Traffic Impact Analysis

El Dorado Hills Memory Care Center (WO#22) El Dorado Hills, California

June 5, 2015

Prepared for:

Sierra Capital & Investment, Inc.

Prepared by:

Kimley»Horn

2720 Gateway Oaks Drive, Suite 310 Sacramento, California 95833

Phone: (916) 858-5800



EXECUTIVE SUMMARY

This report documents the results of a traffic impact analysis completed for the El Dorado Hills Memory Care Center project proposed to be located in the southwest corner of the Green Valley Road intersection with Francisco Drive in El Dorado Hills, California (the "proposed project" or "project"). The purpose of this impact analysis is to identify potential environmental impacts to transportation facilities as required by the California Environmental Quality Act (CEQA). This study was performed in accordance with the El Dorado County Community Development Agency's *Transportation Impact Study Guidelines*, and the scope of work provided by a representative of the County.

The 6.85-acre project site is proposed to be developed with a 40,000-square foot memory care center. Access to the site will be provided via one full access driveway along Cambria Way, and one right-in/right-out driveway along Green Valley Road. The following intersections are included in this evaluation:

- 1. Green Valley Road at Francisco Drive
- 2. Francisco Drive at Cambria Way/Embarcadero Drive
- 3. Francisco Drive at El Dorado Hills Boulevard
- 4. Green Valley Road at Project Site Access Driveway (Project Only)
- 5. Cambria Way at Project Site Access Driveway (Project Only)

Based on the County's requirements, this LOS analysis was conducted for the above facilities for the following scenarios:

- A. Existing (2015) Conditions
- B. Existing (2015) plus Proposed Project Conditions
- C. Near-Term (2025) Conditions
- D. Near-Term (2025) plus Proposed Project Conditions

Significant findings of this study include:

- The proposed project is estimated to generate 172 total new daily trips, with 9 new trips occurring during the AM peak-hour, and 14 new trips occurring during the PM peak-hour.
- The County's current Travel Demand Model (TDM) incorporates non-residential growth for the subject parcel within the project's Traffic Analysis Zone (TAZ #614). Because the project (20 employees, 64 beds) is less intensive than what is currently included in the County's TDM (a total of 48 non-retail employees), new Cumulative (2035) analyses are not required to be completed as part of this study.
- As defined by the County, the addition of the proposed project to the Existing (2015) and Near-Term
 (2025) scenarios does not worsen conditions at the study intersections. As a result, the project's
 potential environmental impacts to transportation facilities are considered to be less than
 significant.

TABLE OF CONTENTS

INTRODUCTION	I
PROJECT DESCRIPTION	1
PROJECT AREA ROADWAYS	
ASSESSMENT OF PROPOSED PROJECT	5
Proposed Project Trip Generation	5
Proposed Project Trip Distribution	5
TRAFFIC IMPACT ANALYSIS METHODOLOGY	
Consistency with General Plan Land Use Designation	8
EXISTING (2015) CONDITIONS	9
EXISTING (2015) PLUS PROPOSED PROJECT CONDITIONS	11
NEAR-TERM (2025) CONDITIONS	13
NEAR-TERM (2025) PLUS PROPOSED PROJECT CONDITIONS	13
IMPACTS AND MITIGATION	
Standards of Significance	
Impacts and Mitigation	17
OTHER CONSIDERATIONS	
Peak-Hour Traffic Signal Warrant Evaluation	
Sight Distance Evaluation	
Intersection Queuing Evaluation	18
Site Plan, Access, and On-site Circulation Evaluation	
Preliminary Traffic Safety Evaluation	
Bicycle and Pedestrian Facilities Evaluation	20
CONCLUSIONS	20
APPENDICES	
Traffic Count Data Sheets	Appendix A
Analysis Worksheets for Existing (2015) Conditions	Appendix B
Analysis Worksheets for Existing (2015) plus Proposed Project Conditions	Appendix C
Near-Term (2025) Traffic Volumes	
Analysis Worksheets for Near-Term (2025) Conditions	Appendix E
Analysis Worksheets for Near-Term (2025) plus Proposed Praject Conditions	
Traffic Signal Warrant Worksheets	

LIST OF TABLES

Table 1 – Proposed Project Trip Generation	
Table 2 – Intersection Level of Service Criteria	9
Table 3 – Existing (2015) Intersection Levels of Service	
Table 3 – Existing (2015) Intersection Levels of Service	
Table 4 – Existing (2015) and Existing (2015) Plus Proposed Project Intersection Levels of Service	L
Table 5 – Near-Term (2025) Intersection Levels of Service	13
Table 6 – Near-Term (2025) and Near-Term (2025) plus	
Proposed Project Intersection Levels of Service	16
Table 7 – Traffic Signal Warrant Analysis Results	17
Table 8 – Intersection Queuing Evaluation Results for Select Locations	19
Table 9 – Project Area Sites Selected for Investigation	20
<u>LIST OF FIGURES</u>	
Figure 1 – Project Vicinity Map	2
Figure 2 – Proposed Project Site Plan	3
Figure 3 – Study Intersections, Traffic Control, and Lane Geometries	
Figure 4 – Proposed Project Trip Distribution	
Figure 5 – Proposed Project Trip Assignment	7
Figure 6 – Existing (2015) Peak-Hour Traffic Volumes	10
Figure 7 – Existing (2015) plus Proposed Project Peak-Hour Traffic Volumes	12
Figure 8 – Near-Term (2025) Peak-Hour Traffic Volumes	14
Figure 9 – Near-Term (2025) plus Proposed Project Peak-Hour Traffic Volumes	1

INTRODUCTION

This report documents the results of a traffic impact analysis completed for the El Dorado Hills Memory Care Center project proposed to be located in the southwest corner of the Green Valley Road intersection with Francisco Drive in El Dorado Hills, California (the "proposed project" or "project"). The purpose of this impact analysis is to identify potential environmental impacts to transportation facilities as required by the California Environmental Quality Act (CEQA). This study was performed in accordance with the El Dorado County Community Development Agency's *Transportation Impact Study Guidelines*, and the scope of work provided by a representative of the County¹.

The remaining sections of this report document the proposed project, analysis methodologies, impacts and mitigation, and general study conclusions.

PROJECT DESCRIPTION

The 6.85-acre project site is proposed to be developed with a 40,000-square foot memory care center. Access to the site will be provided via one full access driveway along Cambria Way, and one right-in/right-out driveway along Green Valley Road. The project location is shown in **Figure 1**, and the proposed project site plan is shown in **Figure 2**. The following intersections are included in this evaluation:

- 1. Green Valley Road at Francisco Drive
- 2. Francisco Drive at Cambria Way/Embarcadero Drive
- 3. Francisco Drive at El Dorado Hills Boulevard
- 4. Green Valley Road at Project Site Access Driveway (Project Only)
- 5. Cambria Way at Project Site Access Driveway (Project Only)

Figure 3 illustrates the study facilities, existing traffic control, and existing lane configurations.

PROJECT AREA ROADWAYS

The following are descriptions of the primary roadways in the vicinity of the project.

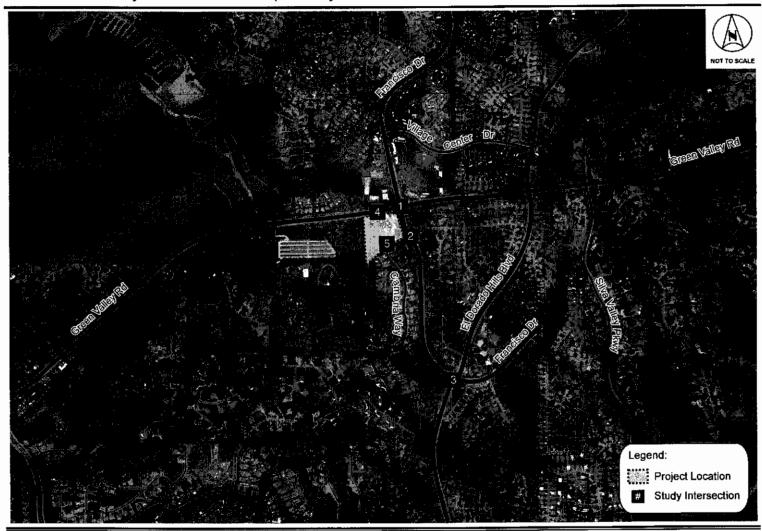
US Route 50 (US-50) is an east-west freeway located south of the project site. Generally, US-50 serves all of El Dorado County's major population centers and provides connections to Sacramento County to the west and the State of Nevada to the east. Primary access to the project site from US-50 is provided at the El Dorado Hills Boulevard/Latrobe Road interchange. Within the general project area, US-50 currently serves approximately 90,000 vehicles per day² (vpd) with three travel lanes in each direction, west of El Dorado Hills Boulevard/Latrobe Road.

Green Valley Road is an east-west arterial roadway that connects Placerville with western portions of El Dorado County and eastern Sacramento County, south of Folsom Lake. Through the project area, Green Valley Road provides two travel lanes in each direction and serves approximately 25,600 vehicles per day³.

¹ Memorandum from Chirag Safi and Sara Muse, Kittelson & Associates, Inc., to Natalie Porter, El Dorado County, February 27, 2015

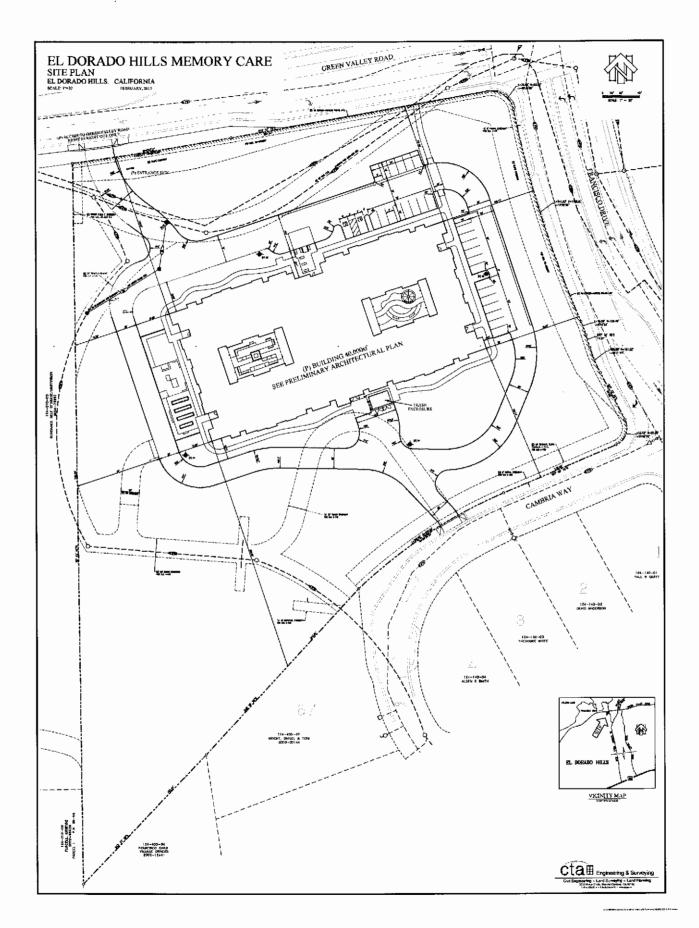
² Caltrans Traffic and Vehicle Data Systems Unit, http://www.dot.ca.gov/hg/traffops/saferesr/trafdata/2013all/

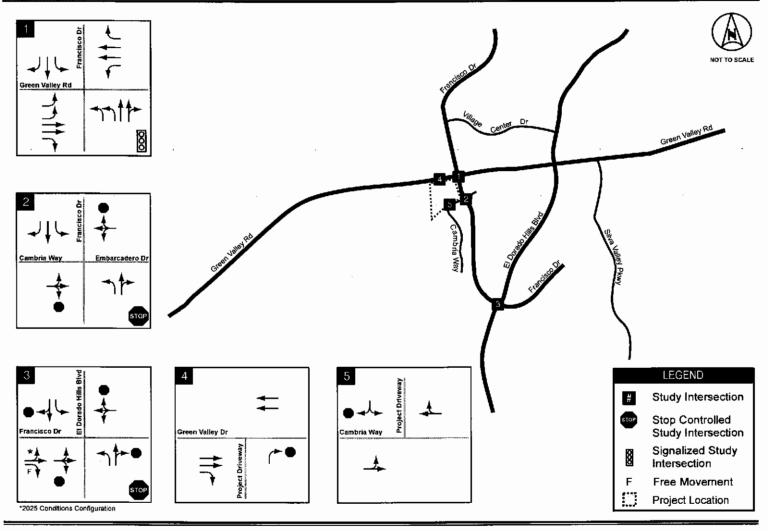
³ El Dorado County Department of Transportation, 2013.



Kimley»Horn

Figure 1
Project Vicinity Map





Kimley»Horn

Figure 3
Study Intersections, Traffic Control, and Lane Geometries

Francisco Drive is a north-south collector roadway that provides access to residential areas north of Green Valley Road and connects with El Dorado Hills Boulevard to the south. Francisco Drive has one travel lane in each direction and serves as a primary southern connection between El Dorado Hills Boulevard and Green Valley Road for vehicles destined for, and coming from points to the west.

Cambria Way and Embarcadero Drive are two-lane local roadways that provide access to residential areas surrounding Francisco Drive. The proposed project has direct access to Cambria Way.

ASSESSMENT OF PROPOSED PROJECT

Proposed Project Trip Generation

Memory care living facilities provide a living environment with intensive, long-term medical care for seniors with serious health and dementia conditions in a fully-staffed and monitored facility. Due to the nature of these facilities, residents are comprised of older adults who typically do not drive; thus, the site trip generation is anticipated to be low and predominantly composed of employee and visitor trips.

Trip generation for development projects is typically calculated based on rates contained in the Institute of Transportation Engineer's (ITE) publication, *Trip Generation Manual*. The *Trip Generation Manual* is a standard reference used by jurisdictions throughout the country for the estimation of trip generation potential of proposed developments. A trip is defined in the *Trip Generation Manual* as a single or one-directional vehicle movement with either the origin or destination at the project site. In other words, a trip can be either "to" or "from" the site. In addition, a single customer visit to a site is counted as two trips (i.e., one to and one from the site).

Trip generation for the proposed project was estimated using ITE's *Trip Generation Manual*, 9th Edition based on the "Assisted Living" category (ITE Land Use 254). "Assisted Living" is understood to represent residential settings that provide assistance to mentally or physically limited persons, typically with Alzheimer's or ALS, similar to the proposed project. As noted in the *Trip Generation Manual*, employees, visitors, and delivery trucks make most of the trips to these facilities. Truck traffic was captured for some of the studies used in developing the ITE rates, and the findings indicate that truck traffic volume was very low overall, with most trips occurring in the weekday midday period. The anticipated trip generation for this project is shown in Table 1.

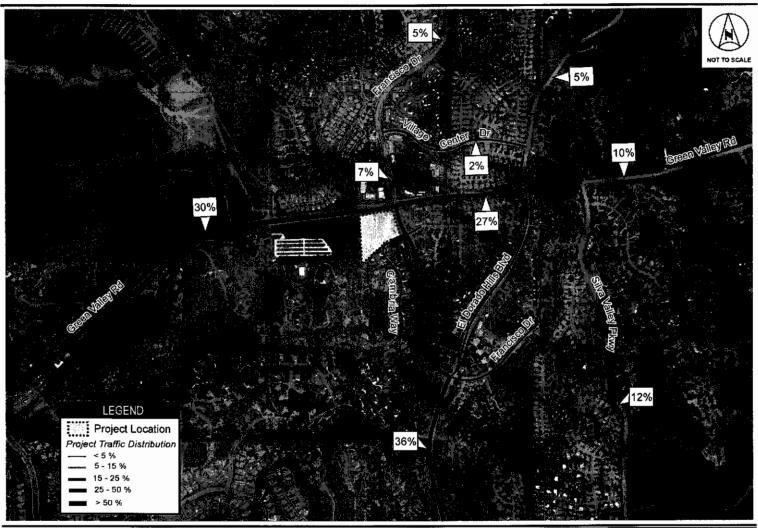
PM Peak-Hour AM Peak-Hour Daily Size OUT Land Use (ITE Code) OUT IN Total Total (# beds) Trips Trips Trips Trips % Trips % Trips Trips 44% 56% Assisted Living (254) 172 9 65% 6 35% 3 14 6 8 8 Net New External Trips: 172 9 6 14 6 Source: Trip Generation Manual, 9th Edition, ITE.

Table 1 - Proposed Project Trip Generation

As shown in **Table 1**, the proposed project is estimated to generate 172 total new daily trips, with 9 new trips occurring during the AM peak-hour, and 14 new trips occurring during the PM peak-hour. For additional reference, the maximum peak hour trip generation for the facility, which is anticipated to occur on Sunday afternoons, was estimated to be 23 peak hour trips.

Proposed Project Trip Distribution

The distribution of project traffic was based on existing traffic volumes and general knowledge of the travel patterns in western El Dorado County. The project trip distribution percentages are illustrated in **Figure 4**. The resulting AM and PM peak-hour traffic volumes attributed to the proposed project are illustrated in **Figure 5**.



Kimley »Horn

Figure 4
Proposed Project Trip Distribution

El Dorado Hills Memory Care Center: Traffic Impact Analysis 2(2) Green Valley Rd 1(2) -2 1(3) 1(3)-3 **- 1(3)** 1(2) **LEGEND** Study Intersection XX(YY) AM(PM) Peak-Hour Volumes Figure 5

Kimley »Horn

16-0582 G 11 of 183

Proposed Project Trip Assignment

TRAFFIC IMPACT ANALYSIS METHODOLOGY

Analysis of transportation facility significant environmental impacts is based on the concept of Level of Service (LOS). The LOS of a facility is a qualitative measure used to describe operational conditions. LOS ranges from A (best), which represents minimal delay, to F (worst), which represents heavy delay and a facility that is operating at or near its functional capacity. Levels of Service for this study were determined using methods defined in the *Highway Capacity Manual*, 2010 (HCM) and appropriate traffic analysis software.

The HCM includes procedures for analyzing side-street stop controlled (SSSC), all-way stop controlled (AWSC), and signalized intersections. The SSSC procedure defines LOS as a function of average control delay for each minor street approach movement. Conversely, the AWSC and signalized intersection procedures define LOS as a function of average control delay for the intersection as a whole. Table 2 presents intersection LOS definitions as defined in the HCM.

Level of Service (LOS)	Un-Signalized Average-Control Delay (sec/veh)	Signalized Control Delay per Vehicle (sec/veh)
Α	≤ 10	≤ 10
В	> 10 – 15	> 10 – 20
С	> 15 – 25	> 20 – 35
D	> 25 – 35	> 35 – 55
E	> 35 – 50	> 55 – 80
F	> 50	> 80
'	/ 30	700

Source: Highway Capacity Manuol, 2010

Applied to the worst lane/lane group(s) for SSSC

Table 2 - Intersection Level of Service Criteria

Consistency with General Plan Land Use Designation

As confirmed by a representative of the County⁴, the County's current Travel Demand Model (TDM) incorporates non-residential growth for the subject parcel within the project's Traffic Analysis Zone (TAZ #614). Because the project (20 employees, 64 beds) is less intensive than what is currently included in the County's TDM (a total of 48 non-retail employees), new Cumulative (2035) analyses are not required to be completed as part of this study.

Based on the above information and direction from County's representative, this LOS analysis was conducted for the study facilities for the following scenarios:

- A. Existing (2015) Conditions
- B. Existing (2015) plus Proposed Project Conditions
- C. Near-Term (2025) Conditions
- D. Near-Term (2025) plus Proposed Project Conditions

The following is a discussion of the analyses for these scenarios:

⁴ Email from Chirag Safi, Kittelson & Associates, Inc., April 15, 2015.

EXISTING (2015) CONDITIONS

Recent peak-hour traffic volumes for the Green Valley Road intersection with Francisco Drive intersection were obtained from a recent study completed, by others, for the Green Valley Road Corridor⁵. Two (2) new weekday AM and PM peak period intersection turning movement traffic counts were conducted in March 2015, for the Francisco Drive intersections with Cambria Way/Embarcadero Drive and El Dorado Hills Boulevard. These counts were conducted between the hours of 6:30 a.m. and 9:30 a.m. and 3:30 p.m. and 6:30 p.m. It is worth noting that a two percent heavy vehicle factor was incorporated in this, and all subsequent analysis scenarios. At the time of this study, the El Dorado Hills Boulevard intersection with Francisco Drive was under construction to implement the County's Capital Improvement Project (CIP) #71358 (Francisco Drive Right-Turn Pocket). This project involves the addition of an eastbound right-turn lane from Francisco Drive and a complementary southbound receiving lane onto El Dorado Hills Boulevard. These improvements are reflected in all subsequent analysis scenarios.

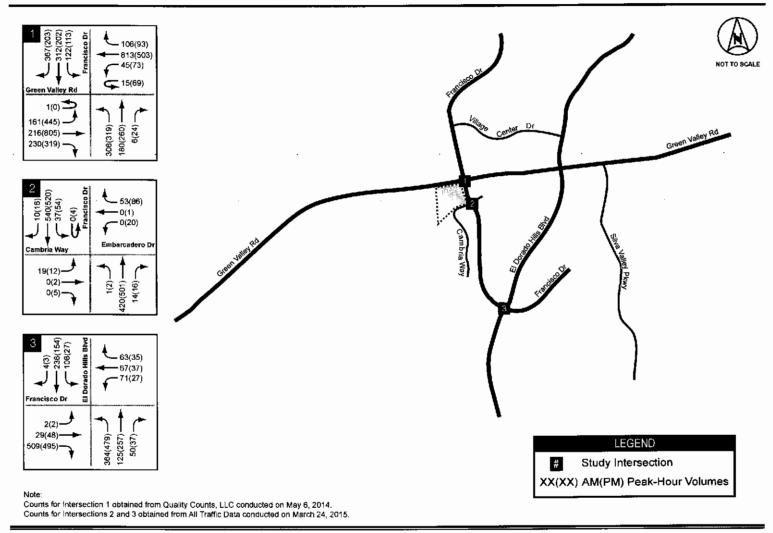
Existing (2015) peak-hour turn movement volumes are presented in Figure 6, and the traffic count data sheets are provided in Appendix A. Table 3 presents the peak-hour intersection operating conditions for this analysis scenario.

			AM Peak-	Hour	PM Peak-Hour		
#	Intersection	Control	Delay (seconds)	LOS	Delay (seconds)	LOS	
1	Green Valley Road @ Francisco Drive	Signal	43.7	D	29.9	С	
2	Francisco Drive @ Cambria Way/Embarcadero Drive	SSSC*	36.2 (EB)	E	34.5 (EB)	D	
3	El Dorado Hills Boulevard @ Francisco Drive	AWSC	54.0	F	48.7	E	
4	Green Valley Road @ Project Site Access Driveway	SSSC*	01 0		:- Ci O	. I	
5	Cambria Way @ Project Site Access Driveway	SSSC*	Pius Proje	ect Analys	is Scenarios Oi	y	
* Co	ntrol delay for worst minor approach (worst minor movement) for SS	SSC. Bold = Su	ıbstandard per C	ounty			

Table 3 - Existing (2015) Intersection Levels of Service

As indicated in **Table 3**, the study intersections operate from LOS C to LOS F during the AM and PM peak-hours. Analysis worksheets for this scenario are provided in **Appendix B**.

⁵ Final Corridor Analysis Report, Green Valley Raad, Kittelson & Associates, Inc., October 2014



Kimley»Horn

Figure 6 Existing (2015) Peak-Hour Traffic Volumes

EXISTING (2015) PLUS PROPOSED PROJECT CONDITIONS

Peak-hour traffic associated with the proposed project was added to the existing traffic volumes and levels of service were determined at the study intersections. **Table 4** provides a summary of the intersection analysis and **Figure 7** provides the AM and PM peak-hour traffic volumes at the study intersections for this analysis scenario.

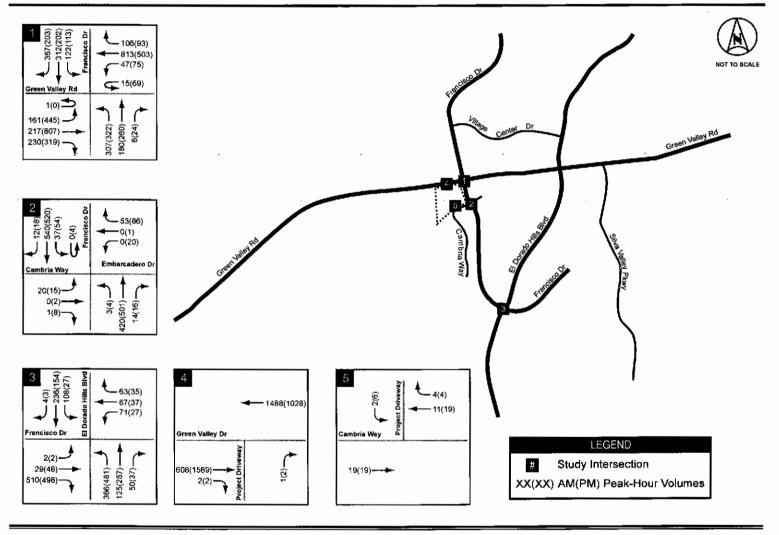
Table 4 - Existing (2015) and Existing (2015) plus Proposed Project Intersection Levels of Service

29 July 1				AM Peak-H	our 📗	PM Peak-Hour		
#	Intersection	Analysis Scenario*	Traffic Control	Delay (seconds)	LOS	Delay (seconds)	LOS	
1	Green Valley Road @ Francisco Drive	Exist.+PP	Signal	43.7 43.8	D D	29.9 30.1	c c	
2	Francisco Drive @ Cambria Way/Embarcadero Drive	Exist. Exist.+PP	SSSC*	36.2 (EB) 36.2 (EB)	E	34.5 (EB) 35.0 (EB)	D E	
3	El Dorado Hills Boulevard @ Francisco Drive	Exist. Exist.+PP	AWSC	54.0 53.8	FT	48.7 48.8	E	
	Green Valley Road @	Exist.	1	Plus Project And	ilysis Sce	enarios Only		
4	Project Site Access Driveway	Exist.+PP	SSSC*	10.4 (NB)	В	17.0 (NB)	С	
5	Cambria Way @	Exist,		Plus Project And	lysis Sce	enarios Only		
,	Project Site Access Driveway	Exist.+PP	SSSC*	8.7 (SB)	A	8.7 (SB)	A	

^{*} Exist. = Existing (2015), Exist. + PP = Existing (2015) plus Proposed Project

As indicated in Table 4, the study intersections operate from LOS A to LOS F with the addition of project traffic during the AM and PM peak-hours. The analysis worksheets for this scenario are provided in Appendix C.

^{*} Control delay for worst minor approach (worst minor movement) for 555C. Bold = Substandard per County



Kimley»Horn

Figure 7
Existing (2015) plus Proposed Project Peak-Hour Traffic Volumes

NEAR-TERM (2025) CONDITIONS

Consistent with the traffic forecasting methodology specified by a representative of the County¹, traffic projections for this study are based on the County's current Travel Demand Model (TDM)⁶ and recently approved 20-year growth projections. These Near-Term, year 2025 conditions are based on a straight-line interpolation between model Existing (2010) and Cumulative (2035) forecast. Details regarding the volume forecasting and intersection turning movement development are presented in **Appendix D**.

Table 5 provides a summary of the intersection analysis and **Figure 8** provides the AM and PM traffic volumes for this analysis scenario.

AM Peak-Hour PM Peak-Hour Traffic Intersection Delay Delay LOS Control LOS (seconds) (seconds) 46.3 D 44.6 D 1 Green Valley Road @ Francisco Drive Signal 28.1 (EB) D 43.6 (EB) Ε 2 Francisco Drive @ Cambria Way/Embarcadero Drive SSSC* £ 3 39.8 Ε 46.1 El Dorado Hills Boulevard @ Francisco Drive **AWSC** 4 Green Valley Road @ Project Site Access Driveway SSSC* Plus Project Analysis Scenarios Only SSSC, 5 Cambria Way @ Project Site Access Driveway Control delay for worst minor approach (worst minor movement) for SSSC.

Table 5 – Near-Term (2025) Intersection Levels of Service

As indicated in **Table 5**, the study intersections operate from LOS C to LOS E during the AM and PM peak-hours. The analysis worksheets for this scenario are provided in **Appendix E**.

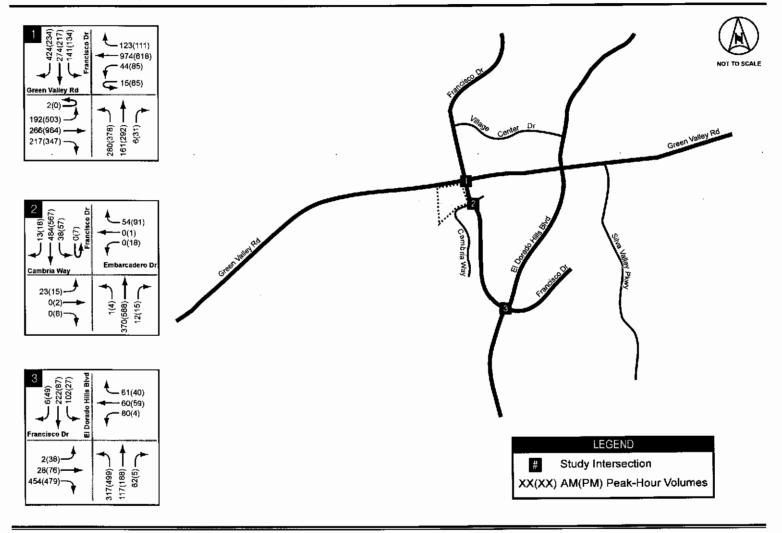
NEAR-TERM (2025) PLUS PROPOSED PROJECT CONDITIONS

Peak-hour traffic associated with the proposed project was added to the Near-Term (2015) traffic volumes, and levels of service were determined at the study facilities. **Table 6** provides a summary of the intersection operating conditions for this analysis scenario. **Figure 9** provides the AM and PM traffic volumes for this analysis scenario.

As indicated in **Table 6**, the study intersections operate from LOS A to LOS E during the AM and PM peak-hours. The analysis worksheets for this scenario are provided in **Appendix F**.

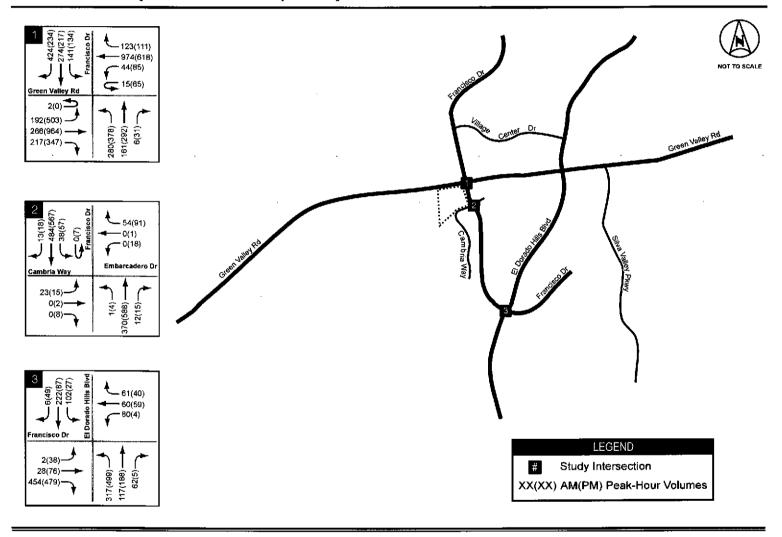
June 5, 2015

⁶ As directed by a representative of the County, the Dixon Ranch project was manually added to the County's 2035 TDM for use in the traffic forecasting efforts for this project.



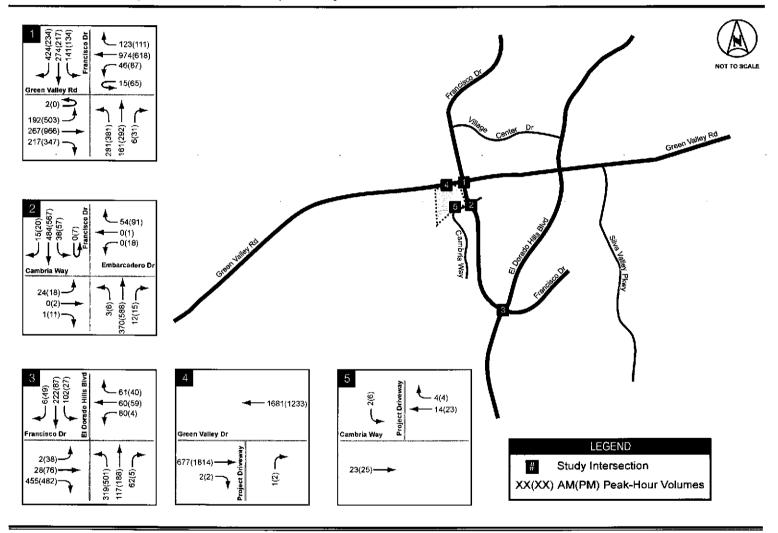
Kimley ≫ Horn

Figure 8 Near-Term (2025) Peak-Hour Traffic Volumes



Kimley»Horn

Figure 8 Near-Term (2025) Peak-Hour Traffic Volumes



Kimley » Horn

Figure 9
Near-Term (2025) plus Proposed Project Peak-Hour Traffic Volumes

Table 6 – Near-Term (2025) and Near-Term (2025) plus Proposed Project Intersection Levels of Service

			Traffic	AM Peak-I	lour	PM Peak-Hour		
# #	Intersection	Analysis Scenario*	Control	Delay (seconds)	LOS	Delay (seconds)	ios	
	Green Valley Road @	NT		44.6	D ***	46.3	LED.	
1	Francisco Drive	NT+PP	Signal	44.7	D	46.7	D	
2	Francisco Drive @	NT	SSSC*	28.1 (EB)	D	43.6 (EB)	Ε	
	Cambria Way/Embarcadero Drive	NT+PP	222C	27.8 (EB)	D	44.1 (EB)	Ε	
34	El Dorado Hills Boulevard @	NT	AVAGE	39.8	E E	46.1	L E	
9	Francisco Drive	NT+PP	AWSC	40.0	E	46.6	E	
4	Green Valley Road @	NT	1	Plus Project And	ılysis Scei	narios Only		
4	Project Site Access Driveway	NT+PP	SSSC*	10.7 (NB)	В	19.7 (NB)	c	
5	Cambria Way @	TV		Plus Project And	ılysis Scei	narios Only		
	Project Site Access Driveway	NT+PP	SSSC*	8.7 (SB)	Α	8.8 (SB)	A	

^{*} NT = Near-Term (2025), NT + PP = NT (2025) plus Proposed Project

IMPACTS AND MITIGATION

Standards of Significance

Project impacts were determined by comparing conditions with the proposed project to those without the project. Impacts for intersections are created when traffic from the proposed project forces the LOS to fall below a specific threshold.

The County's standards⁷ specify the following:

"Level of Service (LOS) for County-maintained roads and State highways within the unincorporated areas of the County shall not be worse than <u>LOS E in the Community Regions</u>." (El Dorado County General Plan Policy TC-Xd) The study intersections are located within the El Dorado Hills Community Region.

"If a project causes the peak-hour LOS or volume/capacity ratio on a county road or State highway that would otherwise meet the County standards (without the project) to exceed the [given] values, then the impact shall be considered significant."

"If any county road or state highway fails to meet the [given] standards for peak hour LOS or volume/capacity ratios without the proposed project, and the project will worsen conditions on the road or highway, then the impact shall be considered significant." According to General Plan Policy TC-Xe⁸, 'worsen' is defined as "a 2 percent increase in traffic during the a.m. peak hour, p.m. peak hour, or daily, or the addition of 100 or more daily trips, or the addition of 10 or more trips during the a.m. peak hour or the p.m. peak hour."

Control delay for worst minor approach (worst minor movement) for SSSC.

⁷ Transportation Impact Study Guidelines, El Dorado County Community Development Agency, November 2014.

⁸ El Dorado County General Plan, Transportation ond Circulation Element, July 2004.

Impacts and Mitigation

Existing (2015) plus Proposed Project Conditions

As reflected in **Table 4**, the addition of the proposed project does not result in a significant impact as **d**efined by the County.

Impacts:

None.

Mitigation:

None Required.

Near-Term (2025) plus Proposed Project Conditions

As reflected in **Table 6**, the addition of the proposed project does not result in a significant impact as defined by the County.

Impacts:

None.

Mitigation:

None Required.

OTHER CONSIDERATIONS

Peak-Hour Traffic Signal Warrant Evaluation

A planning level assessment of the need for traffic signalization was performed for the un-signalized study intersections. This evaluation was performed consistently with the peak-hour warrant methodologies noted in Section 4C of the *California Manual on Uniform Traffic Control Devices (CMUTCD), 2014 Edition.* A summary of the peak-hour warrant results are presented in Table 7.

Table 7 – Traffic Signal Warrant Analysis Results

			Analysis	Scenario	
#	Intersection	Existing (2015)	Existing (2015) plus PP	Near-Term (2025)	Near-Term (2025) plus PP
2	Francisco Dr @ Cambria Wy	No / No	No / No	No/No	No / No
3	El Dorado Hilis Blvd @ Francisco Dr	Yes / Yes	Yes / Yes	Yes / Yes	Yes / Yes
4	Cambria Way @ Project Access Dwy		No/No		No / No
5	Green Valley Rd @ Site Access Dwy		No / No		No / No
•	ults are presented in AM / PM format.	A or R is mot			

As shown in **Table 7**, intersection #3 (El Dorado Hills Blvd @ Francisco Dr) satisfies the peak-hour signal warrant with and without the addition of the proposed project. However, the proposed project does not cause the peak-hour signal warrant to be satisfied at any of the study intersections. Detailed results of this analysis are presented in **Appendix G**.

Sight Distance Evaluation

A sight distance evaluation was completed for both site access driveways (Intersections #4 and #5). These evaluations were based on observed horizontal and vertical geometric conditions and were performed in accordance with the guidelines presented in the *Geometric Design* of *Highways and Streets, 2011*, published by the American Association of State Highway and Transportation Officials (AASHTO).

According to AASHTO, an assumed 30 mph design speed (25 mph posted speed limit) requires a minimum of 200 feet of Stopping Sight Distance (SSD). Adequate SSD was documented along the Cambria Way approaches to the site driveway. Furthermore, an assumed 60 mph design speed (55 mph posted speed limit) requires a minimum of 570 feet of SSD. Adequate sight distance was observed to the left (west) for the Green Valley Road intersection with the site access driveway.

To more thoroughly assess conditions for eastbound Cambria Way traffic at Francisco Drive, we also completed an evaluation of sight distance for this intersection approach. According to AASHTO, an assumed 45 mph design speed (40 mph posted speed limit) requires a minimum of 360-feet of SSD. Adequate AASHTO SSD was documented along the Francisco Drive approaches to Cambria Way. In all cases, roadside vegetation should be maintained to preserve sight distance.

Intersection Queuing Evaluation

Vehicle queuing for the study intersections was evaluated. For the queuing analysis, the anticipated vehicle queues for critical movements at these intersections were evaluated. The calculated vehicle queues were compared to actual or anticipated vehicle storage/segment lengths. Results of the queuing evaluation are presented in Table 8. Analysis sheets that include the anticipated vehicle queues are presented in Appendices B, C, E, and F. As presented in Table 8, the addition of the proposed project adds additional queuing to several of the study locations.

Site Plan, Access, and On-site Circulation Evaluation

The site plan for the proposed project (Figure 2) was qualitatively reviewed for general access and on-site circulation. According to the site plan, access to the site will be provided via two (2) driveways, one along Cambria Way and one along Green Valley Road. Level of service and delay data was previously reported for these intersections. The combination of these two access points, as well as the on-site circulation system provides adequate access to/from both Green Valley Road and Francisco Drive (via Cambria Way).

The proposed project's Green Valley Road Driveway is proposed to accommodate both right-in and right-out movements. Adequate deceleration distance should be provided and the acceleration distance should be considered as part of the existing eastbound right-turn pocket. The proposed geometrics and access are virtually identical to the existing Safeway center driveway located along the westbound approach to the Green Valley Road intersection with Francisco Drive. Furthermore, as documented in Appendices B, C, E, and F, the northbound right movement from the proposed project is not anticipated to be blocked by the eastbound approach queues at the Green Valley Road intersection with Francisco Drive.

In addition, Fire Safe Regulotions⁹ state that on-site roadways shall "provide for safe access for emergency wildland fire equipment and civilian evacuation concurrently, and shall provide unobstructed traffic circulation during a wildfire emergency..." All project roadways shall be designed and constructed in accordance with these requirements.

⁹ Fire Safe Regulations, Title 14 Natural Resources, Division 1.5 Department of Forestry, Chapter 7 – Fire Protection, Subchapter 2 SRA Safe Regulations, Article 2 Emergency Access, El Dorado County Building Department.

Table 8 - Intersection Queuing Evaluation Results for Select Locations

		AM Pea	k-Hour	PM Pea	k-Hour	
Intersection / Analysis Scenario	Movement	Available	95 th %	Available	95 th %	
vaj de artikult da kara kara kara kara kara kara kara k	e je kodinski site.	Storage (ft)	Queue (ft)	Storage (ft)	Queue (ft)	
#1, Green Valley Rd @ Francisco Dr	NB Left					
Ex	kisting (2015)		151	-	157	
Existing plus Proposed P	roject (2015)	200⁺	152	200⁺	160	
Near	-Term (2025)	200	128	200	204	
Near-Term plus Proposed P	roject (2025)		129		205	
	WB Left					
Ex	xisting (2015)		98		259	
Existing plus Proposed P	roject (2015)	200	115	200	261	
Near	-Term (2025)	200	96	200	269	
Near-Term plus Proposed P	roject (2025)		100		274	
#2, Francisco Dr @ Cambria Way	EB Left				HARTAN C	
Ex	xisting (2015)		25		25	
Existing plus Proposed P	1.	25		25		
· Near	-Term (2025)	1	25		25	
Near-Term plus Proposed P	roject (2025)	1	25		25	
#3, Francisco Dr @ El Dorado Hills Blvd	NB Left					
E	xisting (2015)		303**		399**	
Existing p	lus PP (2015)	100	305**	100	401**	
Near	-Term (2025)	100	264**	100	416++	
Near-Term p	lus PP (2025)]	266++		418**	
#4, Green Valley Rd @ Site Dwy	NB					
E)	xisting (2015)					
Existing p	lus PP (2015)		0		0	
Near	-Term (2025)]				
Near-Term p	lus PP (2025)	1	0		0	
#5, Cambria Wy @ Site Dwy	SB				41143	
	xisting (2015)					
Existing p	lus PP (2015)		0		0	
Near	-Term (2025)					
Near-Term p	lus PP (2025)		0		0	

Source: Highway Capacity Manual (HCM) 2010 methodology per Synchro® v9.

Preliminary Traffic Safety Evaluation

According to the County's 2011 Accident Location Study¹⁰, several study area sites (i.e., intersections and roadway segments) experienced three (3) or more accidents during a three-year period between January 1, 2009, and December 31, 2011. According to the Study, these sites were selected for investigation and determination of corrective action(s). **Table 9** provides a summary of the study area sites and their selected actions.

According to the *Study*, eight (8) sites "do not require further review at this time. However, these sites will continue to be monitored and any subsequent increase in the frequency of accidents may necessitate further review and analysis." One (1) site has a pending improvement and it is anticipated that, "upon completion, [this] improvement will substantially reduce the number of accidents."

^{*}Intersection approach with available storage length equal to segment length; *Dual left-turn lane; *Source: Per Page 9-127, A Policy on Geometric Design of Highways and Streets, AASHTO, 2011. ((Peak-Hour Volume/30 min)*25 feet)

¹⁰ Annual Accident Location Study 2011, County of El Dorado Department of Transportation, March 18, 2012.

Table 9 - Project Area Sites Selected for Investigation

Site#	Location Description	Accident Rate	identified Action
13	El Dorado Hills Blvd, US 50 On/Off Ramps	1.07	Pending Improvements
14	El Dorado Hills Blvd, North of Lassen/Serrano Pkwy	0.25	None Required
15	El Dorado Hills Blvd, South of Wilson Blvd	0.12	None Required
16	El Dorado Hills Blvd, at Crown Dr	0.24	None Required
20	Green Valley Rd, vicinity of Sophia Pkwy	0.48	None Required
21	Green Valley Rd, vicinity of Amy's Ln	0.18	None Required
22	Green Valley Rd, vicinity of Mormon Island Dr	0.17	None Required
23	Green Valley Rd, vicinity of Silva Valley Pkwy	0.68	None Required
57	Serrano Pkwy, vicinity of El Dorado Hills Blvd	0.32	None Required

Source: Annual Accident Location Study 2011, County of El Dorado Department of Transportation, May 18, 2012.

† # Accidents per Million Vehicles (MV) for single sites (intersections/curves), # Accidents per Million Vehicle Miles (MVM) for roadway sections.

Bicycle and Pedestrian Facilities Evaluation

According to Chapter 5 of the El Dorado County Bicycle Transportation Plan, Class II Bike Lanes are proposed for Green Valley Road, Francisco Drive, and El Dorado Hills Boulevard in the vicinity of the project site. In addition, Class III Bike Routes are proposed for Francisco Drive and Salmon Falls Road/Lakehills Drive north of Green Valley Road. A Class I Bike Path is also proposed for El Dorado Hills Boulevard, south of Francisco Drive.

While the project will not result in removal of a bikeway/bike lane or prohibition of implementation of the facilities identified in the *Plon*, it is required to include pedestrian/bicycle paths connecting to adjacent commercial, research and development, or industrial projects and any schools, parks, or other public facilities. The proposed project will be required to construct on-site roadway and pedestrian facilities in accordance with County design guidelines. These on-site pedestrian and bicycle facilities will connect the project with the proposed adjacent Class II Bike Lanes along Green Valley Road and Francisco Drive. Through these connections to the proposed bike lane network, the project will provide continuity with adjacent projects, schools, parks, and other public facilities.

CONCLUSIONS

Based upon the analysis documented in this report, the following conclusions are offered:

- The proposed project is estimated to generate 172 total new daily trips, with 9 new trips occurring during the AM peak-hour, and 14 new trips occurring during the PM peak-hour.
- The County's current Travel Demand Model (TDM) incorporates non-residential growth for the subject parcel within the project's Traffic Analysis Zone (TAZ #614). Because the project (20 employees, 64 beds) is less intensive than what is currently included in the County's TDM (a total of 48 non-retail employees), new Cumulative (2035) analyses are not required to be completed as part of this study.
- As defined by the County, the addition of the proposed project to the Existing (2015) and Near-Term (2025) scenarios does not worsen conditions at the study intersections. As a result, the project's potential environmental impacts to transportation facilities are considered to be less than significant.

Appendix A:

Traffic Count Data Sheets

El Dorado County All Vehicles on Unshifted Peds & Bikes on Bank 1

(916) 771-8700 orders@atdtraffic.com

File Name : 15-7246-001 Francisco Drive-Embarcadero Drive-Cambria '
Date : 3/24/2015

Nothing on	Bank 2																					
										ted Count	= All Ve							Cambria V			1	
1		F	rancisco l				Éπ	nbarcadero			Francisco Drive											
	Southbou					Westbou			Northbound LEFT THRU RIGHT UTURNS APP TOTAL						Tavious	Total	Utum Total					
START TIME	LEFT	THRU			APP.TOTAL	LEFT	THRU			APP.TOTAL	LEFT	THRU				LEFT	THRU		UTURNS D	APP.TOTAL	86	Ditum Total
06:00	0	40	0	0	40	2	0	2	0	4	0	41	0	0	41	1	0	0 1	D	2	105	4
06:15		55 47	0	1	58	2	0	4	0	5	0	39	0	0	39 52	1 0	0	0	0	0	109	'n
06:30			2	0	50	0	0	7 5	0	7 5	0	52 56	0	0	52 56	2	0	0	0	2	175	٥
06:45 Total		110 252	- 3	1	112 260	4	0	18	0	22	0	188	0	0	188	4	0	1	0	5	475	1
10101	1 7	101	Ü	,	200	, ,	٠	10	٠	22	١ ٠	100	ŭ	•	100		•		-			
07:00	3	130	4	0	137	0	0	9	0	9	0	94	1	0	95	2	0	0	0	2	243	0
07:15	3	102	2	0	107	0	0	14	0	14	2	114	1	0	117	4	0	1	0	5	243	0
07:30	9	154	- 4	0	167	0	0 .	15	0	15	1	101	4	0	106	8	. 0	0	0	8	296	0
07:45		111	1	0	125	0	0	7	0	7	.0	85	5	0	90	2	0	0	0	2	224	0
Total	28	497	11	0	536	0	0	45	0	45	3	394	11	0	408	16	0	1	0	17	1006	0
08:00	1 7	144	1	0	152	Ιo	О	14	0	14	1 0	92	1	0	93	l 2	С	0	0	2	261	0
08:15		131	4	ō	143	ا آ	ō	12	ō	12	ا آ	102	4	ő	106	5	ō	ō	Ö	5	266	0
08:30		109	2	ō	120	l ĭ	1	15	ō	17	ا آ	93	6	Ö	99	2	1	0	0	3	239	0
08:45		105	2	ō	113	3	0	14	ō	17	Ιī	96	6	Ū	103	2	1	0	0	3	236	0
Total		489	9	0	528	4	1	55	0	60	1	383	17	0	401	11	2	0	0	13	1002	0
15:00	15	140	3	1	159	l 4	0	15	0	19	Ιa	119	5	а	124	1 4	1	1	0	6	308	1
15:15		108	6	ò	124	3	ŏ	21	ŏ	24	3	130	6	0	139	3	Q	2	0	5	292	0
15:30		111	2	1	122	7	ō	19	ō	26	1	118	6	Ó	125	0	0	2	0	2	275	1
15:45		126	1	0	144	5	ō	22	ō	27	٥	114	7	0	121	3	1	0	0	4	296	0 _
Total	50	485	12	2	549	19	0	77	Ō	96	4	481	24	0	509	10	2	5	0	17	1171	2
16:00	13	128	5	0	445	ء ا	•	40	0	25		116	3	0	120		0	1	0	5	296	0
16:15		127	8	0	145 145	6 3	0	19 12	0	25 16		116 136	6	0	142	6	0	- 1	ŏ	7	311	Ö
16:30		111	2	0	122	7	0	17	0	24	1 6	118	5	0	123	3	0	- 1	0	4	273	ŏ
16:45		127	6	4	146	'2	0	17	0	19	"	128	4	ő	133	0	1	- 1	ō	2	300	1
Total		493	21	1	560	18	1	65	0	84	2	498	18	- 0	518	13	- i -	4	0	18	1180	1
																:						
17:00		130	3	1	149	8	0	26	0	34	0	123	4	0	127	4	0	3	0	7	317 335	1
17:15		144	5	0	164	8	0	23	0	31	1	130	6	0	137	3	0	0	0	7	287	-
17:30		119	2	2	135	2	1	20	0	23	0	120	2	0	122	5	1	1	0	2	292	2 1
17:45		128	5	1	146	1 1	0	18	0	19	1 1	120	4	0	125 511	1 1		<u>0</u>	0	19	1231	4
Total	54	521	15	4	594	19	1	87	0	107	2	493	16	0	511	13	2	4	U	19	1231	•
Grand Total	l 211	2737	71	8	3027	64	3	347	0	414	l 12	2437	86	0	2535	67	7	15	0	89	6065	8
Approh %		90.4%	2.3%	0.3%		15.5%	0.7%	83.8%	0.0%		0.5%	96,1%	3,4%	0.0%		75.3%	7.9%	16.9%	0.0%			
Total %		45.1%	1.2%	0.1%	49.9%	1.1%	0.0%	5.7%	0.0%	6.8%	0.2%	40.2%	1.4%	0.0%	41.8%	1.1%	0.1%	0.2%	0.0%	1.5%	100.0%	
										,-						,						

El Dorado County Ali Vehicles on Unshifted Peds & Bikes on Bank 1 Nothing on Bank 2

(916) 771-8700 orders@atdtraffic.com File Name : 15-7246-001 Francisco Drive-Embarcadero Drive-Cambria Date : 3/24/2015

Nothing on	Bank 2																				
									Unshil	fted Count	= All Ve	hicles									
AM PEAK	K Francisco Drive Embarcadero Drive Francisco Drive Cambria Way															l					
HOUR			Southbo	und				Westbou	ind				Northbor	und				Eastbou	ind		1
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP,TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	Total
Peak Hour An	alysis Fr	om 07:30	to 08:30						•	•											
Peak Hour For	r Éntire !	ntersection	n Begins	at 07:30																	
07:30	9	154	4	0	167	٥	0	15	0	15	1 1	101	4	0	106	8	0	0	0	8	296
07:45	13	111	1	0	125	٥	0	7	Ó	7	ا ا	85	5	0	90	2	0	0	0	2	224
08:00	7	144	1	0	152	0	0	14	Ó	14	٥	92	1	О	93	2	0	0	0	2	261
08:15	8	131	4	0	143	0	0	12	ò	12	ه ا	102	4	0	106	5	0	0	0	5	266
Total Volume	37	540	10	0	587	ō	0	48	0	48	1	380	14	0	395	17	0	0	0	17	1047
% App Total	6.3%	92.0%	1.7%	0.0%	•	0.0%	0.0%	100.0%	0.0%		0.3%	96.2%	3.5%	0.0%		100.0%	0.0%	0.0%	0.0%		l
PHF	.712	.877	.625	.000	.879	.000	.000	.800	.000	.800	.250	.931	.700	.000	.932	.531	.000	.000	.000	.531	.884
DUREAU	MIPEAK Francisco Drive Embarcadero Drive Francisco Drive Cambria Way																ı				
HOUR		-	Southbo			Westbound					Northbound				Eastbound				ı		
	LEFT						T11641					I = (5.1					711511			APP.TOTAL	Total
START TIME				DIDKNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	KIGHT	UTOKNS	APP. TOTAL	lotai
Peak Hour An																					
Peak Hour Fo			n Begins	at 16:45										_					_		
16:45		127	6	1	148	2	0	17	0	19	1	128	4	0	133	٥	1	1	0	2	300
17:00	15	130	3	1	149	8	0	26	0	34	0	123	4	0	127	4	0	3	٥	7	317
17:15	15	144	5	0	164	8	0	23	0	31	1	130	6	0	137	3	0	0	٥	3	335
17:30		119	2	2	135	2	1	20	Ð	23	0	120	2	0	122	5	1	1	0	. 7	287
Total Volume	54	520	16	4	594	20	1	86	0	107	2	501	16	0	519	12	2	5	0	19	1239
% App Total		87.5%	2.7%	0.7%		18.7%	0.9%	80.4%	0.0%		0.4%	96.5%	3.1%	0.0%		63.2%	10.5%	26.3%	0.0%		
PHF	.900	.903	.667	.500	.905	.625	.250	.827	.000	.787	.500	.963	.667	.000	.947	.600	.500	.417	.000	.679	.925

El Dorado County All Vehicles on Unshifted Peds & Bikes on Bank 1 Nothing on Bank 2

Grand Total

Approh %

14.2%

0.9%

0.0%

0.0%

17.2%

30.2%

40.7%

29.1%

0.0%

(916) 771-8700 orders@atdtraffic.com

File Name: 15-7246-002 El Dorado Hills Boulevard-Francisco Drive.ppc

Date : 3/24/2015

Unshifted Count = All Vehicles Francisco Drive Francisco Drive El Dorado Hills Boulevard El Dorado Hills Boulevard Southbound
THRU | RIGHT | UTURNS | APP.TOTAL
0 24 Northbound

LEFT THRU RIGHT UTURNS APP. TOTAL Westbound

LEFT THRU RIGHT UTURNS APP. TOTAL Eastbound

LEFT THRU RIGHT UTURNS APP.TOTAL Total Uturn Total START TIME LEFT I 166 06:00 06:15 51 46 58 5 41 47 06:45 07:00 07:15 84 99 79 30 43 5 144 391 to 07:30 07:45 19 148 136 421. 423 08:00 08:15 92 4 12 139 23 69 16 10 11 37 39 10 08:30 n 114 127 15:00 11 15:15 38 41 13 112 2 19 51 a 15:45 ũ 45 51 26 24 16:00 16:15 41 113 a 65 7 16:30 Û a 16:45 468 36 46 151 122 17:00 17:15 195 47 25 D 377 17:30 17:45

> 65.2%

8.0%

30.5%

4.3%

1.8%

0.0%

0.0%

33.4%

41.4%

0.2%

92.9% 31.0% 100.0%

El Dorado County All Vehicles on Unshifted Peds & Bikes on Bank 1 Nothing on Bank 2

(916) 771-8700 orders@atdtraffic.com

File Name: 15-7246-002 El Dorado Hills Boulevard-Francisco Drive.ppc Date: 3/24/2015

Unshifted Count = All Vehicle	
	œ

									Unshift	ed Count	= All Ve	hicles									
AM PEAK		El Dor		Boulevard			Francisco Drive				El Dorado Hills Boulevard				Francisco Drive						
HOUR			Southboo				Westbound				Northbound			Eastbound							
START TIME	LEFT			UTURNS	APP,TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	Total
Peak Hour An																					
Peak Hour Fo	r Entire li	ntersectio	n Begins	at 03:00																_	
08:00	12	68	0	0	80	5	11	6	0	22	83	21	8	0	112	1	5	123	0	129	343
08:15	23	69	0	0	92	16	10	11	0	37	99	39	10	0	148	1	4	139	0	144	421
08:30	65	52	1	0	118	20	18	24	0	62	78	35	23	0	136	0	12	95	0	107	423
08:45	8	47	2	0	57	30	24	22	. 0	76	79	30	9	0	118	0	5	104	0	109	360
Total Volume	108	236	3	0	347	71	63	63	0	197	339	125	50	0	514	2	26	461	0	489	1547
% App Total	31.1%	68.0%	0.9%	0.0%		36.0%	32.0%	32.0%	0.0%		66.0%	24.3%	9.7%	0.0%		0.4%	5.3%	94.3%	0.0%		
PHF	.415	.855	.375	.000	735	.592	656	.656	.000	.648	.856	.801	.543	.000	.868	.500	.542	.829	.000	.849	.914
											•										
PM PEAK	,	El Dor	ado Hills	Boulevard		· 	F	rancisco I	Drive			El Dar	ado Hills	Boulevard	- 1		F	rancisco (Orive		
PM PEAK HOÙR			Southbo	und			F	rancisco I Westbou				El Dar	ado Hills Northbou				F	Eastbou	nd		
	LEFT		Southbo		APP.TOTAL	LEFT	THRU	Westbou		APP TOTAL	LEFT	El Dor	Northbou	und	APP. YOTAL	LEFT	THRU	Eastbou	nd	APP.TOTAL	Total
HOÙR		THRU	Southbo RIGHT	und	APP.TOTAL	LEFT		Westbou	nd	APP TOTAL	LEFT		Northbou	und	APP.TOTAL	LEFT		Eastbou	nd	APP.TOTAL	Total
HOUR START TIME	alysis Fr	THRU 0m 16:30	Southbo RIGHT to 17:30	und UTURNS	APP.TOTAL	LEFT		Westbou	nd	APP TOTAL	LEFT		Northbou	und	APP.TOTAL	LEFT		Eastbou	nd		
HOUR START TIME Peak Hour An	alysis Fr r Entire l	THRU 0m 16:30	Southbo RIGHT to 17:30	und UTURNS	APP.TOTAL	LEFT 7		Westbou	nd	APP TOTAL	LEFT		Northbou	und	APP.TOTAL	LEFT 1		Eastbou	nd	APP.TOTAL	383
HOUR START TIME Peak Hour An Peak Hour Fo	alysis Fr r Entire l	THRU om 16:30 ntersectio	Southbo RIGHT to 17:30	und UTURNS		7 5	THRU	Westbou	nd UTURNS			65 59	Northbou	und UTURNS		LEFT 1 0	THRU	Eastbou RIGHT	nd	126 130	383 382
HOUR START TIME Peak Hour An Peak Hour Fo 16:30	alysis Fr r Entire l	THRU om 16:30 ntersectio	Southbo RIGHT to 17:30	und UTURNS	51	7 5 10	THRU 10	Westbou	nd UTURNS 0	24	113	THRU 65	Northbou	und UTURNS	182	1 0 1	THRU 16	Eastbour RIGHT	nd	126	383 382 414
HOUR START TIME Peak Hour An Peak Hour Fo 16:30 16:45	alysis Fr r Entire l	THRU om 16:30 ntersectio 41 44 33 36	Southbo RIGHT to 17:30	und UTURNS	51 4 9	7 5	10 6	RIGHT 7 3	nd UTURNS 0	24 14	113 123	65 59	Northbou RIGHT 4 7	UTURNS 0 0	182 189	1 0 1 0	16 14	Eastbour RIGHT 109 116 128 141	nd	126 130 137 151	383 382 414 418
HOUR START TIME Peak Hour An Peak Hour Fo 16:30 16:45 17:00	alysis From Properties of the	THRU om 16:30 ntersectio 41 44 33 36	Southbo RIGHT to 17:30 n Begins 1 1 0 1	und UTURNS at 16:30 0 0 0	51 49 37	7 5	10 6	Westbook RIGHT 7 3 12	nd UTURNS 0 0 0	24 14 36	113 123 114	65 59 74	Northbou RIGHT 4 7 16	UTURNS 0 0 0	182 189 204	1 0 1 0	16 14 8 10 48	109 116 128 141 494	nd UTURNS 0 0 0 0	126 130 137	383 382 414
HOUR START TIME Peak Hour An Peak Hour Fo 16:30 16:45 17:00 17:15	alysis From Entire II 9 4 10	THRU om 16:30 ntersectio 41 44 33 36	Southbo RIGHT to 17:30 n Begins 1 1 0	und UTURNS at 16:30 0 0 0 0	51 49 37 47	7 5 10 5	10 6 14 7	RIGHT 7 3 12 13	o O O O O O	24 14 36 25	113 123 114 125	65 59 74 59	Northbou RIGHT 4 7 16 10	UTURNS 0 0 0 0	182 189 204 195	LEFT 1 0 1 0 2 0.4%	16 14 8 10	Eastbour RIGHT 109 116 128 141	nd	126 130 137 151	383 382 414 418

Appendix B:

Analysis Worksheets for Existing (2015) Conditions

±	, <i>,</i>	→	•	F	•	←	•	4	†	_	\
ICATEL			EBR	··· V30-		ALWST		NB		NBR	
ane Configurations	ሽግ	† †	7		ች	† †	7	44	ተ ኈ		
/olume (veh/h)	1 161	216	230	1195	45	813	106	3 06	180	6	12
Number	5	2	12		1	6	16	3	8	18	
nitial Q (Qb), veh	0	0	0		0	. 0	. 0		0	Ū	
Ped-Bike Adj(A_pbT)	1.00		1.00		1.00		1.00	1.00	27 222 -11.	1.00	1.0
Parking Bus, Adj	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.0
Adj Sat Flow, veh/h/ln	1810	1776	1845		1900	1881	1863	1845	1863	1900	184
Adj Flow Rate, veh/h	199	267	284		52	934	122	364	214	7	15
Adj No. of Lanes	2	2	1		1	2	1	2	2	0	
Peak Hour Factor	0.81	0.81	0.81		0.87	0.87	0.87	0.84	0.84	0.84	0.7
Percent Heavy Veh, %	5	7	3		0	1	2	3	2	2	
Cap, veh/h	191	1096	510		67	1090	483	438	1125	37	19
Arrive On Green	0.06	0.32	0.32		0.04	0.30	0.30	0.13	0.32	0.32	0.1
Sat Flow, veh/h	3344	3374	1568		1810	3574	1583	3408	3498	114	175
Grp Volume(v), veh/h	199	267	284		52	934	122	364	. 108	113	15
Grp Sat Flow(s) veh/h/in	1672	1687	1568	1 1954	1810	1787	1583	1704	1770	1843	-17
Q Serve(g_s), s	5.0	5.1	13.1		2.5	21.6	5.1	9.1	3.9	3.9	7
Cycle Q Clear(g_c), s	5.0	5.1	13.1	1.5	2.5	21.6	5.1	9.1	3.9	3.9	. 7
Prop In Lane	1.00		1.00		1.00		1.00	1.00		0.06	1.0
ane Grp Cap(c), veh/h	191	1096	510		67	1090	483	438	569	593	19
//C Ratio(X)	1.04	0.24	0.56	n 1780 i 1994 1 880	0.78	0.86	0.25	0.83	0.19	0.19	0.8
Avail Cap(c_a), veh/h	191	1096	510		103	1153	511	466	569	593	22
HCM Platoon Ratio	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.0
Jpstream Filter(I)	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	111
Uniform Delay (d), s/veh	41.4	21.7	24.4		41.9	28.7	23.0	37.3	21.5	21.5	38
ncr Delay (d2), s/veh	77.2	0.1	1.4		18.0	6.3	0.3	11.5	0.2	0.2	19
nitial Q Delay(d3),s/veh	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0
%ile BackOfQ(50%),veh/ln	4.3		5.8	By s	1.6	11.6	2.3	5.0	1.9	2.0	4
LnGrp Delay(d),s/veh	118.6	21.8	25.8	1 1 1-1	59.8	35.0	23.2	48.8	21.7	21.7	57
LnGrp LOS	F	C	C	- :83	E E	D.O.D	C	. D	C	C	
Approach Vol, veh/h		750	<u> </u>		95.76 5 +6	1108	<u> </u>		585	Transfer of the second	
Approach Delay, s/veh	aliana ay Jamana	49.0	Marko asil	.Set ilikulis iksii		34.9	in the boundary of the boundar	1 . 68	38.6	· WWW.	
Approach LOS	相談的人的意思	49.0 D				54.5° С	#1	. NA	D		•
			L - 4				To the second		**************************************	riyay = kayar Naha	
Assigned Phs	1 2	3	4	5	6	7	8				
	.2 34.2	15.3	31.0		32.4	13.6	32.7		#41 L		· W
	1.0 5.7	4.0	4.5	4.0	5.7	4.0	4.5		···. 553		539 755
	5.0 28.3	12.0		5.0	28.3	11,0	27.5		1-8001970F		
• • • • • • • • • • • • • • • • • • • •	1.5 15.1	11.1	28.0	7.0	23.6	9.7	5.9	naharangan)	91 1928	por .	
	0.0 7.1	0.1			3.2	0.1					
nleisectier Surrealization.					e. ishi <mark>mga</mark>						e Projection
HCM 2010 Ctrl Delay		43.7	V. W. S.		344				490	700 700 700 700 700 700 700 700 700 700	
HCM 2010 LOS		D									
	HECO HIGHWAY					en e		ert i			

Kimley-Hom HCM 2010 Signalized Intersection Summary

Synchro 9 Report Page 1

	1 /	
	+ *	
Moverilent . # # # # # # # # # # # # # # # # # #		THE DESIGNATION OF THE PARTY OF
Land Configurations	↑₹	AND THE REST OF A STANDARD AND A STA
Volume (veh/h)		是一个一个一个一个一个一个一个一个一个一个一个一个一个一个一个一个一个一个一个
Number Initial Q (Qb), veh	4 14 0 0	
Ped-Bike Adj(A_pbT)	1.00	· · · · · · · · · · · · · · · · · · ·
Parking Bus, Adj	1.00 1.00	
Adj Sat Flow, veh/h/ln	1881 1881	- ディングス・デル・デルグアン。Camin Carti-Cari, 1996 行 - ・・・・・・・・・・・・・・・・・・・・・・・・・・・・・・・・・・
Adj Flow Rate, veh/h	405 477	
Adj No. of Lanes Peak Heur Factor	1 1	- CARAMERTO (1983) - 1883 - 1883年 - 188344 - 188344 - 188344 - 18834 - 18834 - 18834
Peak Hour Factor Percent Heavy Veh, %	0.77 0.77	
Cap, veh/h	568 483	
Arrive On Green	0.30 0.30	A CONTRACTOR OF THE CONTRACTOR
Sat Flow, yeh/h	1881 1599	在10年,機關的2000年,2000年,2000年,2000年 10年後期的2000年,2000年,2000年,2000年
Grp Volume(v), veh/h	405 477	
Grp Sat Flow(s), veh/h/ln	1881 1599	
Q Serve(g_s), s Cycle Q Clear(g_c), s	16.8 26.0 16.8 26.0	4. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10
Prop In Lane	1.00	· 1000年的 1000年 10
Lane Grp Cap(c), veh/h	568 483	
V/C Ratio(X)	0.71 0.99	TO A CONTROL OF STANDARD C
Avail Cap(c_a), veh/h	568 483	
HCM Platoon Ratio	1.00 1.00 1.00 1.00	THE RESIDENCE OF THE SECOND SE
Upstream Filter(I) Uniform Delay (d), s/veh	1.00 1.00 27.2 30.4	
Incr Delay (d2), s/veh	4.2 37.5	
Initial Q Delay(d3),s/veh	0.0 0.0	水(1) (多型)使用性效益的(2) (1) (1) (2) (2) (2) (2) (2) (2) (2) (2) (2) (2
%ile BackOfQ(50%),veh/ln	9.3 16.5	・ 1 日本
LnGrp Delay(d),s/veh	31.4 68.0	(1) (2) (2) (2) (3) (3) (4) (4) (4) (4) (4) (4) (4) (4) (4) (4
LnGrp LOS	C E E	
Approach Vol, veh/h Approach Delay, s/veh	1040 52.2	。 《大学學·教徒》 - 1.17 中參與維持人編1.71年15日,至1.14人寶寶寶
Approach LOS	52.2 D	・ 1965年 - 1970年 - 19
rungg at the same		

intersection of the state of the	·					
Int Delay, s/veh 1.7						
		EBR (Wer		BR SBL SET LOPE
Vol, veh/h	19 0	en essa della selle i suma i i i	0 (14 37 540 10 0 0 0 0
Conflicting Peds, #/hr Sign Control	0 (Stop Stop		0 (Stop Stop			0 0 0 0 ree Free Free
RT Channelized	- Clob Clob	None		- None		one - None
Storage Length	5 1		<u>.</u> .	50	<u>-</u>	- 50 110
Veh in Median Storage, #	- (· · · · · · · · · · · · · · · · · · ·	- (<i>•</i>	0	- O -
Grade, %	Jai 1		- (A CONTRACTOR OF THE PROPERTY O	0	
Peak Hour Factor Heavy Vehicles, %	70 70 - 2 2		80 80		93 - 2	93 88 88 88 2 2 2 2 2
Mymt Flow	27 (· ·	0 (and the second of the second o	452	15 42 614 11
					1.1	
	vinor2					Majo 2
Conflicting Flow All	1192 1167	614	1159 1159	459 614	. 0	0 467 0 0
Stage 1	698 698		461 461		-	
Stage 2	494 469		698 69 8	6 11636 1506 150	·	- · · · · · · · · · · · · · · · · · · ·
Critical Hdwy	7.12 6.52		7.12 6.52		! -	- 4.12 <i>-</i> -
Critical Hidwy Stg 1 Critical Hdwy Stg 2	6.12 5.52 6.12 5.52	4	6.12 5,52 6.12 5.52		· . ** .	- 404-
Follow-up Hdwy	3.518 4.018		6.12 5.52 3.518 4.018		. <u>-</u>	2.218
Pot Cap-1 Maneuver	164 194		173 196	ACCOUNT OF THE PROPERTY OF THE PERSON OF THE		- 1094
Stage 1	431 442		581 565		. <u>-</u>	
Stage 2	557 5 61		431 442	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	. .	- 1.811.000.000
Platoon blocked, %			1 1944			
Mov Cap-1 Maneuver	142 186		168 188		-	- 1094
Mov Cap-2 Maneuver	142 186	j. 1	168 188	SECTION AND A SECTION AND A SECTION AND ADDRESS OF THE PERSON ADDRESS OF THE PERSON AND ADDRESS OF THE PERSON ADDRES	-	また。
Stage 1 Stage 2	431 425 49 5 560		580 564 414 425		· -	
Clayo 2	733 300	'2.許極報節、制管+	714 420	i septem.	_	HANNA A METANGON A
	5801.20	A LANGE TO SERVICE AND A SERVI	L.WB		0 000 u 905	
HCM Control Delay, s	36.2		11.7	· Sexumo and conse	**************************************	0.5
HCM LOS	T E		B			
				of the second contract of district and distr		The control of the co
Mineral Lage/Majore/Fund*	NBIMANE	Majer Balanda	Ben1 SBI	SBT SBF		The state of the s
Capacity (veh/h)	965	- 142	602 1094			
HCM Lane V/C Ratio	0.001	- 0.191	0.11 0.038			
HCM Control Delay (s)	8.7	- 36.2	11.7 8.4		process	A CAMBAGINA
HCM Lane LOS HCM 95th %tile Q(veh)	Fish A thornia	· .: - E	B A			
mow som wille Q(ven)	0	- 0.7	0.4 0.1	- •		

iterrection at a contract to the contract of					
Intersection Delay, s/veh 54					
Intersection LOS F	50 (DGA) 20 (197 197 (DBA) 197 (197				
				Nasa Banat ang agarat	
	2 29	. III III III III III III III III III I	71 67	63 0 364 125	50
Peak Hour Factor 0.85 0.8		0.85 0.70	0.70 0.70	0.70 0.87 0.87 0.87	0.87
Heavy Vehicles, % 2	2 2		2 2	2 2 2 2 2 2 2	
Mvmt Flow 0	2 34	599 0	101 96	90 0 418 144	57
	0 1			0 0 1	
The Affects Affects and the first term of the fi	in constitution, a	atom viti — viti — viti — viti		。 1、新数数数数数数数数数数数数数数数数数数数数数数数数数数数数数数数数数数数数	mBA -:
TOPORON TOPO			ha Nivêr di sudan	ASSESSED TO THE REAL PROPERTY OF THE PERSON	den i
Opposing Approach W	->	F10 - 3200 1020 1020 1020 1020 1020 1020 1020 1020 1020 1020 1020 1020 1020 1020	EB	SB	
Opposing Lanes	1	38941.6.14. 14	1	1 1 2 1 3 3 3 3 3 3 3 3 3 3	1885
Conflicting Approach Left S		A SECTION OF THE PROPERTY OF T	NB	EB	- 4000m
	2		2		
Conflicting Approach Right N		Ministra. Walis	SB	WB	
Conflicting Lanes Right	2		2		
HCM Control Delay 71.		Edizare e la california e de	33.4	58.8	
	F Mari		D	。 · · · · · · · · · · · · · · · · · · ·	100
THE REPORT OF THE PARTY OF THE		Lovied and the Control of the Contro	6.7%	A DATE OF THE CO.	
		•			
Vol Left. %	CONTRACTOR OF THE PROPERTY OF	0% 35%	361m6 351 <u>12.5</u> 100% 0%		
Vol Left, % 100°	% 0%	0% 35%	100% 0%		
Vol Left, % 100° Vol Thru, % 0°	6 0% 6 71 %	0% 35% 5% 33%	100% 0% 0% 98%		
Vol Left, % 100° Vol Thru, % 0° Vol Right, % 0°	% 0% % 71 % % 29%	0% 35% 5% 33% 94% 31%	100% 0% -0% 98% 0% 2%		
Vol Left, % 100° Vol Thru, % 0° Vol Right, % 0°	6 0% 6 71% 6 29% p Stop	0% 35% 5% 33%	100% 0% 0% 98%		
Vol Left, % 100° Vol Thru, % 0° Vol Right, % 0° Sign Control Sto	6 0% 71% 6 29% p Stop 4 175	0% 35% 5% 33% 94% 31% Stop Stop 540 201	100% 0% 0% 98% 0% 2% Stop Stop 108 240		
Vol Left, % 1000 Vol Thru, % 00 Vol Right, % 00 Sign Control Sto Traffic Vol by Lane 36 LT Vol 36 Through Vol	6 0% 71% 29% Stop 175 10 0	0% 35% 5% 33% 94% 31% Stop Stop 540 201 2 71 29 67	100% 0% 0% 98% 0% 2% Stop Stop 108 240		
Vol Left, % 1000 Vol Thru, % 000 Vol Right, % 000 Sign Control Sto Traffic Vol by Lane 360 LT Vol 360 Through Vol RT Vol	% 0% % 71% % 29% p Stop 4 175 4 0 0 125	0% 35% 5% 33% 94% 31% Stop Stop 540 201 2 71 29 67 509 63	100% 0% 0% 98% 0% 2% Stop Stop 108 240 108 0 0 236 0 4		
Vol Left, % 1000 Vol Thru, % 000 Vol Right, % 000 Sign Control Sto Traffic Vol by Lane 360 LT Vol 360 Through Vol RT Vol Lane Flow Rate 41	% 0% % 71% % 29% p Stop 4 175 4 0 0 125 0 50 8 201	0% 35% 5% 33% 94% 31% Stop Stop 540 201 22 71 29 67 509 63 635 287	100% 0% 0% 98% 0% 2% Stop Stop 108 240 108 0 0 236 0 4 148 329		
Vol Left, % 1000 Vol Thru, % 000 Vol Right, % 000 Sign Control Sto Traffic Vol by Lane 366 LT Vol 366 Through Vol RT Vol Lane Flow Rate 416 Geometry Grp	% 0% % 71% % 29% p Stop 4 175 4 0 0 125 0 50 8 201 7 7	0% 35% 5% 33% 94% 31% Stop Stop 540 201 2 71 29 67 509 63 635 287 2 2	100% 0% 0% 98% 0% 2% Stop Stop 108 240 108 0 0 236 0 4 148 329 7 7		
Vol Left, % 100° Vol Thru, % 0° Vol Right, % 0° Sign Control Sto Traffic Vol by Lane 36 LT Vol 36 Through Vol RT Vol Lane Flow Rate 41 Geometry Grp Degree of Util (X)	% 0% % 71% % 29% p Stop 4 175 4 0 0 125 0 50 8 201 7 7 1 0.491	0% 35% 5% 33% 94% 31% Stop Stop 540 201 2 71 29 67 509 63 635 287 2 2 1 0.729	100% 0% 0% 98% 0% 2% Stop Stop 108 240 108 0 0 236 0 4 148 329 7 7 0.398 0.838		
Vol Left, % 100° Vol Thru, % 0° Vol Right, % 0° Sign Control Sto Traffic Vol by Lane 36 LT Vol 36 Through Vol RT Vol Lane Flow Rate 41 Geometry Grp Degree of Util (X) Departure Headway (Hd) 9488	% 0% % 71% % 29% p Stop 4 175 4 0 0 125 0 50 8 201 7 7 1 0.491 8 8.788	0% 35% 5% 33% 94% 31% Stop Stop 540 201 2 71 29 67 509 63 635 287 2 2 1 0.729 8.13 9.248	100% 0% 0% 98% 0% 2% Stop Stop 108 240 108 0 0 236 0 4 148 329 7 7 0.398 0.838 9.686 9174		
Vol Left, % 100° Vol Thru, % 0° Vol Right, % 0° Sign Control Sto Traffic Vol by Lane 36° LT. Vol 36° Through Vol RT Vol Lane Flow Rate 41° Geometry Grp Degree of Util (X) Departure Headway (Hd) 948° Convergence, Y/N Ye	% 0% % 71% % 29% p Stop 4 175 4 0 0 125 0 50 8 201 7 7 1 0.491 8 8.788 s Yes	0% 35% 5% 33% 94% 31% Stop Stop 540 201 22 71 29 67 509 63 635 287 2 2 1 0.729 8.13 9.248 Yes Yes	100% 0% 0% 98% 0% 2% Stop Stop 108 240 108 0 0 236 0 4 148 329 7 7 0.398 0.838 9.686 9.174 Yes Yes		
Vol Left, % 100° Vol Thru, % 0° Vol Right, % 0° Sign Control Sto Traffic Vol by Lane 36° LT Vol 36° Through Vol RT Vol Lane Flow Rate 41° Geometry Grp Degree of Util (X) Departure Headway (Hd) 9.48° Convergence, Y/N Ye Cap 38°	% 0% % 71% % 29% p Stop 4 175 4 0 0 125 0 50 8 201 7 7 1 0.491 8 8.788 s Yes 5 412	0% 35% 5% 33% 94% 31% Stop Stop 540 201 2 71 29 67 509 63 635 287 2 2 1 0.729 8.13 9.248 Yes Yes 451 393	100% 0% 0% 98% 0% 2% Stop Stop 108 240 108 0 0 236 0 4 148 329 7 7 0.398 0.838 9.686 9.174 Yes Yes 374 398		
Vol Left, % 100° Vol Thru, % 0° Vol Right, % 0° Sign Control Sto Traffic Vol by Lane 36° LT. Vol 36° Through Vol RT Vol Lane Flow Rate 41° Geometry Grp Degree of Util (X) Departure Headway (Hd) 9.48° Cap 38° Service Time 7.20°	% 0% % 71% % 29% p Stop 4 175 4 0 0 125 0 50 8 201 7 7 1 0.491 8 8.788 s Yes 5 412 1 6.501	0% 35% 5% 33% 94% 31% Stop Stop 540 201 22 71 29 67 509 63 635 287 2 2 1 0.729 8.13 9.248 Yes Yes 451 393 6.145 7.248	100% 0% 0% 98% 0% 2% Stop Stop 108 240 108 0 0 236 0 4 148 329 7 7 0.398 0.838 9.686 9.174 Yes Yes 374 398 7.386 6.875		
Vol Left, % 100° Vol Thru, % 0° Vol Right, % 0° Sign Control Sto Traffic Vol by Lane 36° LT Vol 36° Through Vol RT Vol Lane Flow Rate 41° Geometry Grp Degree of Util (X) Departure Headway (Hd) 9.48° Cap 38° Service Time 7.20° HCM Lane V/C Ratio 1.08°	% 0% % 71% % 29% p Stop 4 175 4 0 0 125 0 50 8 201 7 7 1 0.491 8 8.788 8 Yes 5 412 1 6.501 6 0.488	0% 35% 5% 33% 94% 31% Stop Stop 540 201 2 71 29 67 509 63 635 287 2 2 1 0.729 8.13 9.248 Yes Yes 451 393 6.145 7.248 1.408 0.73	100% 0% 0% 98% 0% 2% Stop Stop 108 240 108 0 0 236 0 4 148 329 7 7 0.398 0.838 9.686 9.174 Yes Yes 374 398 7.386 6.875 0.396 0.827		
Vol Left, % 100° Vol Thru, % 0° Vol Right, % 0° Sign Control Sto Traffic Vol by Lane 36 LT Vol 36 Through Vol RT Vol Lane Flow Rate 41 Geometry Grp Degree of Util (X) Departure Headway (Hd) 948 Service Time 7.20 HCM Lane V/C Ratio HCM Control Delay 77	% 0% % 71% % 29% p Stop 4 175 4 0 0 125 0 50 8 201 7 7 1 0.491 8 8.788 s Yes 5 412 1 6.501 6 0.488 6 19.7	0% 35% 5% 33% 94% 31% Stop Stop 540 201 2 71 29 67 509 63 635 287 2 2 1 0.729 8.13 9.248 Yes Yes 451 393 6.145 7.248 1.408 0.73 71.7 33.4	100% 0% 0% 98% 0% 2% Stop Stop 108 240 108 0 0 236 0 4 148 329 7 7 0.398 0.838 9.686 9.174 Yes Yes 374 398 7.386 6.875 0.396 0.827 18.6 44.6		
Vol Left, % 100° Vol Thru, % 0° Vol Right, % 0° Sign Control Sto Traffic Vol by Lane 36 LT Vol 36 Through Vol RT Vol Lane Flow Rate 41 Geometry Grp Degree of Util (X) Departure Headway (Hd) 9.48 Cap 38 Service Time 7.20 HCM Lane V/C Ratio 1.08 HCM Control Delay 77	% 0% % 71% % 29% p Stop 4 175 4 0 0 125 0 50 8 201 7 7 1 0.491 8 8.788 s Yes 5 412 1 6.501 6 0.488 6 19.7 F	0% 35% 5% 33% 94% 31% Stop Stop 540 201 2 71 29 67 509 63 635 287 2 2 1 0.729 8.13 9.248 Yes Yes 451 393 6.145 7.248 1.408 0.73	100% 0% 0% 98% 0% 2% Stop Stop 108 240 108 0 0 236 0 4 148 329 7 7 0.398 0.838 9.686 9.174 Yes Yes 374 398 7.386 6.875 0.396 0.827		

Intersection Delay, s/veh	1. 为华州电池中,中国中央公司,1. 10 10 10 10 10 10 10 10 10 10 10 10 10		
Vol, veh/h 0 10 Peak Hour Factor 0.73 0.7 Heavy Vehicles, % 2 Mvmt Flow 0 14 Number of Lanes 0	3 236 4 3 0.73 0.73 2 2 2		
Opposing Approach Opposing Lanes Conflicting Approach Left Conflicting Lanes Left Conflicting Approach Right Conflicting Lanes Right HCM Control Delay HCM LOS		The American Control of the Am	

	٦	-	•	•	•	•	4	†	>	↓	4
Languago, Salvara				M WBL		West 1	NBL		kaisei III	981	SBR 🚜 🐺
Lane Group Flow (vph)	200	267	284	69	934	122	364	221	158	405	477
v/c Ratio	1,22	0.24	0.40	0.61	0.85	0,21	0.78	0.21	0.73	0.78	88.0
Control Delay	180.8	22.7	4.9	65.5	36.5	5.6	49.4	23.2	58.5	40.1	40.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	180.8	22.7	4.9	65.5	36.5	5.6	49.4	23.2	58.5	40.1	40.0
Queue Length 50th (ft)	~76	58	- 0	39	257	0	105	47	- 88	206	184
Queue Length 95th (ft)	#125	80	36	#98	318	34	#151	70	#139	252	235
Internal Link Dist (ft)		∍ 3 57	•		551			372	inii: hec	463	21.2014.00
Turn Bay Length (ft)	290		210	200		450	200		185		
Base Capacity (vph)	164	1142	718	113	1207	615	487	1158	230	594	600
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	. 0	- 0	0 -	0	0 □	(0	<u> </u>	0	0	0.00
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.22	0.23	0.40	0.61	0.77	0.20	0.75	0.19	0.69	0.68	0.80

nierses for Summary Beautiful

Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.

^{# 95}th percentile volume exceeds capacity, queue may be longer.

	•	→	•	F	•	—	· ·	1	†	<i>></i>	\	†
Movement		AFEC.	. EBR	WBU		WET	WBR		. Ami		(SBL	
Lane Configurations	ቪቪ	^	7		ă	十 个	7	ሻሻ	↑ ኈ		ሻ	†
Volume (veh/h)	445	805	319	69	73	503	93	319	260	24	113	202
Number	5	2	12		1	6	16	3	8	18	7	4
Initial Q (Qb), yeh	0	0	į 0	ranna Crans	. 0	0	0	0	0	0,	. 0	: 0
Ped-Bike Adj(A_pbT)	1.00	and the second s	1.00	•	1.00		1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1881	1881		1900	1881	1863	1881	1881	1900	1881	1863
Adj Flow Rate, veh/h	468	847	336		83	572	106	347	283	26	131	235
Adj No. of Lanes	2	2	1		1	2	1	2	2	0	1	1
Peak Hour Factor	0.95	0.95	0.95		0.88	0.88	0.88	0,92	0.92	0.92	0.86	0.86
Percent Heavy Veh, %	0	1	1		0	1	2	1	1	1	1	2
Cap, veh/h	516	1296	580	. r <u>Dodánik</u> ober	107	982	435	445	804	4 7 3	165	385
Arrive On Green	0.15	0.36	0.36		0.06	0.27	0.27	0.13	0.24	0.24	0.09	0.21
Sat Flow, yeh/h	3510	3574	1599		1810	3574	1583	3476	3313	302	1792	1863
Grp Volume(v), veh/h	468	847	336		83	572	. 106	347	152	157	131	235
Grp Sat Flow(s), yeh/h/lri	1755	1787	1599		1810	1787	1583	1738	1787	1828	1792	1863
Q Serve(g_s), s	9.8	14.8	12.7	****	3.4	10.3	3.9	7.2	5.3	5.3	5.4	8.6
Cycle Q Cleang_c), s	9.8	14.8	12.7	16384	3.4	10.3	3.9	7.2	5.3	5.3	5.4	8.6
Prop In Lane	1.00		1.00		1.00		1.00	1.00	ementary or construct of	0.17	1.00	
Lane Grp Cap(c), veh/h	516	1296	-580		107	982	435	445	434	444	165	385
V/C Ratio(X)	0.91	0.65	0.58		0.78	0.58	0.24	0.78	0.35	0.35	0.79	0.61
Avail Cap(c_a), veh/h	516	1520	680		121	1233	546	558	645	660	192	573
HCM Platoon Ratio	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	93.65	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	31.4	19.9	19.2	.1	34.7	23.4	21.1	31.6	23.4	23.5	33.3	26.9
incr Delay (d2), s/veh	19.6	8.0	0.9		23.9	0.6	0.3	5.5	0.5	0.5	17.7	1.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/in	6.2	7.4	5.7	initedia	24	5.2	1.7	3.8	2.6	2.7	3.5	4.5
LnGrp Delay(d),s/veh	51.0	20.7	20.1		58 .6	24.0	21.4	37.1	23.9	23.9	51.0	28.5
LnGrp LOS	. D	С	_ in €	anger of the	* * E *	С	C	D	C	C [™]	D.	un ac
Approach Vol, veh/h		1651				761			656			602
Approach Delay, s/veh		29.2		34		27.4		. 21.2	30.9			34.2
Approach LOS	*X'2". '	С		11.60	P. S. P. S.	C	on order a f		C	40.71m/s-42.7m/40\$	9*************************************	C
	issa 41 i		e Taria.	and State				Ki. pj			au III	
Assigned Phs	1	2	3	4	5 ·	6	7	8		<u> 5. 5. 4 3</u>	195G - 197	Beduar - Land H
Phs Duration (G+Y+Rc), s	8.4		13.6		15.0		.∃10.9	22.6		. 4 14	NATURAL PROPERTY.	tini. T
Change Period (Y+Rc), s	4.0	5.7	4.0	4.5	4.0	5.7	4.0	4.5				Market Mes
Max Green Setting (Gmax), s	5.0	31.8	12.0	23.0	11.0	25.8	8.0	27.0		as fight		
Max Q Clear Time (g_c+l1), s	5.4	16.8	9.2	12.4	11.8	12.3	7.4	7.3		V 8/1		10,00,170
Green Ext Time (p_c), s	0.0	8.8	0.4	3.1	0.0	8.2		4.0	l Bija el		ignaci	5 1
O. Corres, marrie	Py II.				V.V			: T.V ·	entile t	oga ogressi et Mandanski a	edioere jib	Pandijerijera
MERCON SOLD IN MISSON				74.7	·		A A A A A A A A A A A A A A A A A A A	an a	أنام الملكة في الملك الملكة الملكة في الم	MARKE	d-Markelline Militarilli	
HCM 2010 Ctrl Delay HCM 2010 LOS		41. 2	29.9 C	Š.								
	iii i :		(t)		-1. · / 5:11:	· (: #51)	an in	ijkusajēņij	i			
User approved ignoring U-Turn	*****	,	<u> </u>		akan (Mud	ije j			Tillia (a.u.		:- "T"\ 	x 1
OSCI Approved ignoring U-Tulli	ing mo	rement.										

Kimley-Horn HCM 2010 Signalized Intersection Summary

Synchro 9 Report Page 1

		Share a second state of the second state of th
	Made to write the Control of the Con	
Land Configurations		
Volume (veh/h) 203 Number 14	Total Control of the	
Initial Q (Qb), veh 0		
Ped-Bike Adj(A_pbT) 1.00		10.4.7 元 一 一 一 一 一 一 一 一 一 一 一 一 一 一 一 一 一 一
Parking Bus, Adj 1.00		
Adj Sat Flow, veh/h/ln 1863		
Adj Flow Rate, veh/h 236	1 1 2 AP.	
Adj No. of Lanes 1		1100000000000000000000000000000000000
Peak Hour Factor 0.86	an Bundan and a stranger was the standard of t	
Percent Heavy Veh, % 2 Cap, veh/h 327		
Arrive On Green 0.21	at depote the second of the se	(2) (2) (2) (2) (2) (2) (3) (3) (3) (3) (4) (4) (4) (4) (4) (4) (4) (4) (4) (4
Sat Flow, veh/h 1583		
Grp Volume(v), veh/h 236		
Grp Sat Flow(s), veh/h/ln 1583	Paris de la calabilità	
Q Serve(g_s), s 10.4		The state of the s
	「新生」 「新生物学機関制を開発的」という。 1995年 1	
Prop In Lane 1.00		Control of the Contro
Lane Grp Cap(c), veh/h 327 V/C Ratio(X) 0.72		
Avail Cap(c_a), yeh/h 487		
HCM Platoon Ratio 1.00		高報 A. いがは、 ロー・・・・・・・・・・・・・・・・・・・・・・・・・・・・・・・・・・・・
Upstream Filter(I) 1.00		AND
Uniform Delay (d), s/veh 27.7		
Incr Delay (d2), s/veh 3.0	- PA - 1 - 1871 PA - 1871 PA - 1872	
Initial Q Delay(d3),s/veh 0.0		- 12 - 12 - 12 - 12 - 12 - 12 - 12 - 12
%ile BackOfQ(50%), veh/ln 4.8 LnGrp Delay(d), s/veh 30.7		
LnGrp LOS		AND THE PARTY BOOK TO THE PARTY OF THE PARTY
Approach Vol, veh/h	<u>Market</u>	部分。
Approach Delay, siveh Approach LOS		
Approacticos	The state of the s	

intersection with the lint Delay, s/veh	2.8					
III Delay, Sveli	2.0					
	EBLA EST	TER LUCE		MER WENDE		
Vol, veh/h	12	5	20 1	86 2	501 16 4	54 520 16
Conflicting Peds, #/hr	0 (0	0 0	0 0	0 0 (0 0 0
Sign Control	Stop Stop	Stop :	Stop Stop	Stop Free	Free Free Free	Free Free Free
RT Channelized	-	- None		None -	- None	None
Storage Length			44,800,004	- 50		- 50 - 110
Veh in Median Storage, #	- () -	- 0		0 -	0 -
Grade, %	- (* 1\$1951 -pallecapit	0		0 -	0
Peak Hour Factor	70 70		79 79	79 95	95 95 9 ⁻	
Heavy Vehicles, %	2 2	15, 15, 19, 19, 19	2 2	2 2	1985 NAC COMPANY CO.	2 2 2 2
Mvmt Flow	17 3	3 7	25 1	109 2	527 17	4 59 571 18
					相關學樣的	
Major/Minoralia			norf		Majo:	
Conflicting Flow All	1285 1247	' 571 1	1235 1239	540 571	0 0 65	3 544 0 0
Stage 1	690 699	-	540 540			
Stage 2	595 548	} -	695 699	- (1.7500 / 1.5500 b) - (1.7500 / 1.5500 b) - (1.7500 b)		
Critical Hdwy	7.12 6.52		7.12 6.52	6.22 4.12		- 4.12
Critical Howy Stg 1	6.12 5.52	10 A 1 A 1 A 1 A 1 A 1 A 1 A 1 A 1 A 1 A	6.12 5.52			
Critical Hdwy Stg 2	6.12 5.52		6.12 5.52			
Follow-up Hdwy	3.518 4.018	3.318	4.4	3.318 2.218		- 2,218
Pot Cap-1 Maneuver	142 173		153 175	542 1002		- 1025
Stage 1	435 442	to the read of the rest value of the	526 521		- -	
Stage 2	491 517	7	433 442		- -	A A A THE DISTRIBUTION CHARGO
Plateon blocked, %		CHARLES TO THE STATE OF THE STA		3 / 3/	-	aras vietopi ser
Mov Cap-1 Maneuver	113 173		149 175	542 1002	~-1 <u></u>	5 ~-15
Mov Cap-2 Maneuver	113 173		.149 175	_ % <u>X</u>	*	
Stage 1	434 442		525 520		 .a	• • • •
Stage 2	391 516		424 442			<u> </u>
wind the first				Maria Mariane		
HCM Control Delay, s	34.5		21	0		
HCM LOS	D		С			
OF COLUMN TO SERVING THE COLUMN THE	AND THE RESERVE OF THE PERSON	THERESIN WE		SBT SBR		
Capacity (veh/h)	1002	149	358 +	_		
HCM Lane V/C Ratio	0.002	- 0.182 0			1231	en e
HCM Control Delay (s)	8.6	34.5	21 -		-	
HCM Lane LOS	- (-1 A 19		C -		er e de la companya della companya de la companya de la companya della companya d	
HCM 95th %tile Q(veh)	0	0.6	1.7 -			
	· * * * * * * * * * * * * * * * * * * *					
~: Volume exceeds capa	city S. Delay e		Computation	100,00,00,000,000,000,000,000,000,000,0	major volume in pla	
. Folding oxoceda capa	July Ψ. Delay C.	100003 0003 T,	Computation	HOLDSHIPU . All	major rolume in pla	,con

Intersection LOS	48.7 E			
Movement Vol, veh/h Peak Hour Factor Heavy Vehicles, % Mvmt Flow Number of Lanes	0 2 48 0.90 0.90 0.90 2 2 2 0 2 53 0 0 1	495 0 27 0.90 0.70 0.70 2 2 2 550 0 39 0 0	37 35 0 0.70 0.70 2 2 2	NBU NB NB
Opposing Approach Opposing Lanes Conflicting Approach Left Conflicting Lanes Left Conflicting Approach Right Conflicting Lanes Right HCM Control Delay HGM LOS	WB 1 SB 2 NB 2 63	EEE NE SE		SB .2 .2 EB
Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate Geometry Grp Degree of Util (X) Departure Headway (Hd)		9% 37% 100% 9% 37% 0% 91% 35% 0% Stop Stop Stop 545 99 27 2 27 27 48 37 (495 35 (606 141 30 2 2 1 1 0.314 0.074 6.324 7.981 8.836	98% 2% Stop 157 0 154 3 174 7 0,0403 8323	
Convergence, Y/N Cap Service Time HCM Lane V/C Ratio HCM Control Delay HCM Lane LOS HCM 95th-tile Q	Yes Yes 459 491 5.669 5.081 1.111 0.637 70.6 22.1 F C 13 4.4	Yes Yes Yes 575 451 406 4.385 6.029 6.573 1.054 0.313 0.074 63 14.7 12.3 F B E 14.5 1.3 0.2	433 6 6.062 1 0.402 3 16.6 C	

Intersection Delay, s/veh			
Vol, veh/h Peak Hour Factor Heavy Vehicles, % Mymt Flow Number of Lanes	0 30	2 2	
Opposing Approach Opposing Lanes Conflicting Approach Left Conflicting Lanes Left Conflicting Approach Right Conflicting Lanes Right HCM Control Delay HCM LOS	NB		

	۶	→	•	•	←	•	•	†	1	ţ	4
Language Linder \$		EBT .	EBR		13 MB JB	WBR	NBL .	NBT	, SEV		15:13 T.
Lane Group Flow (vph)	468	847	336	161	572	106	347	309	131	235	236
v/c Ratio	0.91	0.71	0,44	1.61	0.63	0.20	0.67	0.35	0.68	0.62	0.46
Control Delay	58.3	26.1	4.5	348.1	28.8	2.0	40.1	24.3	56.8	36.3	7.2
Queue Delay	0.0	0.0	0.0	0.0	0,0	- 4000	0.0	0.0	0.0	0:0	0.0
Total Delay	58.3	26.1	4.5	348.1	28.8	2.0	40.1	24.3	56.8	36.3	7.2
Queue Length 50th (ft)	117	183		~115	127	0	81	61	62	104	0
Queue Length 95th (ft)	#252	278	55	#259	192	9	#157	102	#162	176	48
Internal Link Dist (ft)		357		### 54.	551			372	4.1 5:18	463	
Turn Bay Length (ft)	290		210	200		450	200		185		
Base Capacity (vph)	517	1526	875	100	1238	655.	558	1286	192	575	652
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0 11	0	0	. 0	0	0	0	0	US 0 (
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced vic Ratio	0.91	0.56	0.38	1,61	0.46	0.16	0.62	0.24	0.68	0.41	0.36

Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.

Tiersection Statistics

^{# 95}th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

		۶	-	•	F	<	•	•	•	†		-
							WBT	MIN			NBR	
Lane Configurations		ሽኘ	朴	7		À	个 个	7	ሻሻ	∱ }		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)			0%			Sylight	. 0%	*** 11 년 4 중		0%		
Storage Length (ft)		290		210		200		450	200		0	185
Storage Lanes		2	- Braile	0		1		, 1	. 2		0	1
Taper Length (ft)		25				25			25			25
Lane Util. Factor	0.95	0.97	0.95	1.00	0.95	1.00	0.95	1.00	. 0.97	0.95	0:95	1,00
Ped Bike Factor	. Comments of the second	are to		Mart a				20 10 10 10 10 2	nor :			n po remove Militar Marier
Frt				0.850				0,850	45	0.995	计图 集	20.0
Flt Protected	ELEMAN TO A COMMUNICATION OF THE	0.950		a		0.950		1.00 (40 4999)	0.950			0.950
Satd.:Flow (prot)	skilen-keen. O	3336	3 374	1568	- 1 SE SE O	1805	3574	1583	3400	3522		1752
Flt Permitted	tapaka u	0.784	والمعافر بطالات	04-6-5-20-20	neto naso s				0.950	2840.01	- 10 c	0.950
Satd. Flow (perm)	3 3 3 1 1 1 1 O	2753	3374	1568	0	1900	3574	1583	3400	3522	out period in Nation Age in Stilling	1752
Right Turn on Red		:12		Yes			Bor Jakatosary	Yes	lilleriadare .	15.45	Yes	ø
Satd. Flow (RTOR)	4. 编辑的第三	. 59:		284	Milia dece	:		122		4		
Link Speed (mph)	S. 814		50	77768884.S	2		50	. 7		30	inewa histori	- 1-94類E*
Link Distance (ft)	Pro-		437	- 300	7 5	· . · i	631		H.	452		1 1 1 1 1 1 1
Travel Time (s)			6.0				8.6			10.3		
HARACA CONTRACTOR OF THE PARTY							# 42 E.	::'4###	444		: : : : : : : : : : : : : : : : : : :	7

tesialitation de c

differ Ki

Area Type:

Other

		ţ	1	
unie Gioup 114 III.		9191	SOM	20.00 (1)
Lana Configurations		↑	7	
Ideal Flow (vphpl)		1900	1900	
Lane Width (ft)		12	12	
Grade (%)	, figures : 	0%	1 4 7	
Storage Length (ft)			0	
Storage Lanes			1	
Taper Length (ft)				
Lane Util. Factor	3.44	1.00	1.00	
Ped Bike Factor				
Frt .		Popi -	0.850	
Fit Protected				
Satd. Flow (prot)		1881	1599	13
Flt Permitted				
Satd, Flow (perm)		1881	1599	
Right Turn on Red			Yes	
Satd, Flow (RTOR)	TERRY .		139	
Link Speed (mph)		30		
Link Distance (ft)		543		
Travel Time (s)		12.3		

Hiersection Surnitary

1044

超越红色

Wales

sterik referensi

TO SEE STANDARD SEE

El Dorado Hills Memory Care Center 2: Francisco Dr. & Cambria Way/Embarcadero Dr.

	٠	→	•	<	←	•	1	†	1	-	Ţ	1
Liyere Ha	///MEN			WBL		BUNDR	NBU	Ngja				
Lane Configurations		4			4		ሻ	↑		ሻ	†	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	190 0	1900 -	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)	بالأفان	0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	50		0	50		110
Storage Lanes	a a		0	0	du di	0	1		. 0	1.		1
Taper Length (ft)	25			25	and a second		25			25		
Lane Util. 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
Ped Bike Factor												
Frt 📳		;- ,r ₉			0.865	1		0.995			7.757687675	0.850
FIt Protected		0.950					0.950			0.950		
Satd. Flow (prot)	0	1770	0	.0	1611	0	1770	1853		1770	1863	1583
FIt Permitted		0.950					0.950			0.950		
Satd. Flow (perm)	. 0	1770	. 0	0	1611	0	1770	1853	0	1770	- 1863	1583
Link Speed (mph)		30			30			30			30	
Link Distance (ft)	-u- 546	265	:	: F180	721		digini.	452		Walley St.	452	
Travel Time (s)	•	6.0		•	16.4		•	10.3			10.3	
Newsons Constitution			<u> </u>									

Area Type:

	٦	-	•	•	←	•	4	†	~	>	ļ	J
		Æ.	EBR		i Weld	WBR) Naga			SBL		785
Lane Configurations		4			4		ሻ	4		ኘ	7+	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900 5	-21900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%	1000	410	0%	7		- 0%			0%	
Storage Length (ft)	0		0	0		0	100		0	100		0
Storage Lanes	0		Ø,	0	- 1 36.5 · · ·	0	1	/ 	0	1		- 0
Taper Length (ft)	25			25	one is a second	11.44	25			25		
Lane Util. 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
Ped Bike Factor					*							
Fit		0.873		BARGAN A	0.958	49,00		0.957		.: . # F F	0.998	
Flt Protected		,			0.983		0.950			0.950		
Satd. Flow (prot)	0	- 1626	0	0	1754	0	1770	1783	ideal 0	1770	1859	0
Flt Permitted					0.983		0.950			0.950		
Satd. Flow (perm)	0	1626	. 0	0	1754	0	1770	1783	. 0	1770	1859	0
Link Speed (mph)		30			30			45			45	
Link Distance (ft)	: Jiánás	2100		1,11	982		1.500	1162		ja ija	698	
Travel Time (s)		47.7			22.3			17.6	_ /		10.6	•
ransaloi Strandy				"····		(d) .			(5)() s sij); NZN sij :			

Appendix C:

Analysis Worksheets for Existing (2015) plus Proposed Project Conditions

	•	۶	-	•	F	•	4	•	•	<u>†</u>	<i>/</i> *	<u>/</u>
	i ebuj	. A Edi		EBR.	. Weu	rab (i		WBR			.iKBR	
Lane Configurations		<u> የ</u> ያ	† †	ř		ሻ	^	7	1,1	ተ ኩ		ሻ
Volume (veh/h)	1.758	161	217	230	15	47	813	106	307	180	6	122
Number		5	2	12		1	6	16	3	8	18	7
Initial Q (Qb), veh		0	0	0	ing the second of the second o	0	0	. 0		0	₩ 0	0
Ped-Bike Adj(A_pbT)		1.00	·	1.00		1.00		1.00	1.00		1.00	1.00
Parking Bus, Adj		1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln		1810	1776	1845		1900	1881	1863	1845	1863	1900	1845
Adj Flow Rate, veh/h		199	268	284	1個 類	54	934	122	365	214	· 7	158
Adj No. of Lanes		2	2	1		1	2	1	2	2	0	1
Peak Hour Factor		0.81	0,81	0.81		0.87	0.87	0.87	0.84	0.84	0.84	0.77
Percent Heavy Veh, %		5	7	3		0	1	2	3	2	2	3
Cap, veh/h		190	1092	508	11 1	69	1091	483	439	1125	9-1-137	192
Arrive On Green		0.06	0.32	0.32		0.04	0.31	0.31	0.13	0.32	0.32	0.11
Sat Flow, veh/h		3344	3374	1568	J. 50.	1810	3574	1583	3408	3498	114	1757
Grp Volume(v), veh/h		199	268	284		54	934	122	365	. 108	113	158
Grp Sat Flow(s), veh/h/lr	n i i i i i i i i i i i i i i i i i i i	1672	1687	1568		1810	1787	1583	1704	1770	1843	1757
Q Serve(g_s), s	Hillorites.	5.0	5.1	13.1		2.6	21.6	5.1	9.2	3.9	3.9	7.7
Cycle Q Clear(g_c), s		5.0	5.1	13.1		2.6	21.6	5.1	9.2	3.9	3.9	7.7
Prop In Lane	S S CO - Constant Printer	1.00	2.111	1.00		1.00		1.00	1.00	- P1 P-1112-1111111111111111111111111111	0.06	1.00
Lane Grp Cap(c), veh/h		190	1092	508	1.91	69	1091	483	439	569	592	192
V/C Ratio(X)	- 1 maran	1.04	0.25	0.56		0.78	0.86	0.25	0.83	0.19	0.19	0.82
Avail Cap(c_a), veh/h	21 July 2010	190	1092	508		103	1152	510	466	569	592	.220
HCM Platoon Ratio		1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	right N	1.00	1,00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/vel	1	41.4	21.8	24.5		41.8	28.7	23.0	37.3	21.5	21.5	38.3
Incr Delay (d2), s/veh		77.5	0.1			19.3	6.3	0.3	11.6	0.2	0.2	19.7
Initial Q Delay(d3),s/veh	1	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),vet	ı∕ln ≟	4.3	2.4	5.8		1.7	11.6	2.3	5.0	1.9	2.0	4.8
LnGrp Delay(d),s/veh		118.9	21.9	25.9		61.2	35.0	23.2	48.9	21.7	21.7	58.0
LnGrp LOS	- 15g/s/	F	C	C		· "E	THE C	Mara C	D	C		e E
Approach Vol, veh/h			751				1110			586		
Approach Delay, s/veh	GIVET	Ngjar	49.1	37.8486 0 00	Bowie (Brein)	1079-964				38.7	Sopial A	
Approach LOS	elerika di sada da	41	D	15 22628963	SECRET GENERAL CO	**************************************	C			D		
		Hila 6	-	NEW Constitu		a.a.s.	io anni latu	AMA (S)	8 .5	ingk, jirge	Ç	Lata Anii
A . LDI	1	2	3	(1990)	F		1/18/19/19/19/19 7	itte ser and total				Thirtier sites
Assigned Phs Dhe Duration (CEV+Do)	0 74	2 2 4	ე ე-⊛4ზნე.	4 - Հայալու	5	6 22.5	100	8	1 1 1		5113	4. 9a - 1531
Phs Duration (G+Y+Rc)			15.3		9.0	32.5	13.6	32.7	1.57	516	100	Marilla mir
Change Period (Y+Rc), Max Green Setting (Gm		5.7	4.0	4.5	4.0	5.7	4.0	4.5	Mass.		. Voljetje	lacenar un
Max Q Clear Time (g_c		28.3	12.0	26.5	5.0	28.3	11.0		Muyhta	e ete ae	75.43基	WEALEST IN
		15.1	11.2	28.1	7.0	23.6	9.7	5.9		165	Serien	
Green Ext Time (p_c), s	and a displaying of	7.1	0.1	0.0	0.0	3.2		5.9		1 1457	专列鞭	
HEBERION SUMMER		: July 1						1				
HCM 2010 Ctrl Delay			43.8		,)							
HCM 2010 LOS			D									
					i.::::::::::::::::::::::::::::::::::::	Si Casanici		estri is di		·	Capago do	ioun, land
User approved ignoring	II Turning ma	omes!							V\$1			i
osci approved ignoring	o-ruining mov	ement.										

Kimley-Horn HCM 2010 Signalized Intersection Summary Synchro 9 Report Page 1

16-0582 G 48 of 183

	ı	,		
	+	*		NAME OF TAXABLE PARTY.
ACTION NAME OF THE PARTY OF THE	SBT	SBR		
Land Configurations	↑	*	11923371	
Volume (veh/h)	312	367	2 1 1 1 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	
Number	4 50	14 0	i aven	· 1955年歌歌:大便出版。 1955年 - 1955年
Initial Q (Qb), veh Ped-Bike Adj(A_pbT)	- 31	1.00	Contract Con	
Parking Bus, Adj	1.00	1.00 1.00		
Adj Sat Flow, veh/h/ln	1881	1881		· · · · · · · · · · · · · · · · · · ·
Adj Flow Rate, veh/h	405	477		1. 19. 2
Adj No. of Lanes	1	1		1- 4 型型型型系列 1 配送
Peak Hour Factor	0.77	1077	1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1	
Percent Heavy Veh, %	1	1		1 Orac Anna Cammaninininininini (Control of Cammaninini (Control of Cammaninini (Control of Cammaninini (Control of Cammanini (Contr
Cap, vehth	568	483		
Arrive On Green	0.30	0.30	667 v 10	. Nel to 1 - mining/minintminings
Sat Flow, veh/h	1881	1599		
Grp Volume(v), veh/h	405	477		Land to the state of the state
Grp Sat Flow(s), veh/h/ln	1881	1599	. data	
Q Serve(g_s), s	16.8	26.1 26.1		
Cycle Q Clear(g_c), s Prop In Lane	16.8	1.00		
Lane Grp Cap(c), veh/h	568	483		
V/C Ratio(X)	0.71	0.99		野觀念。中心學的一個一個一個一個一個一個一個一個
Avail Cap(c_a), veh/h	568	483		5. 持分 年,阿里拉 拉, 15. 克克斯 17. 特定的基本
HCM Platoon Ratio	1.00	1.00		· 1 不 经管外基金 145 2
Upstream Filter(I)	1.00	1.00		· · · · · · · · · · · · · · · · · · ·
Uniform Delay (d), s/veh	27.3	30.5		
Incr Delay (d2), s/veh	4.2	37.8		
Initial Q Delay(d3),s/veh	0.0	0.0		n international arculos as a
%ile BackOfQ(50%),veh/ln	9.3	16.5		
LnGrp Delay(d),s/veh	31.5	68.3	erika Kommunia (1980 - 1981).	ASEM PROGRAM OF THE SECOND
LnGrp LOS Approach Vol, veh/h	1040	E		40000000000000000000000000000000000000
Approach Delay, s/veh				
Approach LOS	D	gen i transport en de	n Kalaga	1000年1月2日 1月2日 1月2日 1月2日 1日
Minar (Minar)				

int Delay, s/veh	1.8	* * * * * * * * * * * * * * * * * * *						
	The second secon						ellastri e e Pisali	
	veelen		WBL WE	T WEE	e, ard		NBR:	
Voj, veh/h	20 0	1	0	0 53	3	420	143	37 540 12
Conflicting Peds, #/hr	0 0	•	0	0 0	0	0	0	0 0 0
Sign Control	Stop Stop		Stop Sto		Free		Free	Free Free Free
RT Channelized	- Lories - Coársens	None	<u>-</u>	- None	-		lone	None
Storage Length		13 3 - 8	-		50			500
Veh in Median Storage, #				0 -	-	0	- - ETPÚS - 44 - 102 - 1	- 0 -
Grade, % Peak Hour Factor	- 0 70 70			0 - 30 80	93	93	93	- 0 - 88 88 88
Heavy Vehicles, %	·····		80 8	80 80 2 2	2	93 2	93 - 2	2 2 2
Mymt Flow	29 0	WALESTAN AND THE STREET	0	0 66	3	452	15	42 614 14
	gring of large pages of Early Consideration				i, B	102	is district	
	, -1962 to 1990 1830 A		BRIDGE STORY	n in de Maria de la	· Barrings - Comments	n-cusuma.		
		n Én liti						Majorz , atali
Conflicting Flow All	1197 1171		1164 116		614	0	0	467 D 0
Stage 1 Stage 2	698 698 499 47 3	broad to the other	466 46 698 69			- 152	- . dja	MALE SECTIONS AND AND
Critical Hdwy	7.12 6.52		7.12 6.5	,,,	4.12	2554F		4.12
Critical Hdwy Stg 1	6.12 5.52	21111	6.12 5.5		4.12	_	- 25.4.1	
Critical Hdwy Stg 2	6.12 5.52		6.12 5.5		_	_	- 178	
Follow-up Hdwy		3.318		8 3.318	2,218	-		2.218
Pot Cap-1 Maneuver	163 193		171 19		965	_	-	1094
Stage 1	431 442		577 56		14 . 24	-	-	- 78.
Stage 2	554 558	-	431 44	2 -	-	-	-	-
Platoon blocked, %	174 in 17	71.				-17	- 100	
Mov Cap-1 Maneuver	140 185		165 18		965	-	-	1094
Mov Cap-2 Maneuver	140 185		165 18		A FINE DAY		- 85	数 // / / / / / / / / / / / / / / /
Stage 1	430 425		575 56		156 (4.000.5) (46.4.4.4)		-	e e e e e e e e e e e e e e e e e e e
Stage 2	491 556		413 42	25	2.30		- :	
ingresion san			WB it					
HCM Control Delay, s	36.2		11.7		0.1			0.5
HCM LOS	Estable		В				÷	
aligi Elisas de gravita	one i, Net ince	T NBRIBE	rada dig di	(Parsini.		Salahin	ing Carrie	
Capacity (veh/h)	965 -	- 14	602 109	94 -				
HCM Lane V/C Ratio	0.003 -	- 0.207	7 0.11 0.03		. <u>-</u>	1.		
HCM Control Delay (s)	8.7 -	- 36.2		.4 -	-			
HCM Lane LOS	Α -	- 10		A	#		ļ.	
HCM 95th %tile Q(veh)	0 -	- 0.7	0.4 0	.1 -	-			

illeis extion						ich de Ga			
Intersection Delay, s/veh	53.8								
Intersection LOS			78 (788 2 (788					1.70	
Movement				. We s			BU N		. \j.(i5)
SERVICE AND A SERVICE AND A SERVICE AND ASSESSED.	0 2	فتنسف فالكار أبيرس		71	67	63		66 125	50
Peak Hour Factor	0.85 0.85		10 0 85 0.70	0.70	0.70	0.70		.87 0.87	0.87
Heavy Vehicles, %	2 2	2	2 2 2	2	顶影 2	2		2 2 2	2
Mymt Flow	0 2		00 0	101	96	90		121 144	57
Number of Lanes	0 . 0		-0	0	1	90 0	0	183, 1	. 0
(idiliber of Lailes	U	, J. 1	U U	U	3. ; !		aldin de parti	Profits 1	iiii
			THE RELATION		. 2005				
Opposing Approach	WB	PERMITS AND THE		EB			mag and the visit of	SB	
10 NOTAX	940 1		v · · · · :	1					
Opposing Lanes Conflicting Approach Left	SB			NB				EB	
Conflicting Lance Last		:	na agaith air ag	110			etara ni ni 2	1 1	
Conflicting Approach Right	2≟g∂ Z NB	19.10		SB		· PERMIT	图绘描述	νΒ	EL.
Conflicting Lanes Right	ind 2	0.5084681 + 31.511 ³	FEB. 801	2		1:1972			·农山建筑。
HCM Control Delay	71.6			33.4	Z = 22		(14)	8.8	The Telline
HCM LOS	/1.0 "深雪的" F .	. idea		33.4 D	. 3	-27-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-	aleta 可机能。	0.0 E	Mil .
HCM/LOS				, и		G .		Γ	
				×27 C (7 M)/				- "20int, 202	-
ane who was		NBL12 EBL	· · · · · · · · · · · · · · · · · · ·	SELOTE.	SELTŽ				
Vol Left, %	100%	0% (0% 35%	100%	0%		Wife.		
Vol Left, % Vol Thru, %	100% 0%	0% (71% ;	0% 35% 5% 33 %	100% 0%	0% 98%				
Vol Left, % Vol Thru, % Vol Right, %	100% 0% 0%	0% (71% ! 29% 94	0% 35% 5% 33% 4% 31%	100% 0% 0%	0% 98% 2%				
Vol Left, % Vol Thru, % Vol Right, % Sign Control	100% 0% 0% Stop	0% (71% ! 29% 9 ⁴ Stop SI	0% 35% 5% 33% 4% 31% top Stop	100% 0% 0% Stop	0% 98% 2% Stop				
Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane	100% 0% 0% Stop 366	0% (71% ! 29% 94 Stop SI 175 5	0% 35% 5% 33% 4% 31% top Stop 41 201	100% 0% 0% Stop 108	0% 98% 2% Stop 240				
Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol	100% 0% 0% Stop 366 366	0% (71% ! 29% 94 Stop SI 175 5	0% 35% 5% 33% 4% 31% top Stop 41 201 2 71	100% 0% 0% Stop 108	0% 98% 2% Stop 240				
Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol	100% 0% 0% Stop 366 366	0% (71% ! 29% 94 Stop SI 175 5 0	0% 35% 5% 33% 4% 31% top Stop 41 201 22 71 29 67	100% 0% 0% Stop 108 108	0% 98% 2% Stop 240 0				
Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol	100% 0% 0% Stop 366 366 0	0% (71% ! 29% 94 Stop SI 175 5 0 125 50 5	0% 35% 5% 33% 4% 31% top Stop 41 201 22 71 29 67 10 63	100% 0% 0% Stop 108 108	0% 98% 2% Stop 240 0 236				
Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate	100% 0% 0% Stop 366 366 0	0% (71% ! 29% 94 Stop St 175 5 0 125 50 55 201 6	0% 35% 5% 33% 4% 31% top Stop 41 201 22 71 29 67 10 63 36 287	100% 0% 0% Stop 108 108 0	0% 98% 2% Stop 240 0 236 4 329				
Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate Geometry Grp	100% 0% 0% Stop 366 366 0 0 421	0% (71% ! 29% 94 Stop St 175 5 0 125 50 5 201 6	0% 35% 5% 33% 4% 31% top Stop 41 201 22 71 29 67 10 63 36 287 2 2	100% 0% 0% Stop 108 108 0 0	0% 98% 2% Stop 240 0 236 4 329				
Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate Geometry Grp Degree of Util (X)	100% 0% 0% Stop 366 366 0 0 421 7	0% (71% ! 29% 94 Stop St 175 5 0 125 50 5 201 6 7 0.491	0% 35% 5% 33% 4% 31% top Stop 41 201 2 71 29 67 10 63 36 287 2 2 1 0.729	100% 0% 0% Stop 108 108 0 0 148 7	0% 98% 2% Stop 240 0 236 4 329				
Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate Geometry Grp Degree of Util (X) Departure Headway (Hd)	100% 0% 0% Stop 366 366 0 0 421 7	0% (71%); 29% 94 Stop St 175 5 0 125 50 5 201 6 7 0.491 8.789 8.1	0% 35% 5% 33% 4% 31% top Stop 41 201 29 67 10 63 36 287 2 2 1 0.729 31 9.145	100% 0% 0% Stop 108 108 0 0 148 7 0.398 9.686	0% 98% 2% Stop 240 0 236 4 329 7 0.829 9.175				
Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate Geometry Grp Degree of Util (X) Departure Headway (Hd) Convergence, Y/N	100% 0% 0% Stop 366 366 0 0 421 7 1 9,489 Yes	0% (71% 3 29% 94 Stop SI 175 5 0 125 50 5 201 6 7 0.491 8.789 8.1 Yes Y	0% 35% 5% 33% 4% 31% top Stop 41 201 29 67 10 63 36 287 2 2 1 0.729 31 9.145 Yes Yes	100% 0% 0% Stop 108 108 0 0 148 7 0.398 9.686 Yes	0% 98% 2% Stop 240 0 236 4 329 7 0.829 9.175 Yes				
Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate Geometry Grp Degree of Util (X) Departure Headway (Hd) Convergence, Y/N Cap	100% 0% 0% Stop 366 366 0 0 421 7 1 9,489 Yes 387	0% (71% ! 29% 94 Stop SI 175 5 0 125 50 5 201 6 7 0.491 8.789 8.1 Yes Y	0% 35% 5% 33% 4% 31% top Stop 41 201 22 71 29 67 10 63 36 287 2 2 1 0.729 31 9.145 Yes 52 393	100% 0% 0% Stop 108 108 0 0 148 7 0.398 9.686 Yes	0% 98% 2% Stop 240 0 236 4 329 0.829 9.175 Yes 398				
Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate Geometry Grp Degree of Util (X) Departure Headway (Hd) Convergence, Y/N Cap Service Time	100% 0% 0% Stop 366 366 0 0 421 7 1 9.489 Yes 387 7.191	0% (71% 3 29% 94 Stop SI 175 5 0 125 50 5 201 6 7 0.491 8.789 8.1 Yes Y 412 4 6.491 6.1	0% 35% 5% 33% 4% 31% top Stop 41 201 22 71 29 67 10 63 36 287 2 2 1 0.729 31 9.145 7es Yes 52 393 33 7.234	100% 0% 0% Stop 108 108 0 0 148 7 0.398 9.686 Yes 374 7.386	0% 98% 2% Stop 240 0 236 4 329 0.829 9.175 Yes 398 6.875				
Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate Geometry Grp Degree of Util (X) Departure Headway (Hd) Convergence, Y/N Cap Service Time HCM Lane V/C Ratio	100% 0% 0% Stop 366 366 0 0 421 7 1 9.489 Yes 387 7.191 1.088	0% (71% ! 29% 94 Stop SI 175 5 0 125 50 5 201 6 7 0.491 8.789 8.1 Yes Y 412 4 6.491 6.1 0.488 1.4	0% 35% 5% 33% 4% 31% top Stop 41 201 22 71 29 67 10 63 36 287 2 2 1 0.729 31 9.145 7es Yes 52 393 33 7.234 07 0.73	100% 0% 0% Stop 108 108 0 0 148 7 0.398 9.686 Yes 374 7.386 0.396	0% 98% 2% Stop 240 0 236 4 329 7 0.829 9.175 Yes 398 6.875 0.827				
Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate Geometry Grp Degree of Util (X) Departure Headway (Hd) Convergence, Y/N Cap Service Time HCM Lane V/C Ratio HCM Control Delay	100% 0% 0% Stop 366 366 0 0 421 7 1 9.489 Yes 387 7.191 1.088 77.5	0% (71% ! 29% 94 Stop SI 175 5 0 125 50 5 201 6 7 0.491 8.789 8.1 Yes Y 412 4 6.491 6.1 0.488 1.4	0% 35% 5% 33% 4% 31% top Stop 41 201 29 67 10 63 36 287 2 2 1 0.729 31 9.145 Yes 52 393 33 7.234 07 0.73 1.6 33.4	100% 0% 0% Stop 108 108 0 0 148 7 0.398 9.686 Yes 374 7.386 0.396 18.6	0% 98% 2% Stop 240 0 236 4 329 7 0.829 9.175 Yes 398 6.875 0.827 43.4				
Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate Geometry Grp Degree of Util (X) Departure Headway (Hd) Convergence, Y/N Cap Service Time HCM Lane V/C Ratio	100% 0% 0% Stop 366 366 0 0 421 7 1 9.489 Yes 387 7.191 1.088	0% (71% ; 29% 94 Stop St 175 5 0 125 50 5 201 6 7 0.491 8.789 8.1 Yes Y 412 4 6.491 6.1 0.488 1.4 19.7 7	0% 35% 5% 33% 4% 31% top Stop 41 201 22 71 29 67 10 63 36 287 2 2 1 0.729 31 9.145 7es Yes 52 393 33 7.234 07 0.73	100% 0% 0% Stop 108 108 0 0 148 7 0.398 9.686 Yes 374 7.386 0.396	0% 98% 2% Stop 240 0 236 4 329 7 0.829 9.175 Yes 398 6.875 0.827				

Intersection LOS			
Vol, veh/h Peak Hour Factor (Heavy Vehicles, % Mvmt Flow Number of Lanes	0 108 0.73 0.73	SBT SBR 236 4 0.73 0.73 2 2 323 5 1 0	
Opposing Approach Opposing Lanes Conflicting Approach Left	NB 2 WB		
Conflicting Lanes Left Conflicting Approach Right Conflicting Lanes Right HCM Control Delay	1 EB 1 35.7		

Int Delay, s/veh	0		
Vol, veh/h Conflicting Peds, #/hr Sign Control RT Channelized Storage Length Veh in Median Storage Grade, % Peak Hour Factor Heavy Vehicles, % Mymt Flow	608 0 Free - - 0 0 92 92 661	2 0 1488 0 0 0 0 Free Free Free None - None 100 0 92 92 92 92 2 2 2 2 2 0 1617	0 0 0 Stop Stop None - 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Stage 2 Platoon blocked, % Mov Cap-1 Maneuver Mov Cap-2 Maneuver Stage 1		0 661 0 4.14 4.14 923 923	1470 330 661 - 809 5 6.84 6.94 5.84 5.84 5 118 666 4775 - 398 - 398
HCM Control Delay, s HCM LOS Capacity (veh/h) HCM Lane V/C Ratio HCM Control Delay (s) HCM Lane LOS HCM 95th %tile Q(veh	666 - 0.002 - 10.4 - B -	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	10.4 B

Int Delay, s/veh 0.5		in the second se	
Vol., veh/h Conflicting Peds, #/hr Sign Control RT Channelized Storage Length Veh in Median Storage, # Grade, % Peak Hour Factor Heavy Vehicles, % Mymt Flow	0 19 0 0 0 Free Free - None - 0 - 0 92 92 2 2 0 21	11 4 2 0 0 0 0 Free Free Stop - None 0 0 0 0 92 92 92 2 2 2 12 4 2	0 0 Stop None
Conflicting Flow All Stage 1 Stage 2 Critical Hdwy Critical Hdwy Stg 1 Critical Hdwy Stg 2 Follow-up Hdwy Pot Cap-1 Maneuver Stage 1 Stage 2 Platoon blocked, % Mov Cap-1 Maneuver Mov Cap-2 Maneuver Stage 1 Stage 2	16 0 4.12 - 2.218 - 1602 - 1602 -	- 0 35 14 21 6.42 5.42 5.42 5.42 1009 1002 978 - 978 - 978 - 1009 - 1009 - 1009 - 1009 - 1009 1009 1009 1009 1009 1009 1009	14 6.22 - 3.318 1066
HCM Control Delay, s HCM LOS		0 8.7 A	
Capacity (veh/h) HCM Lane V/C Ratio HCM Control Delay (s) HCM Lane LOS HCM 95th %tile Q(veh)	1602 978 0.002 0 8.7 A 0 - 0		

	۶	→	•	•	←-	*	4	†	-	ţ	✓
		# EBT			WBT	WBR			, 35L	881	
Lane Group Flow (vph)	200	268	284	71	934	. 122	365	221	158	405	477
v/c Ratio	1.22	0.26	0.42	0.81	0.85	0.21	0.78	0.21	0.73	0.78	0.88
Control Delay	180.8	23.3	5.1	98.3	36.5	5.6	49.5	23.2	58.5	40.1	40.0
Queue Delay	0.0	0.0	0.0	0.0	0,0	0.0	0.0	0.0	0.0	0.0	CO.
Total Delay	180.8	23.3	5.1	98.3	36.5	5.6	49.5	23.2	58.5	40.1	40.0
Queue Length 50th (ft)	~76	59	0	41	257	0	105	47	88	206	184
Queue Length 95th (ft)	#125	80	36	#115	318	34	#152	70	#139	252	235
Internal Link Dist (ft)		357	grija djet	·	551	i Bar		372	1460	463	
Turn Bay Length (ft)	290		210	200		450	200		185		
Base Capacity (vph)	164	1139	717	88	1206	615	486	1158	230	594	600
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0 .	. 0	J 0	0	2 44 10 1	. 0	0	0.	0	0 :	. 0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1,22	. 0.2 4	0.40	0.81	0.77	0.20	0.75	0.19	0.69	0.68	0.80

Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

^{# 95}th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

	۶	→	7	F	•	4	•	1	1	~	<u> </u>	ţ
		T EBT	EBR		MBL	WBT.			NBI.	T MER		- Ki
Lane Configurations	77	† †	ŕ		ሻ	朴	ř	ሻሻ	ተኈ		7	†
Volume (veh/h)	445	807	319	69	75	503	93	322	260	24	113	202
Number	5	2			1	6	16	3	8	18	7	4
Initial Q (Qb), veh	, 0	0	. 0		0	. 0	. 0	0	10		- 0	0
Ped-Bike Adj(A_pbT)	1.00		1.00		1.00		1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1,00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1881	1881	1	1900	1881	1863	1881	1881	1900	1881	1863
Adj Flow Rate, veh/h	468	849	336	. 73	85	572	106	350	283	26	131	235
Adj No. of Lanes	2	2	1		1	2	1	2	2	0	1	1
Peak Hour Factor	0.95	0.95	0.95		0.88	0.88	0.88	0.92	0:92	0.92	0.86	0.86
Percent Heavy Veh, %	0	1	1	: idanes	0	· · · · i i i i i i i i i i i i i i i i	2	1	1	1	1	2
Cap, veh/h	516	1290	577	: Jeluši	110	982	435	448	806	74	165	385
Arrive On Green	0.15	0.36		. PURVERNARIA	0.06	0.27	0.27	0.13	0.24	0.24	0.09	0.21
Sat Flow, veh/h	3510	3574	1599			3574	1583	3476	3313	302	1792	1863
Grp Volume(v), veh/h	468	849	9 1		-85	572	106	350	152	157	131	235
Grp Sat Flow(s), veh/h/ln	1755	1787				1787	1583	1738	1787	1828	1792	1863
Q Serve(g_s), s	9.8	14.9	12.7	n en blij en mingelskræl	3.5	10.3	3.9	7.3	5.3	5.3	5.4	8.6
Cycle Q Glear(g_c), s	9.8	14.9		•	3.5	10.3	3.9	7.3	5.3	5.3	5.4	8.6
Prop In Lane	1.00	Sign 14.0	1.00		1.00	IVIO	1.00	1.00	J.0 :	0.17	1.00	0.0
Lane Grp Cap(c), veh/h	516	1290			110	982	435	448	435	445	165	385
V/C Ratio(X)	0.91	0.66			0.78	0.58	0.24	0.78	0.35	0.35	0.79	0.61
Avail Cap(c_a), veh/h	516	1518		11.04014.04.040		1231	545	557	644	659	191	572
HCM Platoon Ratio	1.00	1.00			1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00			1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
The second of th		41.7		the first of the property of the first	77.36		A desirable	31.6	23.4	23.5	33.3	27.0
Uniform Delay (d), s/veh	31.4	20.1	19.4		34.7	23.5	21.1			23.3		1.6
Incr Delay (d2), s/veh	19.8	0.8			24.5	0.6	0.3	5.7	0.5	1	17.8	
Initial Q Delay(d3),s/veh	0.0	0.0		. = 7	0.0	0.0	0.0	0.0	0.0 2.6	0.0 2.7	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.2	7.5		De la partiera de	2.5	5,2	1.7	3.9	Hiddaha.	, 5000	COMPRESSION CONTRACTOR	4.5
LnGrp Delay(d),s/veh	51.3	20.9			59.2	24.0	21.4	37.3	23.9	23.9	51.1	28.5
LnGrp LOS	D	С			Ą E	C	С	D	C	C C	· D	C
Approach Vol, veh/h	. 12. 1	1653				763	i. still i		659	eroen tour.		602
Approach Delay, s/veh	dia antiferi	29.4			•	27.6		Svillini.				34.3
Approach LOS		С				С			С			С
						- R	. Di 7.		ikabiri.bi	ā jā . T	o6.5 - 3	
Assigned Phs	22.22 33 24 1	2		4	5	6	7	8			AMALA NAMED	<u> Malii - k</u>
Phs Duration (G+Y+Rc), s	8.5	32.7	4.4	to the second se	15.0	26.3	10.9				10 EU-10	Maria (Side)
Change Period (Y+Rc), s	4.0			t stalmontable.		5.7		malaria attention and			- 9	ş eril iyan adı
Max Green Setting (Gmax),		5.7		4.5	4.0		4.0	4.5				OFFICE STATE
		31.8			11.0	25.8	8.0	27.0			- '	
Max Q Clear Time (g_c+l1),		16.9			11.8	12.3	7.4	7.3	20ogenia			
Green Ext Time (p_c), s	0.0	. 8.8	0.4	3.1	0.0	8.2	0.0	4.0	2.586563	Fig. 3		
latos eviktijš šaidininga di j		<u>القرو</u> : ا						1				· ##
HCM 2010 Ctrl Delay		:	30.1	1.8.2.0	Epi					2,124	TO SERVE	
HCM 2010 LOS		•	C	· · · · · · · · · · · · · · · · · · ·	as 6.11	- M. 11	. (<u>FS</u> , 792 387)	v. iv solenika	enelulidus III (F. 14 -		'VIMUE	m.4000097.4720
	·· Judgilluidem					EBC**			anne de l'Ann			
De la	dipini nag		. All de la			Eigne Ligare	Thy .	onthody's profit				
User approved ignoring U-Tu	ıming ma	vement.										

Kimley-Horn HCM 2010 Signalized Intersection Summary Synchro 9 Report Page 1

	4			
Movement at the second				
Land Configurations			等可能量量数 工 工程 - 44 英	
Volume (veh/h)	203			
Number	14	t en twampiliel er	* ************* \$	
Initial Q (Qb), veh	0			
Ped-Bike Adj(A_pbT)	1.00	., ===		· · · · · · · · · · · · · · · · · · ·
Parking Bus, Adj	1.00			A Table
Adj Sat Flow, veh/h/ln	1863	1. 19552313		· · · · · · · · · · · · · · · · · · ·
Adj Flow Rate, veh/h	236	高高高高高高高高高高高高高高高高高高高高高高高高高高高高高高高高高高高高高		ping:
Adj No. of Lanes Peak Hour Factor	1 0.86	· 不為阿洛林。提倡信:"不過 經 》。	一	
Percent Heavy Veh, %	2			
Cap, veh/h	327			
Arrive On Green	0.21	THE PROPERTY OF MICH.	2 6 THE COLUMN 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	The state of the s
Sat Flow, veh/h	1583	を横り物理的です。「動命」。		
Grp Volume(v), veh/h	236			
Grp Sat Flow(s), veh/h/ln	1583			
Q Serve(g_s), s	10.4		1 - 4 0 + 1994 (14	· · · · · · · · · · · · · · · · · · ·
Cycle Q Clear(g_c), s	10.4	A STATE OF THE STA	7 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	10000000000000000000000000000000000000
Prop In Lane	1.00 327			eriou il vivo di
Lane Grp Cap(c), veh/h V/C Ratio(X)	0.72	ク特別を持つ こっぽをおかり	· 表情於性性/法律的理由	机场的数据多
Avail Cap(c_a), veh/h	486			41 (2573) (2554) (3.1.5) 4 - (4532) (2547) (3.1.5)
HCM Platoon Ratio	1.00	CARAMPENT CONTRACTOR AND	"有 用的 是100mm,不是100 21150 至115	57 (2000) 11 A MAN 14 15 (2010)
Upstream Filter(I)	1.00			
Uniform Delay (d), s/veh	27.7	··· 2: -		
Incr Delay (d2), s/veh	1.54 4.14			
Initial Q Delay(d3),s/veh	0.0		77 Burku (1928-1924)	
%ile BackOfQ(50%),veh/ln	4.8			
LnGrp Delay(d),s/veh LnGrp LOS	30.7	Romania Vila		
Approach Vol, veh/h	。 · · · · · · · · · · · · · · · · · · ·	Maria de la Companya	NS SEASON.	The state of the s
Approach Vol, ven/iii Approach Delay, s/veh Approach LOS				
				Addison.

			· Ball			M. G.		ØI. T.					
Int Delay, s/veh	3			1.015						4 :: mm.agazo :		Malassi e ee d	
								. 45		数: 5基:			J. C.
	SGLL.	EB.			TEN III VIBL	WBT			NBL	NBT WEE			
Vol, veh/h		15	2	8	20	1	86		4		4	54 5 20	18
Conflicting Peds, #/hr		0	0	0	0	O	. 0		0	O O DEMONSTRATE OF THE O	_ 0	0 0	0
Sign Control		Stop	Stop	Stop	Stop	Stop	Stop		Free	Free Free	Free F	* alem metalis sasta a cale	Free
RT Channelized		-	- din din	None	· San segens et a		None		-	- None	-		Vone
Storage Length Veh in Median Storage				ASSECTION -		-	D		50		· . •	50 - 0	110
Grade, %	€,#	_ 	0 0	-	-	0	- - 1974		-	0 -	tër I a	- 0	_
Peak Hour Factor		70	70	70	- 79	79	79	1	95	95 95	91	91 91	91
Heavy Vehicles, %		2	2		2	1111121			- 9	2 2 2	2	2 2	2
Mvmt Flow	(1) (1) (1) (1) (1) (1) (1) (1) (1) (1)	21	3	11	25	**************************************	109		4	527 17	4	59 571	20
			4845			•		12				diasi Bolsica	By a Ti
Major/Wijfin		(1-7-7-2 <u>-</u>		\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\	Minor1		. 14. I	3. %	idatori .		Visite 52		
Conflicting Flow All	SBAIIIHIRIS STAUTS - 19 3 -	1289	1252	57 1	1241	1243	540	, (IIII), IXI	571	0 0	653	544 0	0
Stage 1		690	699	-	544	544	-		-		-	ా గ్రామంలో 	- THE PERSON
Stage 2	:	599	553			699		1.	_		_		
Critical Hdwy	•	7.12	6.52	6.22	7.12	6.52	6.22		4.12		_ 4	1.12 -	-
Critical Hdwy Stg 1		6.12	5,52		6.12	5.52	- ·		-	- 1044	ilio .− ,	•	-
Critical Hdwy Stg 2		6.12	5.52	-	6.12	5.52	-	99.14.1	-		-		-
Follow-up Hdwy		3.518		3.318	. 95.4	4.018		30	2,218	dan ka ∙	9.11.	218 -	-
Pot Cap-1 Maneuver	egga i	141	172	520	152	174	542	. Takk	1002	e Optivi in susaaniina	- 1	025 -	-
Stage 1	1967	435	442	-	523	519		46.	- 15-1 <u>6</u>	- 1	Silika: -		. :
Stage 2		488	514	- - 1448	431	442	-	· · · <u>- 4</u> 0065	elek olmil#554.5.e.d	 Li	- 1 42 C	e Version in the second	
Platoon blocked, % Mov Cap-1 Maneuver	:	112	171	520	140	173	542	- ARS	1002	<u> </u>	~ -15 ~	-15 -	•
Mov Cap-2 Maneuver		112	3171	020	146 146	173	342		1002		~-15 ~	-10 - 2006年夏1億	
Stage 1	PACHATA)	433	442		521	517			54 -		- -	- MATAM	
Stage 2	T. H.	387	512		419	442	_	1011			<u>.</u>		· -
an eta en la lacenta de la	19	•••		3111 2573132	MFAMBADA - 17™	P 11 1997		ni, favita		7. 5.4. McG-4.		•	
NE projecoj pad	12143415		ala.				1,		ida NB.				ja, j
HCM Control Delay, s		35			21.3				0.1				illi excil
HCM LOS	944.	E		1 212	21.3 -C		· All		,		Gir	nkst egg	ll-saidă
inolai rigo		-		i diğir	10 - 12 Marine 11 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1				M.D. 11 11 11	7 . 30% SA	ith strategi	100	NACE PAR
winen ikanewa sijoh wiya		an oinetie i	ย ี่ก็ฟรักเรีย	i de la composición d La composición de la	6			Tanas	Midira.				
Capacity (veh/h)	uki . (i)		B HINE	mgi IX (m) n(d)	BLntWBLAN		100				· [] [[] [[] [] []	·. ************************************	1 13
HCM Lane V/C Ratio		1002 0.004	- قاتلاد يا		155 355 0.23 0.382	+	- - 190	- Yanazito	anger Angelies	t i neg .	st e		
HCM Control Delay (s		8.6	ē "'-	.: "°"₹.	35 21.3	-	75.7	THE SE	54 JEV/79E	E Politica de la como	. 1 N. 10		
HCM Lane LOS	y Pal	. A	_	_	E C				505	- Carlon Direction	, d		12 ST
HCM 95th %tile Q(veh	1)	0	-	-	0.8 1.7	· · · -	- 11 H W.L. -		e, ewww.	eregorangilik.			17.17.4
	TAKE					'Yi i giri i k						2000年	· i
~: Volume exceeds es	mooite		day -		M	المارية	NI-+ P	الم عناس	#####################################	major voluma	in pletoe-		i
~: Volume exceeds ca	apacity	⊅: De	eay ex	ceeds 3	uus +: Com	putation	i not D	enned	": All	major volume	in biatoon		

resection with the									10000000000000000000000000000000000000	7	. 4:
Intersection Delay, s/veh	48.8	MICHAEL AL LA	**11 *1940/	en anderen		14 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	النائد وخااز احتد	والسنانية.	N PAG - 40		
Intersection LOS	E) 		1					想達	
				e research		Eari:	le magnetic in	Sinceria).			
MANAGER AND				. WELL		_WBT			NBE	NET.	NBR
Vol, veh/h		2,	498	0	27	37	35.	0	481	257	37
Peak Hour Factor	0.90 0.9		0.90	0.70	0.70	0.70 2	0.70	0.94	0.94	0.94	0.94 2
Heavy Vehicles, % Mymt Flow		2 2 2 53	- 2	2	2	-034-E*.~	2 50	0	512	273	39
Number of Lanes		2 53 0 1	553 0	0	39 0	53 1	0	- 0	312	213	39
Number of Earles	y	Yalan da	. 0	U	U		. 0	U	1495		U
Section 1			æ:	1.00 m/m 1 10 m 10 PM 10	·			- XX. · **:			des Con establish
Approach Alban and Approach Ap					TAMB.	L. 47 . 18 2		**	NB		
Opposing Approach	W	and the second second second		university on the	EB	TE 8 27 - 46	5 .5		SB		een oo
Opposing Lanes		1		JOHN 1 2760	1	tinetta ili Mess			_2	100	9,100
Conflicting Approach Left	\$				NB	217. A			EB	X107	
Conflicting Lanes Left	· ************************************	2			2			7.7	1	: 40	Ditting!
Conflicting Approach Right	N				SB	San telegraphy (Const.)			WB	Billion Ches	er.
Conflicting Lanes Right	10/21	2			2				1		
HCM Control Delay HCM LOS	6	3 F∮iloni		a Granta (Sa	14.7 B	. 795	Ξ.		52.2 F	- 14-35	
HOW LOS		Fig. 1 - 139						245	. .	19.44	H-1-delat
	T4 11 1 2 2 1 1 2 2									***	
	of 2/4 MRI'n		· E 67 (* \ 63)								
				WELL	SBLn1 =						
Vol Left, %	1009	% 0%	0%	27%	100%	0%				391	
Vol Left, % Vol Thru, %	100° 0°	% 0% % 87 %	0% 9%	27% 3 7%	100% - 0%	0% 98%					
Vol Left, % Vol Thru, % Vol Right, %	100° 0° 0°	% 0% % 87 % % 13%	0% 9% 91%	27% 3 7% 35%	100% - 0% - 0%	0% 98% 2%					
Vol Left, % Vol Thru, % Vol Right, % Sign Control	100° 0° 0° Sto	% 0% % 87% % 13% p Stop	0% 9% 91% Stop	27% 37% 35% Stop	100% 0% 0% Stop	0% 98% 2% Stop					
Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane	100° 0° 0° Sto 48	% 0% % 87% % 13% p Stop 1 294	0% 9% 91% Stop 548	27% 37% 35% Stop 99	100% 0% 0% Stop 27	0% 98% 2% Stop 157					
Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol	100° 0° Sto 48	% 0% % 87% % 13% p Stop 1 294 1 0	0% 9% 91% Stop 548	27% 37% 35% Stop 99 27	100% 0% 0% Stop 27 27	0% 98% 2% Stop 157 0					
Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol	100° 0° 0° Sto 48 48	% 0% % 87% % 13% p Stop 1 294 1 0 0 257	0% 9% 91% Stop 548 2	27% 37% 35% Stop 99 27 37	100% 0% 0% Stop 27 27 0	0% 98% 2% Stop 157 0 154					
Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol	100° 0° 0° Sto 48 48	% 0% % 87% % 13% p Stop 1 294 1 0 0 257 0 37	0% 9% 91% Stop 548 2 48 498	27% 37% 35% Stop 99 27 37 35	100% 0% 0% Stop 27 27 0	0% 98% 2% Stop 157 0 154					
Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate	100° 0° 0° Sto 48 48	% 0% % 87% % 13% p Stop 1 294 1 0 0 257 0 37 2 313	0% 9% 91% Stop 548 2 48 498 609	27% 37% 35% Stop 99 27 37 35 141	100% 0% 0% Stop 27 27 0 0	0% 98% 2% Stop 157 0 154 3					
Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate Geometry Grp	100° 0° 0° Sto 48 48	% 0% % 87% % 13% p Stop 1 294 1 0 0 257 0 37 2 313 7	0% 9% 91% Stop 548 2 48 498 609	27% 37% 35% Stop 99 27 37 35 141	100% 0% 0% Stop 27 27 0 0 30	0% 98% 2% Stop 157 0 154 3 174					
Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate Geometry Grp Degree of Util (X)	100° 0° Sto 48 48	% 0% % 87% % 13% p Stop 1 294 1 0 0 257 0 37 2 313 7 7 1 0.637	0% 9% 91% Stop 548 2 48 498 609 2	27% 37% 35% Stop 99 27 37 35 141 20 0.314	100% 0% 0% Stop 27 27 0 0 7 0	0% 98% 2% Stop 157 0 154 3 174 7					
Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate Geometry Grp Degree of Util (X) Departure Headway (Hd)	100° 0° Sto 48 48 51	% 0% % 87% % 13% p Stop 1 294 1 0 0 257 0 37 2 313 7 7 1 0.637 5 7.328	0% 9% 91% Stop 548 2 48 498 609 2 1 6.325	27% 37% 35% Stop 99 27 37 35 141 2 0.314 7,983	100% 0% 0% Stop 27 27 0 0 30 7 0.074	0% 98% 2% Stop 157 0 154 3 174 7 0.403 8.323					
Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate Geometry Grp Degree of Util (X) Departure Headway (Hd) Convergence, Y/N	100° 0° Sto 48 48 51 7.91 Y€	% 0% % 87% % 13% p Stop 1 294 1 0 0 257 0 37 2 313 7 7 1 0.637 5 7.328 s Yes	0% 9% 91% Stop 548 2 48 498 609 2 1 6.325 Yes	27% 37% 35% Stop 99 27 37 35 141 2 0.314 7 983 Yes	100% 0% 0% Stop 27 27 0 0 7 0.074 8.836 Yes	0% 98% 2% Stop 157 0 154 3 174 7 0.403 8.323 Yes					
Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate Geometry Grp Degree of Util (X) Departure Headway (Hd)	100° 0° Sto 48 48 51 7.91 Ye 46	% 0% % 87% % 13% p Stop 1 294 1 0 0 257 0 37 2 313 7 7 1 0.637 5 7.328 s Yes 1 491	0% 9% 91% Stop 548 2 48 498 609 2 1 6.325 Yes 572	27% 37% 35% Stop 99 27 37 35 141 2 0.314 7 983 Yes 451	100% 0% 0% Stop 27 27 0 0 30 7 0.074 8.836 Yes 406	0% 98% 2% Stop 157 0 154 3 174 7 0.403 8.323 Yes 433					
Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate Geometry Grp Degree of Util (X) Departure Headway (Hd) Convergence, Y/N Cap	100° 0° Sto 48 48 51 7.91 Y€	% 0% % 87% % 13% p Stop 1 294 1 0 0 257 0 37 2 313 7 7 1 0.637 5 7.328 s Yes 1 491 9 5.081	0% 9% 91% Stop 548 2 48 498 609 2 1 6.325 Yes	27% 37% 35% Stop 99 27 37 35 141 2 0.314 7 983 Yes	100% 0% 0% Stop 27 27 0 0 7 0.074 8.836 Yes	0% 98% 2% Stop 157 0 154 3 174 7 0.403 8.323 Yes					
Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate Geometry Grp Degree of Util (X) Departure Headway (Hd) Convergence, Y/N Cap Service Time	100° 0° Sto 48 48 51 7.91 Ye 46 5.66	% 0% % 87% % 13% p Stop 1 294 1 0 0 257 0 37 2 313 7 7 1 0.637 5 7.328 s Yes 1 491 9 5.081 1 0.637	0% 9% 91% Stop 548 2 48 498 609 2 1 6.325 Yes 572 4.385	27% 37% 35% Stop 99 27 37 35 141 2 0.314 7.983 Yes 451 6.029	100% 0% 0% Stop 27 27 0 0 30 7 0.074 8.836 Yes 406 6.575	0% 98% 2% Stop 157 0 154 3 174 7 0.403 8.323 Yes 433 6.062					
Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate Geometry Grp Degree of Util (X) Departure Headway (Hd) Convergence, Y/N Cap Service Time HCM Lane V/C Ratio	100° 0° Sto 48 48 51 7.91 Ye 46 5.66 1.11 70.	% 0% % 87% % 13% p Stop 1 294 1 0 0 257 0 37 2 313 7 7 1 0.637 5 7.328 s Yes 1 491 9 5.081 1 0.637	0% 9% 91% Stop 548 2 48 498 609 2 1 6.325 Yes 572 4.385 1.065 63	27% 37% 35% Stop 99 27 37 35 141 2 0.314 7 983 Yes 451 6.029 0.313	100% 0% 0% Stop 27 27 0 0 30 7 0.074 8.836 Yes 406 6.575 0.074 12.3	0% 98% 2% Stop 157 0 154 3 174 7 0.403 8.323 Yes 433 6.062 0.402					

Intersection Delay, s/veh			
Vol. yeh/h 0 27 Peak Hour Factor 0.90 0.90 Heavy Vehicles, % 2 2 Mvmt Flow 0 30 Number of Lanes 0 1	SB I 154 0.90 2 171 1	3 0.90 2 3 0	
Opposing Approach Opposing Lanes Conflicting Approach Left Conflicting Lanes Left Conflicting Approach Right Conflicting Lanes Right HCM Control Delay HCM LOS C			- Alberta

Intersection	0			žu žu žu		
Vol, veh/h Conflicting Peds, #/hr Sign Control RT Channelized Storage Length	1569 0 Free	2 0 Free F None 100	0 1028 0 0 ree Free - None	Sto	- None	
Veh in Median Storage, Grade, % Peak Hour Factor Heavy Vehicles, % Mvmt Flow	92 2 1705	92 2	- 0 - 0 92 92 2 - 2 0 1117	9	2 2 0 2	
Stage 1 Stage 2 Critical Hdwy Critical Hdwy Stg 1		4	705 0 .14 -	Mino 226 170 55 6.8 5.8 5.8	4 853 5 - 9 - 4 6.94	
Follow-up Hdwy Pot Cap-1 Maneuver Stage 1 Stage 2 Platoon blocked, % Mov Cap-1 Maneuver				3.5 3	2 332 4 302 2 - 6 - 4 302	
Mov Cap-2 Maneuver Stage 1 Stage 2				3 13 53	2 6	
HCM Control Delay, s HCM LOS Minor Capacity (veh/h) HCM Lane V/C Ratio	302 -	EBR (485 W) - 369	Wurlishing also . F. F. Lindberg	1		
HCM Control Delay (s) HCM Lane LOS HCM 95th %tile Q(veh)	0.007 - 17 - 6 - 0 -	- 0 - A - 0	erical in the second se			

Int Delay, s/veh	1.1		
Vol, veh/h Conflicting Peds, #/hr Sign Control RT Channelized Storage Length Veh in Median Storage, Grade, % Peak Hour Factor Heavy Vehicles, % Mymt Flow		19 4 6 0 0 0 Free Free Stop - None 0 - 0 0 - 0 92 92 92 2 2 2 2 21 4 7	0 0 Stop None
Conflicting Flow All Stage 1 Stage 2 Critical Hdwy Critical Hdwy Stg 1 Critical Hdwy Stg 2 Follow-up Hdwy Pot Cap-1 Maneuver Stage 1 Stage 2 Platoon blocked, % Mov Cap-1 Maneuver Mov Cap-2 Maneuver Stage 1 Stage 2	25 0 	0 44 23 - 21 6.42 5.42 5.42 3.518 967 1000 1002 967 1000 - 1002	6.22 3.318 1054
HCM Control Delay, s HCM LOS	0	0 8.7 A	
Capacity (veh/h) HCM Lane V/C Ratio HCM Control Delay (s) HCM Lane LOS HCM 95th %tile Q(veh)	1589	- 967 - 0.007 - 8.7 - A - 0	

Forms of the

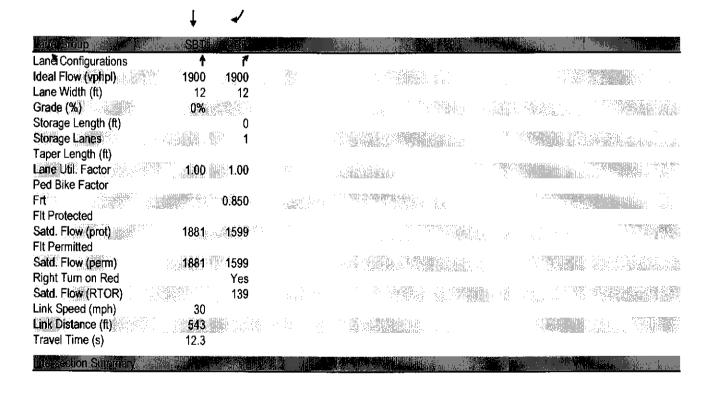
	۶	→	•	€	←	•	•	†	/	↓	4	
Lane Giorian		A Else		WBL	- JVBT	a yak'				8:01		oring Marketine.
Lane Group Flow (vph)	468	849	336	163	572	106	350	309	131	235	236	
v/c Ratio	0.91	0.71	0.44	1.65	0.63	0.20	0.67	0,35	0.69	0.62	0.46	
Control Delay	58.4	26.2	4.5	357.7	28.9	2.0	40.3	24.3	56.9	36.3	7.2	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	Will.
Total Delay	58.4	26.2	4.5	357.7	28.9	2.0	40.3	24.3	56.9	36.3	7.2	
Queue Length 50th (ft)	117	184	0	~117	127	0	82	61	62	104	0	유택점
Queue Length 95th (ft)	#252	278	55	#261	192	9	#160	102	#162	176	48	
Internal Link Dist (ft)		357			551	7 7.5		372	tion in	463	Alexand.	1. 1. 83
Turn Bay Length (ft)	290		210	200		450	200		185			
Base Capacity (vph)	517	1525	875	99	1237	655	558	1285	191	575	***651	
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Spillback Cap Reductn	0	0	0.	0	0	0 1000	0	5:50	450	0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Reduced v/c Ratio	0.91	0.56	0.38	1.65	0.46	0.16	0.63	0.24	0.69	0.41	0,36	

Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.

^{# 95}th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

		۶	-	•	F	•	←	•	•	†	~	/
lane Shop I dia 1995	EBUA		iiidaa Biqq	胞 EBR	Ne	. WBL T					MABRA	
Lane Configurations		ሻሻ	† †	7		ሻ	† †	ř	ሻሻ	41		ሻ
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)			0%			74	0%			0%	3.4多臘	
Storage Length (ft)		290		210		200		450	200		0	185
Storage Lanes		2		0	SHORSKIRA Arterika	116	47.38 WILLI	1	2	egy.V	0	1
Taper Length (ft)		25				25			25			25
Lane Util. Factor	0.95	0.97	0.95	1.00	0.95	1.00	0.95	1.00	0.97	0.95	0.95	1.00
Ped Bike Factor												
Frt				0.850		. (10)	120 HUNGER 13 HERBER	0.850	. :	0.995		146
Fit Protected		0.950				0.950			0.950			0.950
Satd. Flow (prot)		3336	3374	1568	0	1805	3574	1583	3400	3522	0 1	1752
Flt Permitted		0.784				0.784			0.950			0.950
Satd. Flow (perm)	, 0	2753	3374	1568	0	1490	3574	1583	3400	3522	0	1752
Right Turn on Red				Yes				Yes			Yes	
Satd. Flow (RTOR)		#		284	Nibi Bacui	ils.		122		4		4-1
Link Speed (mph)			50 1				50			.30		
Link Distance (ft)		.*	437	1.020		Wales I	631			452	A Milliaide sain	
Travel Time (s)			6.0				8.6			10.3		
nierseotion wummary	: <u>.</u>		aran				ii ku i		nigika i			



	۶	-	7	•	—	•	•	†	*	-	ţ	1
Sie Brand - 2 - 2 - 1		EBT	EBR		W ET	WBR				SBL		i SME
Lane Configurations		4			4		ሻ			ሻ	†	7
ldeal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%	albek se	\$\$	0%			0%			0%	- F
Storage Length (ft)	0	3.1	0	0		0	50		0	50		110
Storage Lanes	0		0	0		0	1		0	1	•	0
Taper Length (ft)	25	- 11 - 111		25			25			25		
Lane Util. 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
Ped Bike Factor												
Frt	81.7-	0.995		1 1	0.865		al Notos Salaginis	0.995	- 44	segijaki Pomonist :	Adecto Francis	0.850
Fit Protected		0.954					0.950			0.950		
Satd Flow (prot)	0	1768	0	0	1611	- 01110:	1770	1853	0	1770	1863	1583
Flt Permitted		0.954					0.950			0.950		
Satd. Flow (perm)	0	1768	0	. 0	1611	0	1770	1853	0	1770	1863	1583
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		265	agair A		721		- English	2395			452	dinak
Travel Time (s)		6.0		•	16.4			54.4			10.3	
				(jakan)		[NATION OF						

	٦	→	•	•	←	•	•	†	<i>></i>	>	ļ	1
ar Cou	EB	i en		i WBL 🏭		WBR .			i Meni j	k : 35 k		
Lane Configurations		4			4	×75	J.	4		ሻ	†	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		∘ 0%			0%	ighales:	a alolo	0%		91	0% H	
Storage Length (ft)	0		0	0		0	100		0	100		0
Storage Lanes	0	Gaethy i Pyti	0	0	Signatur.	0	1		0			- 0
Taper Length (ft)	25			25			25			25		
Lane Util. 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
Ped Bike Factor												
Frt		0.873			0.958	· 公使期	Jilli.	0.957	ar de d	100 Ex.	0.998	
Flt Protected					0.983		0.950			0.950		
Satd. Flow (prot)	0	1626	0	0	1754	0	1770	1783	0	1770	1859	0
Flt Permitted					0.983		0.950			0.950		
Satd. Flow (perm)	0	1626	0	0	1754	0	1770	1783	. 0	1770	1859	0
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		2395			982			1162			_{N.} 698	
Travel Time (s)		54.4	,		22.3	•		17.6			10.6	
		ye mag										A. C.

	→ →	1	 -	4	<i>></i>		
Lane Ciol Charles	EBT EBR		ayyeyi al		Mak N		
Lane Configurations	^ ††		† †		7		
Ideal Flow (vphpl)	1900 1900	1900	1900	1900	-1900		
Lane Width (ft)	12 12	12	12	12	12		The second secon
Grade (%)	0%		0%	0%			
Storage Length (ft)	100	0		0	0		
Storage Lanes		0		0	1 🖔		
Taper Length (ft)		25		25			
Lane Util. Factor	0.95 1.00	1.00	0.95	1.00	1.00		Republication of the property
Ped Bike Factor							· · · · · · · · · · · · · · · · · · ·
F rt	0.850	MARKET	£1.		0.865		
Flt Protected					1 5.1.	Rainion I.	
Satd, Flow (prot)	3539 1583	·. 0	3539	0	1611		
Fit Permitted						. produced Samuel Same	
Satd. Flow (perm)	3539 1583	0	3539	. 0	1611		Name of the second
Link Speed (mph)	50	Addr to entry t	50	30	TO COMPANY STATES A SEC.	TO BOOK BOOK OF THE COMPANIES OF THE COM	. 1.100 in All III -
Link Distance (ft)			437	300			
Travel Time (s)	16.8		6.0	6.8		,	•
Mesesier Sunfrag							

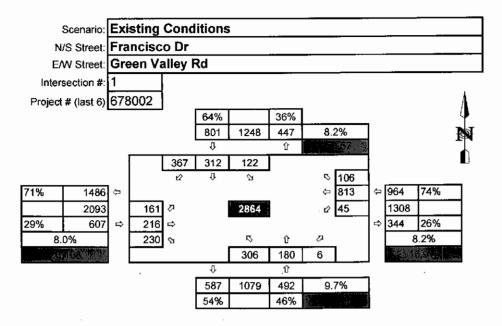
	•	→	←	•	/	4			
			WBF.	WBR	(SB)				
Lane Configurations		4	4		À	•			
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900			
Lane Width (ft)	12	12	12	12	12	12			
Grade (%)		0%	0%		0%				
Storage Length (ft)	0			0	0	0			. M.L.
Storage Lanes	0		:	0	1	0	. 14 17 14		
Taper Length (ft)	25				25				
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00			
Ped Bike Factor									. Parameter de la companya del companya del companya de la company
Fit §	สมสัตราส์รับ		0.966	中 打電機器	스트 불관병		9. H\$\frac{1}{2}		
Flt Protected					0.950	. 7		sement "."	V.0108.08%
Satd. Flow (prot)	0	1863	1799	0	1770	0			
Fit Permitted					0.950		CTT-78-0		
Satd. Flow (perm)	0	1863		0	1770	0			
Link Speed (mph)		30	30		30		14.2.1	20000 1100	:
Link Distance (ft)		228	265	s."	183				
Travel Time (s)		5.2	6.0		4.2		•		·
Margation Summary		45				Y Constitution	3 2544 245		必為罗勒斯
Area Type:	Other								

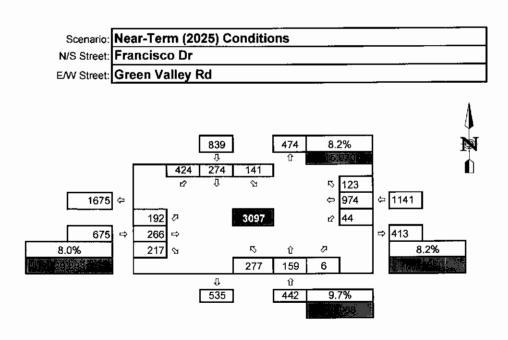
Appendix D:

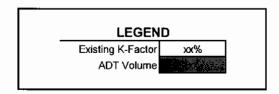
Neor-Term (2025) Traffic Volumes

El Dorado Hills Memory Care Center: Traffic Impact Analysis Project Area **Kimley** »Horn 2025 Model Average Daily Traffic Volumes

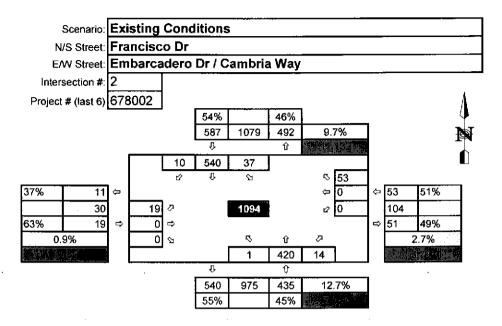
Int 1 AM Peak Volumes

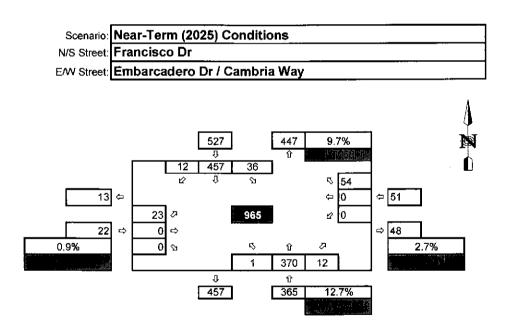


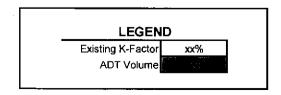




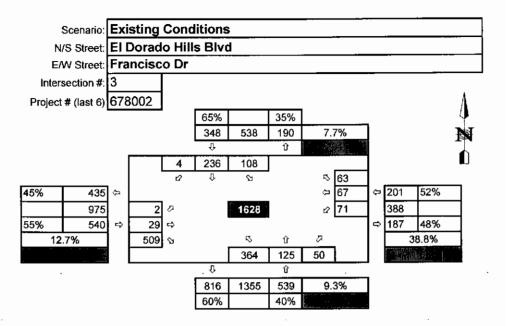
Int 2 AM Peak Volumes

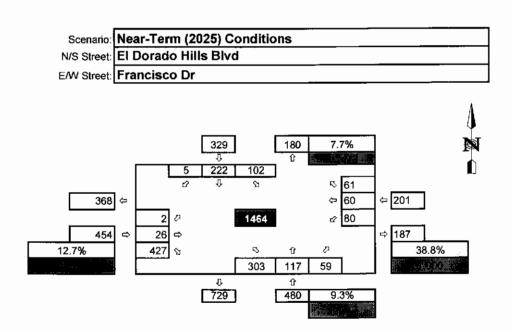




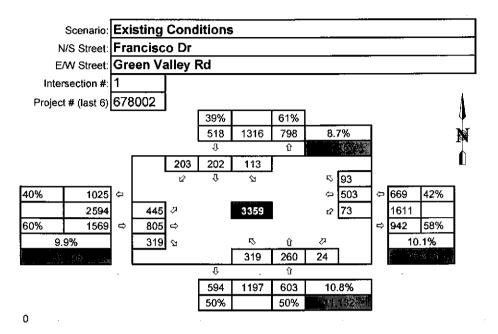


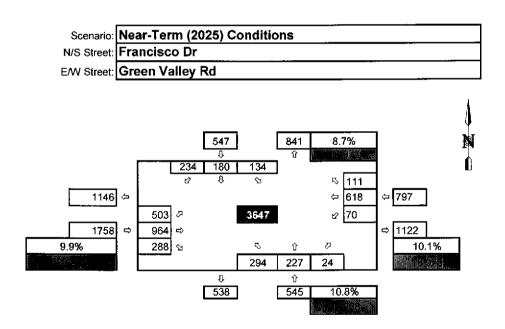
Int 3 AM Peak Volumes

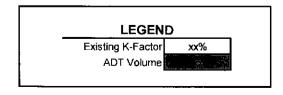




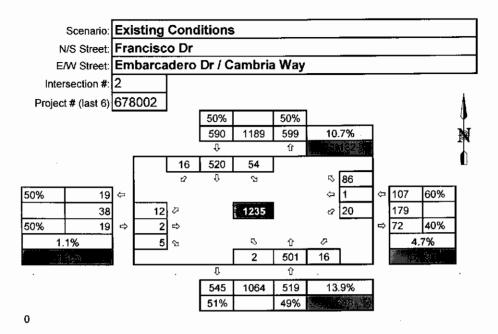
Int 1 PM Peak Volumes

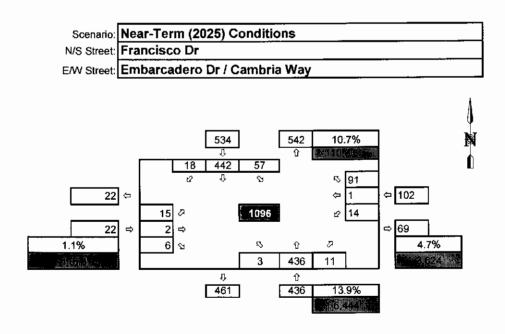


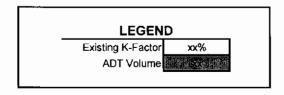




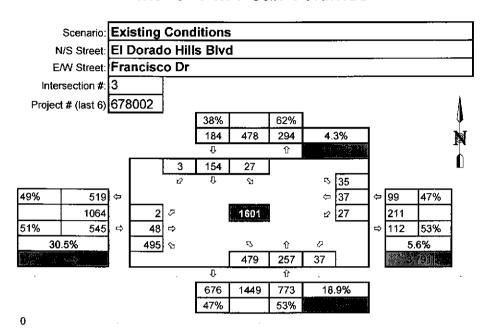
Int 2 PM Peak Volumes

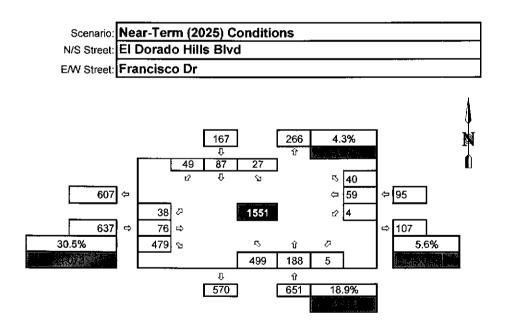


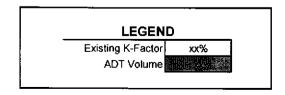




Int 3 PM Peak Volumes







Appendix E:

Analysis Worksheets for Near-Term (2025) Conditions

		•	-	•	F	<	←	4	1	†	~	<u> </u>
	EBU	EBL			Tivila.	WBL;				NBT	NB	1. SIL
Lane Configurations		ሻሻ	朴	7		¥	ተተ	7	ሻሻ	ተኩ		۲
Volume (yeh/h)	2	192	266	217	15	44	974	123	280	161	6	141
Number		5	2	12		1	6	16	3	8	18	7
Initial Q (Qb), veh	10000000000000000000000000000000000000	0	0	0		0	0	0	0	- 0	0	0
Ped-Bike Adj(A_pbT)	*****	1.00		1.00		1.00		1.00	1.00		1.00	1.00
Parking Bus, Adj		1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln		1863	1863	1863		1872	1863	1863	1863	1863	1900	1863
Adj Flow Rate, veh/h	366	209	289	236		48	1059	134	304	175	3M 7	153
Adj No. of Lanes		2	2	1		1	2	1	2	2	0	1
Peak Hour Factor		0.92	0.92	0.92		0.92	, 0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %		2		2		2	2	2	2	2	2	. 2
Cap, veh/h		197	1212	542		61	1130	506	385	1075	43	187
Arrive On Green	NAMES OF THE OWNERS OF THE OWNER, NAMES OF THE	0.06	0.34	0.34		0.03	0.32	0.32	0.11	0.31	0.31	0.11
Sat Flow, veh/h		3442	3539	1583	gay Mala	1783	3539	1583	3442	3470	138	1774
Grp Volume(v), veh/h		209	289	236		48	1059	134	304	89	93	153
Grp Sat Flow(s),veh/h/ln	#3 #K	1721	1770	1583		1783	1770	1583	1721	1770	1838	1774
Q Serve(g_s), s		5.0	5.1	10.1		2.3	25.4	5.5	7.5	3.2	3.2	7.4
Cycle Q Clear(g_c), s		5.0	5.1	10.1	1-11	2.3	25.4	5.5	7.5	3.2		7.4
Prop In Lane		1.00		1.00		1.00		1.00	1.00		0.08	1.00
Lane Grp Cap(c), veh/h	er programme	197	1212	542		61	1130	506	3 85	548	570	187
V/C Ratio(X)		1.06	0.24	0.44		0.79	0.94	0.26	0.79	0.16	0.16	0.82
Avail Cap(c_a), veh/h		197	1212	542		102	1146	513	473	557	578	223
HCM Platoon Ratio		1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	9. V	1.00	1.44 (1.45)	1.00	ASLAN MARKET	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh		41.2	20.6	22.2		41.9	28.9	22.1	37.8	21.9	21.9	38.3
Incr Delay (d2), s/veh		81.3		₩ : 0.6		19.7			7.2	0.1	0.1	18.0
Initial Q Delay(d3),s/veh		0.0	0.0	0. 0		0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/lr	ļ.	4.6	2.5	4.4	÷	1.5	14.5	2.4	4.0	1.6	1.7	
LnGrp Delay(d),s/veh		122.5	20.7	22.8		61.6	42.8	22.4	45.0	22.1	22.1	56.3
LnGrp LOS		F	T.	C		E	D.	i ju C	Dη	C	С	Е
Approach Vol, veh/h			734				1241			486		
Approach Delay, s/veh	fire.		50.3		ltak.		41.4			36.4		
Approach LOS			D	711 3007 1700700 171777			D			D		
Trong 4 20 10 12 11 11		2					Æ 7					
Assigned Phs	1	2	3	4	5	6	7	8			UE	
Phs Duration (G+Y+Rc), s	7.0	35.6	_	31.0	9.0	33.6	13.2	31.6	a.1:			
Change Period (Y+Rc), s	4.0	5.7		4.5	4.0	5.7	4.0	4.5	E in		- SHEE	
Max Green Setting (Gmax		28.3		26.5	5.0	28.3	11.0	27.5	Traper.			
Max Q Clear Time (g_c+11		12.1	9.5	27.0	7.0	27.4	9.4	5.2	e filiality	* **		::::::::::::::::::::::::::::::::::::::
Green Ext Time (p_c), s	0.0	8.8		0.0	0.0	0.5	0.1	4.8				
		1944 (1.11F) - 710F			1995) 11. ji		, ng - gray			en initialis		
HCM 2010 Ctrl Delay			44.6		II. IIIIUL JUNKE MILU JUIIII			HATATAN JARAN SAN ASIAN				
HCM 2010 LOS		95, 970	D			** 37	owarakini.			-* ;	. a eccaminations	Belotti (f
				rang dwala			14 6 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	(11271 - 3 337	is. Nyse		2数 お立3
More consequed ignoring U	T											1000年
User approved ignoring U-	urning move	ement.										

	1	1						
	Colemb /s	A DIE WIL	ensiesto:	377 T. T. T.				idea .
Land Configurations		# #		<u> </u>				
Volume (veh/h)	274	-				. 5 43		
Number	4	14				.1.25 m		100 143
Initial Q (Qb), veh	0	0.1090		1071	TENOVA I	15.7		S hiilasi,
Ped-Bike Adj(A_pbT)	•	1.00	processing and		1,V2011 1 1 1 2 2 2 2 3 1 1 1		CHARLES ! COMMAND	
Parking Bus, Adj	1.00	1.00			166 36. 474			
Adj Sat Flow, veh/h/ln	1863	1863					- 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1	
Adj Flow Rate, veh/h	298	461			- 9 8			
Adj No. of Lanes	1	1	-18 A 4 8-14-5	erikanske kombinis		.com_t	enter et en sa raba ren et e	
Peak Hour Factor	0.92	0.92						11
Percent Heavy Veh, %	2 565	2 480	and commence	11.14	5-FE	3. 1473 6; : 中野安 .	建設時 (17 174 17 17	editi it
Cap, veh/h Arrive On Green	0.30	0.30		All be		PROGRAMME AND ADDRESS OF THE PERSON OF THE P		
Sat Flow, veh/h	1863	1583		191	meyer 113			
Grp Volume(v), veh/h	298	461	Burney to constitution	8524c. v				.B. J.: 17 11 E
Grp Sat Flow(s), veh/h/in	1863	1583				A Secretary of the secr		da.
Q Serve(g_s), s	11.6	25.0			A THE REAL PROPERTY OF THE PARTY OF THE PART	or companies.	11275	, * . z te Olizioko
Cycle Q Clear(g_c), s	11.6	25.0	-		"好好的"。	· · · · · · · · · · · · · · · · · · ·		14.14
Prop In Lane		1.00					A CONTRACTOR OF STREET	
Lane Grp Cap(c), veh/h	565	480	•					
V/C Ratio(X)	0.53	0.96	**.	1 629800AU 613 8	maetr Witte		Same Substitution	oi watanin
Avail Cap(c_a), veh/h HCM Platoon Ratio	565	480 1.00		AND VARIETY	TIME			
Upstream Filter(I)	1.00 1.00	1.00	:4:		#274 7 #3 54 8			
Uniform Delay (d), s/veh	25.3	29.9	- 12 ⁵⁸	· 中华夏斯里撒斯 118	25 01		PROPERTY OF THE STREET	ni semen
Incr Delay (d2), s/yeh	0.9	31.1		e energy	, ' y .	57.2150p.		
Initial Q Delay(d3),s/veh	0.0	0.0	tar tari. E. Estatio riad i	P\$\$830 1 11 1	₹2 Hala.		D. THE DIRECTOR	
%ile BackOfQ(50%),veh/ln	6.1	15.0			7			124
LnGrp Delay(d),s/veh	26.2	61.0						
LnGrp LOS	С	Ę						<u>. 1 f</u>
Approach Vol, veh/h	912	2 TANS	Principle County to these contracts	e net un Bararina		Auggadrus er er e r Sta len		
Approach Delay, s/veh	48.8							dj. "
Approach LOS	D							
		a data tikiliyi						

ntersection		e de la companya de l La companya de la co					
Int Delay, s/veh	1.6					or a sensamm	nr s matege 83 4900 million lander dat dat 1940 Million
	Approximation						
Voxement	1 14126	B# EBR	VENDER	MAKABR	A SARDIN		Parie Set Ser
Vol., veh/h	23	0 0	0	0 54	64 H	370 🔹 12 🗼	38 484 13
Conflicting Peds, #/hr	0	0 0	0	0 0	0	0 0	0 0 0
Sign Control	Stop S	Stop Stop	Stop S	top Stop	Free	Free Free	Free Free Free
RT Channelized	•	- None	-	- None	-	- None	None
Storage Length	1000 miles (- 1)	· • -			50		50 - 110
Veh in Median Storage, #	_	0 -	-	0 -	Perchib	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
Mvmt Flow	25	0 0	0	0 59	1	402 13	41 526 14
	liber ter div	ON TO	481.5315.	¢.	a skrárika.	Advance Property	
Wajqri Vinor 3.					The West		
Conflicting Flow All		0 26 5 26)20 409	526	0 0	415 0 0
Stage 1		609 -		411 -	-		Contrate the second of the sec
Stage 2	TOP COMPANY FOR S	417 -		.			
Critical Hdwy		5.52 6.22		.52 6.22	4.12		4.12
Critical Howy Stg 1	2.47.4 (3.27.4)	5.52 -		52 -			
Critical Hdwy Stg 2		5.52 -		.52 -	-	- Complete C	
Follow-up Hdwy		018 3.318		018 3.318	2.218		2 2 1 8
Pot Cap-1 Maneuver Stage 1		235 552 485 -		237 642 5 9 5 -	1041		1144
Stage 2	the art of the still the	110 5 591 -		185 -	-		
Platoon blocked, %		J J -	402	100 The 124 c	<u>-</u>		
Mov Cap-1 Maneuver	181	226 552	209 2	2 28 642	1041		1144
Mov Cap-2 Maneuver		226		228 -			
Stage 1		468 -		- 23 594 -	Tiese •		
Stage 2		590 -		teo de d	Balana -	75	
		sesseen - The even 1	·		Caddet returnos romaneaus	. 900	A LETTER AND AND AND AND ADDRESS OF A PERSON AND ADDRESS OF A PERSON AND ADDRESS OF A PERSON AND ADDRESS OF A
				duimine ativ		1. 19 36	SB THE
HCM Control Delay, s	28.1		11.2		0		0.6
HCM LOS	20.1 D		11.2 B				
WARE TO	4.42746	400		6.088888.1.1			10 12 1997 20 144
		mar inn en					
White Lancille Sport with the	I ALERT N		The second secon	BL 1891A		2000年	
Capacity (veh/h)	1041			144 -		riski sedulkišiomi.	
HCM Lane V/C Ratio HCM Control Delay (s)	0.001)36 - J			
HCM Lane LOS	8.5 A	- 2 Jana sa		8.3 - . A	- Anada		
HCM 95th %tile Q(veh)	A) : 0			0.1 -			
	U	= -	0.0 0.0	V. I	•		

									
Intersection Delay, s/veh	39.8					(i.j. j. j.			, 18 715
Intersection LOS	59.0 E		Događaja komi	is ali s i del ecia.	7168877 577 F15	1			
Movement \$ 100 miles				H VB.	BWE!	W.[3]W			155
Vol. vetvi	0 2			1 11 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	60	61	0 0.92	317 11, 0,92 0.92	
Peak Hour Factor Heavy Vehicles, %	0.92 0.92 0 2			0.92 2	0.92	0.92 2	0.9Z		2 0.92
Mvmt Flow	0 2	30 493	0	87	65	6 6	0	345 127	7 67
Number of Lanes	0	1	0	0	1	0	0		1 0
Aportozof La Tarina Para			্বৰ কৰা কৰা কৰা কৰা কৰা কৰা কৰা কৰা কৰা কৰ	MEN WE	6 5 7 0 - 711	'n 'engraag		ugie, dans	77 / / / / / / / / / / / / / / / / / /
Opposing Approach	WB		######################################	EB.		***		SB	
Opposing Lanes	1			2	- 1	+ + 2	100 mg	2 EB	
Conflicting Approach Left Conflicting Lanes Left	SB			NB 2				ED	
Conflicting Approach Right	. NB	-7.00		SB			- 10 00 55943F . AG 16176115	WB	1 1160 5
Conflicting Lanes Right	2	· ·		2	7. 7	talka lakkur	· 神秘。	1 100	
HCM Control Delay HCM LOS	65.6 F			22.8 C			Internetica	34 D	
	2 (8 de 2 f2	, al produce secondantes y	214	_		Colle	455000200000000 - 3.U	7 1,00	MANAGER TILIGH
				W/ELAN	Sb.M.				11 76 75 75 75 75 75 75 75 75 75 75 75 75 75
Vol Left, % Vol Thru, %	100%			40% 30%	100% 0%	0% 97%	: : : : : : : : : : : : : : : : : : : :		- 14.17 HS
Vol. Right, %	0%			30%	0% 0%	3%		•	
Sign Control	Stop	Stop Stop	Stop	Stop	2	Stop	5.271	. 11.	
Traffic Vol by Lane	317 317		454 0	201 80	102 102	228 - 0	203/198/9/3n (801	1880 - 150	ENGLAN - 47 G
LTYol Through Vol	. 317	 Discublished 		60 60	102 0	222			
RTVol	0	62	454	61		6		and Sign	
Lane Flow Rate Geometry Grp	345	195 33 7 7		218 6	111 7	248 7	1	MB 1 - 11 - 12 - 12 - 12	MBA:
Geometry Grp Degree of Util (X)	0.841	0.435 0.076		0.552	0.282	0.594	MANAGE .		90000000 39 UAS
Departure Headway (Hd)	8.789			9.102	9.153	8.635	in Mi		· 与第一系 专用
Convergence, Y/N Cap	Yes 413			Yes 398	Yes 394	Yes 419			. •
Service Time	6.527	5.785 6.147		7.144	6.895	6.376	- foliatiji i i i		: . ?
HCM Lane V/C Ratio	0.835	0.435 0.077	1.04	0.548	0.282	0.592			
HCM Control Delay HCM Lane LOS	43.7	16.9 11.8 C B		22.8 C	15.5 C	23.3 C		rei , erang ing	
HCM 95th-tile Q	8	1.01		3.2	1.1	3.7			ikullie .

Intersection Delay, s/veh Intersection LOS		
Vol, veh/h 0 10 Peak Hour Factor 0.92 0.9 Heavy Vehicles % 0 Mvmt Flow 0 11 Number of Lanes 0	2 0.92 0.92 2 2 2	
Opposing Approach Opposing Lanes Conflicting Approach Left Conflicting Lanes Left Conflicting Lanes Right Conflicting Lanes Right HCM Control Delay Opposing Approach WCCONFICTION Approach Sight Approach Right Approach Right Approach Right Approach Right Approach Sight Approa	2	· 精神技术。

	٠	-	•	•	←	*	4	†	>	↓	4
ane Group					WBT	WBR			B SBL	SBT	· Signal An
Lane Group Flow (vph)	211	289	236	64	1059	134	304	182	153	298	461
v/c Ratio	1.24	0.23	0,33	0.58	0.92	0.22	0.67	0.19	0.71	0.60	0.88
Control Delay	184.8	22.1	4.7	63.4	42.4	5.3	44.3	23.1	56.6	32.7	40.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	184.8	22.1	4.7	63.4	42.4	5.3	44.3	23.1	56.6	32.7	40.6
Queue Length 50th (ft)	~80	64	0	36	307	0 - ;	86	38	85	142	175
Queue Length 95th (ft)	#151	96	50	#96	#441	39	128	64	#174	223	#341
Internal Link Dist (ft)		357			551			372		463	
Turn Bay Length (ft)	290		210	200		450	200		185		
Base Capacity (vph)	170	1243	709	110	1184	618	487	1147	230	583	589
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	_ 0	0	0	0.1	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced V/c Ratio	1.24	0.23	0.33	0.58	0.89	0.22	0.62	0.16	0.67	0.51	0.78
	- 174 capación care	niii Jole	naggesilling saggi			Marson L		14 v	The Division of the Division o		III III III GIII GELATA (CANTON CONTROL CONTRO

Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.

^{# 95}th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

	۶	→	•	F	•	—	4	1	†	<i>*</i>	<u> </u>	
Vovement 1		EL EBT	# JEBR			WBT		N.Big		NBR	1 33 L	
Lane Configurations	ሻሻ	† †	7		ሻ	<u></u> ↑↑	7	<u> </u>	† ‡		¥	†
Volume (veh/h)	503	964	347	65	85	618	111	378	292	31	134	217
Number	5	2	12		1	6	16	3	8	18	7	4
Initial Q (Qb), veh	0	0	0		0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00		1.00		1.00	1.00		1.00	1.00	
Parking Bus, Adj	1,00	1,00	1.00		1,00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863		1879	1863	1863	1863	1863	1900	1863	1863
Adj Flow Rate, veh/h	547	1048	377	4.胜当其	92	672	121	411	317	34	146	236
Adj No. of Lanes	2	2	1		1	2	1	2	2	0	1	1
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
Percent Heavy Veh, %	. 2	2	2		2	2	. 2	2	2	2	2	2
Cap, yeh/h	460	1295	579		109	1037	464	487	824	88	172	392
Arrive On Green	0.13	0.37	0.37		0.06	0.29	0.29	0.14	0.26	0.26	0.10	0.21
Sat Flow, veh/h	3442	3539	1583	-	1789	3539	1583	3442	3228	344	1774	1863
Grp Volume(v), veh/h	547	1048	377		. 92	672	121	. 411	173	178	146	236
Grp Sat Flow(s),veh/h/lrr	1721		1583		1789	1770	1583	1721	1770	1802	1774	1863
Q Serve(g_s), s	11.0	22.0	16.3	•	4.2	13.6	4.8	9.6	6.6	6.7	6.7	9.4
Cycle Q Clear(g_c), s	11.0		16.3		4.2	13.6		9.6	6.6	6.7	6.7	9.4
Prop In Lane	1.00		1.00		1.00	, 1910	1.00	1.00	•.•	0.19	1.00	
Lane Grp Cap(c), veh/h	460	1295	579		109	1037	464	487	452	460	172	392
V/C Ratio(X)	1.19	0.81	0.65	: :-	0.85	0.65	0.26	0.84	0.38	0.39	0.85	0.60
Avail Cap(c_a), veh/h	460	1367			109	1109	496	502	580	591	172	520
HCM Platoon Ratio	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	(學學家)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	35.7	23.5	21.7	1.58.11	38.3	25.4	22.3	34.5	25.3	25.3	36.6	29.4
Incr Delay (d2), s/veh	105.3	3.6	2.3		42.9	1.2	0.3	12.2	0.5	0.5	30.5	1,5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	11.9	11.3	7.5	il Alma Bes	3.4	6.8	2.1	5.4	3.3		4.7	5.0
LnGrp Delay(d),s/veh	141.0	27.1	24.0	역하기 하기 있다.	81.2	26.6	22.6	46.6	25.8	25.9	67.1	30.9
LnGrp LOS	F		Č	Γ	F	C	C	D	o l	C	E	C
Approach Vol, veh/h		1972	117915-11 - 274			885		ggyl aw s e	762			636
Approach Delay, s/veh		58.1				31.7	Marketon .	÷	37.1			41.2
Approach LOS		E				C			D		u merekana. T	D
T PP TOUCH 200												
		2	30		5	6	****				⁸ 46.,	
Assigned Phs	1	2		4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.0		15.7		15.0	29.8	12.0	25.5			ege. Mi	no kada
Change Period (Y+Rc), s	4.0	5.7	4.0	4.5	4.0	5.7	4.0	4.5				
Max Green Setting (Gmax), s		31.8	12.0		11.0	25.8	8.0	27.0	1.0 kg			St Kim
Max Q Clear Time (g_c+l1), s				14.4	13.0	15.6	8.7	8.7				
Green Ext Time (p_c), s	0.0	6.2	0.1	2.9	0.0	7.7	0.0	4.2	: ,2			1 :
de section Summery												
HCM 2010 Ctrl Delay		:."	46.3				d sy	war que		Pro-		
HCM 2010 LOS			D									
Notes - The second									757			
User approved ignoring U-Tur	ning m	MODO 24	asilin 2.2	March Carl AN							andepit 6.5% o	<u> </u>
Oser approved ignoring 0-111	mily mo	JVEITIENL.										

and Configurations of Unite (veh/h)		4				
olume (veh/h) umber 14 titial Q (Qb) yeh 0 ed-Bike Adj(A_pbT) 1.00 arking Bus, Adj 1j Riow Rate, veh/h 1j No. of Lanes 1 eak Hour, Factor errent Heavy Veh, % 2 ap; veh/h 1583 rrive On Green 1,21 at Flow, weh/h 1583 rp Volume(v), veh/h 1583 rp Volume(v), veh/h 1583 Serve(g_s), s 12,4 yole Q Clear(g_c), s 12,4 yole Q Clear(g_c), s 12,4 to Ratio(X) 0.76 vail Cap(c_i), veh/h 2xid Cor Delay (d), s/veh 1itial Q Delay(d), s/veh 1itial Q Delay, s/veh 1itial Q	Maxe again 4 and 4 and 4					No. of the state o
umber 14 titial Q (Qb), weh 0 ed-Bike Adj(A_pbT) 1.00 arking Büs; Adj 1.90 dj Sat Flow, weh/h/ln 1863 dj Flow Rate, veh/h 254 dj No. of Lanes 1 eak Hour Factor 0.92 ercent Heavy Veh, % 2 app, veh/h/l 334 mive On Green 0.21 at Flow, weh/h 1583 rp Volume(v), veh/h 1583 rp Volume(v), veh/h 1583 serve(g s), s 12.4 yole Q Clear(g_c), s 12.4 yole Q Clear(g_c), s 12.4 top In Lane 1.00 ane Grp Cap(c), veh/h 442 CM Platoon Ratio 1.00 pstream Filter(l) 1.00 pstream Filter(l) 1.00 pstream Filter(l) 1.00 niform Delay (d), s/veh 30.6 or Delay (d2), siveh 5.4 titial Q Delay(d3), s/veh 30.0 nGrp LOS D poproach Vol, veh/h pproach Delay, s/veh	Land Configurations	ř				
umber 14 titial Q (Qb) yeh 0 0 ed-Bike Adj(A_pbT) 1.00 arking Bus; Adj 1.00 dj Sat Flow, yehr/hin 1863 dj Flow Rate, yehr/hin 1863 dj Flow Rate, yehr/hin 254 dj No. of Lanes 1 eak Hour Factor 0.92 ercent Heavy Veh, % 2 gap; yehr/h 334 mive On Green 0.21 at Flow, yehr/hin 1583 rp Volume(V), yehr/hin 1583 rp Volume(V), yehr/hin 1583 rp Volume(V), yehr/hin 1583 rserve(g. s), s 12.4 yole Q Clear(g.c), s 12.4	Volume (veh/h)	234	. Gras statelist			
Bot-Bitch Adj(A_pb1) 1.00 dj Sat Flow, veh/h/lin 1863 dj Flow-Rate, veh/h 254 dj No. of Lanes 1 sak Hour Factor 0.92 ercent Heavy Veh, % 2 ap, veh/h 334 rive On Green 0.21 at Flow, veh/h/lin 1583 rp Volume(y), veh/h 1583 rp Volume(y), veh/h 1583 Serve(g_s), s 12.4 rop ln Lane 1.00 ane Grp Cap(c), veh/h 334 CC Ratio(X) 0.76 valid Cap(c_a), veh/h 442 valid Cap(c_a), veh/h 450 pstream Filter(I) 1,000 niform Delay (d), s/veh 5.4 itial Q Delay(d3),s/veh 15.9 Grp Delay(d),s/veh 36.0 nGrp LOS pproach Vol, veh/h 5.9	Number					
Bot-Bitch Adj(A_pb1) 1.00 dj Sat Flow, veh/h/lin 1863 dj Flow-Rate, veh/h 254 dj No. of Lanes 1 sak Hour Factor 0.92 ercent Heavy Veh, % 2 ap, veh/h 334 rive On Green 0.21 at Flow, veh/h/lin 1583 rp Volume(y), veh/h 1583 rp Volume(y), veh/h 1583 Serve(g_s), s 12.4 rop ln Lane 1.00 ane Grp Cap(c), veh/h 334 CC Ratio(X) 0.76 valid Cap(c_a), veh/h 442 valid Cap(c_a), veh/h 450 pstream Filter(I) 1,000 niform Delay (d), s/veh 5.4 itial Q Delay(d3),s/veh 15.9 Grp Delay(d),s/veh 36.0 nGrp LOS pproach Vol, veh/h 5.9						Transfer of the second
dj Sat Flow, veh/h/ln 1863 dj Flow Rate, veh/h 254 dj flow of Lanes 1 eak Hour Factor 0.92 ercent Heavy Veh, % 2 ap, veh/h 334 mive On Green 0.21 at Flow, veh/h 1583 rp Volume(v), veh/h 1583 rp Volume(v), veh/h 1583 iServe(g_s), s 12.4 ryole Q Clear(g_c), s 12.4 rop In Lane 1.00 ane Grp Cap(c), veh/h 334 C Ratio(X) 0.76 vail Cap(c_g), veh/h 442 CM Platoon Ratio 1.00 pitorm Delay (d), s/veh 30.6 or Delay (d2), s/veh 5.4 tital Q Delay(d3), s/veh 0.0 ilie BackOfQ(50%), véh/h 5.9 nGrp LOS D pproach Vol, veh/h pproach Delay, s/veh pproach LOS		1.00		3.00	4-1.	· · · · · · · · · · · · · · · · · · ·
			PARTY CONTRACTOR			
1			H 3483	145-155 4 -156		- 22 0 - 1
eak Hour Factor 0.92 ercent Heavy Veh, % 2 ap, Veh/h 334 rrive On Green 0.21 at Flow, veh/h 1583 rp Volume(v), veh/h 1583 rp Volume(v), veh/h 1583 serve(g_s), s 12.4 ycle Q Clear(g_c), s 12.4 rop In Lane 1.00 ane Grp Cap(c), veh/h 334 //C Ratio(X) 0.76 vail Cap(c_a), veh/h 442. CM Platoon Ratio 1.00 pstream Filter(l) 1.00 pstream Filter(l) 1.00 niform Delay (d), s/veh 30.6 cr Delay (d2), s/veh 5.4 itial Q Delay(d3),s/veh 0.0 iile BackOfQ(50%),veh/lin 5.9 nGrp Delay(d3),s/veh 36.0 nGrp LOS pproach Vol, veh/h pproach Delay, s/veh pproach LOS				· 苏莱腊·哈拉曼公人。	i de la compansión de l	
ercent Heavy Veh, % 2 ap, veh/h 334 rive On Green 0.21 at Flow, veh/h 1583 rry Volume(v), veh/h 1583 rp Sat Flow(s), veh/h/n 1583 .Serve(g_s), s 12.4 ycle Q Clear(g_c), s 12.4 rop In Lane 1.00 ane Grp Cap(c), veh/h 334 /C Ratio(X) 0.76 vail Cap(c_a), veh/h 442 .CM Platon Ratio 1.00 pstream Filter(I) 1.00 pstream Filter(I) 1.00 niform Delay (d), s/veh 30.6 cr Delay (d2), s/veh 5.4 itial Q Delay(d3), s/veh 0.0 iile BackOfQ(50%), veh/ln 5.9 nGrp Delay(d), s/veh 36.0 nGrp LOS pproach Vol, veh/h pproach Delay, s/veh pproach Delay, s/veh pproach LOS		,	人主 从初海城市	74.	· · · · · · · · · · · · · · · · · · ·	
ap, veh/h at Flow, veh/h at Flow, veh/h at Flow, veh/h at Flow, veh/h at Flow(s), veh/h by Sat Flow(s), veh/h at Flow(s), veh/h by Sat Flow(s), veh/h at Serve(g_s), s at 2.4 by Sat Clear(g_c), s at 2.4 by Sat Clear(g_c), veh/h ane Grp Cap(c), veh/h ane Grp Cap(c), veh/h at C Ratio(X) and Cap(c_a), veh/h at 2 by Sat Cap(c_a), veh/h at 2 by Sat Cap(c_a), veh/h at 3				Commence of the commence of th		Walle of Charles in the second
rrive On Green 0.21 at Flow, veh/h 1583 rp Volume(v), veh/h 254 rp Sat Flow(s), veh/h/ln 1583 .Serve(g_s), s 12.4 rop In Lane 1.00 ane Grp Cap(c), veh/h 334 //C Ratio(X) 0.76 vail Cap(c_a), veh/h 442 CM Platon Ratio 1.00 pstream Fitter(I) 1.00 niform Delay (d), s/veh 30.6 cr Delay(d3), s/veh 5.4 tital Q Delay(d3), s/veh 5.9 nGrp Delay(d), s/veh 36.0 nGrp LOS pproach Vol, veh/h pproach Uol, veh/h pproach Dolay, s/veh pproach LOS	Cap, veh/h	334				
rp Volume(v), veh/h rp Sat Flow(s),veh/h/ln 1583 Serve(g_s), s 12.4 ycle Q Clear(g_c), s 12.4 rop In Lane 1.00 ane Grp Cap(c) veh/h 334 CC Ratio(X) 0.76 vail Cap(c_a), veh/h 442 CM Platoon Ratio pstream Fitter(I) 1.00 niform Delay (d), s/veh 30.6 cri Delay (d2), s/veh itial Q Delay(d3),s/veh 0.0 iile BackOfQ(50%),veh/ln 5.9 nGrp Delay(d),s/veh 36.0 nGrp LOS D pproach Vol, veh/h pproach LOS	Arrive On Green			***	577	
rp Sat Flow(s),veh/h/ln 1583 serve(g_s), s 12.4 yole Q Clear(g_c), s 12.4 rop In Lane 1.00 ane Grp Cap(c), veh/h 334 //C Ratio(X) 0.76 vail Cap(c_a), veh/h 442 CM Platoon Ratio 1.00 pstream Filter(I) 1.00 niform Delay (d), s/veh 30.6 cr Delay (d2), s/veh 5.4 litial Q Delay(d3),s/veh 0.0 iile BackOfQ(50%),veh/ln 5.9 nGrp Delay(d),s/veh 36.0 nGrp LOS pproach Vol, veh/h pproach Delay, s/veh pproach Delay, s/veh pproach LOS	Sat Flow, veh/h		.451 -		1 55	
Serve(g_s), s 12.4 ycle Q Clear(g_c), s 12.4 rop In Lane						Command a distribution of the command of the comman
ycle Q Clear(g_c), \$ 12.4 rop In Lane 1.00 ane Grp Cap(c), yeh/h 334 /C Ratio(X) 0.76 vail Cap(c_a), veh/h 442 CM Platoon Ratio 1.00 pstream Filter(I) 1.00 niform Delay (d), s/veh 30.6 cri Delay (d2), s/veh 5.4 litial Q Delay(d3), s/veh 0.0 sile BackOfQ(50%), veh/li 5.9 nGrp Delay(d), s/veh 36.0 nGrp Delay(d), s/veh 36.0 pproach Vol, veh/h pproach Delay, s/veh pproach Delay, s/veh pproach LOS			Q8 65			
rop In Lane 1.00 ane Grp Cap(s), veh/h 334 /C Ratio(X) 0.76 vail Cap(c_a), veh/h 442 CM Platoon Ratio 1.00 pstream Fitter(I) 1.00 niform Delay (d), s/veh 30.6 cir Delay (d2), s/veh 5.4 litial Q Delay(d3),s/veh 0.0 sile BackOfQ(50%), veh/ln 5.9 nGrp Delay(d), s/veh 36.0 nGrp LOS pproach Vol, veh/h pproach Delay, s/veh pproach Delay, s/veh pproach LOS			A MERICANTE DATA CO	PONSORESENS CONTRACTOR	15 (16) 1 L G16 (1 4)	
ane Grp Cap(t), veh/h All CRatio(X) O.76 vail Cap(c_a), veh/h Pattern Fitter(I) 1.00 pstream Fitter(I) 1.00 inform Delay (d), s/veh 5.4 itial Q Delay(d3), s/veh 5.9 inGrp Delay(d), s/veh 5.9 inGrp Delay(d), s/veh 7.9 pproach Vol, veh/h pproach Delay, s/veh pproach LOS						
/C Ratio(X) 0.76 vail Cap(c_a), veh/h 442 CM Platoon Ratio 1.00 pstream Filter(I) 1.00 niform Delay (d), s/veh 30.6 cr Delay (d2), s/veh 5.4 itial Q Delay(d3),s/veh 0.0 iile BackOfQ(50%),veh/ln 5.9 nGrp Delay(d),s/veh 36.0 nGrp LOS pproach Vol, veh/h pproach Delay, s/veh pproach LOS			- 44	A zal irdiki.		
vail Cap(c_a), veh/h CM Platoon Ratio 1.00 pstream Filter(I) 1.00 niform Delay (d), s/veh 30.6 cr Delay (d2), s/veh 5.4 itial Q Delay(d3),s/veh 0.0 iile BackOfQ(50%), veh/ln 5.9 nGrp Delay(d), s/veh 36.0 nGrp LOS pproach Vol, veh/h pproach Delay, s/veh pproach LOS			- 1:	建筑地外的设计		第二次 建筑 经 销售的 1000 1000 1500 1500 1500 1500 1500 150
CM Platoon Ratio 1.00 pstream Filter(I) 1.00 niform Delay (d), s/veh 30.6 cr Delay (d2), s/veh 5.4 itial Q Delay(d3),s/veh 0.0 ille BackOfQ(50%),veh/ln 5.9 nGrp Delay(d),s/veh 36.0 nGrp LQS pproach Vol, veh/h pproach Delay, s/veh pproach Delay, s/veh pproach LQS				1000 阿克 斯克		Ye iku Tang
niform Delay (d), s/veh 30.6 or Delay (d2), s/veh 5.4 iitial Q Delay(d3),s/veh 0.0 iile BackOfQ(50%),veh/ln 5.9 nGrp Delay(d),s/veh 36.0 nGrp LOS pproach Vol, veh/h pproach Delay, s/veh pproach LOS	HCM Platoon Ratio		I-ACEVITY.	N = N P P	1 1991	√2 373. 2000 100 000 1
cr Delay (d2), s/veh 5.4 iltial Q Delay(d3),s/veh 0.0 ille BackOfQ(50%),veh/ln 5.9 nGrp Delay(d),s/veh 36.0 nGrp LOS pproach Vol, veh/lh pproach Delay, s/veh pproach LOS	Upstream Filter(I)	1.00				
itial Q Delay(d3),s/veh 0.0 ille BackOfQ(50%),veh/ln 5.9 inGrp Delay(d),s/veh 36.0 inGrp LOS pproach Vol, veh/lh pproach Delay, s/veh pproach LOS	Uniform Delay (d), s/veh				- : -	
ille BackOfQ(50%) veh/ln 5.9 nGrp Delay(d),s/veh 36.0 nGrp LOS pproach Vol, veh/h pproach Delay, s/veh pproach LOS			À	and had a second		
nGrp Delay(d),s/veh 36.0 nGrp LOS pproach Vol, veh/h pproach Delay, s/veh pproach LOS			1	THE SEA SEASON IN THE SEASON I	na Carlana - Thigh	보통되면 (12kg) - 1 기억의 1 기억의 1
nGrp LOS pproach Vol, veh/h pproach Delay, s/veh pproach LOS		1 °-		科能够		
pproach Vol, veh/h pproach Delay, s/veh pproach LOS				.334		
pproach Delay, s/veh pproach LOS		<u> </u>			[2] · · · · · · · · · · · · · · · · · · ·	
	Approach Delay, s/veh	ugami ami ili. La la la la la re				
	Approach LOS					
	Timer (all the later)					Y German Trans

The walling of the last							
Int Delay, s/veh 2.7		<u> </u>	Author (2014 and 10			Kd. h . 38 Ma./2 101	SACTOMENT TOTAL
	i	Carlos de la companion de la c		200 MAG			
weight	EBT	EBR		WBR	THE STATE OF THE S	NBEN SBU SBL	
Vol, veh/h	15 2	8	18 1	91	4 588	15 7 57	567 18
Conflicting Peds, #/hr	0 0		0 0	0	0 (0 0 0	0 0
Sign Control	Stop Stop	Stop	Stop Stop	Stop	Free Free	Free Free Free	Free Free
RT Channelized		None		None		- None - -	- None
Storage Length			- (\$\frac{1}{2}\), -	. ·	50	50	- 110
Veh in Median Storage, #	- 0	-	- 0	-	- () -	0 -
Grade, %	- 0) - <u>, ,</u> .	0 : 44	· ·-	- Si)	0 -
Peak Hour Factor	92 92	92	92 92	92	92 92	92 92 92	
Heavy Vehicles: %	22	2	2 2	2	- 2 · 2	2 2 0 2	2 2
Mvmt Flow	16 2	9	20 1	99	4 639	16 8 62	616 20
		1 411 1 411			SAC CONS	- M	
Major/Minor Wall In Major	Amore, Ma				Vajori A	Major2	
Conflicting Flow All	1446 1419	616	1402 1411	655	616 (0 754 655	. 0 70
Stage 1	740 755		656 656	-	-		
Stage 2	706 664		746 755	345 - 11	17. 44. 19.11 -		· -
Critical Hdwy	7.12 6.52	6.22	7.12 6.52	6.22	4.12	4.12	
Critical Howy Stg 1	6.12 5.52		6.12 5.52		- 1.3. <u>-</u>	- (103回 125) - (4) (175円 - (103回 125) - (103回 125)	
Critical Howy Stg 2	6.12 5.52		6.12 5.52	- 14 TAPENCE			
Follow-up Hdwy	3,518 4,018		3.518 4.018	3.318	2.218	- 21218	54: - -
Pot Cap-1 Maneuver	109 137		117 138	466	964	932	
Stage 1	409 417		454 462	_	. 1364		(60000 년 2월 1일
Stage 2	427 458		405 417	_	SMERCATE		
Platoon blocked, %		2044					·
Mov Cap-1 Maneuver	85 136	491	113 13 7	466	964	- ~-9 ~-9	
Mov Cap-2 Maneuver	85 136		113 137	-			v.651.632 128.5
Stage 1	407 417		452 460	-	- (PCELXXI)		
Stage 2	334 456		396 417			Mar 1 &	Albus II. 1972 Land
					WANTE OF	SB SB	
HCM Control Delay, s	43.6		24.3		0.1		
HCM LOS	WOE IN		ilic 🖖 .		inter Kaling		
**** *** *** *** *********************	·····			STATE			
Capacity (veh/h)	964	120		-		1.2.是四点的数据点。	e.a.r
HCM Lane V/C Ratio	0.005		6 0.393 -	-			14:
HCM Control Delay (s)	8.8	43.0		-		1995年17 公開時 18 11 11 11	MADUU.
HCM Lane LOS	Α -		С -	-	<u>.</u>		
HCM 95th %tile Q(veh)	0 -	0.8	B 1.8 -	-	-		
	Called an						
~: Volume exceeds capacity		ceeds 300s	+: Computation	n Not Defin		r volume in platoon	
. Toldino exocodo dapacity	w. Delay C	NOCCUO UVVO	. Computatio	III I TOL DOMI			

Kimley-Horn HCM 2010 TWSC

Intersection Delay, s/veh Intersection LOS	46.1 E.a.				St.					
Vol, veh/h Peak Hour Factor Heavy Vehicles, % Mymt Flow Number of Lanes	0 38 0.92 0.92 0 2 0 41 0 0	76 0.92 2 83	479 0.92 2 521	0 0.92 0 0	WBL 4 0.92 2 4 0	59 0.92 2 64 1	40 0.92 2 43 0	0 499 0.92 0.92 0 2 0 542 0 1	188 0.92 2 204 1	5 0.92 2 5 0
Opposing Approach Opposing Lanes Conflicting Approach Left Conflicting Lanes Left Conflicting Approach Right Conflicting Lanes Right HCM Control Delay HCM LOS	WB 1 SB 2 NB 2 49.5				EB 2 NB 2 SB 2 14.2 B			SB 2 EB 2 WB 1 55.4		
Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate Geometry Grp Degree of Util (X) Departure Headway (Hd) Convergence, Y/N Cap Service Time	100% 0% 0% Stop 499 0 0 542 7 1 7.923 Yes 456 5.699	0% 97% 3% Stop 193 0 188 5 210 7 0.431 7.391 Yes 485 5.167	5.337	0% 0% 100% Stop 479 0 0 479 521 7 0.973 6.726 Yes 541 4.473	4% 57% 39% Stop 103 4 59 40 112 6 0.257 8.257 Yes 434 6.326	100% 0% 0% 0% Stop 27 27 0 0 29 7 0.071 8.767 Yes 408 6.538	0% 64% 36% Stop 136 0 87 49 148 7 0.329 8.012 Yes 448 5.783			
HCM Lane V/C Ratio HCM Control Delay HCM Lane LOS HCM 95th-tile Q	1.189 70.7 F 13	0,433 15.7 C 2.1	0.262 13 B 1	0.963 58.2 F 13.1	0.2 58 14.2 B 1	0.071 12.2 B 0.2	0.33 14.7 B 1.4	(A)		4

III.EISSOU					
Intersection Delay, s/veh Intersection LOS					
Movement Vol. veh/h Peak Hour Factor	31.50 (3.0 (48.505.0))	87 49 .92 0.92			
Heavy Vehicles, %	0.92 0.92 0 0 29	2 2 95 53			
Number of Lanes	0 1	1 0 4			· · · · · · · · · · · · · · · · · · ·
Approach Approach	. Alp				
Opposing Approach Opposing Lanes Conflicting Approach Left	NB 2 WB	am i ki ka ji Walak		· 透明除力:	Total Land
Conflicting Lanes Left Conflicting Approach Right	YVD 1		- हुस्तुद्रेतः स्टब्स् 		
Conflicting Lanes Right HCM Control Delay	2 14.3				
HCM LOS	B 3	10. 20 00年 10. 10. 10. 10. 10. 10. 10. 10. 10. 10.			
		3. 3. 3. 3. 3. 3. 3. 3. 3. 3. 3. 3. 3. 3			

	٠	-	•	✓	←	•	4	†	-	ţ	1
		MEB II		T Well	BWI	WBB		NBT :	- 劉明朝		
Lane Group Flow (vph)	547	1048	377	163	672	121	411	351	146	236	254
v/c Ratio	1.16	0.81	0.46	1.77	0.66	0.21	0.80	0.40	0:82	0.64	0.52
Control Delay	127.8	30.0	4.4	418.8	29.3	2.7	48.6	26.0	74.8	38.7	10.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	127.8	30.0	4.4	418.8	29.3	2.7	48.6	26.0	74.8	38.7	10.4
Queue Length 50th (ft)	~182	248	0	~131	156	0	109	77	77	115	15
Queue Length 95th (ft)	#308	367	57	#269	237	20	#204	115	#199	187	76
Internal Link Dist (ft)		357			551			372	. 0	463	i na isa
Turn Bay Length (ft)	290		210	200		450	200		185		
Base Capacity (vph)	472	1407	856	92	1142	622	515	1185	177	536	612
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	. 0	0	0	epinents 0 .	0	0	0	- 0	0	- 0	0 - 7
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.16	0.74	0.44	1.77	0.59	0.19	0.80	0.30	0.82	0.44	0.42
RESERVED ON THE RESERVED	· · · · · · · · · · · · · · · · · · ·	A Hora		× 1570	(STORY THIS		English -	11777	11 (2 1 1 1 1 1 1 1	F. 31: ""	

Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.

^{# 95}th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

	۶	→	•	•	•	•	4	†	<i>></i>	-	ţ	✓
	EBL.			Ville		a WBR		"NBT		STE	SBT	# 15 P
Lane Configurations	ሻሻ	††	7	٦	† †	7	ሻሻ	∱ β		٦	†	ř
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%	Kanada Sa		0%		Charles and	0%		TOTAL STREET	0%	
Storage Length (ft)	290		210	200		450	200		0	185		0
Storage Lanes	2		0	1			2	¥.	. 0	. 1		
Taper Length (ft)	25		erranoria de com	25			25			25	NUMBER OF STREET	on ETUCKS
Lane Util. Factor	0.97	0.95	1.00	1.00	0.95	1.00	0.97	0.95	0.95	1:00	1.00	1.00
Ped Bike Factor						nwer-sa	Microscope				487 W	
Frt		:	0.850		Q 21.	1986		0.987	WALES	9-1		0.850
Fit Protected	0.950		n present up t	0.950	U-2200	E91	0.950	1944	. " "200	0.950	4000	TORSE PURA
Satd. Flow (prot)	3433	3539	1583	1770	3539	1863	3433	3493	0	17:10 2.002.014.	1863	1583
Flt Permitted	0.950	T W 212		0.950		11-10002	0.950		:. 022	0.950	488 24.44	
Satd. Flow (perm)	3433	3539	1583	1770	3539	1863	3433	3493	\ _ D	1770	1863	1583
Right Turn on Red	a ensulatio	adiadory.	Yes		a distribution	Yes		40	Yes	Maria da 1866 e	Person	Yes
Satd. Flow (RTOR)			289	1.				-12	-5	八十二十二十二十二十二十二十二十二十二十二十二十二十二十二十二十二十二十二十二	Marin Marin Marin	228
Link Speed (mph)	engure -	50	-	1 72	50	500		30	the Seasons	THE COL	30	
Link Distance (ft)		437			631		ri F	452			543	
Travel Time (s)		6.0			8.6			10.3			12.3	
niers and Summary			- 1749				3 1 11:					

Area Type:

Other

	ၨ	-	•	•	←	•	4	†	/	-	ţ	4
STERROOF TO SERVE	EE'E	20	ESR	, West		N WEET		, NBT	A BRIL	SBL		
Lane Configurations		4			4		ሻ	†		7	†	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	50		0	50		110
Storage Lanes	. 0	56): 25:1:51 1:51	0	0		.0	" : 1 14		0	1		
Taper Length (ft)	25			25			25			25		
Lane Util. 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
Ped Bike Factor												
Frt	127	0.962	CENTRY		0.884		*	0.996				0.850
Flt Protected		0.969			0.994		0.950			0.950		
Satd Flow (prot)	0	1736	0	. 0	1637	0	1770	1855	0	1770	1863	1583
Flt Permitted		0.969			0.994		0.950			0.950		
Satd. Flow (perm)	0	1736	0	0	1637	0	1770	185 5	0	1770	1863	1583
Link Speed (mph)		30			30			30			30	
Link Distance (ft)	25	265			721			452	i ma	. 15.	452	
Travel Time (s)		6.0			16.4			10.3			10.3	
nacion someta				2000年代			A PLANTA	Š.				

Area Type:

Other

		۶	-	•	•	←	•	•	†	<i>></i>	>	ţ	4
Lane Group		1 2 4		i LDAN	MELA	i inter	B WBR	NBL	KEM		SBL	SBT	
Lane Configurations			4	۴		4		ሻ	ħ		ř	ቕ	
Ideal Flow (vphpl)		1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)		12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)	diágram.		0%	d di		0%		13.46	0%			0%	
Storage Length (ft)		0		0	0		0	100		0	100		0
Storage Lanes	e a I	01	2500 PM		0		0	1		0	1		0
Taper Length (ft)		25		March March	25			25			25		
Lane Util. Factor	11.	1.00	1.00	1.00	1.00	1.00	1,00	1,00	1.00	1.00	1.00 %	< 1.00 ·	1,00
Ped Bike Factor													
Fit 50	Market St.			0.850	. Lessillo	0.947			0,996			0.945	
Flt Protected			0.984			0.998		0.950			0.950		
Satd. Flow (prot)		0	1833	1583	i	1760	D	1770	1855	0 4	1770	1760	0
Flt Permitted			0.984			0.998		0.950			0.950		
Satd. Flow (perm)		0	1833	1583	0	1760	0	1770	1855	0	1770	1760	. 0
Link Speed (mph)			30			30			45			45	
Link Distance (ft)	A., *		1943			982	1.44		1162			698	7.70
Travel Time (s)	•		44,2	•		22.3	•		17.6		•	10.6	
hts/4 0 6 Suica			# 19 C			A season 13. Andreading			7. WEST				

Area Type:

Other

	-	•	€	←	4	~		
Ene Group		EBR	WBL	WO W		W NBR		
Lane Configurations	† †	7		† †		7		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900		
Lane Width (ft)	12	12	12	12	12	12		
Grade (%)	0%			0%	0%	ý:		
Storage Length (ft)		100	0		0	0		
Storage Lanes		1	0		0	₩X • 1		
Taper Length (ft)			25		25			CONTROL PROPERTY OF THE
Lane Util. Factor	0.95	1.00	1.00	0.95	1.00	1.00	37,000	
Ped Bike Factor							e severations	. See The Control of
Fit			SAFA		1141 996			
Flt Protected			Control of the Contro	CTELL		. 5.55	· · · · · · · · · · · · · · · · · · ·	1011.01.01.01.01.01.01.01.01.01.01.01.01
Satd. Flow (prot)	3539	1863	0	3539	0	1863		**************************************
Flt Permitted		.com/ucipan		0000				THE TERRET TO A THE TRANSPORT OF THE SECOND
Satd. Flow (perm)	353 9	1863	0	3539	0	1863		
Link Speed (mph)	50			50	30	NT:	.17-54.00	Control Security Control Control Control
Link Distance (ft)	1235			437	300	ciónes	76	
Travel Time (s)	16.8			6.0	6.8		•	•
Hersecton Surface			kir - bi bi Lub'h.		eileis :: s	C CHANGE		
**************************************	Other							

Kimley-Horn Lanes and Geometrics

	•	→	•	•	1	4		
	EBIA	······································		T WBR	ا (دُوْرُ			
Lane Configurations		€Î	Ĥ		λή			
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900		14.
Lane Width (ft)	12	12	12	12	12	12		
Grade (%)		0%	0%	3.9	0%			
Storage Length (ft)	0			0	0	0		
	0.	100		0	1	0	Tellswifel - Seminary ve	
Taper Length (ft)	25				25		P. LEADYNING IN C	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00		
Ped Bike Factor	au dieto i tempatecono i a i la c			SCHOOLING CO.			e w i i poveno ka kretali i i i	:
Frt								國管院
Fit Protected	2.64 A S		4000		4.484			
Satd. Flow (prot)		1863	1863	0	1863	0	A SAME OF SAME	Maria Maria de Caraldo
Fit Permitted	OFFERS - ACT	1114000	4000	^	1000		1. 1946	NORMERSEN BANKLING
Satd. Flow (perm) Link Speed (mph)	U	1863	1863	0		0		
Link Opeed (fipri)	TELEGRAS.	30	30		30	/	Tenandaristik Temana	
Travel Time (s)		228 5.2	265 6.0		183 4.2	M Pa		
		3.2	0.0		4.Z			
ungsection Summy			S.G.S.					
Area Type:	Other							

Kimley-Horn Lanes and Geometrics

Appendix F:

Analysis Worksheets for Near-Term (2025) plus Proposed Project Conditions

	<i>•</i>	→	7	F	1	4-	•	4	†	<i>></i>	\
ALONAL STATE OF THE STATE OF TH		i EB			Wißis	EWBT	VER	i NEC		NBR	
Lane Configurations	14.14	ተተ	Ť		ሻ	ተተ	ř	44	† †		¥
Volume (veh/h)	2 192	267	217	15	46	974	123	281	161	6	141
Number	5	2	12		1	6	16	3	8	18	7
Initial Q (Qb), veh	0	- 0.00	0	Alberta, ga	0	0	. 0	0	. . 0 ,	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00		1.00		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00 <	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863		1872	1863	1863	1863	1863	1900	1863
Adj Flow Rate, veh/h	209	290	236		50	1059	134	305	175	7	√. 1 53
Adj No. of Lanes	2		1		1	2	1	2	2	0	1
Peak Hour Factor	0.92	0.92	0.92		0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2		2	2	2	2	2	2	2
Cap, veh/h	197	1206	540	e div	64	1130	⊪⊪ 506	386	1075	43	187
Arrive On Green	0.06	0.34	0.34		0.04	0.32	0.32	0.11	0.31	0.31	0.11
Sat Flow, veh/h	3442	3539	1583		1783	3539	1583	3442	3470	1 3 8 _k	1774
Grp Volume(v), veh/h	209	290	.236		50	1059	134	305	89 -	93	153
Grp Sat Flow(s), veh/h/lin	1721	1770	1583		1783	1770	1583	1721	1770	1838	1774
Q Serve(g_s), s	5.0	5.1	10.1		2.4	25.4	5.5	7.5	3.2	3.2	7.4
Cycle Q Clear(g_c), s	5.0	5.1	10.1		2.4	25.4	5.5	€ 7.5	3.2	3.2	7.4
Prop In Lane	1.00		1.00		1.00		1.00	1.00		0.08	1.00
Lane Grp Cap(c), veh/h	197	1206	540		64	1130	506	386	549	570	187
V/C Ratio(X)	1.06	0.24	0.44	200101010101010101010101010101010101010	0.79	0.94	0.27	0.79	0.16	0.16	0.82
Avail Cap(c_a), veh/h	197	1206	540		102	1146	512	472	557	578	223
HCM Platoon Ratio	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1,00	1.00	1.00
Uniform Delay (d), s/veh	41.2	20.7	22.3		41.8	28.9	22.1	37.8	21.9	21.9	38.3
Incr Delay (d2), s/veh	81.4	0.1	0.6		18.8	14.0	0.3	7.2	0.1	0,1	18.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.6	2.5	4,5		1.5	14.6	2.4	4.0	1.6	. 1.7	4.5
LnGrp Delay(d),s/veh	122.6	20.8	22.9		60.6	42.9	2 2.4	45.0	22.1	22.1	56.3
LnGrp LOS	F.	С	C		iii. E	D	C	D	C	C	्र <u> </u>
Approach Vol, veh/h		735				1243			487		
Approach Delay, s/veh		50.4		a galagaja	Maria.	41.4			36.4	þ	
Approach LOS		D		**************************************	Hillerite.	D	- HARRIST AT	internal	D		•
Imer July 8 3				ususer gar	2.	98, 37 , 8, 7	18:4		v e e	S.,	i. Mar.
Assigned Phs	1 2	3	recollin <u>es.</u> 1		6	7					
Phs Duration (G+Y+Rc), s			4 31.0	5 9.0	33.6	13.2	8 31.6	Maria.			rospillage e
	4.0 5.7	4.0	OFGER	BIRDLIN CO. CO. JANGORPHO T. N. C.		4.0	31:0°°° 4.5				
	5.0 28.3		4.5 26.5	4.0 5.0	5.7	11.0	4.5 27.5	1.60			
	3.0 20.3 4.4 12.1	9.5	27.0	7.0	28.3 27.4	9.4	27,5 5.2		4,77		i,
	4.4 12,1 0.0 8.8	0.3	0.0			0.1	5.2 4.8	ind: . Tr.	N. Jakes		19.10
11.00-11.7	D.U 1916 0.0	Ų.S	V.U	TO UNUMBE	W. (12 TH)	U. I	4.0	864			
Meisetion Sumany						ى ئام لىخدى دۇلار					
HCM 2010 Ctrl Delay	Fr. t.	44.7	w 20	学说:" 说 "	**************************************			iill.			
HCM 2010 LOS		D	•								
votes 13 m		PM (2309) 2			Militaria (n. 1			n. S	Section News		طَائِرُ إِنْ إِنَّا الْأَ
User approved ignoring U-Turning	MOUOTOTAL		2	alsida Ma licili.	<u> </u>						
Oser approved ignoring Ostruming	movement.										

•	ï							
South Company True and South Company	↓	4			an the Viv State	1990	THE RESERVE AND ADDRESS OF THE PERSON ADDRESS OF THE PERSON AND ADDRESS OF THE PERSON ADDRESS OF THE PERSON ADDRESS OF THE PERSON ADDRESS OF THE PERSON AND ADDRESS OF THE PERSON ADDRESS OF THE PERSON	
	SBT	SBR						<u>. </u>
Land Configurations	ቸ :	***************************************		ta tagaa				n nasan n
Volume (veh/h) Number	274	424 14						
Initial Q (Qb), veh	4	0		12.12.12		. 742.79接額。		
Ped-Bike Adj(A_pbT)	ii, U	1.00		1, 1111				. S.X. X
Parking Bus, Adj	1.00	1.00						14
Adj Sat Flow, veh/h/ln	1863	1863	4. 2. 11971		7891			
Adj Flow Rate, veh/h	298	461			15 - 152 15 - 152			
Adj No. of Lanes	1	1		SHC.	. 104	AND THE PERSON OF THE PERSON O		
Peak Hour Factor	0.92	0.92						
Percent Heavy Veh, %	2	2						To be desired the second of th
Cap, veh/h	565	480					- 1 All 1 Al	alkat. Hanista Albana
Arrive On Green	0.30	0.30	Street vittert	******		m-saubaco.		
Sat Flow, veh/h	1863	1583			ng (Albert	11 7 22 4 4 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		
Grp Volume(v), veh/h	298	461	ANT BRIDGE OF FAMILITY AND THE		· Bibaraeteae!	e hintereseasa a la	HWO LAND TO THE	102 (Constant)
Grp Sat Flow(s), veh/h/ln	1863	1583					与 建 。至30%	
Q Serve(g_s), s	11.6	25.0	N E	4.5学院副	HUL.	ar and a sign		MANAGEM
Cycle Q Clear(g_c), s Prop In Lane	11.6	25.0 1.00			Al .			
Lane Grp Cap(c), veh/h	565	480				-/ (12 to 12		
V/C Ratio(X)	0.53	0.96		. 1		A - 1-10 FEB 500	区约1.1. 《地區對學觀數》	GLANGERS DUTUS
Avail Cap(c_a), veh/h	565	480			Barrier -		iliane di	
HCM Platoon Ratio	1.00	1.00		•	9- V	1177	See and the second	-54570
Upstream Filter(I)		1.00				· :		
Uniform Delay (d), s/veh	25.3	30.0	200 200 200					
Incr Delay (d2), s/veh	0.9	31.1		42	S 20			
Initial Q Delay(d3),s/veh	0.0	0.0	· 1			1 10 au au au - 1 10 au ann an		
%ile BackOfQ(50%),veh/ln		15.0		ä.		GOODH IN	4),	
LnGrp Delay(d),s/veh	26.2	61.1	CHARGE CONTRACTOR CONTRACTOR			11/4/SOMBORDMANLY	1777	14 1 883 F 3 1 1 1 1
LnGrp LOS	C	£ E		2 -			7.7.14 7.	A SHEET OF
Approach Vol, veh/h	912				79 74 *	18.380	역 :	
Approach Delay, s/veh Approach LOS	48.9 D				- 800	1 - 2001 - 1 1 - 2001 - 1 1 - 2001 - 1		. Ji disa
Approach LOS	U							
Tre H. Paris								

Intersection Inter	1.7			Bayer No.	₩ .j.‡	, (T						· (c)		
				ji:						196				
Movement 2		[[5]	EBR	10	BL.	WBT	WBR.	 事務 	WI	D NET	NBR		SEL	
Vol., veh/h	24	0			0	0	54		3	370	12		38	484 15
Conflicting Peds, #/hr	0	0	0		0	0	0	ananis	0	0	0	HO.T. I		0 0
Sign Control	Stop	Stop	Stop	S	top	Stop	Stop		Free	Free	Free		Free	
RT Channelized	- Confidentifieta.com	- -	None		-	- 	None	1.151	Ė	- 	None	3325 · ·	- -	- None
Storage Length Veh in Median Storage,	oner of the degree of the second of the sec	Α.	¢ #13 €		350	0			50	∄LΩ100. Λ	 .	70. 0	50	- > :≅.⊞.₩
Grade, %	+ -	. U 	-		-	. 0	<u>.</u>	ner j	9	0	ST William	a.CEE.X	val.	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
Mymt Flow	26	0	1	·	0	0	59		3	402	13		41	526 16
	4.	•									2.1			
Major/Minor	Visterz	JE9235	gas palarina.	Min	or1				Major 1				riair 2	ing and a light in the control of t
Conflicting Flow All	1054	1031	526)24	1024	409		526	0.	0			0 0
Stage 1	609	609		CONTRACTOR CO.	115	415	703	i, ia	- 1	.N280. YA	-	.8,	-	
Stage 2	445	422			309	609	- 62	Me T 5	藤 雅 : 4				· 10.5	
Critical Hdwy	7.12	6.52	6.22		.12	6.52	6.22		4.12	-	-	V 1984	4.12	
Critical Hdwy Stg 1	6.12	5.52	· ··	6	.12	5.52	: 500 1	SPEAK SHE	· -	-				
Critical Hdwy Stg 2	6.12	5.52	-	6	.12	5.52	-		-	•	-		-	
Follow-up Hdwy	3.518	4.018	3.318			4.018		144	2.218	~	-	1	2.218	
Pot Cap-1 Maneuver	204	233	552		214	235	642		1041	-	-	1.5-7-00000	1144	- v- MYSS1
Stage 1	482	485	· 1 ₁₆ . •		315	592	<u>P</u> Z		1000 -	-	-		41.5	- 1 1 1 1 1
Stage 2	592	588	-		482	485	- 57938 - J	2.000 S 111	-	. 1588			- 1638436	
Plateon blocked, %	100	224	552	,	207	226	642		1041			S	1144	
Mov Cap-1 Maneuver Mov Cap-2 Maneuver	180 180	224 224	002		207 20 7	226 226	042	9.	1041				1144	
Stage 1	481	468	. 7	5 5 5 Julian	513	590	-			¥865.	NASSEN.	- Weekon	150 E	
Stage 2	536	586			164	468					48.2			- 14
	.40248192 266 7.01	HARTY	4¥	A COMPANY	∌ 1€":				- 200			. 254.94EV	MHHH .	1 1884
			:	la HA					NB			er er nei	- <u>75</u>	1827
HCM Control Delay, s	27.8	M.Ch.	Materia yang arij	••	1.2	E CHITA	<u></u>	题	0.1				0.6	··· *: 35
HCM LOS	21.0 D		1785 FB	1 6785 G	1.2 B		٠.,	ta distributa	0.1				W	
HOM EOS	0			~ .	D			YENE .	À	i.	.AVAOrt		ň: .	VYX.
東 の人と表現し、of the Line of Lines	Miles - Vincia	- FIRT	NDD 5	me assert	ř. 73		1105T	office.	雄台	. " 1986				
		NBL	NBKE	BLn1WB			SBI	SPA	a de la companya de l					
Capacity (veh/h) HCM Lane V/C Ratio	1041	-			642	1144	-	esta i		4 1			-11-1-1	
HCM Control Delay (s)	0.003 8.5	-	-	0.147 0.0 27.8 1	1.2	8.3	-50%							
HCM Lane LOS	6.5 A			ا ۱.۵ کا ا	B.	6.3 A	- -	- - · · · · · · · · · · · · · · · · · ·	· CAL	E.				20000 Kadil
HCM 95th %tile Q(veh)	0		19.500 .50 5		0.3	0.1	- Sr -	- A:	J-MAN		75A	owielsk proj		1 (2)(2)(654)
	·			V.0	7.0	U . 1								

							_
TERROTOR STATE		P. L. North					
Intersection Delay, s/veh	40	. 000002.0000000000	and the second	28	1 170 174 500 SPECTAL ST	i es villa i	
Intersection LOS	E			A Section 1	of Confident		75
		Holloller		BL WBT			BR
Vol, veh/h	0 (455 0	80 60	61 0		62
Peak Hour Factor	0.92 0.92		0.92	0.92 0.92	0.92 0.92		.92
Heavy Vehicles, % Mymt Flow	ASSESSED OF THE PROPERTY OF TH		2 0 495 0	2 2 87 65	2 Q 66 0	2 2 347 127	2 67
Number of Lanes			493 1 1 2 3 7 0		0		
		,					·
			is what was	IMB 15 E			W ^
Opposing Approach	WE			EB		SB	
Opposing Lanes				2		2	
Conflicting Approach Left	SE	1.	. Name : N Marie .	NB	' :: aderon insulation	EB	
Conflicting Lanes Left	2. 2.2.0960mm			2	1 Wi	2 - 1 - 2 - 1 - 2 - 1 - 1 - 1 - 1 - 1 -	
Conflicting Approach Righ				SB		WB	
Conflicting Lanes Right		-"		2		3. 1 .3.3.3.3	ui Wate
HCM Control Delay	65.7		en e	22.9	1970 : 1000 - 1000 - 140	34.6	PORTE
HCM LOS				inc .		D	Wisi.
Vol Left, %	San San Albert		Ln1 EBLn2 W	BLn Black	· · · · · · · · · · · · · · · · · · ·		0.15
		00/			OO/		
	100%		7% 0%	40% 100%	0%		
Vol Thru, %	0%	65% 9	7% 0% 3 % 0 %	40% 100% 30% 0%	97%		
Vol Thru, % Vol Right, %	0% 0%	65% 9 35%	7% 0% 3 % 0 % 0% 100%	40% 100% 30% 0% 30% 0%	97 % 3%		
Vol Thru, % Vol Right, % Sign Control	0%	65% 9 35% Stop S	7% 0% 13% 0% 0% 100% Stop Stop	40% 100% 30% 0%	97%		
Vol Thru, % Vol Right, %	0% 0% Stop	65% 9 35% Stop S 179	7% 0% 3% 0% 0% 100% Stop Stop 30 455	40% 100% 30% 0% 30% 0% Stop Stop 201 102	97% 3% Stop		
Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol	0% 0% Stop 319	65% 9 35% Stop S 179 0 117	7% 0% 13% 0% 0% 100% 100 Stop 30 455 2 0 28 0	40% 100% 30% 0% 30% 0% Stop Stop 201 102 80 102 60 0	97% 3% Stop 228		
Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol	09/ 09/ Stor 319 319 0	65% 9 35% Stop S 179 0 117 0 62	7% 0% 13% 0% 0% 100% 1009 100 455 2 0 28 0 0 455	40% 100% 30% 0% 30% 0% Step Step 201 102 80 102 60 0	97% 3% Stop 228 0 222 6		
Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate	09/ 09/ Stor 319 319 (0	65% 9 35% 5 35% 5 179 0 117 0 117 62 195	7% 0% 13% 0% 0% 100% 8top Stop 30 455 2 0 28 0 0 455 33 495	40% 100% 30% 0% 30% 0% Stop Stop 201 102 80 102 60 0 61 0 218 111	97% 3% Stop 228 0 222 6 248		
Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate Geometry Grp	0% 0% Stor 319 319 0 0	65% 9 6 35% 7 Stop S 7 179 7 0 117 9 62 7 195	7% 0% 3% 0% 0% 100% stop Stop 30 455 2 0 28 0 0 455 33 495 7 7	40% 100% 30% 0% 30% 0% Stop Stop 201 102 80 102 60 0 61 0 218 111 6 7	97% 3% Stop 228 0 222 6 248 7		
Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate Geometry Grp Degree of Util (X)	0% 0% Stop 319 319 0 0	65% 9 6 35% 7 Stop S 179 0 0 117 0 62 7 195 7 0.435 0.0	7% 0% 13% 0% 100% 100% 100	40% 100% 30% 0% 30% 0% Stop Stop 201 102 80 102 60 0 461 0 218 111 6 7 0.553 0.282	97% 3% Stop 228 0 222 6 248 7 0.595		
Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate Geometry Grp Degree of Util (X) Departure Headway (Hd)	0% 0% Stop 319 319 0 0 0 0 847 8,793	65% 9 6 35% 7 Stop S 9 179 9 0 117 9 62 7 195 7 0.435 0.6 8.051 8.4	7% 0% 13% 0% 100% 100% 100	40% 100% 30% 0% 30% 0% Stop Stop 201 102 80 102 60 0 61 0 218 111 6 7 0.553 0.282 9.114 9.161	97% 3% Stop 228 0 222 6 248 7 0.595		
Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate Geometry Grp Degree of Util (X) Departure Headway (Hd) Convergence, Y/N	0% 0% Stop 319 319 0 0 0 0 8.793 Yes	65% 9 6 35% 7 Stop S 9 179 9 0 117 9 62 7 195 7 7 7 0.435 0.6 8 8.051 8.4 6 Yes	7% 0% 13% 0% 0% 100% 100% 100	40% 100% 30% 0% 30% 0% Stop Stop 201 102 80 102 60 0 61 0 218 111 6 7 0.553 0.282 9.114 9.161 Yes Yes	97% 3% Stop 228 0 222 6 248 7 0.595 8.643 Yes		
Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate Geometry Grp Degree of Util (X) Departure Headway (Hd) Convergence, Y/N Cap Service Time	0% 0% Sto 319 319 347 0.847 7.8793 Yes	65% 9 6 35% 7 Stop S 7 179 7 117 7 0.435 0.6 8 Yes) 448	7% 0% 13% 0% 100% 100% 100 Stop 30 455 2 0 28 0 455 33 495 7 7 076 1 0 402 7.644 Yes Yes 426 475	40% 100% 30% 0% 30% 0% Stop Stop 201 102 80 102 60 0 61 0 218 111 6 7 0.553 0.282 9.114 9.161	97% 3% Stop 228 0 222 6 248 7 0.595 8.643 Yes 419		
Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate Geometry Grp Degree of Util (X) Departure Headway (Hd) Convergence, Y/N Cap Service Time HCM Lane V/C Ratio	0% 0% Stor 319 319 319 0 0 347 0.847 8.793 Yes 411 6.53	65% 9 6 35% 7 Stop S 7 179 7 0.435 0.0 8 051 8.4 6 Yes 1 448 4 8 5.788 6.1 1 0.435 0.0	7% 0% 13% 0% 100% 100% 1009 30 455 2 0 28 0 455 33 495 7 7 076 1 402 7.644 Yes Yes 426 475 157 5.399 077 1.042	40% 100% 30% 0% 30% 0% Stop Stop 201 102 80 102 60 0 61 0 218 111 6 7 0.553 0.282 9.114 9.161 Yes Yes 398 392 7.154 6.903 0.548 0.283	97% 3% Stop 228 0 222 6 248 7 0.595 8.643 Yes 419 6.384 0.592		
Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate Geometry Grp Degree of Util (X) Departure Headway (Hd) Convergence, Y/N Cap Service Time HCM Lane V/C Ratio HCM Control Delay	0.84 0.84 0.84 0.84 0.84 0.84 8.793 Yes 41 6.53 0.84	65% 9 6 35% 7 Stop S 7 179 7 195 7 0.435 0.6 8 051 8.4 8 Yes N 1 448 4 3 5.788 6.1 1 0.435 0.6 6 16.9 1	7% 0% 13% 0% 100% 100% 1009 30 455 2 0 28 0 0 455 33 495 7 7 076 1 402 7.644 Yes Yes 426 475 157 5.399 077 1.042 1.9 69.3	40% 100% 30% 0% 30% 0% Stop Stop 201 102 80 102 60 0 61 0 218 111 6 7 0.553 0.282 9.114 9.161 Yes Yes 398 392 7.154 6.903 0.548 0.283 22.9 15.5	97% 3% Stop 228 0 222 6 248 7 0.595 8.643 Yes 419 6.384 0.592 23.4		
Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate Geometry Grp Degree of Util (X) Departure Headway (Hd) Convergence, Y/N Cap Service Time HCM Lane V/C Ratio	0% 0% Stor 319 319 319 0 0 347 0.847 8.793 Yes 411 6.53	65% 9 6 35% 7 Stop S 7 179 7 195 7 0.435 0.6 8 051 8.4 8 7 448 4 8 5.788 6.1 4 0.435 0.6 6 16.9 1	7% 0% 13% 0% 100% 100% 1009 30 455 2 0 28 0 455 33 495 7 7 076 1 402 7.644 Yes Yes 426 475 157 5.399 077 1.042	40% 100% 30% 0% 30% 0% Stop Stop 201 102 80 102 60 0 61 0 218 111 6 7 0.553 0.282 9.114 9.161 Yes Yes 398 392 7.154 6.903 0.548 0.283	97% 3% Stop 228 0 222 6 248 7 0.595 8.643 Yes 419 6.384 0.592		

Intersection Delay, s/veh Intersection LOS		BELLEY SHIP			
Vol, veh/h Peak Hour Factor Heavy Vehicles, % Mvmt Flow Number of Lanes	0 102 0.92 0.92 0 2 0 111 0 1	0.92 2 241	6 0.92 2 7 0		
Opposing Approach Opposing Lanes Conflicting Approach Left Conflicting Lanes Left Conflicting Approach Right Conflicting Lanes Right HCM Control Delay HCM LOS	NB 2 WB 1 EB 2 21 C				

					Market 1 (5	SENTAL LUCIO		
Mess elle			T TO THE PERSON NAMED IN	A Mark N		in.		
Int Delay, s/veh	O Litus Mark Surface and Control			7777	The second of th	hil	e distribute RA	(現) (11.47) (2.47) (2.47) (2.47) (2.47) (2.47) (2.47) (2.47) (2.47) (2.47) (2.47) (2.47) (2.47) (2.47) (2.47)
international paid		745.00		935				
Crown con the Co		VEST .	WBL	WBT		NBL		
Vol, veh/h	677	2	Ò	1681	· 恒	0	148.葉	
Conflicting Peds, #/hr	0	0	0	0		0	0	FMA - FEANONING ON BUILDING
Sign Control	Free	Free	Free			Stop	Stop	
RT Channelized	*	None	. 940555	None		- Nykana	None	
Storage Length		100		-		್ಷಣೆ	0	
Veh in Median Storage, # Grade, %		-	-	. 0	Passa for the	∪ 0:≛⊵	-	
Peak Hour Factor	92	92	92	92		92	92	
Heavy Vehicles, %	2		്ര	2		2		超
Mymt Flow	736	2	0	1827	esta MON.	0	1	### 21 Y. 245 J. Rost 19119
		DANIE ON	evi.	1021	is and			
	in ing sa		101 2 1 /22	rieli - eeron ,		13. T.		
Candida Hawall			Major2			4050	200	
Conflicting Flow All	attender in outside	0	736	. 0	- 1	1650 736	368	
Stage 1 Stage 2	- 2 - 121 清 編編 (N.S. 11)	. 18.86.1 TH P	- 64. · ·	··		914		
Critical Hdwy	A COMPANIE CONTROL OF THE CONTROL OF		4.14		a hall a light war and had	6.84	6.94	艺术 医
Critical Hdwy Stg 1		161576714 D	7.17 154	:.::: . <u>.</u> ::		5.84	PER STEERS OF ST	19.16
Critical Howy Stg 2	CAMORAN GRATI	1000 mm-14.14	-		(KJ可称) 8 6 Y 38340 926 Y	5.84		
Follow-up Hdwy	and the	•	2.22		- 151 . 1 N설 Na		3.32	
Pot Cap-1 Maneuver	-	-	865	•	14:111:	90	629	to the second state of the second sec
Stage 1			-	- F41 1,4192 - 1 - 1 - 153 i		435		
Stage 2		-	-	-		351		read the second
Platoon blocked, %	_	-		-	14 STV	1.1		
Mov Cap-1 Maneuver		-	865	- 		90	629	era. Marik e
Mov Cap-2 Maneuver		•		行數。學		90	New Walter	
Stage 1	- A A A A A A A A A A A A A A A A A A A	•	• • 2 77 77 71 7		1414	435		na Se ria
Stage 2			•	•	3 3	351		差 1. 「 保禁 性」 (4)
Approach Asset		1510 OSE 3	, LUWB			NB 📗		
HCM Control Delay, s	. 0		0			10.7		
HCM LOS	Geber Sign		eror , ggi.	isiga	1. 44	В		
Short are held Man.	TEST TEST	EBR WE	BL AND	i leyn		de leur de		
Capacity (veh/h)	629 -	- 86	65 -					
HCM Lane V/C Ratio	0.002 -				91.XE			
HCM Control Delay (s)	10.7 -	-	0 -					
HCM Lane LOS	de B		Α -					. Farm in the line of the line
HCM 95th %tile Q(veh)	0 -	-	0 -					

Int Delay, s/veh	0.4		THE COLUMN		pristical	
					# SBR	
Vol, vehi/h Conflicting Peds, #/hr Sign Control	0 23 0 0 Free Free		14 4 0 0 Free Free	2 0 Stop	0 0 Stop	
RT Channelized Storage Length Veh in Median Storage,	- None - # - 0		- None 0 -	- 0 0	None -	
Grade, % Peak Hour Factor Heavy Vehicles: %		(1) 4 (1) (1) (1) (1) (1) (1) (1) (1) (1) (1)	0 92 92 2 2	0 92	92 2	
Mymt Flow	0 25	san kanalan da kanalan Kanalan da kanalan da k	15 4	2	0	
Major/Minor . Major/Minor . Major/Minor . Major/Minor . Major Minor . Major	20 0		Major2311.7 - 0	42 17	17	
Stage 2 Critical Hdwy Critical Hdwy Stg 1	4.12 -			25 6.42 5.42	6.22	
Critical Hdwy Stg 2 Follow-up Hdwy Pot Cap-1 Maneuver	2.218 - 1596 -		 	5.42 3.518 969	3.318 1062	The second secon
Stage 1 Stage 2 Platoon blocked, % Mov Cap-1 Maneuver	1596 -			1006 998 969	- 1062	
Mov Cap-2 Maneuver Stage 1 Stage 2		And the second		969 1006		
Approximately and a second			a well and			
HCM Control Delay, s HCM LOS	0	agasma · · · · · · · · · · · · · · · · · · ·	A SECTION OF STANDARD	8.7 ⊊ (∰ _{14.1} A)		Section 1
Capacity (veh/h) HCM Lane V/C Ratio	1596 -	969 0.002				
HCM Control Delay (s) HCM Lane LOS HCM 95th %tile Q(veh)	0 - A 0 -	8.7 - A 0	*	化要降物	·	AUC . TELES

	۶	→	•	•	←	•	•	†	>	ţ	4	
		eel.				WBR				\$17	SBR	
Lane Group Flow (vph)	211	290	236	66	1059	134	305	182	153	298	461	
v/c Ratio	1.24	0.23	0.33	0.60	0.92	0.22	0.68	€ 0.19	0.71	0.60	0.88	
Control Delay	184.8	22.2	4.7	64.9	42.4	5.3	44.4	23.1	56.6	32.7	40.6	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	184.8	22.2	4.7	64.9	42.4	5.3	44.4	23.1	56.6	32.7	40.6	
Queue Length 50th (ft)	~80	64	0	38	307	0	86	38	85	142	175	
Queue Length 95th (ft)	#151	97	50	#100	#441	39	129	64	#174	223	#341	
Internal Link Dist (ft)		357	g digner		551			372	1.4	463		
Turn Bay Length (ft)	290		210	200		450	200		185			
Base Capacity (vph)	170	1243	709	110	1184	618	487	1147	230	583	589	
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	. 0	. 0	0 -	- 0	0	. 0	. 0	
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Reduced v/c Ratio	1.24	0.23	0.33	0.60	0.89	0.22	0.63	0.16	0.67	0.51	0.78	

Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.

Mases Summary

^{# 95}th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

	۶	>	•	F	•	—	•	1	†	<i>></i>	\	
Vovement 1	ŒE6L	¥ EBT	ER			WBT	WE		NBT!		S SBIE	
Lane Configurations	ሻሻ	† †	7		٦	† †	7	ሻሻ	↑ ↑		7	t
Volume (veh/h)	503	966	347	65	87	618	1110	381	292	31	134	217
Number	5	2	12		1	6	16	3	8	18	7	4
Initial Q (Qb), veh	0	0	0	. Asimi	. 0	0	0	0	0	.0	. 0	
Ped-Bike Adj(A_pbT)	1.00		1.00	Carral Tollery	1.00	*1 W 12 1 T	1.00	1.00	.10	1.00	1.00	1.
Parking Bus, Adj	1.00	1.00	1.00	<u> </u>	1.00	1.00		1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	191 -	1878	1863	1863	1863	1863	1900	1863	1863
Adj Flow Rate, veh/h	547	1050	377		95	672	121	414	317	34	146	23€
Adj No. of Lanes	2	2	1		1	2	1	2	2	0	1	1
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
Percent Heavy Veh, %	2	2	2		2	2	2	2	2	2	2	2
Cap, veh/h	459	1295	579	latin.	108	1037	464	490	826	88	172	392
Arrive On Green	0.13	0.37	0.37	-11	0.06	0.29	0.29	0.14	0.26	0.26	0.10	0.21
Sat Flow, veh/h	3442	3539	1583		1789	3539	1583	3442	3228	344	1774	1863
			377	·				414	173	178	146	236
Grp Volume(v), veh/h	547	1050		합 . · · · · 3일	95 *700	672	121	1721	1770	1802	1774	1863
Grp Sat Flow(s), veh/h/ln	1721	1770	1583	d	1789	1770	1583	=:	T-1	201	6.7	
Q Serve(g_s), s	11.0	22.1	16.3		4.3	13.7	4.8	9.7	6.6	6.7		9.4
Cycle Q Clear(g_c), s	11.0	22.1	16.3	-	4.3	13.7	4.8	9.7	6.6	6.7	6.7	9:4
Prop In Lane	1.00		1.00		1.00	4007	1.00	1.00	à -	0.19	1.00	- 000
Lane Grp Cap(c), veh/h	459	1295	579		108	1037	464	490	453	461	172	392
V/C Ratio(X)	1.19	0.81	0.65		0.88	0.65	0.26	0.85	0.38	0.39	0.85	0.60
Avail Cap(c_a), veh/h	459	1365	611	1.5	108	₌ : 1107	495	501	579	590	172	519
HCM Platoon Ratio	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	_ 1.00
Uniform Delay (d), s/veh	35.7	23.6	21.8		38.4	25.4	22.3	34.5	25.3	25.3	36.6	29.4
Incr Delay (d2), s/veh	106.0		2.3		49.8	1.2	0.3		0.5	0.5	30.8	
Initial Q Delay(d3),s/veh	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	11.9	11.4	7.5	A SECTION	3.6	6.8	2.1	5.4		3.4	4.8	5.0
LnGrp Delay(d),s/veh	141.8	27.2	24.1		88.3	26.7	22.6	46.9	25.8	25.9	67.4	30.9
LnGrp LOS	F	C	С		F	С	C	D D	T C	, C	E	C
Approach Vol, veh/h		1974				888			765			636
Approach Delay, s/veh		58.4	542 J.Aj.			32.7		7. 沙克巴山	37.3		AIC WIN	41.4
Approach LOS		E	2 20			С			D	19.41	as, sava samen	
	0.83 4 .0	1 - 1 - 2 - 6 2 1 2 1 2 1 1 1 1 1 1 1 1 1 1 1 1 1 1	***	第 75年4月7日		Maria M. C.	· Children			B).B *7 38 0	**************************************	
Assigned Phs	4)			(C - T	6 C	7				- Constitution	W\$.
Phs Duration (G+Y+Rc), s	1 9.0	2 35.9	3 15.7		5 15.0	6 29.9	12.0	8 25.6		-74 8		
	4.0	35.9 5.7	4.0			29.9 5.7	4.0	4,5		· : :: :: :: :: :: :: :: : : : : : : :		
Change Period (Y+Rc), s				4.5	4.0				:	- 46, lase	137531.	
Max Green Setting (Gmax), s			12.0	23.0	11.0	25.8 45.7	and a second section of	27.0	1 42		. 441	1 /
Max Q Clear Time (g_c+l1), s	6.3	24.1	11.7 بھی شمال	14.4	13.0	15.7	8.7	8.7		1名诗:慈生		
Green Ext Time (p_c), s	0.0	6.1	0.1	2.9	0.0	7.7	0.0	4.2	Maka			rio
intersection Summary		, jing								7		ĝ.
HCM 2010 Ctrl Delay	M K	* .	46.7						372	/ 劉明		
HCM 2010 LOS			D									
Voies 1						2.00					MIT IN	B
				2 2	Himselfy, its	نداستانطلا		بالمجالب بحق				4 nekouswo
User approved ignoring U-Turr	ning mo	vement.										

	<u>, </u>	
A STATE OF THE STA	E Salar Digital Control of the Salar S	
Land Configurations Volume (veh/h)	7 234	・
Number	14	1
Initial Q (Qb), veh	0	
	.00	The state of the s
	.00	
	363 254	
Adj No. of Lanes	254	
	.92	9 Table 1 Tabl
Percent Heavy Veh, %	2	C. D. C. L. H. L. P. L.
· Carrier Contract	333	· · · · · · · · · · · · · · · · · · ·
	.21 583 18 18 18 18 18 18 18 18 18 18 18 18 18	
	254	
	583 and a	
	2.4	VALUE AND
The state of the s	2.4	
	.00 333 (1488) (249)	- 1967 (2017 1907) 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
	,76	
	142	
	.00	- 1 (1277) 2 (4 (中央の) 1
	.000	。 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1
	0.6 5.5	
	0.0	- \$1 1
%ile BackOfQ(50%),veh/ln	5.9	
LnGrp Delay(d),s/veh 3	6.1	がない。
LnGrp LOS Approach Vol, veh/h	D see	· · · · · · · · · · · · · · · · · · ·
Approach Vol, ven/n Approach Delay, s/veh Approach LOS		

	567 20
Vol. veh/h 18 2 11 18 1 91 6 588 15 7 57 Conflicting Peds, #/hr 0	
Conflicting Peds, #/hr 0 0 0 0 0 0 0 0 0 0 0 0 0 0 Sign Control Stop Stop Stop Stop Stop Stop Free Free Free Free Free Free Free Fre	
Conflicting Peds, #/hr 0 0 0 0 0 0 0 0 0 0 0 0 0 0 Sign Control Stop Stop Stop Stop Stop Stop Free Free Free Free Free Free Free Fre	
	0 0
	Free Free
RT Channelized None None None	- None
Storage Length 50 - 50	- 110
Veh in Median Storage, # - 0 0	0 -
Grade % - 0 0	4. 0
Peak Hour Factor 92 92 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 - 2
	616 22
Major Winor Winor Major Walling Major Majo	
Conflicting Flow All 1450 1423 616 1407 1415 655 616 0 0 754 655	0 0
Stage 1 740 755 - 660 660)), v
Stage 2 710 668 747 755	1. 1. 3550
Critical Hdwy 7.12 6.52 6.22 7.12 6.52 6.22 4.12 4.12	. 19-7.2
Critical Hdwy Stg 1 6.12 5.62 - 6.12 5.52	. 550
Critical Hdwy Stg 2 6.12 5.52 - 6.12 5.52	- MAGNA
Follow-up Hdwy 3.518 4.018 3.318 3.518 4.018 3.318 2.218 - 2.218	Mina daade
Pot Cap-1 Maneuver 109 136 491 117 137 466 964 932	SESSIVE TRANSPER
Stage 1. 409 417 - 452 460	1994
Stage 2 424 456 - 405 417	7 1/0/15
Platoon blocked. %	
Mov Cap-1 Maneuver 85 135 491 112 136 466 964 ~-9 ~-9	
Mov Cap-1 Maneuver 85 135 - 112 136	
Stage 1 406 417 - 449 457	
	y y squa
Stage 2 331 453 - 393 417	
Approach NB	
HCM Control Delay, s 44.1 24.4 0.1	
HCM LOS C	
	- Calling III.
WINDIT EINE/MENT NER METER VERLEBENIWBLI SBL SBIL SER	
Capacity (veh/h) 964 125 303 +	
HCM Lane V/C Ratio 0.007 0.27 0.395	h. de
HCM Control Delay (s) 8.8 44.1 24.4	, magazini e
HCM Lane LOS A E C	· · · · · · · · · · · · · · · · · · ·
HCM 95th %tile Q(veh) 0 1 1.8	
Votes Control of the	
~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon	

Kimley-Horn HCM 2010 TWSC

Intersection Delay, s/veh	46.6	FF131			erape specie			Sign C			stavit di serind	## 12 12
Intersection LOS	40.0	a P	ŧ.			lië i					William .	
Makement Color Tall				EBR	WBU	Wale		. MBR		K	25 NET	
Vol, veh/h	0	38 .i,	76	482	0	4	_e : 59	40	0	501	188	5
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
Heavy Vehicles, %	0	2	2	2	0	2 =	2		0	2	10 to	. 2
Mvmt Flow	0	41	83	524	0	4	64	43	0	545		5
Number of Lanes	0.	0	1	1	<u> </u>	0	<u>.</u> 1	.0	0	11.24		0
Approachter.	rig III	TEB.					(*************************************		T THE REAL PROPERTY		Mary Comment	n i
Opposing Approach		WB			1.124	EB			·	SB		
Opposing Lanes	1000年	1	TANT -		1.85	2			1977			1.1 1.4
Conflicting Approach Left		SB			11587 4	NB				EB		:
Conflicting Lanes Left	•	2		i sili L		2		: .	tja	2	Part of	1
Conflicting Approach Right		NB				SB				. WB		
Conflicting Lanes Right		2				2		le call		1	1.75%	8.13 F
HCM Control Delay		50.7				14.2			ne nacesar.	55. 5	A contract and	s - 1 (2)
HCM LOS		F	to a field		,	В	the last of		1150:	F		
Lane		M ent	NBLn2	Esta	ile avi s	Weint -	SBLn1	SBLn2				
Vol Left, %		100%	0%	33%	0%	4%	100%	0%	1. (14.3)3467.4			117950 at 20130 A
Vol Thru, %		0%	97%	67%	0%	57%	0%	64%			1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	ta dig
Vol Right, %		0%	3%	0%	100%	39%	0%	36%			1 1 1 1 1 TOTAL	PERSONNER
Sign Control	ja.	5.15	Stop	Stop	Stop	Stop		Stop			2.624	
Traffic Vol by Lane		501	193	114	482	103	27	136	A STATE OF THE PARTY OF THE PAR			
LT Vol		501	0	38	0	4	27	0				1)44 - 4428 Mari Jaliba
Through Vol	···.	0	188	76	0	59	0	87				
RT Vol.	ř.	0	5	0	482	40	- 0	49	Janetaline i 1			
Lane Flow Rate		545	210	124	524	112	29	148	sa azamunduddə	le.		
Gennetry Grp		7	. 7		7	6	7	7				
Degree of Util (X)		7 006	0.431	0.261	0.979	0.257	0.072	0.33		U-1898	Burning S	T. 6
Departure Headway (Hd) Convergence, Y/N		7.936 Yes	7.404 Yes	7.592 Yes	6.728 Yes	8.268 Yes	8.78 Yes	8.025 Yes		小沙湖		
Cap 2	real .	457	485	473	7 es	433		446			regalita je	with the
Service Time	r vi	5.712	5.179	5.339	4.475	6.337	6.548	5,793	. 114	a Mean (1)	Television	
HCM Lane V/C Ratio	geliër i -	1.193	0.433	0.262	0.97	0.357	0.071	0.332	7	野山 (C	TO PARTY OF THE PA	1,000
HCM Control Delay	4.5.	70.8	15.7	13	59.6	14.2	12.2	14.7		** *** ***		i filmer
HCM Lane LOS		F	C	B	F	В	В	В	4.5			-
HCM 95th-tile Q		13	2.1	1	13.3	1	0.2	1.4	: 2-1 vr950000			
				,		•						

Intersection Delay, s/veh Intersection LOS			
Vol, veh/h Peak Hour Factor Heavy Vehicles, % Mymt Flow Number of Lanes	0 27 87 0.92 0.92 0.92 0 2 2 0 29 95 0 1 1	2 0.92 2 2 5 53	
Opposing Approach Opposing Lanes Conflicting Approach Left Conflicting Lanes Left	WB	Appendix of the control of the contr	
Conflicting Approach Right Conflicting Lanes Right HCM Control Delay HCM LOS	2 14.3		

Intersection A 18 to the						a
Int Delay, s/veh 0					THORS APPEND	
		5 4				
		(2) (2) (2) (2) (3) (4) (4) (4) (4) (4) (4) (4) (4) (4) (4	WBT	NBL PARKET		
Vol, veh/h Conflicting Peds, #/hr	1814 2 0 0		1 233 0	0	2 3 3 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4	
Sign Control	Free Free	•	Free See	<u>.</u>	top T	
RT Channelized	- None		None		one	#47 4 5 f
Storage Length	- 100		-		0	
Veh in Median Storage, #	0	Cortica en chi Millioni i con	0	0	- - 7865-1944	· viik6
Grade, %	0	-	0	0	-	
Peak Hour Factor Heavy Vehicles, %	92 92		92	92	92 2 ·· · · · · · · · · · · · · · · · · ·	
Mymt Flow	1972 2		1340	0 0	2	
		· .				3
VEID Million	Major1	Major2				27/287
Conflicting Flow All	0 (0		986	
Stage 1	-		-	1972	-	
Stage 2	75.00 - C.	·		670		
Critical Hdwy	Para de Marinespos de la	4.14	-		5.94	1563
Critical Hdwy Stg 1 Critical Hdwy Stg 2		•	•	5.84 5.84		3/1W
Follow-up Howy		2.22			3.32	
Pot Cap-1 Maneuver		290			247	
Stage 1		1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 -		94	· · · · · · · · · · · · · · · · · · ·	
Stage 2	<u>-</u> .		- 759 345	470		6s EE
Platoon blocked, %	-	-		TH:	247	
Mov Cap-1 Maneuver Mov Cap-2 Maneuver	- 왕에 동생하는 11 - 11	290	- 161 85312 - U	19 19	247	en sali.
Stage 1				94		87 : PRIA S
Stage 2			1121998	470		
		I WB		NB.		
HCM Control Delay, s	0	0		19.7		
HCM LOS	- XX			C		
	91. THE EB	**************************************				
	247 -	- 290 -	APRITE.	and the same of	· ·	. 😇
	009		· · · · · · · · · · · · · · · · · · ·			7
HCM Control Delay (s) 1 HCM Lane LOS	9.7 - (C) 기계 (기계)	- 0 - :A -	- 18 SECTION 1	kon ga ina		
HCM 95th %tile Q(veh)	0 -	- 0 -	- 2 773, 11∄0	indelina · · · · · · · · · · · · · · · · · · ·		Meres C
alian)	,	ū				

			· · · · · · · · · · · · · · · · · · ·
Intersection 5.45 2.5 Int Delay, s/veh 0.		· · · · · · · · · · · · · · · · · · ·	· 电相比与 1988年 - 《 · · · · · · · · · · · · · · · · · ·
The state of the s		・ 現代地域 - 一、 はいない (編集を) - ・ ・ ・ ・ ・ ・ ・ ・ ・ ・ ・ ・ ・ ・ ・ ・ ・ ・	
Mexament - X		en de ver ver ver en e	
Vol. veh/h	0 25	23 4 6	0
Conflicting Peds, #/hr	0 0	0 0 0	0
Sign Control	Free Free	Free Free Stop	Stop
RT Channelized	- None	- None -	None 新蘇門基。· 蘭斯科
Storage Length Veh in Median Storage, #	- 0 - 0	0 - 0	
Grade, %		0 - 13 - 0	· · · · · · · · · · · · · · · · · · ·
Peak Hour Factor	92 92	92 92 92	92
Heavy Vehicles, %	2 12 14 -	2 2	2
Mvmt Flow	0 27	25 4 7	O 1000000000000000000000000000000000000
MU-034-1-4-1-1			
	Majort	Majoré Talaha Mire 2	
Conflicting Flow All	29 0	0 54	27
Stage 1		27 - 27	
Critical Hdwy	4.12 -	6.42	6.22
Critical Hdwy Stg 1		5.42	- 12 (12 (12 (12 (12 (12 (12 (12 (12 (12
Critical Hdwy Stg 2		5.42	**************************************
Follow-up Hdwy	2.218	3.518	3.318
Pot Cap-1 Maneuver	1584 -	954	1048
Stage 1 Stage 2		- 996 996	
Platoon blocked, %			
Mov Cap-1 Maneuver	1584 -	954	1048
Mov Cap-2 Maneuver		954	
Stage 1		996 	
Stage 2	*	- 996	
Approach Delega		WB	
HCM Control Delay, s HCM LOS	0	0 8.8 A	
TIOM LOS ANDRES		는 사식 발생하다.	
Minor Page Major Mymt La Capacity (veh/h)	1584	- 954	
HCM Lane V/C Ratio	- 1 304	- 0.007	(2000年) 表表表表表表
HCM Control Delay (s)	0	- 8.8	
HCM Lane LOS	₹ 7 A 70	- A 2 C	
HCM 95th %tile Q(veh)	0	- 0	

	۶		•	•	←	•	4	†	-	ļ	4
La ja (State 1988)		ji sit .	EBR		WBT	WBR			SBL		
Lane Group Flow (vph)	547	1050	377	166	672	121	414	351	146	236	254
v/c Ratio	1.16	0.82	0.46	1.82	0.66	0.21	0.81	0.40	0.82	0.64	0.52
Control Delay	128.3	30.1	4.4	434.1	29.3	2.7	48.9	26.0	74.8	38.7	10.4
Queue Delay	0.0	0.0	0.0	. 0.0	0.0	0.0	0.0	0.0	0,0 ∵ ∈	0.0	Š., 0.0
Total Delay	128.3	30.1	4.4	434.1	29.3	2.7	48.9	26.0	74.8	38.7	10.4
Queue Length 50th (ft)	~182	249	0	~135	156	0	110	77	77	115	.45
Queue Length 95th (ft)	#308	3 6 8	57	#274	237	20	#205	115	#1 9 9	187	76
Internal Link Dist (ft)		357			551	ÖLÜK.	1.1	372		463	
Turn Bay Length (ft)	290		210	200		450	200		185		
Base Capacity (vph)	471	1406	856	91	1140	621	514	1184	177	*535	611
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0 =	0	0 ,	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.16	0.75	0.44	1.82	0.59	0.19	0.81	0.30	0.82	0.44	. 0.42
Starvation Cap Reductn Spillback Cap Reductn Storage Cap Reductn	0	0 0 0 0.7 5	0 0 0 0.44	0 0 0	0 0 0 0.59	0 0 0 0	0 0 * 0	0 0 0	0 0 0	0 0 0	0

Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.

^{# 95}th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

	•	۶	-	•	F	•	—	•	•	†	~	-
	EW.	i i i i i i i i i i i i i i i i i i i			WBU !!	Weil	- 3 /4 /4	WBR	(NBL)		rijê.	. Si
Lane Configurations		ሻሻ	† †	7		ሻ	+ +	7	ሻሻ	ተ ኩ		ኘ
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)	e enistr		0%				0%	•		0%	4	
Storage Length (ft)		290		210		200		450	200		0	185
Storage Lanes	L. Fall	2		0		1		1	2		0	1
Taper Length (ft)		25				25			25			25
Lane Util. Factor	0.95	0.97	0.95	1.00	0.95	1.00	0.95	1.00	0.97	0.95	0.95	1.00
Ped Bike Factor												
Frt Services	esanara	机工业的		0.850			· · · · · · · · · · · · · · · · · · ·	0.850		0.994		
Fit Protected		0.950				0.950			0.950			0.950
Satd Flow (prot)	0	3434	3539	1583	11 10	1778	3539	1583	3433	3518	0	1770
Flt Permitted		0.800							0.950			0.950
Satd. Flow (perm)	0	2892	3539	1583	0	1872	3539	1583	3433	3518	0	1770
Right Turn on Red				Yes				Yes			Yes	
Satd. Flow (RTOR)	a Maria	•		236	. es. e	7. 19		134	TTT	±,5		1.5
Link Speed (mph)	•		50	•			50			30	•	
Link Distance (ft)			437				631			452		
Travel Time (s)			6.0				8.6			10.3		
niese gionesione appe				انوال				Avenete		ned.		i i program Signalisi da

Area Type:

Other

like Ciona en log	MISER T
Land Configurations †	7
Ideal Flow (vphpl) 1900	1900
Lane Width (ft) 12	12
Grade (%) 0%	
Storage Length (ft)	0
Storage Lanes	1
Taper Length (ft)	
Lane Util. Factor 1.00	1.00
Ped Bike Factor	
Frt	0.850
Flt Protected	
Satd. Flow (prot) 1863	1583
Flt Permitted	
Satd. Flow (perm) 1863	1583
Right Turn on Red	Yes
Satd. Flow (RTOR)	137
Link Speed (mph) 30	
Link Distance (ft) 543	

12.3

Travel Time (s)

Marsadie Silvini

2: Francisco Dr. & Cambria Way/Embarcadero Dr.

	۶	-	•	•	•	•	~	†	~	>	ţ	1
sa iz Group 🖟 💢	Ēģ.	Let :					· Mai.		NBR	SBL		
Lane Configurations		4			4		ሻ	†		ሻ	†	7
ldeal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%	- 3308		0%		三種马	1 0%	
Storage Length (ft)	0		0	0		0	50		0	50		110
Storage Lanes	0		0	. 0	47474	0			0	<u>.</u> 1	777.8179179	1
Taper Length (ft)	25			25		17 mm m ar 1	25			25		
Lane Util. 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
Ped Bike Factor												
Frt	rg List	0.995		47	0.865	1 10mga		0.995		梯川椒	26.14 411	0.850
Flt Protected		0.954					0.950			0.950		
Satd. Flow (prot)	0	1768	0./	0	1611	0	1770	1853	0	1770	1863	1583
FIt Permitted		0.954					0.950			0.950		
Satd. Flow (perm)	. 0	1768	0	0	1611	0	1770	1853	0	1770	1863	1583
Link Speed (mph)	•	30			30			30			30	
Link Distance (ft)		265			721	1 . 21	٠.	452			452	
Travel Time (s)		6.0			16.4			10.3	•		10.3	•
ing sealing Strimary 446										n i grin Militari		2027 2027

Area Type:

	۶	-	•	•	←	•	4	†	~	/	ţ	1
		EBT		MBL.	wat	WBR	i ja ja ja	NBT	. Nijek	(5 .1 6		
Lane Configurations		4	ř		4		٦	1,		7	ĵ _e	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)	1111	0%	-		0%		h Ar	0%	. sakab	jat. Haliasi	0%	
Storage Length (ft)	0		0	0		0	100		0	100		0
Storage Lanes	_0_	51.00	1	0		0	· 1		0	- 1		0
Taper Length (ft)	25			25			25		. In the state of	25		
Lane Util. 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
Ped Bike Factor												
Fit		350 14 350 3	0.850		0.959			0.948			0.996	
Flt Protected	6.3600 - 2.36	0.997			0.980		0.950			0.950		
Satd. Flow (prot)	Ó	1857	1583	0	175 1	10	1770	1766	0	1770	1855	0
Flt Permitted		0.997			0.980		0.950			0.950		
Satd, Flow (perm)	: 0 ; .	1857	1583	0	1751	0	1770	1766	0	1770	1855	O
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		2033			982		ing Japan	1162			698	
Travel Time (s)		46.2	•		22.3	- 11 11 1 1 Marie 14 M		17.6		•	10.6	
	chiqui institu	alin i Lasa				aka i ka in ming	10137	mitri.		i lentheat		i fetili.

Area Type:

	\rightarrow	•	•	•	1	<i>></i>		
	"Egilli	EBR	NEW THE	ENBT				
Lane Configurations	††	7		† †		ř		
ldeal Flow (vphpl)	1900	1900	1900	1900	1900	1900	17.00mm 開始	
Lane Width (ft)	12	12	12	12	12	12		
Grade (%)	0%		74. i	0%	0%			(1) (1) (1) (1) (1) (1) (1) (1) (1) (1)
Storage Length (ft)		100	0		0	0		
Storage Lanes	1400	11	0	ia.:	0	1	"精神"。	
Taper Length (ft)			25		25		and the second of the second o	eres control of the second call
Lane Util. Factor	0.95	1.00	1.00	0.95	1.00	1.00		
Ped Bike Factor		4						e dune Hillians
Fit was a		0.850	SA SAM HOS	Market V.	i y	0.865		
Fit Protected							1 110 40 00	ray on the delicities aloul
Satd. Flow (prot)	3539	1583	0	3539	. 0	1611	19.52	
FIt Permitted			a vilvi i tetra			. wasau o mayar	are to shall ship in the second	
Satd. Flow (perm)	3539	1583	0	3539	0	1611	经验,不是希腊斯尼	1 de
Link Speed (mph)	50	- singe	egyperkring, w	50	30	di Santa ra Asia.	· State Bridge	
Link Distance (ft)	1235			437	300	THE AS		The state of
Travel Time (s)	16.8			6.0	6.8			
MEDISCRION SUPPRISONS		Krighet in						

Area Type:

	•	→	•	•	•	4				
	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		柳軒葉	WER.		SBR			in Webs	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
Lane Configurations		4	4		¥					
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900			10 De)	
Lane Width (ft)	12	12	12	12	12	12				
Grade (%)		0% 🔬 🕟	0%		- 0%					
Storage Length (ft)	0			0	0	. 0		is distributed a	7 W. W.	
Storage Lanes	0			0		0	. 13			
Taper Length (ft)	25				25			no aguir an tra	kodenski se o	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	. Kalis			
Ped Bike Factor	. 70.1	.: .		:	ime ev		-2.52	IIIIIADATUU::.	V 5 00	
Frt		ï. ().972						V - 1	
Fit Protected		4500			0.950	•		ran i i i i i i i i i i i i i i i i i i i		
Satd. Flow (prot)	0	1863	1811	0	1770	0				对于一个
Flt Permitted	•	4000	4044	85 .	0.950	19486		1123820		70.846
Satd. Flow (perm)	0		1811	11.0	1770	U	Harry Gilde.			7.25.725
Link Speed (mph)		30	30		30			1048: BAN		
Link Distance (ft)		228	265		183					72.20
Travel Time (s)		5.2	6.0		4.2					
Intersection Summers										

Агеа Туре:

Εl	Dorado	Hills,
	Calif	ornia

Appendix G:

Traffic Signol Warrant Worksheets

Default Scenario Thu Jun 4, 2015 15:35:55

Scenario Report

Scenario: Default Scenario

Command: Default Command
Volume: Default Volume
Geometry: Default Geometry
Impact Fee: Default Impact Fee
Trip Generation: Default Trip Generation
Trip Distribution: Default Trip Distribution
Paths: Default Path
Routes: Default Route
Configuration: Default Configuration

Default Scenario	Thu Jun 4, 2015 15:35:55	Page 2-1
	Signal Warrant Summary Report	
Intersection	Base Met	Future Met
	[Del / Vol]	[Del / Vol]
# 2 Intersection 2	No / No	??? / ???
# 3 Intersection 3	Yes	???

a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond

the scope of this software, may yield different results.

Default Scena	rio 	Thu Jun 4	, 2015	15:35 	:55 			P	age 3-	2
*************** Intersection ************************************	*********** #2 Intersecti ******	ion 2	*****	*****	*****	*****	*****			
] Approach: Movement: 	North Bound L - T -	i Sout R L -	h Bound T -	d R	Eas L -	t Boun T -	d R	Wes	t Boun T -	id R
Control: Lanes: Initial Vol:	Uncontrolle 0 0 1! 0 1 420	ed Unco 0 1 0 14 37	ntrolle 1 0 540	ed 1 10	Sto 1 0 19	p Sign 0 0 0	0	Sto 0 0 0	p Sign 0 0 0	1 53
Major Street Minor Approac Minor Approac	Volume: h Volume:	102 53 eshold: 277	2	-		-	 -			
SIGNAL WARRAN This peak hou "indicator" o a traffic sig are probably signal warran	T DISCLAIMER r signal warn f the likelih nal in the fu more likely t	rant analys nood of an nture. Int	unsigna ersect: or mon	alized ions t re of	inte hat e the o	rsecti xceed ther v	on war this w	ranti arran	ng t	

	ario TI	hu Jun 4, 2015 15 		Page 3-3
******			nt Report [Urban]	· · · · · · · · · · · · · · · · · · ·
	#3 Intersection		******	*****
		k Hour Warrant Me	t 	
Approach: Movement:	North Bound L - T - R	South Bound L - T - R	East Bound L - T - R	West Bound L - T - R
Control: Lanes:	Stop Sign 1 0 0 1 0	Stop Sign 1 0 0 1 0	Stop Sign 0 0 1! 0 0 2 29 509	Stop Sign 0 0 1! 0 0
Major Street Minor Approa	Volume:	887 540		

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Default Scenario Thu Jun 4, 2015 15:39:59 _____

Scenario Report

Scenario: Default Scenario

Command: Default Command
Volume: Default Volume
Geometry: Default Geometry
Impact Fee: Default Impact Fee
Trip Generation: Default Trip Generation
Trip Distribution: Default Trip Distribution
Paths: Default Path
Routes: Default Route
Configuration: Default Configuration

Default Scenario	Thu Jun 4, 2015 15:39:59	Page 2-1
	Signal Warrant Summary Report	
Intersection	Base Met	Future Met
	[Del / Vol]	[Del / Vol]
<pre># 2 Intersection 2</pre>	No / No	??? / ???
# 3 Intersection 3	Yes	333

	ario 									
Intersection ************** Base Volume A	Peak Hour ******** #2 Intersecti *********	******** on 2 ********	******* ****** Warrant	****** ****** : NOT M	***** ***** et	*****	****	****	*****	****
Approach: Movement: Control: Lanes: Initial Vol:	North Bound L - T - Uncontrolle 0 0 1! 0 2 501	Sour R	th Boun T - ontroll 1 0 520	R - ed 1 16	East L – Stop 0 0	t Bour T - p Sign 1! 0	ld R 0 5	Wes L - Sto 0 0 20	st Boun T - op Sign 1! 0 1	d R 1 0 86
Minor Approac	Volume: ch Volume: ch Volume Thre	10 eshold: 24	7 9		-					
This peak how "indicator" of	NT DISCLAIMER or signal warr of the likelih gnal in the fu	nood of an	unsign	alized	inte	rsecti	on wa	rrant	ing ·	

are probably more likely to meet one or more of the other volume based

signal warrant (such as the 4-hour or 8-hour warrants).

	Thu Jun 4, 2015 15:39:59	Page 3-3
Peak Ho	ur Volume Signal Warrant Report [Urban]	
Intersection #3 Interse		
Base Volume Alternative		
Approach: North Bo Movement: L - T	 und South Bound East Bound V - R L - T - R L - T - R L	West Bound - T - R
Control: Stop Si	gn Stop Sign Stop Sign S	Stop Sign
Lanes: 1 0 0 Initial Vol: 479 257	1 0 1 0 0 1 0 0 0 1! 0 0 0 37 27 154 3 2 48 495 2°	0 1! 0 0 7 37 35
Major Street Volume: Minor Approach Volume: Minor Approach Volume T	957 545 hreshold: 300	
SIGNAL WARRANT DISCLAIM	ER	

This peak hour signal warrant analysis should be considered solely as an ·"indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Default Scenario Thu Jun 4, 2015 15:44:01

Scenario Report

Scenario: Default Scenario

Command: Default Command
Volume: Default Volume
Geometry: Default Geometry
Impact Fee: Default Impact Fee
Trip Generation: Default Trip Generation
Trip Distribution: Default Trip Distribution
Paths: Default Path
Routes: Default Route
Configuration

Routes: Default Route
Configuration: Default Configuration

Default Scenario	Thu Jun 4, 2015 15:44:01			Page 2-1	
	Signal Warrant Su	 mmary R	 leport		
Intersection	_	Base	Met	Future Met	
		[Del /	Vol]	[Del / Vol]	
# 2 Francisco Drive @ Ca	ambria Way	No /	No No	??? / ???	
# 3 Francisco Drive @ E	L Dorado Hills B	Ye	:S	???	
# 4 Green Valley Road @	Project Access	No /	No	333 / 333	
# 5 Cambria Way @ Projec	ct Access Drivew	No /	No No	??? / ???	

jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Default Scena	rio Thu Jun 4, 2015 15:44:01	Page 3-2
Intersection ************************************	Peak Hour Volume Signal Warrant Report [Urban] ***********************************	******
Approach: Movement:	North Bound South Bound East Bound L - T - R L - T - R	West Bound L - T - R
Control: Lanes: Initial Vol:	Uncontrolled Uncontrolled Stop Sign 1 0 0 1 0 1 0 1 0 1 0 0 1! 0 0 3 420 14 37 540 12 20 0 1	Stop Sign 0 0 0 0 1 0 0 53
Major Street Minor Approac	Volume: 1026 th Volume: 53 th Volume Threshold: 276	
"indicator" c a traffic sig are probably	TT DISCLAIMER or signal warrant analysis should be considered solo of the likelihood of an unsignalized intersection we made in the future. Intersections that exceed this more likely to meet one or more of the other volume of (such as the 4-hour or 8-hour warrants).	arranting warrant

Default Scena	rio Thu Jun 4, 2015 15:44:01	Page 3-3			
Peak Hour Volume Signal Warrant Report [Urban] ***********************************					
Approach: Movement:	North Bound South Bound East Bound We L - T - R L - T - R L - T - R L	est Bound T - R			
Control: Lanes: Initial Vol:	Stop Sign Stop Sign <t< td=""><td>op Sign 1! 0 0 67 63</td></t<>	op Sign 1! 0 0 67 63			
Major Street Minor Approac Minor Approac	Volume: 889 th Volume: 541 th Volume Threshold: 325				
SIGNAL WARRANT DISCLAIMER This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).					

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

are probably more likely to meet one or more of the other volume based

signal warrant (such as the 4-hour or 8-hour warrants).

Default Scenario	Thu Jun 4, 2015 15:44:01	Page 3-7
*********	Volume Signal Warrant Report [Urban] ***********************************	·*********
	4*******************************	*****
Base Volume Alternative:		
Approach: North Boun Movement: L - T -	 d South Bound East Bound R L - T - R L - T - R I	West Bound L - T - R
Control: Stop Sign Lanes: 0 0 0 0 0 Initial Vol: 0 0	Stop Sign Uncontrolled 0 1 0 0 0 0 0 0 1 0 0 0 0 2 0 0 0 19 0	Uncontrolled 0 0 0 1 0 0 11 4
"indicator" of the likeli a traffic signal in the f are probably more likely		ranting. arrant

Default Scenario Thu Jun 4, 2015 15:47:01 ______

Scenario Report

Default Scenario

Command:

Default Command

Volume:

Geometry:

Default Geometry

Impact Fee:

Trip Generation:

Trip Distribution:

Paths:

Routes:

Default Trip Distribution

Default Trip Distribution

Default Path

Route

Default Route

Default Configuration

Default Scenario Thu Jun 4, 20	15 15:47:01	Page 2-1
Signal Warrant	- ·	
Intersection	Base Met	Future Met
	[Del / Vol]	[Del / Vol]
# 2 Francisco Drive @ Cambria Way	No / No	??? / ???
# 3 Francisco Drive @ El Dorado Hills B	Yes	333
# 4 Green Valley Road @ Project Access	No / No	??? / ???
# 5 Cambria Way @ Project Access Drivew	No / No	333 / 333

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

signal warrant (such as the 4-hour or 8-hour warrants).

Default Scenario Th	u Jun 4, 2015 15:47:01	Page 3-7
**************************************	************	*****
Approach: North Bound Movement: L - T - R	South Bound East Bound ! L - T - R L - T - R L	West Bound - T - R
Control: Stop Sign Lanes: 0 0 0 0 0 Initial Vol: 0 0 0	Stop Sign Uncontrolled Uncontro	ncontrolled 0 0 1 0 0 19 4
"indicator" of the likelihood a traffic signal in the futur	analysis should be considered solely a of an unsignalized intersection warrance. Intersections that exceed this war seet one or more of the other volume base-hour or 8-hour warrants).	nting rant

Default Scenario Thu Jun 4, 2015 15:49:53 ______

Scenario Report

scenari Default Scenario Scenario:

Command: Default Command
Volume: Default Volume
Geometry: Default Geometry
Impact Fee: Default Impact Fee
Trip Generation: Default Trip Generation
Trip Distribution: Default Trip Distribution
Paths: Default Path
Routes: Default Route
Configuration: Default Configuration

Default Scenario	Thu Jun 4, 2015	15:49:	:53	Page 2-1
		ımmary R		
Intersection	,	Base [Del /		Future Met [Del / Vol]
<pre># 2 Francisco Drive @</pre>	Cambria Way	No /	' No	<pre> ;;; / ;;; </pre>
# 3 Francisco Drive @	El Dorado Hills B	Ye	es	???
# 4 Green Valley Road	@ Project Access	No /	' No	333 / 333
# 5 Cambria Way @ Proj	ect Access Drivew	No /	' No	??? / ???

```
Default Scenario
                  Thu Jun 4, 2015 15:49:53
-----
               Peak Hour Delay Signal Warrant Report
******************
Intersection #2 Francisco Drive @ Cambria Way
*****************
Base Volume Alternative: Peak Hour Warrant NOT Met
Approach: North Bound South Bound East Bound West Bound Movement: L - T - R L - T - R L - T - R
_____|
Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.2]
 FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=23]
 FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4] [total volume=995]
  SUCCEED - Total volume greater than or equal to 800 for intersection
        with four or more approaches.
Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.2]
  FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=54]
  FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=995]
  SUCCEED - Total volume greater than or equal to 800 for intersection
      with four or more approaches.
_____
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future. Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).
The peak hour warrant analysis in this report is not intended to replace
```

Default Scena	rio Th		Page 3-3						
**************************************	Peak Hour Vol ******** #3 Francisco Dri ******************* Alternative: Peak	ume Signal Wa ********* ve @ El Dorad ******	rrant ****** o Hill:	Report	t [Urt ******	oan] *****	*****	k*****	****
Approach: Movement:		South Boun L - T -	id R I	Easi L -	t Bour T -	nd R	Wes	st Bour T -	nd R
Control: Lanes: Initial Vol:	Stop Sign 1 0 0 1 0 317 117 62	Stop Sign 1 0 0 1 102 222	0 (6	Ston 0 0 2	p Sigr 1! 0 28	0 454	Sta 0 0 80	op Sigr 1! 0 60	0 61
Major Street Minor Approac Minor Approac	Volume: th Volume: th Volume Thresho	826 484 ld: 351							
SIGNAL WARRAN This peak hou "indicator" c		analysis sho	alized	inte:	rsecti	on wa	rranti	ing	

are probably more likely to meet one or more of the other volume based

signal warrant (such as the 4-hour or 8-hour warrants).

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Default Scena	rio Thu	ı Jun 4, 2015	15:49:53		Page 3-5
Intersection ******	Peak Hour Volu ********* #4 Green Valley I ************************************	************ Road @ Projec *******	**************************************	************ eway	
 Approach: Movement:	North Bound L - T - R	 South Boun L - T -		Bound V - R L	West Bound - T - R
Control: Lanes: Initial Vol:	Stop Sign 0 0 0 0 1 0 0 0	Stop Sign 0 0 0 0 0 0	Uncontr 0 0 0 2 0 0 67	rolled Ur 0 1 0 7 0 (ocontrolled 0 2 0 0 0 1680 0
Major Street Minor Approac	Volume:	2357 0			
"indicator" o a traffic sig are probably	T DISCLAIMER r signal warrant f the likelihood nal in the future more likely to me t (such as the 4-	of an unsign . Intersect eet one or mo	alized interse ions that exce re of the othe	ection warrar eed this warr er volume bas	nting . cant

Lanes:	0	0	0	0	0	0	0	1!	0 ()	0	0	1	0	0	0	0	1	0 0
Control:		Sto	p s	ign			Sto	p Si	gn	, ,	U	ncc	ntr	oll	ed	U	nco	ntro	lled
Movement:																			
Approach:																			
Base Volume																			
Intersection ******														***	****	***	***	***	*****
******	***	***			Hour										****	***	***	****	****

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

	ario Thu Jun 4, 2015 15:49:53	Page 3-7
Intersection *******	Peak Hour Volume Signal Warrant Report [Urban] ************************** #5 Cambria Way @ Project Access Driveway ***********************************	
	Alternative: Feak Rour warrant Nor Met	
Approach: Movement:	North Bound South Bound East Bound We L - T - R L - T - R L - T - R L - T - R L -	est Bound T + R
<pre>Control: Lanes: Initial Vol:</pre>	Stop Sign Stop Sign Uncontrolled Uncontrolle	controlled 0 1 0 0 14 0
Major Street Minor Approa	Volume: 37	
This peak ho "indicator" a traffic si are probably	NT DISCLAIMER our signal warrant analysis should be considered solely as of the likelihood of an unsignalized intersection warrant gnal in the future. Intersections that exceed this warrant more likely to meet one or more of the other volume base nt (such as the 4-hour or 8-hour warrants).	ing int

Default Scenario Thu Jun 4, 2015 15:54:09

Scenario: Default Scenario

Command:

Volume:

Geometry:

Impact Fee:

Trip Generation:

Trip Distribution:

Paths:

Routes:

Configuration:

Default Command
Default Volume
Default Geometry
Default Impact Fee
Default Trip Generation
Default Trip Distribution
Default Path
Routes:
Configuration:

Default Configuration

Default Scenario Thu Jun 4, 20	015 15:54:09	Page 2-1
Signal Warrant Intersection	Summary Report Base Met [Del / Vol]	Future Met [Del / Vol]
<pre># 2 Francisco Drive @ Cambria Way # 3 Francisco Drive @ El Dorado Hills E # 4 Green Valley Road @ Project Access # 5 Cambria Way @ Project Access Drivew</pre>	No / No Yes No / No	333 \ 333 333 \ 333 333 \ 333 333 \ 333

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond

the scope of this software, may yield different results.

signal warrant (such as the 4-hour or 8-hour warrants).

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Default Scena	rio Thu Ju	n 4, 2015 15:54:09	Page 3-5
Intersection *********	**************************************	@ Project Access Dri	*******
Approach: Movement:	North Bound S L - T - R L	outh Bound East	Bound West Bound T - R L - T - R
Control: Lanes: Initial Vol: Major Street	Stop Sign 0 0 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Stop Sign Uncom 0 0 0 0 0 0 0 0 0 0 0 18 	trolled Uncontrolled 2 0 1 0 0 2 0 0 14 0 0 1230 0
Minor Approac Minor Approac		0 -99 [less than minimu	m of 100]
"indicator" of a traffic sig- are probably	r signal warrant and of the likelihood of mal in the future. more likely to meet	lysis should be consi an unsignalized inter Intersections that ex one or more of the ot r or 8-hour warrants)	section warranting . ceed this warrant her volume based

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Default Scena	rio	Thu Ju	0 d: 1029												
**************************************	Peak Hour ******** #5 Cambria W ********* lternative:	Volume ******* ay @ Pro ****** Peak Hou	Sign Sign Sign Sign Sign Sign Sign Sign	nal W ***** t Acc ***** arran	arran ***** ess D: ***** t NOT nd	t Re **** rive **** Met	epor	 t [1 *** ***	 Urb *** ***	 an] **** ****	****	 .*** .***	**** *** t B	***: ***:	 **** **** d
Movement: Control: Lanes: Initial Vol:	Stop Sign 0 0 0 0 0 0	R L 	- Stor 0	T - p Sig 1! 0	R n 0	0 L	- Jnco 0 0	T ntro 1 25	0	R ed 0 0	0 	- Inco 0	T ntro 1 23	- 0110	R ed 0 0
Major Street Minor Approac Minor Approac	Volume: h Volume:	eshold:	48 0 1029	9											1
SIGNAL WARRAN This peak hou "indicator" o a traffic sig are probably:	T DISCLAIMER r signal war: f the likeli nal in the fo more likely	rant ana nood of uture. to meet	alys: an i Inte	is sh unsig ersec or m	ould) nalize tions ore o:	pe d ed i tha f th	cons inte at e ae o	ide: rse xce the:	red cti	sole on wa	ely arra war	as inti ran	an ng t		

Default Scenario Thu Jun 4, 2015 15:57:20

Scenario Report

Scenario Report
Scenario:

Default Scenario

Command:
Volume:
Geometry:
Impact Fee:
Trip Generation:
Default Trip Generation
Trip Distribution:
Paths:
Routes:
Default Route
Configuration:
Default Route

Default Scenario Thu Jun 4, 201	5 15:57:20	Page 2-1
Signal Warrant S	Summary Report	
Intersection Signal wallant S	Base Met	Future Met
	[Del / Vol]	[Del / Vol]
# 2 Francisco Drive @ Cambria Way	No / No	333 / 333
# 3 Francisco Drive @ El Dorado Hills B	Yes	333
# 4 Green Valley Road @ Project Access	No / No	333 \ 333
# 5 Cambria Way @ Project Access Drivew	No / No	333 / 333

```
Default Scenario
               Thu Jun 4, 2015 15:57:20
_____
              Peak Hour Delay Signal Warrant Report
*************
Intersection #2 Francisco Drive @ Cambria Way
*******************
Base Volume Alternative: Peak Hour Warrant NOT Met
Approach: North Bound South Bound East Bound West Bound Movement: L - T - R L - T - R L - T - R
_____|
Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.2]
 FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=25]
  FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1001]
  SUCCEED - Total volume greater than or equal to 800 for intersection
     with four or more approaches.
_____
Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.2]
  FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=54]
  FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1001]
  SUCCEED - Total volume greater than or equal to 800 for intersection
     with four or more approaches.
_____
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future. Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).
The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
```

jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

______ Peak Hour Delay Signal Warrant Report Intersection #4 Green Valley Road @ Project Access Driveway ******************** Base Volume Alternative: Peak Hour Warrant NOT Met Approach: North Bound South Bound East Bound West Bound Movement: L - T - R L - T - R Control: Stop Sign Stop Sign Uncontrolled Uncontrolled Lanes: 0 0 0 0 1 0 0 0 0 0 0 0 2 0 1 0 0 2 0 0 Initial Vol: 0 0 1 0 0 0 0 677 2 0 1681 0 ApproachDel: 10.7 xxxxxx xxxx xxxxxx Approach[northbound][lanes=1][control=Stop Sign] Signal Warrant Rule #1: [vehicle-hours=0.0] FAIL - Vehicle-hours less than 4 for one lane approach. Signal Warrant Rule #2: [approach volume=1] FAIL - Approach volume less than 100 for one lane approach. Signal Warrant Rule #3: [approach count=3][total volume=2361] SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches. ______ SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Default Scenario Thu Jun 4, 2015 16:00:10 Page 1-1 ·

Scenario Report

Scenario: Default Scenario

Command: Default Command
Volume: Default Volume
Geometry: Default Geometry
Impact Fee: Default Impact Fee
Trip Generation: Default Trip Generation
Trip Distribution: Default Trip Distribution
Paths: Default Path
Routes: Default Route
Configuration: Default Configuration

Default Scenario Thu Jun 4, 20	15 16:00:10	Page 2-1
Signal Warrant	Summary Report	
Intersection	Base Met [Del / Vol]	Future Met [Del / Vol]
<pre># 2 Francisco Drive @ Cambria Way # 3 Francisco Drive @ El Dorado Hills B</pre>	No / No Yes	333 333 \ 333
<pre># 4 Green Valley Road @ Project Access # 5 Cambria Way @ Project Access Drivew</pre>	No / No No / No	333 \ 333 333 \ 333

jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

"indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Default Scena	Jun 4, 2015 16:00:10									Page 3-7							
******	*****		****	****	****	***	****	**	****	* * *			***	***	***	***	 ****
Intersection	#5 Cam ****	bria W *****	ay @ 1 ****	?roje	ct A	***	ss Dr ****	`iv∈ **:	eway ****	***	***	****	***	***1	***	***	***
Base Volume A																	
Approach:																	
Movement:	L -	T -	R !!-	L -	Т	-	R	L	-	Т		R	L	_	T		R
Control: Lanes:	Sto	p Sign		st	op S	ign	11		Jnco	ntr	0116	∍d	Ur	acor	ntro	116	∍d
Lanes: Initial Vol:	0	0	0	6	0		0		0	25		0	(С	23		4
Major Street Minor Approac Minor Approac	Volume ch Volu ch Volu	:: me:		52 6													
SIGNAL WARRAN This peak how "indicator" of a traffic sig- are probably signal warran	NT DISC or sign of the gnal in more l	al war likeli the f ikely	rant a hood o uture. to mea	of an In	uns ters e or	ign ect mo	alize ions re of	d : tha th	inte at e ne c	rse xce the	ctio ed 1	on wa this	rra: war:	ntir rant	ng		
The peak hour a rigorous ar jurisdiction.	nd comp	lete t	raffic	sig	nal	war.	rant	ana	alys	is l	by t	che r	espo	onsi	ible		

the scope of this software, may yield different results.

