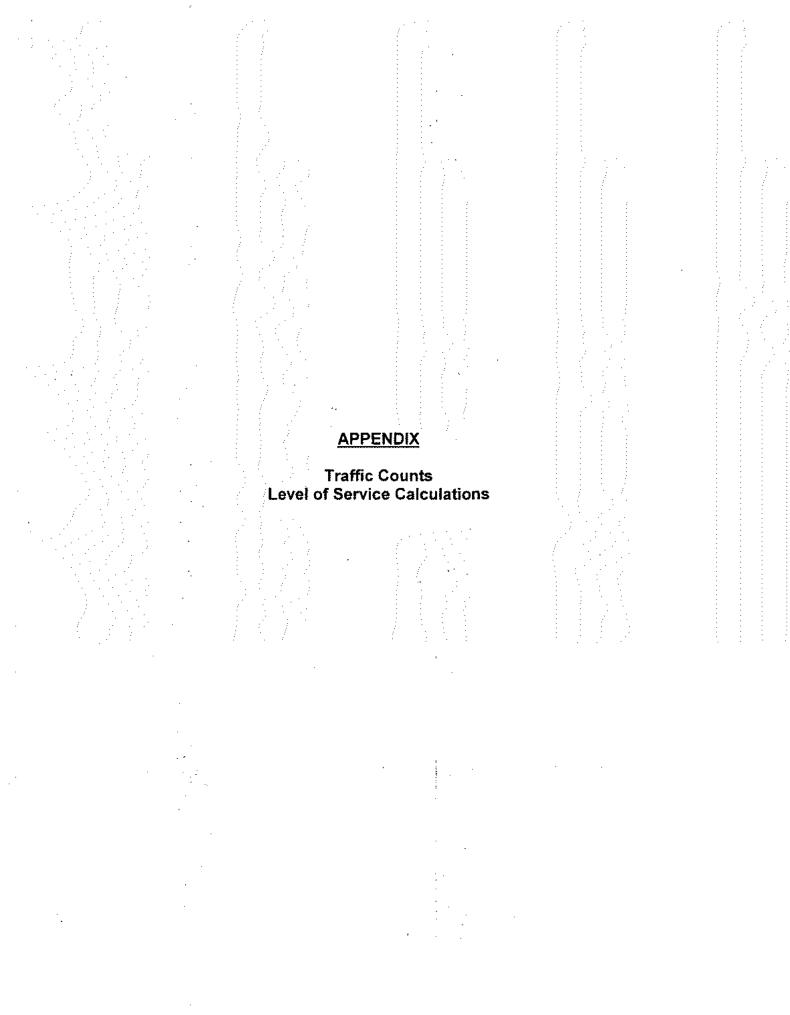


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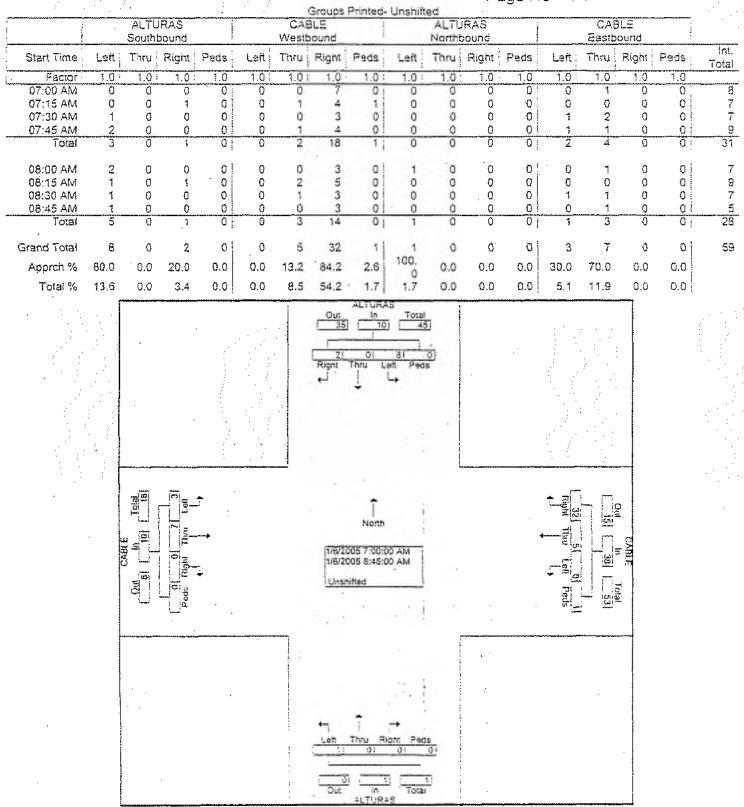
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| Entire Intersection | NB Approach | WB Approach | EB Approach | blo/Crowned Eagle View | 「「「「「「「」」」」」」」」」」」」」」」」」」」」」」」」」」」」」」」 | Entire Intersection | SB Approach | NB Approach | WB Approach | EB Approach | nus/Cable (Imperial Eagle Heights) | 一切ために南北はたいのの時間にあ | Entre Intersection | SB Approach | NB Approach | WB Approach | EB Approach | Bradley/Alturus | 1 | Entire Intersection | SB Approach | NB Approach | WB Approach | EB Approach | radiey/Alturus | | Entire Intersection | Sb Approach | NB Approach | WB Approach | EB Approach | radley/Hancock | nersection | | | |
| | | - | | NB Stop | 「「「「「「「「「「「「」」」」」」」」」」」」」」」」」」」」」」」」」 | | | | | Γ | 8) N/S Stop | いたのでないない | | | | | | Signal | | | | | | | NVS Stop | | ~~~ | | | | | Signal | Traffic Control | | | |
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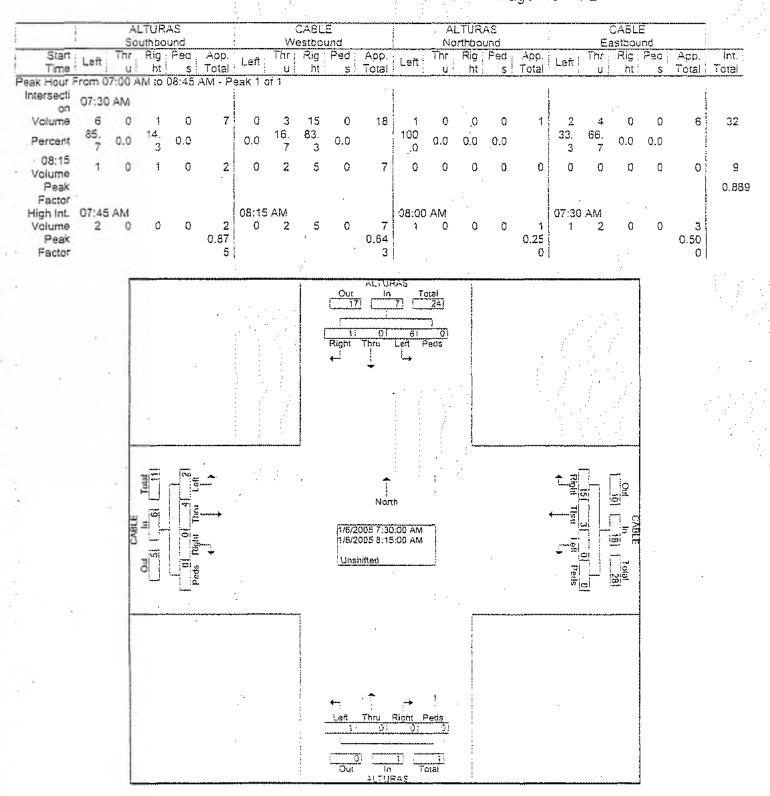
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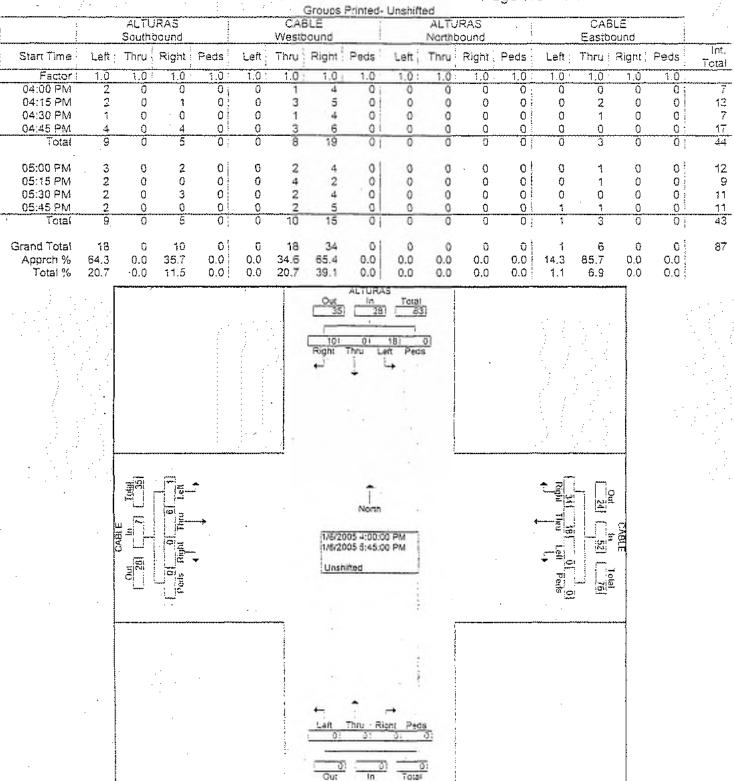
All Traffic Data Services, Inc. 9660 W 44th Ave Wheat Ridge, CO 80033

www.alltrafficdata.net

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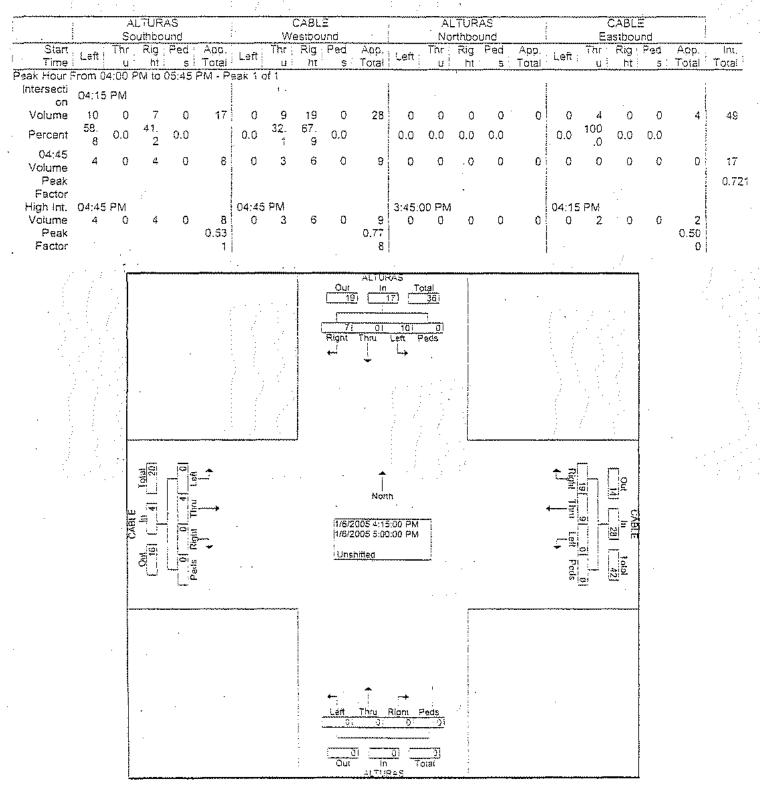


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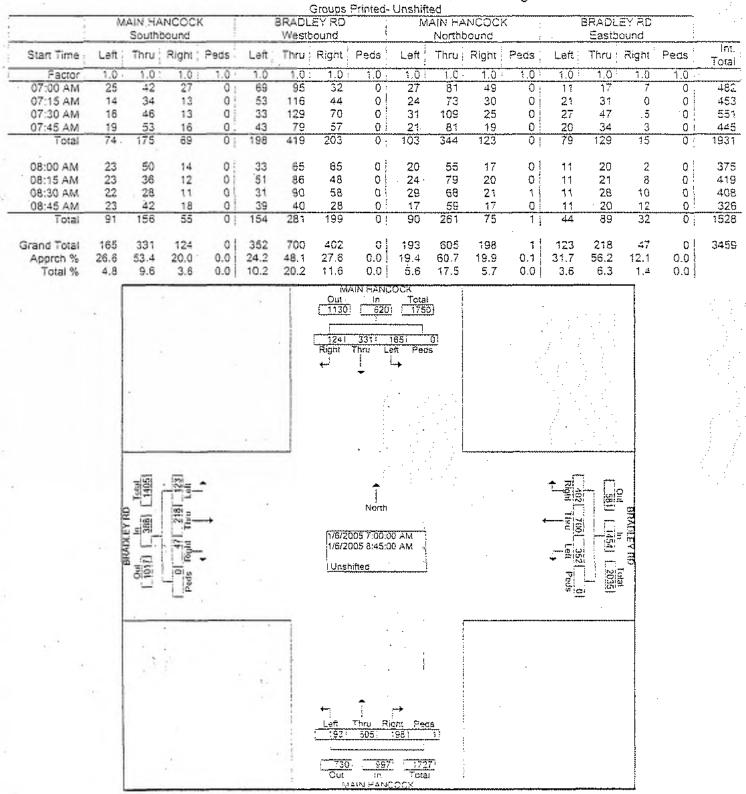
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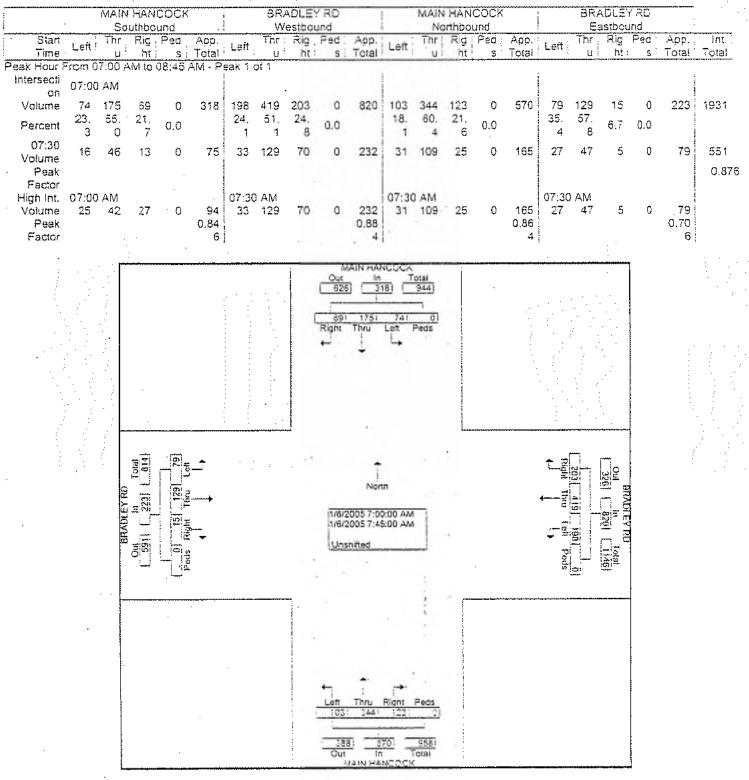


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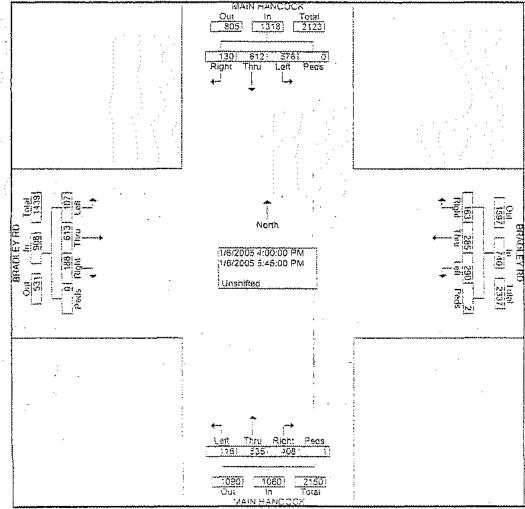


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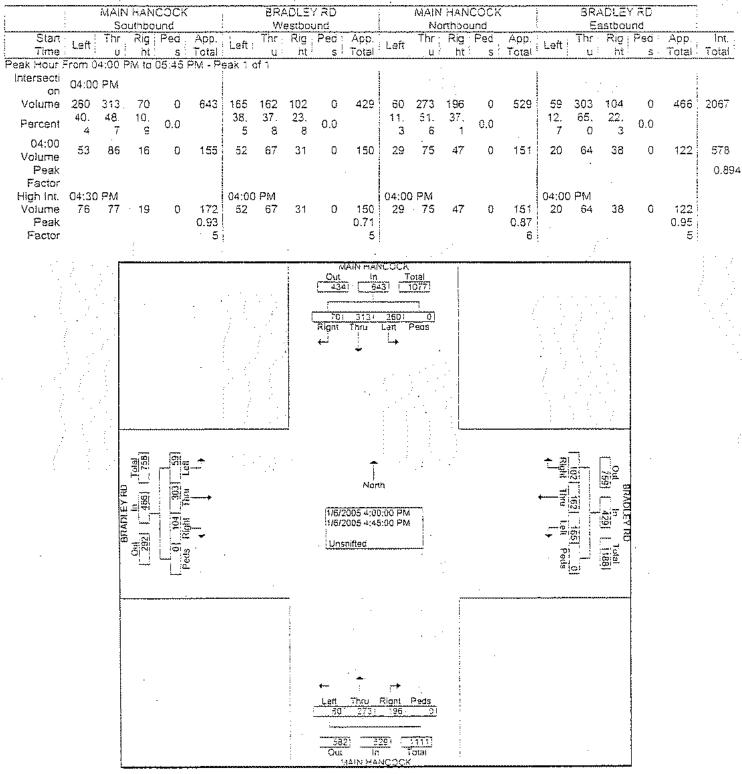
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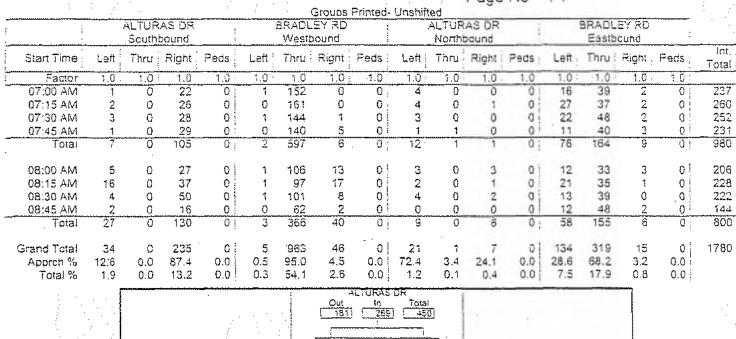
9660 W 44th Ave

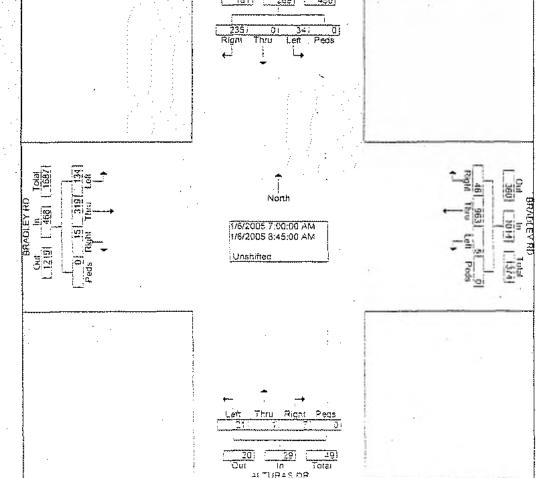
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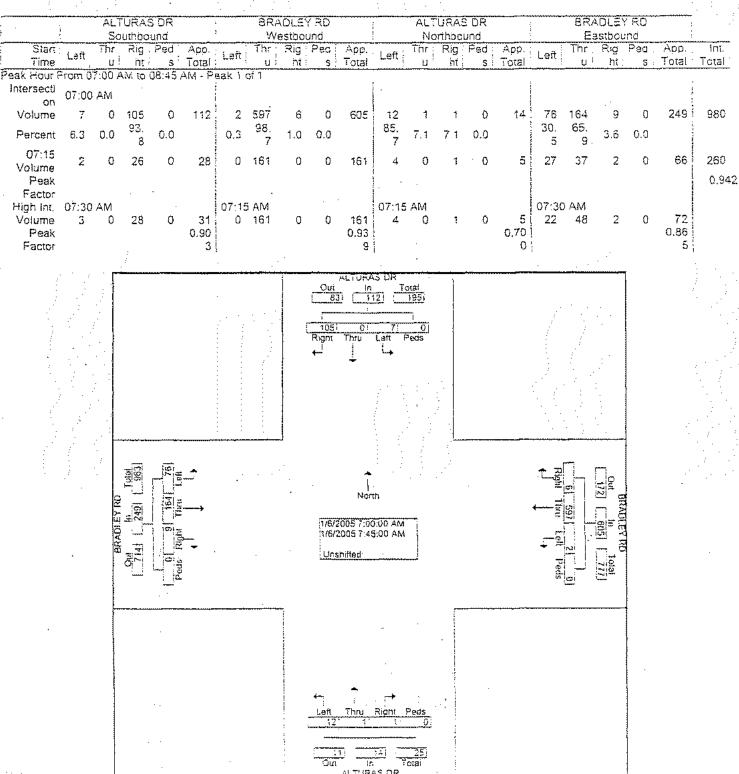
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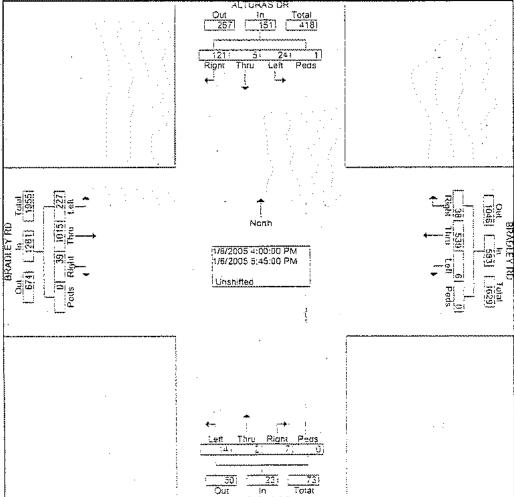
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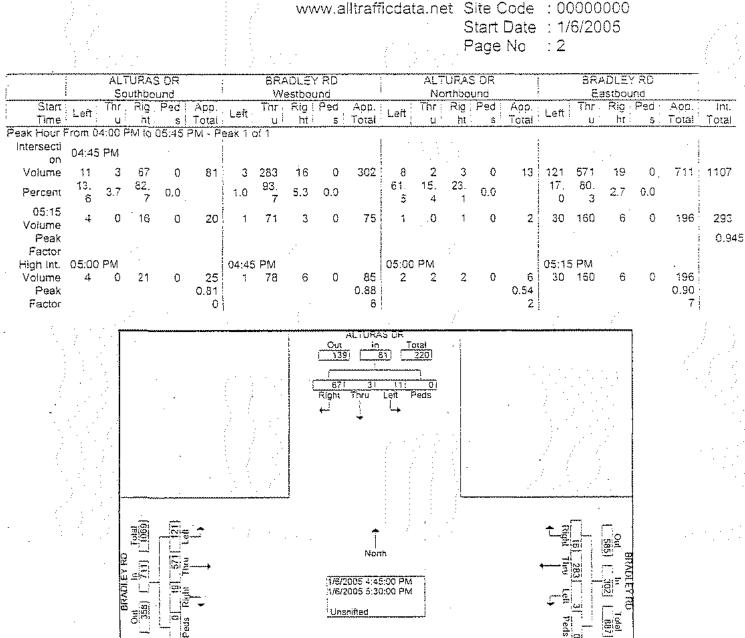
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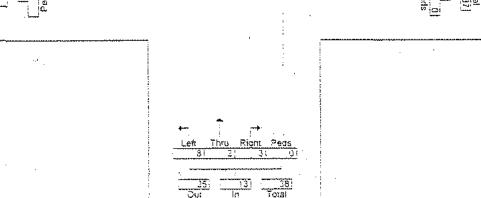


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Wheat Ridge, CO 80033File Name : ALTURAS&BRADLEYPM





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

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|-------------------------|---|---------------------------|----------|---|---------------|---|--------|--|------------|--|---|---|
| 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 - | | 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

| | ۶ | | $\mathbf{\tilde{z}}$ | 4 | - | * | 1 | t | 1 | 4 | Ļ | 4 |
|---|--|--|--|-----------------------------|--|---|---------------------------------------|--------------------|---|---|--|---|
| 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

| | ۶ | | ¥ | 4 | | Ł | • | Ť | 1 | 5 | ļ | ~ |
|---|---------------------|---|---------------------------------------|--|--|--|--|--|-------------------------|---|------------------------|--|
| 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 | | | | |

i

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

| | ۶ | | 7 | 4 | | ٠. | 1 | 1 | 1 | 4 | Ļ | ~ |
|-------------------------|---|---------------------------------------|--|--------------------------|--|---|----------------------|---------------|--|-------------------|--|---------------------|
| 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

| | ٦ | | \mathbf{i} | 4 | + | • | * | 1 | . / | 1 | Ļ | ~ |
|---------------------------|--------------------|--|---|------------|---------------|------------------------------|-----------------------------|--|---|--|--|--|
| 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

| | · 🗡 |) | \mathbf{N} | ¥ | . | • | 1 | Ť | 1 | 5 | ŧ | ~ |
|---|--------------------------|--|--|--|------------------------|---|--|--------------------|---|--|---------------------|--|
| 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

| | ٠ | + | 1 | * | 4 | × | 1 | 1 | 1 | 4 | Ļ | 4 |
|--|---------------------------|------------------|----------------------------------|----------------|--------------|--|---|-----------------------|---|--|------------------------------|--|
| 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

| | ٦ | | - | | 1 | 4 | | | | | |
|--|---|---|---|---|---|--|--|--|--|--|--|
| 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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| | <u>,</u> | > | \mathbf{F} | ¥. | | | 1 | Ť | - M | × | ¥ | 4 |
|---------------------------|----------------|-----------------------|---------------|--|------------|-------------------------------|--------|---------------|--|-----------------------|---------------------------|--------------|
| 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

| | ٦ | | \mathbf{F} | 1 | ◄ | * | 1 | 1 | 1 | 4 | ŧ | ~ |
|---------------------------|---------------------|--|---|--|--------------------------|--|---|----------------------------|----------------------|-------------------|----------------------|-------------------|
| 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

| | ٠ | - | 7 | ¥ | 4 | *. | 1 | † | 1 | 4 | Ļ | 4 |
|------------------------------------|--|---------------------|---|---|---------------------------|------------------------|---------------------------------------|------------------|----------------------------|----------------|---------------------|----------------|
| 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 | | | | | | |

| | | • | Ŧ | ~~ | | T | 1 | * | ¥ | * |
|---|---|--|--|--|--|--|--|---|---|-------------------|
| 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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| | ٭ | | \mathbf{r} | * | + | * | 1 | 1 | 1 | \$ | Ŧ | 4 |
|--------------------------|---|-------------------|--|--|----------------|--------------------------|---|--|----------------------------------|--|---|--|
| 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

| | ٠ | - | 7 | ¥ | 4 | *. | • | † | 1 | 1 | ¥ | 4 |
|---|--|--------------------|--|--|----------------------------|--|--|-----------------------|--|--|---|--|
| 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

| | ٦ | | \mathbf{F} | 1 | + | • | 1 | Ť | 1 | | ţ | 4 |
|--|--------------------|--|--|-----------------------|--------------------|-----------------------------|---|--|-----------------------|--|--|--|
| 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

| | ۶ | | \mathbf{r} | ¥ | | × | • | . † | 1 | · 🖌 | ŧ | ~ |
|---------------------------------------|-------------------------------------|--|---------------------|--|---|--|---|------------------|---|---|---------------|---------------|
| 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 |
| · · · · · · · · · · · · · · · · · · · | • | | • | | · . | | | | | | | |
| | | | | | | Ę | | | | | | |
| | | | | | | | | | | | | |

| | ۶ | - | \mathbf{r} | ¥ | . | ۰. | • | 1 | ~ | 4 | ţ | ~ |
|---------------------------|--|------------------------------|--|--|---|--|--|-------------------------|--|---|--|--|
| 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 |
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| 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 | | | | | | |
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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 | | | | | | |
| Grade | 0% | | 0 | 0% | 0% | | 1)==================================== | 8.8.555 ⁻ 887 | and the second | end descer status | astrona i Agy - K |
| Volume (veh/h) | 0.92 0 | 0.92 | 0.92 | 0.92 | 4 0.92 | 0.92 | | 307 S (3095 | | | usi faddi |
| Hourly flow rate (voh) | | | | 30 | | 0.92 | | | | | e Martina anna |
| Pedestrians | 6889000 C.A | | e solastas | | ration a later. | | in the second | linter av Fr | 0.222355035 | - MARCHARD - C | ense valistikk |
| Lane Width (ft) | | | | | | | | | | | |
| Walking Speed (ft/s) | 0.0000000000000000000000000000000000000 | | | | ant-una dante concernar | | | | | the state is address of a | e salat e Messalat de su |
| Percent Blockage | | | | | Ny SARAN Lanana ang | <u>zeriten</u> : | in de la compañía de | | | | |
| Right turn flare (veh) Median type | | STAR STAR | | | None | UNICE STRING | Ngangkan tan | - The second s | | | RECENTRA |
| Median storage veh) | | | | | | | | al week | | | |
| Upstream signal (ft) | 98889. | | | | | | | | | <u>neszieg</u> | |
| pX, platoon unblocked | ,200-27,894; Bal-12 ea | (J2002) (J. 2494) 1 | 8/26/26/2003.2001X | | | 204 126228233220294500 | 24480-111-1-1989-19 | 00000000000000000000000000000000000000 | 2022/09.2011 - 2022, 1937) 2022 | an na maintaise | 12302415192391344 |
| vC, conflicting volume | | | . 24 | | 50 | 20 | | | | | |
| vC1, stage 1 conf vol | | e verene en | - | | | | 200201010101 | Andrewski (Marching and Angele) Angele (Marching angele) | uren er en er | net ar sannar an a | transia sector atta |
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| tC single (s) | | | 24 2 1 | | | 20 62 | | | | | |
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| tF:(s) | | K. Sola | 2∕2 × | | 3.5 | 33 | | | | <u> B</u> RE | |
| p0 queue free % | | **** | 100 | | 100 | 100 | | | Cradia Anna Internativa | | -orazmen versus na |
| cM capacity (veh/h) | | e e e e | 1591 | | 959- | 1058 | | | | | |
| Direction, Lane # | EB 1. | WB[1] | NB 18 | | | | Sycsis Filly | ₹₹ | | | |
| Volume Total | 24 | <u>:</u> 30 | 4 | | | | (22) | | | | |
| Volume Left | 0 8888-752 | 0 2005-00-00-00-00-00-00-00-00-00-00-00-00- | 4 ನಾಜಾಗಿ ನಾ ಗ | 2020.2020-30 2020.2020-30 | | and the second secon | | ا اور از دوستان در از سرای مرکز کرد و در در از می | | NNS MAGU | an a |
| Volume Right | 97 1700 | | 959 959 | | | | (A.129)244 | and the second secon Second second | CASE O AZ | E ON ROAD | t og til stære som skalende som som skalende som som skalende som som skalende som som som som som som som som En som skalende som |
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| Control Delay (s) | 0:0- | 0:0. | | | | | a sizi i | | | | |
| Lane LOS | ******** | 957-20 2 K 2 | A | ىرىدى بىرى بىرى بۇرىزىلىدى. | **** | سابغ مند مدروب بالمراجع | | 1- | | ada anti-tari | |
| Approach Delay (s) | <u>, 50.0</u> % | 0.0 | | | | 5 Elizatio | | <u> </u> | | | |
| | | | A | | and the second second | | *** | | 972049 7-01 4-t4 | | and a subscription of the subscription of the |
| Intersection Summary | | | | | | | | | | | |
| Average Delay | realize: | | 0.6 | X | THEADA | | | | e Agress | The second s | |
| Intersection Capacity Uti Analysis Period (min) | ្រុះឧដុចព | | <u>യാത്</u> 15 | | o Leve | l.of.Servic | at the set | an a | - H | | |
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TIS_v4.pdf Markup Summary 5-9-2022

