94th & Shea LLC

WWW A 31/06

TO:

Tim Curtis, COS

FROM:

John Rosso

DATE.

October 12, 2006

RE.

94 HUNDRED SHEA

Amendment to circulation stips of Case 11-ZN-2002

This letter is our formal request to allow reconfiguration of the partial median break approved in Case 11-ZN-2002 to accommodate left-in and left-out partial median break access at our retail/office project's single entry on Shea Boulevard.

# **Background**

The 94 HUNDRED SHEA project is currently under construction and received City Council rezoning approval in November 2002 for the development of a 70,000 SF retail and office project. Access to Shea Boulevard was restricted to a single entry with a left-in only partial median break at the Becker Lane alignment. Meaningful access to this project was a paramount concern throughout the zoning process and events since the rezoning have now made meaningful access an even greater issue for the viability of the project.

The 7-acre retail and office project is bounded on the west by the Mercado Del Rancho shopping center (Sprout's is the anchor), on the east by the Caremark 40-acre corporate campus (formerly PCS and Sentry Insurance), on the south by a 3-acre parcel for the Phase 2 office expansion, and further south by the Ironwood Square office condominium project. As part of the original rezoning, staff supported a site access plan that allowed a "restricted driveway on Shea Boulevard (right-in, right-out, and left-in turning movements only), cross-access to the adjacent Mercado Del Rancho Center, and connections to the other office properties to the south." Access to the adjoining Mercado shopping center was seen as a way to allow our project traffic intending to proceed westbound on Shea to access the Mercado's full median break (on the 93<sup>rd</sup> Street alignment) and/or traversing though the shopping center to access the 92<sup>nd</sup> Street/Shea signalized intersection. Access through the southern office parcels was also seen as a "secondary" entryway to the project. However, both access alternatives have failed to materialize as originally envisioned.

Although we have granted access easements to the Mercado Del Rancho project to utilize our east-west driveway that intersects our single driveway onto Shea, the Mercado ownership has declined to provide reciprocal access through any portion of their site.

Furthermore, the circulation plan intended to provide secondary access through the southern office developments was modified with the development of those properties so that access is now via a less direct route through parking lots rather than directly to streets or roadways. Nonetheless, this diminished southern access might actually provide the Phase 2 office employees a reasonable alternative access but will definitely not be a viable route for customers especially those customers of the retail portion of the project which fronts on Shea Boulevard.

The project is now dependent solely upon Shea Boulevard for meaningful access. With the unavailability of the Mercado access, we began discussing with staff almost two years ago alternatives to resolve the resultant access problem. We offered the idea of swapping intersections - converting the Mercado full-median break (which is one-eighth of a mile from the 92<sup>nd</sup> Street intersection) to a left-in only partial median break and our partial-median break (which is one-quarter mile form both 92<sup>nd</sup> and 96<sup>th</sup> Street signals) to a full-median break. Staff suggested a "porkchop" median break (similar to those at 100<sup>th</sup> Street, 104<sup>th</sup> Street, 110<sup>th</sup> Street, etc.) that would allow left-ins and left-outs. We then believed that perhaps the best option to pursue was a fully signalized intersection.

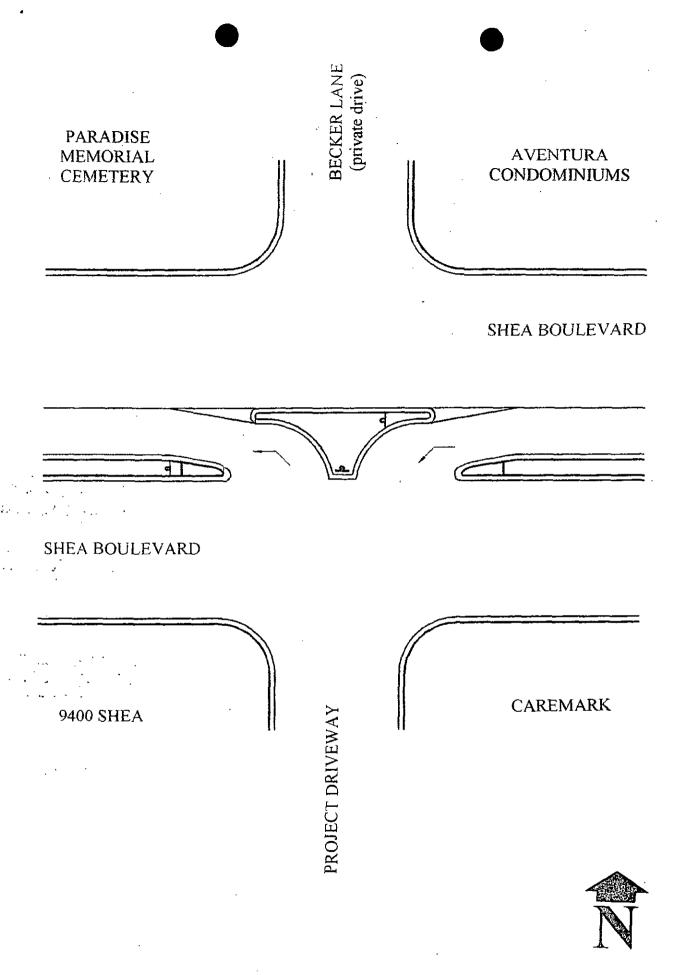
Accordingly, we met again with Transportation staff and subsequently with City Council members in the summer of 2005 about the signalized intersection alternative and then embarked on a traffic study to analyze that option. Unexpectedly, traffic counts completed by our consultant indicated that the Mercado full-median break was operating at a level beyond expectations by allowing a greater number of left-outs during the PM Peak thereby indicating that a full-median break would operate just as effectively at our entry - without signalization. We proceeded in that direction and the results supporting a full-median break are contained in a traffic study which has been previously reviewed by Transportation staff.

In follow-up discussions with City Transportation staff and our traffic consultant, we determined that the project might be better served with not a full median break but the "porkchop" left-in/left-out partial median break originally suggested by City staff. The left-in/left-out median break would eliminate competing turning movements to and from the Becker Lane on the north side of Shea as well as providing a refuge lane for vehicles turning left out of our project (as currently exists on all the other partial median breaks on east Shea). We then met with the Board of Directors of the Aventura condominiums through which Becker Lane (a private roadway) traverses and which under the current zoning stipulations would have left-in access from Shea. The HOA Board is in support of our "porkchop" partial median proposal. More importantly to them, the HOA is not in favor of the currently approved partial median break that would result in left-in traffic to Becker Lane.

#### Summary

The site is a "remainder" infill parcel between the Mercado del Rancho shopping center and the Caremark corporate campus and has always been planned for commercial use. However, cross-access and/or shared driveways to Shea Boulevard were not provided with the approval and the development of the adjoining properties which has impeded the development of the property for years as either office, retail or the combination proposed with this project. The necessity of full access to Shea Boulevard for this project was recognized by the zoning stipulation requiring us to provide cross-access to the Mercado project in order to provide left-out access to Shea and avoid making U-turns at 96th. Street. With the inability to obtain cross-access from the Mercado center, the only viable left-out access alternative is at the project's sole driveway to Shea.

The access implications on the project's success or lack thereof are not theoretical. Three prospective retail tenants have already conditioned their lease agreements based upon left-turn access into and out of the project. Failure to obtain this left-out access would force exiting drivers wanting to go west on Shea to instead turn right onto Shea, proceed a quarter mile east to the 96<sup>th</sup> Street signal, make a U-turn at the signal, and then proceed back a quarter mile to the point of beginning. We do not believe that this is reasonable, safe or viable alternative. We believe that the proposed left-in/left-out "porkchop" partial median break benefits all stakeholders - our project gets the access that we need, the Aventura condominiums maintain the access they have and want, and the City gets a successful high quality retail/office project with the least potential traffic impact of any of the other access options.



# Galav, Lusia

From: AZSKYMAN@aol.com

Sent: Tuesday, November 28, 2006 7:05 AM

To: Galav, Lusia

Subject: 94 Shea Traffic Issue

# Good morning,

There are all kinds of complicated commercial ingress and egress issues along Shea Blvd, especially between Via Linda and Hayden, and across the 101. Perhaps we can keep it on expedited, but I'd like a better explanation as to the issues of obtaining cross access to the existing entrance and exit on the NE corner of Shea/92nd.

Thanks. I will see you on Wednesday.

Steve



November 13, 2006

Assistant Superintendent for Support Services Scottsdale Unified School District # 48 3811 North 44th Street Phoenix, Arizona 85018

Re: 11-ZN-2002#2, 16-AB-2006 & 22-AB-2006

To Whom It May Concern:

This notice calls your attention to the fact that there has been a request for City of Scottsdale Planning Commission and City Council action on property located within or near your school district's boundaries.

Please feel free to call the Project Coordinator if you have any questions or comments.

Thank you.

Sincerely,

Doris McClay

Planning Assistant

Scottsdale Planning Commission

one enclosure



### NOTICE OF PLANNING COMMISSION HEARING

NOTICE IS HEREBY GIVEN that the Planning Commission of the City of Scottsdale, Arizona, will hold a public hearing on November 29, 2006, at 5:00 P.M in the City Hall Kiva, 3939 N. Drinkwater Boulevard, Scottsdale, Arizona, for the purpose of hearing all persons who wish to comment on the following:

11-ZN-2002#2	(94 Hundred Shea) request by owner to amend the existing circulation

stipulations for case 11-ZN-2002 including, but not limited, to access on Shea Boulevard on a 7 +/- acre parcel located at 9325 - 9397 E. Shea Boulevard with Highway Commercial District, Planned Community District (C-3 PCD) zoning. Staff contact person is Tim Curtis, AICP, 480-312-4210. **Applicant contact** 

person is Mike Leary, 480-991-1111.

13-AB-2006 (Atalon) request by owner to abandon the right-of-way, roadway easements and

public utility easements on Parcel 16 and Parcel 17 located at 11753 E. Pinnacle Vista Drive. Staff contact person is Greg Williams, 480-312-4205. Applicant

contact person is Brad Gruver, 480-502-4870.

16-AB-2006 (Windmill Plaza Revitalization) request by owner to abandon a portion of the alley

north of E. Gold Dust Avenue to allow redevelopment of the site located at 10207 N. Scottsdale Road. Staff contact person is Tim Curtis, AICP, 480-312-4210.

Applicant contact person is Lynne Lagarde, 602-265-0094.

22-AB-2006 (Eckholm Residence) request by owner to abandon the General Land Office

(GLO) easement on the north side of the property located at 10550 E Sunnyside Drive. Staff contact person is Henry Epstein, 480-312-7976. **Applicant contact** 

person is Dennis G Eckholm, 480-922-0015.

The above items may be discussed at a Study Session prior to the Planning Commission meeting including a Commission update. The public/applicant may attend the study session but may not comment. Please call 480-312-7000 the day before the meeting for the time.

The Council hearing date will be continued when the Planning Commission has not given a recommendation.

A case file on the subject properties is on file at 7447 E. Indian School Road, Suite 105, where it may be viewed by any interested person.

A COPY OF A FULL AGENDA, INCLUDING ITEMS CONTINUED FROM PREVIOUS MEETINGS IS AVAILABLE AT LEAST 24 HOURS PRIOR TO THE MEETING AT THE FOLLOWING LOCATIONS:

Police Department, 9065 East Via Linda City Hall, 3939 N. Drinkwater Boulevard El Dorado Park & Recreation Center, 2311 N. Miller Road Online at: http://www.ScottsdaleAZ.gov/Boards/PC

### ALL INTERESTED PARTIES ARE INVITED TO ATTEND.

CHAIRMAN PLANNING COMMISSION

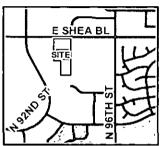
Attest Doris McClay Planning Assistant

For additional information click on the link to 'Projects in the Public Hearing Process' at: http://www.ScottsdaleAZ.gov/projects.

Persons with a disability may request a reasonable accommodation such as a sign language interpreter, by contacting the City Clerk's Office at 480-312-2412. Requests should be made as early as possible to allow time to arrange accommodation.

# PROJECT UNDER CONSIDERATION





Dear Property Owner:

This is to inform you of a request for approval to amend the existing circulation stipulations for case 11-ZN-2002 including, but not limited to access to Shea Boulevard on a 7 +/- acre parcel with Highway Commercial District, Planned Community District (C-3 PCD) zoning.

Staff contact: Tim Curtis, AICP, 480-312-4210

Applicant contact: Mike Leary, 480-991-1111

For more information, e-mail projectinput@scottsdaleaz.gov, call 480-312-7000, or enter the case number at:

http://eservices.scottsdaleaz.gov/cases/

Public comment regarding this case will be heard at the City Council hearing listed below. Please call 480-312-7000 to confirm the date and time of the hearing.

**Hearing Date:** January 16, 2007 @ 5:00 P.M.

**Location:** City Hall Kiva, 3939 N. Drinkwater Blvd

Site Location:

9325-9397 E Shea Blvd

Case Name:

94 Hundred Shea

Case Number:

11-ZN-2002#2

The case file may be viewed at Planning and Development Services, 7447 E Indian School Road, Suite 105

1413722-2563

Abbey Rhoades
of Scottsdale · Current Planning
BOX 1000
SCOTTSDALE AZ 85252·1000

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11-ZN-2002#2
Doris McClay
City of Scottsdale
7447 E Indian School Rd # 105
Scottsdale , AZ 85251-3922





March 21, 2006

Suite 300 7878 N. 16th Street Phoenix, Arizona 85020

Mr. John Rosso 94<sup>th</sup> & Shea, LLC 8300 N. Hayden Road Suite 207 Scottsdale, AZ 85258

Re: 9400 Shea Access Study

Dear Mr. Rosso:

This letter outlines our findings regarding the full median access proposed for the retail/office development located at 9400 East Shea Boulevard in Scottsdale, Arizona. The specific objectives of this letter report are:

- To evaluate different access configurations for the proposed median opening and the existing median opening located west of the site, referred to in this analysis as the "adjacent median opening". The following scenarios will be evaluated:
  - Scenario A (base condition) the proposed median opening limited to leftturn in only movements with the adjacent median opening remaining as a full access opening;
  - Scenario B (proposed) the proposed median opening allowing full access with the adjacent median opening remaining as a full access opening; and
  - Scenario C (alternate) the proposed median opening allowing full access with the adjacent median opening limited to left-turn in only movements.
- To report levels-of-service (LOS) and delay at each study area intersection / driveway.

The projected levels of service associated with each scenario were compared. From a capacity analysis standpoint, there is no significant advantage in one configuration over another. The three scenarios were found to operate at similar levels of service. From an operational standpoint, a full access median opening at the proposed driveway would be advantageous because the number of U-turns at the intersection of 96<sup>th</sup> Street and Shea Boulevard would be reduced by approximately 30 percent.

#### Study Area

The site is currently vacant but the surrounding land is developed. The Paradise Memorial Gardens cemetery is located north of the site, the Caremark office complex is located east of the site, and the Mercado del Rancho shopping center is located west of the site.



Kimley-Horn and Associates, Inc.

The study area intersections include 92<sup>nd</sup> Street/Shea Boulevard and 96<sup>th</sup> Street/Shea Boulevard. The study area also includes analysis of the adjacent median opening and the proposed median opening.

The adjacent median opening allows full access to the Mercado del Rancho development as well as to the cemetery and is located one-eighth of a mile (660 feet) east of the intersection of 92<sup>nd</sup> Street and Shea Boulevard.

Suite 300 7878 N. 16th Street Phoenix, Arizona 85020

The proposed median opening would align with Becker Lane and is located one-eight of a mile (660 feet) east of the adjacent median opening and one-fourth of a mile west of the intersection of  $96^{th}$  Street and Shea Boulevard.

#### **Existing Conditions**

Turning movement counts were collected at the intersections of 92<sup>nd</sup> Street and Shea Boulevard and 96<sup>th</sup> Street and Shea Boulevard on Wednesday, December 7<sup>th</sup>, 2005, and Thursday, December 8<sup>th</sup>, 2005, respectively. These counts were performed between 7:00 AM and 9:00 AM and between 4:00 PM and 6:00 PM to obtain peak hour counts.

Turning movement counts were collected at the adjacent median opening on Wednesday, December 14<sup>th</sup>, 2005, between the hours of 3:00 PM and 7:00 PM, to obtain peak and off-peak hour counts. The results of the traffic counts are shown in Figure 1 and a copy of the traffic counts are attached for reference.

The LOS for the existing study area intersections were evaluated using the 2000 Highway Capacity Manual methodology for unsignalized and signalized intersections. The results of the capacity analysis for the existing intersections are shown in Tables 1 and the calculations are attached.

The turning movement counts were evaluated to determine which time period would have the most value in this analysis. Upon review of the total vehicular volumes counted at the adjacent median opening between the hours of 3:00 PM and 7:00 PM, it was noted that the PM peak hour experienced higher volumes; therefore, all analysis in this report is presented for the PM peak hour.



Table 1 - Full Access Turning Movement Percentages

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20.2	Intersection	<u> </u>			F						
Sr	Delay (sec/veh)	35.6	39.3	43.5	27.7	261.8	137.6	13.3	45. l		
92nd St	Approach		38.1	<u> </u>	32.4	<u> </u>	156.5	<u> </u>	44.2		
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r'& "Shea Bivd	Approach		С		С		С		С		
2 2	Intersection	<u> </u>									
	Delay (sec/veh)	32.7	36.8 7.6	28.0	40.0 12.2	39.1	29.8	10.1	22.1 4.0		
9611 St	Approach	L	27.5	L	28.4	L	30.5		21.2		
8	Intersection	<u></u>			26	.7					
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ent: ccess)	Approach		F		E		A		Α		
5 3	Intersection	<u> </u>			A	\					
Adjacent. Full Acces	Delay (sec/veh)	352.0	28.8	184.5	12.9	15.1	0.0 0.0	25.8	0.0 0.0		
139	Approach		74.8		41.5		0.1		1.1		
	Intersection	<u> </u>			- 4.	5					

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#### **Trip Generation**

The trip generation and distribution for the site is referenced from the SWC 94<sup>th</sup> Street and Shea Boulevard TIA, prepared by Kirkham Michael (KM) in April of 2002. Copies of the referenced pages are included with this letter.

The proposed development is expected to generate 2,945 daily trips, with 182 trips occurring in the AM peak hour and 319 trips occurring in the PM peak hour.

#### Distribution and Assignment

The new trips were assigned to the roadway network on the basis of trip distribution percentages and the likely travel patterns to and from the site. Trip distribution percentages were obtained from the SWC 94<sup>th</sup> Street & Shea Boulevard Traffic Impact Analysis, prepared by Kirkham Michael Consulting Engineers in April of 2002. Daily trips were distributed based on the Maricopa Association of Governments' (MAG) estimate of total population within an 11.8-mile radius (office land uses) and a 5.64-mile radius (retail land uses) of the site and distributed over the cardinal directions. A copy of the trip distribution section is attached for reference.

For Scenarios A, B, and C, full access median opening entering and exiting turning movement percentages were assumed to remain consistent with the observed 2005 turning movement percentages. The right-in/right-out/left-in only median opening turning movement percentages were assumed to maintain the entering turning movement percentages from the observed 2005 turning movement percentages while the exiting right turns were assumed to make right-turn movements. The turning movement percentages are summarized in Tables 2 and 3.



Table 2 - Full Access Turning Movement Percentages

	Left-Turn	Right-Turn
Entering	30%	70%
Exiting	15%	85%

Table 3 - Right-in/Right-out/Left-in Only Turning Movement Percentages

_	Left-Turn	:Right=Turn
Entering .	30%	70%
Exiting	0%	100%

For Scenario A (base condition), the adjacent median opening turning movement behavior would maintain the percentages shown in **Table 2** and the proposed median opening turning movement behavior would assume the percentages shown in **Table 3**. It was assumed that 50 percent of the exiting trips from the proposed driveway will execute a U-turn movement at 96<sup>th</sup> Street to ultimately access the Loop 101 to the west, 20 percent were distributed north on 96<sup>th</sup> Street, 20 percent south on 96<sup>th</sup> Street, and 10 percent east on Shea Boulevard.

For Scenario B (proposed), the adjacent median opening turning movement behavior would maintain the percentages shown in **Table 2** and the proposed median opening turning movement behavior would assume the percentages shown in **Table 2**.

For Scenario C (alternate), the adjacent median opening turning movement behavior would assumed the percentages shown in **Table 3** and the proposed median opening turning movement behavior would assume the percentages shown in **Table 2**. The exiting left-turn movements from the 2005 turning movement counts were reassigned to alternate egress points found within the Mercado del Rancho site. In regards to the exiting right-turn movements at the adjacent median opening, it was assumed that 50 percent of these trips will execute a U-turn movement at 96<sup>th</sup> Street to ultimately access the Loop 101 to the west, 20 percent were distributed north on 96<sup>th</sup> Street, 20 percent south on 96<sup>th</sup> Street, and 10 percent east on Shea Boulevard. The turning movements for Scenarios A, B, and C are shown in **Figures 2**, **3**, and **4**.

#### Left-Turn Demand

The exiting left-turn movements at the proposed median opening shown in Scenario B were compared to the exiting left-turn movements at the adjacent median opening shown in **Figure 1**. It is observed that a similar volume of left-turn movements is expected at these two median openings upon buildout of the site.

#### Capacity Analysis

The LOS for the study area intersections were evaluated using the 2000 Highway Capacity Manual methodology for unsignalized and signalized intersections. The unsignalized intersections in the study area were evaluated on the basis of the respective total traffic volumes associated with each scenario.

The results of the capacity analysis for the adjacent median opening and the proposed median opening are shown in Tables 4, 5, and 6 and the calculations are attached.

TEL 602 944 5500 FAX 602 944 7423 1

Suite 300 7878 N. 16th Street Phoenix, Arizona 85020



Table 4 – PM Peak LOS: Unsignalized Intersections

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7.5	Approach		89.6			49.4			0.1			1.1	
	Intersection	Ĺ					5.2	2					
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oposed In On	Intersection						A						
0.7	Delay (sec/veh)	-		29.6			0.0	0.0	0.0	0.0	24.6	0.0	0.0
19	Approach		29.6			0.0		-	0.0			0.5	
<b>Marie</b>	Intersection						1.6	5					

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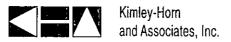
Table 5 - PM Peak LOS: Unsignalized Intersections

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	Delay (sec/veh)	438.5	. 31.8	230.1	13.3	16.0	0.0	0.0	28.5	0.0	0.0
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100	Intersection				5.2						
	LOS	F	D	Α	A	С	A	A	C	A	A
ed:	Approach		F ,		A		Α	-		A	
Proposed ull'Acces	Intersection				A						
8.3	Delay (sec/veh)	496.0	25.6	0.0	0.0	16.9	0.0	0.0	24.6	0.0	0.0
	Approach		96.3		0.0		0.1			0.5	
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Table 6 - PM Peak LOS: Unsignalized Intersections

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	Approach		D			В			A			A	•
186	Intersection						A						
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333	Approach		28.0			13.3			0.1			1.1	
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13.5	Approach	L	F			Α			Α			Α	
250	Intersection						A						
1500	Delay (sec/veh)	496.0	25	5.6	0.0	0.	0	16.9	0.0	0.0	24.6	0.0	0.0
	Approach		96.3			0.0			0.1			0.5	
2 5 5	Intersection		_				4.8	<u> </u>		··	·		

As shown in the previous tables, the different access configurations are not expected to significantly impact the overall operation of the unsignalized intersections.



The signalized intersections in the study area were evaluated on the basis of the respective total traffic volumes associated with each scenario. The results of this analysis are shown in **Tables 7**, **8**, and **9**.

Table 7 - PM Peak LOS: Signalized Intersections

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Table 8 - PM Peak LOS: Signalized Intersections

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S	Delay (sec/veh)	35.6	39	).3	43.5	43.5 27.7			261.8 160.0		64.8	
12	Approach		38.1			32.4		- 1	174.9		63.4	
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12 mg	Approach		C		·	С			С		В	
200	Intersection											
58	Delay (sec/veh)	36.4	39.7	7.7	29.9	42.5	12.4	43.6	26.0	9.2	20.3 3.9	
1196	Approach		30.0			30.0			28.1		19.5	
8	Intersection						25	.3				



Table 9 - PM Peak LOS: Signalized Intersections

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She	Approach		D			С			F		£
8 2	Intersection						F	•			
28	Delay (sec/veh)	38.8	47	.1	43.5	27	.7	261.8	160.3	14.3	58.3
nd	Approach		44.1			32.4			175.2		57.0
22	Intersection	L			96.			.7			
ea	LOS	D	D	Α	С	D	В	D	C	A	C A
Sign	Approach		C			С			С		В
	Intersection						2				1
Sr. & Bivd	Delay (sec/veh)	36.4	39.7	7.7	29.9	42.5	12.4	43.6	26.0	9.2	20.3 3.9
15	Approach		30.0			30.0			28.1		19.5
8	Intersection	Ĺ					25	.3			

Suite 300 7878 N. 16th Street Phoenix, Arizona 85020

As shown in the previous tables, the different access configurations are not expected to significantly impact the overall operation of the signalized intersections.

#### Conclusions

This letter outlines our findings regarding the proposed access patterns for the retail development located at 9400 East Shea Boulevard in Scottsdale, Arizona. Three different access scenarios, Scenarios A, B, and C, were evaluated with varying access configurations at the adjacent median opening and the proposed median opening. The projected levels of service associated with each scenario were compared. From a capacity analysis standpoint, there is no significant advantage in one configuration over another. The three scenarios were found to operate at similar levels of service.

The level of service for the exiting left-turn movements at the adjacent driveway was calculated to be LOS F during the peak hour; however, it should be noted that it was observed in the count data that this movement was accomplished by 30 vehicles during the peak hour, which accounted for approximately 15 percent of the exiting vehicles. This would indicate that there are available gaps in the through traffic on Shea Boulevard during which these left-turning vehicles can make this maneuver. A full access median opening at the proposed driveway would be advantageous because the number of U-turns at the intersection of 96<sup>th</sup> Street and Shea Boulevard would be reduced by approximately 30 percent.

Please feel free to contact me if you have any additional questions.

Very truly yours,

KIMLEY-HORN AND ASSOCIATES, INC.

Susan E. Anderson, P.E.

Associate

Enclosures: KM Trip Distribution (1), Figures 1-4 (4), LOS Calculations (23)

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TEL 602 944 5500 FAX 602 944 7423

# Site Traffic Distribution

There are two major factors to consider when estimating the direction from which site traffic will be arriving when entering the development and where it will be headed when it leaves the center. One factor is the distribution of potential trip origins and destinations within the development's market area. The other factor is the relative efficiencies of the various travel routes to and from the site that are available. The majority of the trips generated from this development are expected to be home based and made by persons residing within a tenmile radius (five-mile radius for retail traffic) of the development site. Based on this assumption, population projection data published by the Maricopa Association of Governments was used to approximate the directional distribution of arriving and departing site traffic during the build-out year of this development. Table 2 summarizes the distribution of site traffic over adjacent arterial roadways.

Table 3 Site Trip Distribution - Office

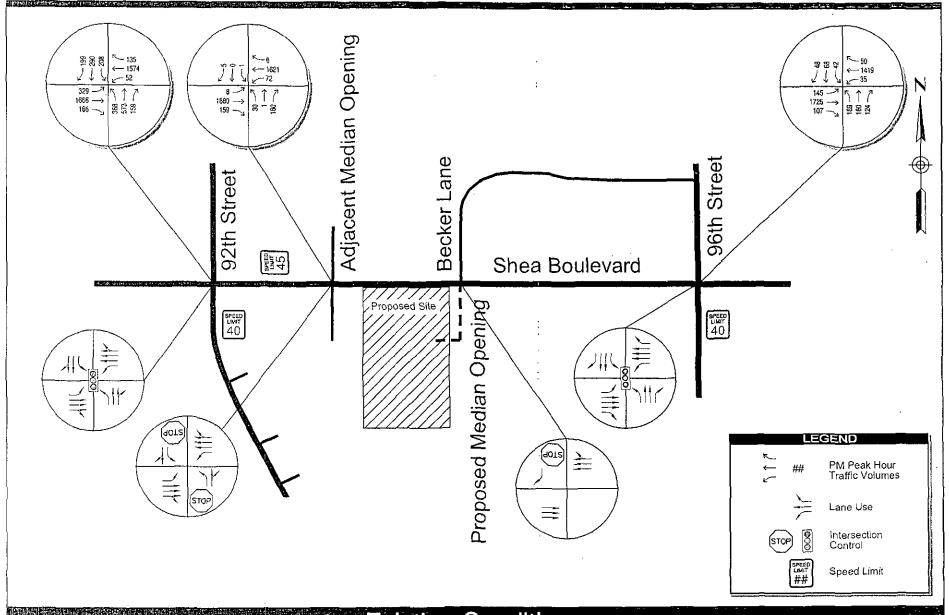
。 the aROUTE and a	DIRECTION (FO/FROM)	PERCENTAGE
92 <sup>ND</sup> STREET NORTH	NORTH	15%
SHEA BOULVARD WEST	WEST, SOUTH, NORTH	56%
SHEA BOULEVARD EAST	EAST	7%.
92 <sup>ND</sup> STREET SOUTH	WEST, SOUTH	22%

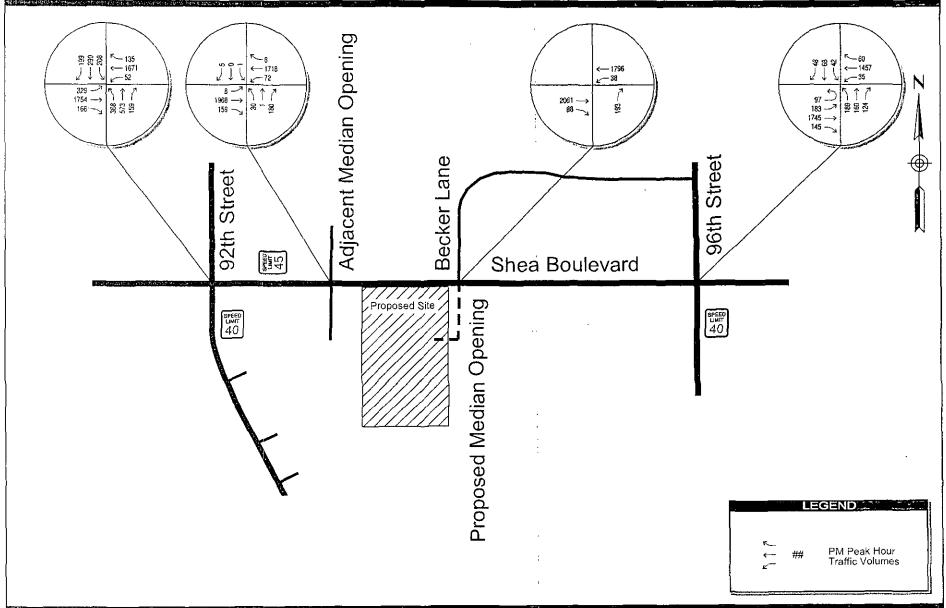
Table 4 Site Trip Distribution - Retail

ROUTE	DIRECTION (TO/FROM)	PERCENTAGE
92 <sup>ND</sup> STREET NORTH	NORTH	23%
SHEA BOULVARD WEST	WEST, SOUTH, NORTH	45%
SHEA BOULEVARD EAST	EAST	11%
92 <sup>ND</sup> STREET SOUTH	WEST, SOUTH	21%

# Site Traffic Assignment

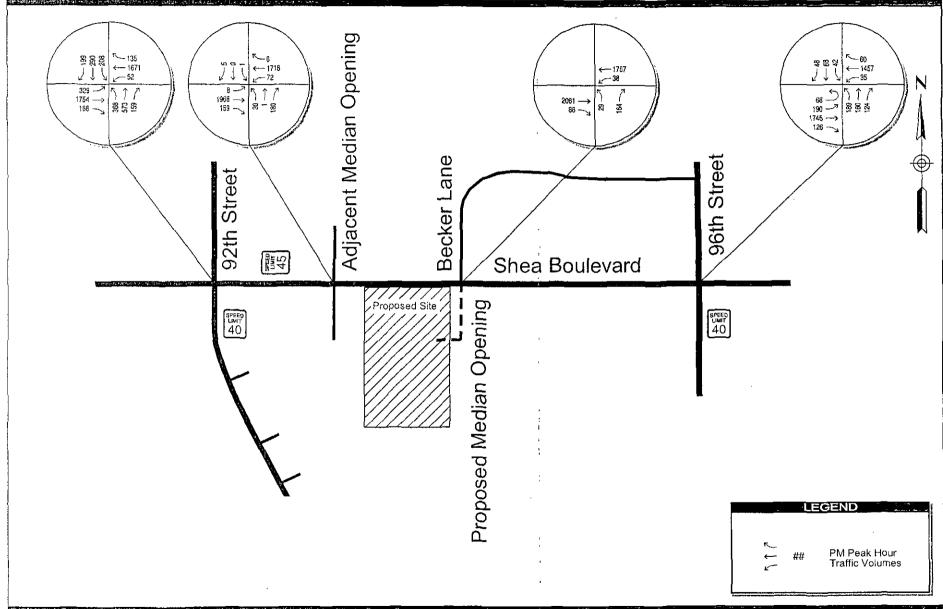
Using the trip generation rates discussed in the previous section and the trip distribution assumptions just described, site traffic was assigned to the adjacent roadways as it could be expected to travel on its way to and from the proposed development during the A.M. and P.M. peak hours. Results of this effort are presented in Figures 10 through 13.



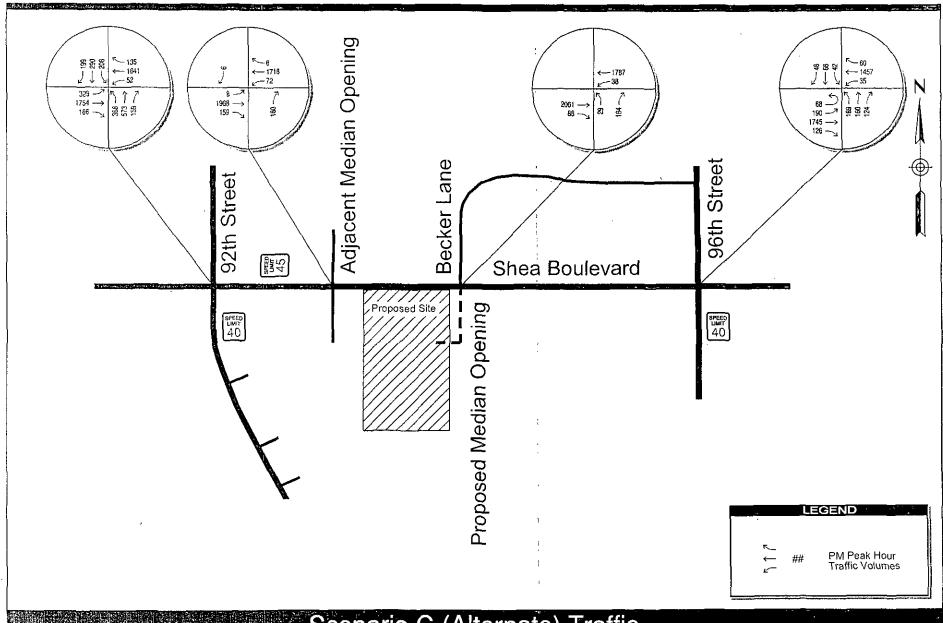


Scenario A (Base Condition) Traffic
9400 Shea Access Study

Figure 2



Scenario B (Proposed) Traffic
9400 Shea Access Study



Scenario C (Alternate) Traffic
9400 Shea Access Study

Figure 4

	۶	<b>→</b>	*	•	4	4	4	1	<i>&gt;</i>	1	1	-√
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	*	ተተጉ		Ä	ተተ <sub>ጉ</sub>		ĸ	44	387 A. S. S. S. S.	19	<b>^</b>	
Ideal Flow (vphpl)	1900		1900	1900	1900	1900	1900		1900		1900	1900
Storage Length (ft)	225	entra la	0	160	500 September 1999	0	200	Salar in a religior of the	0	170	Cinopismanu. 1967 2	0
Storage Lanes	% * % 1		<b>* * 0 *</b>	19		0.	¥23 <b>31</b> 3		<b>70</b>	13		0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50		50	50		50	<b>%</b> 850		∞ 50 <u>€</u>	50	
Trailing Detector (ft)	0	0		0	0	alestan jakon megentik di a	0	0	هرمها بديمها فيمان والارتبار عامل عاميان	0	0	an to the place of the second
Turning Speed (mph)	. 15		9	15		9	15		9	15		\$ 9
Right Turn on Red	a ray grant and prime		Yes	CIACECONS CECY NO	2 7 2763,000,1470,1470	Yes		**************************************	Yes	and the second	THE CONTRACTOR OF THE	Yes
Link Speed (mph) 문항		45			45			40			40	
Link Distance (ft)		1223		,	1306			2297			1220	
Travel Time (s)	Software (	≥ 18:5	A CAME	un eta	19.8			ુ 39.2≰			-20.8	
Volume (vph)	329	1666	166	52	1574	135	368	573	159	208	290	199
Turn Type	pm+pt		No. of Contract of	m+pt			pm+pt		T. S.	om+pt		
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Permitted Phases	4			. 8		数复数	2			6		
Detector Phases	7	<b>4</b>	gran traped some hypothes	3	8	Militar Markhoosia	5	2	CONTRACTOR IN LABOR	1	6	outs, Tarol 18 Jane
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Total Split (s)	13.0	33.0	0.0	13.0	Same and the Same of the Same	0.0	21.0	33.0	0.0	21.0	America Strategical	0.0
Total Split (%)		33.0%	0.0% 1	3.0%		0.0%		33.0%	0.0% 2		33.0%	0.0%
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	0.5	0.5	TELENISHT PERSON	0.5	0.5	Town Transfer	0.5	0.5	SSTEPS WATE	0.5	0.5	\$4570\\$\\
Lead/Lag	Lag	Lead	<b>张等学说</b> )	ુ Lag	Lead	於建设多式	Lag	Lead	CASE SAN	Lag	Lead	(3) BAS
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	4.5E.588893.75	Yes	Yes	ossiterar	Yes	Yes	NETENES
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Queue Delay	223.2 38.6	79.6		0.0°	40.1 20.0		33.0 0.0	ິດ.8 ີ		0.0	0.0	
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Splits and Phases: 1: Shea Blvd & 92nd St

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Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50		50	50	50	∵√50	50	50	50	50	50
Trailing Detector (ft)	0	0	eres deservings and resident	0	0	0	0	0	0	0	0	0
Turning Speed (mph)	<b>3</b> 15		€ 9	15			15	ares.	9	35 15		9
Right Turn on Red	The state of the second	re-1 - wags at assess	Yes	- 3-19-0-2002-200 <u>7-</u> 29-2-29-	diversity and a new	Yes	Carrier Carrier	C 20 of part of phone	Yes	20, 35,440 40,6,6,	and the second	Yes
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Turn Type	pm+pt			pm+pt		Perm	pm+pt		Perm	pm+pt		Perm
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Minimum Initial (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	40	4.0	4.0
Minimum Split (s)	8.0	20.0	A CONTRACT OF STREET	8.0	20.0	20.0	8.0	20.0	20.0	8.0	20.0	20.0
Total Split (s)	13.0	<b>33.0</b>	0.0	÷ 13:0	33.0	33.0	21.0	33.0	33.0	21.0	<b>33.0</b>	33:0
Total Split (%)	13.0%	33.0%	0.0%	13.0%	33.0%	33.0%	21.0%	33.0%	33.0%	21:0%	33.0%	33.0%
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5	3.5	3.5	₹ 3.5	3.5
All-Red Time (s)	0.5	0.5		0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Lead/Lag	Lag	Lead	Libra A	Lag	Lead	Lead*	Lag	Lead	Lead	Lag	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	-ge myda-u, cefa i,	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None		None	None	None	None	C-Min	C-Min	None	C-Min	C-Min
Act Effct Green (s)	62.8	57.1		52.0	45.6	45.6	28.4	22.5	22.5	21.1	15.3	15.3
Actuated g/C Ratio	∵0.63	0.57		0.52	0.46	0.46	0:28	0.23	0.23	∲ 0.21	0.15	0.15
v/c Ratio	0.41	0.67		0.16	0.64	0.07	0.48	0.40	0.29	0.17	0.25	0.18
Uniform, Delay, d1	15.0	14.8		8.3	20.9	0.0	31.5	35.8	0.0	28.6	40.2	0.0
Control Delay	39.1	29.8		10.1	22.1	4.0	32.7	36.8	7.6	28.0	40.0	12.2
Queue Delay	્રે ા 0.0	0.0	4.338	. 0.0	0.0	<i>○</i> 0.0-	ું.0.0⊾	0.0	0.0	0.0	0.0	0.0
Total Delay	39.1	29.8		10.1	22.1	4.0	32.7	36.8	7.6	28.0	40.0	12.2
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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	∦SBL <sup>®</sup>	SBT	₹SBR
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Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	- 8	1979	167 <u>.</u>	· 76	1706	. 6	32	4 TE	189		0.50	5
Pedestrians	- 082 WARE	State Contract		inaga ya kata	YUFA-EOSSIU ROM		51305461.5355	CAN COLUMNA	CHEST SEARCHES	27 <b>2</b> 6400-022	RESERVE THE SERVE	CTRIMENTERS.
Lane Width (ft)		d'Alla					AP NO. DO					
Walking Speed (ft/s) Percent Blockage		a Altonia					887 TF6 T					
Right turn flare (veh)	1987年至		hi shirt th								TANK!	是於汉里
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Upstream signal (ft)		1306				W8774	1985.XX					
pX, platoon unblocked		WIND A	stres <sub>tol</sub> divis						rwer a	(1) 88 ES (1)		audinis Padis
vC. conflicting volume	1713			2146			2805	3944	743	2728	4024	572
vC1, stage 1 conf vol	int bidge street	erring of the second	HARLINGT	CARTHUR TOTAL	e dell'ale di Mesche	meren meren er entre	2079	2079	Bereit Colores	1861	1861	8 8 4 5 5 7 T
vC2, stage 2 conf vol				A LEVE TO		i de la composição de l	* 726	. 1864 ≥		866	2163	
vCu, unblocked vol	1713	and reference of the	- 35/35 - 1 - 1 - 1 - 2 - 1	2146	water that someth	Salva Sara Carala Maria	2805	3944	743	2728	4024	572
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	∳ 6.5°	6.9
tC, 2 stage (s)							6.5	5.5		6.5	- 5.5·	
tF <sub>c</sub> (s)	. 2.2	<b>企图 对</b> 监	4.50	2.2	100 B. W.		3:5	<<4.0	3.3	3.5	< 4.0 ∧	3.3
p0 queue free %	98		or the second	69	· · · · · · · · · · · · · · · · · · ·		0	96	47	95	100	99
cM capacity (veh/h)	366	\$2.52		248			31	29	357	<b>21</b>	5	463
Direction, Lane #	EB1	EB 2	EB 3.	EB 4	WB'1	WB 2		WB 4	NB:1	NB/2	SB1	SB 2
Volume Total	<i>i</i> 8	792	792	√ <b>563</b> ∜	76	683	683	<b>348</b>	32	191	越天15	5
Volume Left	8	0	0	0	76	0	0	0	32	0	1	0
Volume Right	<b>0</b>	930	. 0	167	<b>,</b> 0:	0	<b>0</b> ,	6	⇒ 0	189	0	<b>5</b> 5
csH	366	1700	1700	1700	248	1700	1700	1700	31	336	21	463
Volume to Capacity	0.02	0.47	0.47	والمراه والمراجع والمراه	0.31	0.40	0.40	all professional and the second	1.01	0.57	0.05	0.01
Queue Length (ft)	2	0 ******	0 ************	0	31	0 sus <b>X</b> YXY	0	0 	87	83	4	1
Control Delay (s)		0.0	0.0	0.0	25.8	0.0	0.0	0.0	Carrier and Service Control	28.8	A STATE OF STATE OF STATE OF	12.9
Lane LOS	C SSANATA	Barana da da sa	-254-0025*	A vertified the word	D	Ann-Pradachia Ann-Pradachia	en e		F	D	F	<b>B</b>
Approach LOS	0.1		ale de la constante de la cons	i Allerie		25 N.	的特色的	KYECKY	74.8		41.5 =	学》至200
Approach LOS			****						F	- And ordered - Name	Е	
Intersection Summary		4.2029				ABA B		ar a			- 10 TA	
Average Delay	19 <u>22</u> 224 521	另对性对4.0kg/ 2	4.5	anagang r	\$1511158 <u>1</u> 961	nyeraya	Bendan in parabasan	143.20.2000.0000	na sa	8.4825.4333	REFLER OF SMIT	\$2,7%,7% <b>%</b>
Intersection Capacity Ut	inzation		55.0% 15		n reve	l of Ser	<b>Kic6</b>			16.9a J.A		er made
Analysis Period (min)	094676867 <i>(</i>	Santa da Albaria	15	wasanati sa	NTYSS 149	FERNOSSEZ	e likevin	aren errenakoa	rail talas	eleracija.	en e	rangi sangga

	<b>≯</b>	-	•	•	•	*	4	<b>†</b>	<i>*</i>	1	<b>↓</b>	4
Lane Group	EBL	*EBT	EBR	WBL	WBT:	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	7	<b>ተ</b> ቀሴ		À	<b>ቀቀ</b> ጐ		<b></b>	<b>4</b> %		ħ	<b>^</b> }	
Total Lost Time (s)	4.0	4.0	⊴ 4.0	4.0	ું 4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Satd. Flow (prot)	1770	5019	0	1770	5029	0	1770	3422	0	1770	3323	0
Fit Permitted	0.138		对是被特别的 对导动的人员	0.138			0.326			0.153		
Satd. Flow (perm)	257	5019	0	257	5029	0	607	3422	0	285	3323	0
Satd. Flow (RTOR)		• 16			13			36	i men		. 171	
Volume (vph)	329	1754	166	52	1671	135	368	573	159	208	290	199
Lane Group Flow (vph)	346	2021	`0	55	1901	0	<b>387</b>	770	0	219	514	. 0
Turn Type	pm+pt		1	om+pt		,F	om+pt			pm+pt		
Protected Phases	7.	4.5		(3)	8	de la comp		2		1.4	~ €	Maria
Permitted Phases	4			8			2			6	4.000 TV 10.000 TB MIN C	
Total Split (s)	<b>, 13</b> .0	33.0	0.0	13.0	33.0	0.0	21.0	33.0	0.0	21.0	33.0	0.0
Act Effct Green (s)	44.9	37.7		43.4	35.1		43.9	25.8		29.7	15.6	
Actuated g/C Ratio	0.45	0.38		0.43	<b>₹0:35</b> √	eroybail	0.44	0.26	1.246.20	0.30	୍ତ 16 🖟	1000
v/c Ratio	1.37	1.06		0.23	1.07		0.70	0.85		0.74	0.78	
Uniform Delay, d1	36.0	30.9		ୁ 16.8	32.2	and the second	28.9	34.2		35.9	27.2	
Control Delay	223.2	72.3		14.4	65.1		35.6	38.5		43.5	27.7	
Queue Delay	<b>∂∂38.6</b> ∜	87.7		0.0	0.0	egyet X	0.0	€ 0.8	* 15	0.0	d <b>⊊</b> 0.0⊴	
Total Delay	261.8	160.0		14,4	65.1		35.6	39.3		43.5	27.7	
LOS	F	F		В	. E		, D	$\mathbf{J}_{i_0}$ $\mathbf{D}_{i_0}$		D	C	
Approach Delay		174.9	-	•	63.6			38.1-			32.4	
Approach LOS		F			· E		化改.3%	D			or C≥	
Queue Length 50th (ft)	~241	~574		7	~516		167	231		84	112	
Queue Length 95th (ft)	#435	#730		m16	#663		227	295	G WAYN	୍ର 163	158	a je v
Internal Link Dist (ft)		1143			1226			2217			1140	
Turn Bay Length (ft)	225			ំ160			200			170		
Base Capacity (vph)	252	1902		250	1774		549	1018		346	1085	
Starvation Cap Reduct	n 🖟 🙃	0.	\$5 1. Care	0	√° % 0 ⊗					0	0.	
Spillback Cap Reductn	0	0		0	0		0	0	,	0	0	
Storage Cap Reductn	15	302		<b>0</b>	0		ి. 0	71		0	0 °	
Reduced v/c Ratio	1.46	1.26	Kron ri-JA	0.22	1.07		0.70	0.81		0.63	0.47	
	-0.22	-										

Intersection Summary

Cycle Length: 100

Actuated Cycle Length, 100

Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.37

Intersection Signal Delay: 97.6

Intersection Capacity Utilization 101.6%

Intersection LOS: F

ICU Level of Service G

Analysis Period (min) 15

Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles

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

Queue shown is maximum after two cycles:

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 1: Sheal	Blvd & 92nd St		
« <b>↑</b> ø2	<b>→</b> ø1	<b>♣</b> ø4	<b>√</b> € ø3
33.8	21/85/2007/1-3/3/2	33 8 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4	13 3
<b>♣</b> > ø6	↑ ø5	<b>4</b>	<b>≯</b> <sub>ø7</sub>
33 87 8 8 8 70 7 7 7 7 8 7 8 7 8 7 8 7 8 7	216	33 8 200 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	13 5 5 5 5

	•	۶		*	•	<b>←</b>	•	4	†	<i>&gt;</i>	<b>/</b>	Ţ
Lane Group	∌≑EBU∌	EBL	EBT	EBR:	WBL	WBT	WBR	NBL	NBT	<b>NBR</b>	SBL	SBT
Lane Configurations		Ä	<b>^††}</b>		*	<b>ት</b> ቀት	*	*	<b>A</b>	#	Ής	<b>A</b>
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	, 1900	1900	£1900
Storage Length (ft)	(1.25 to 1.25	230	Karanga Prad	0	190	.ಟಿ.ಹಿನ ಪುನ್ನು	0	190	MATTER TRANSPORT	0	125	8.3.7.2.2.
Storage Lanes		1		<b>7.</b> 0	1		1	17 A		1	<b>1</b>	
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50		50	× 50	50	50	ું 50	50	50	50
Trailing Detector (ft)	0	0 0	0	E Part Act Barry	0	0	0	0	Ô	0	0	0
Turning Speed (mph)	9	15		9	15		9	15		9	15	25 S
Right Turn on Red		religios de litras.	aga taga taga taga	Yes	ar - orthada	armanagan,	Yes	Marcal Car	(Carlot Artist Carlot C	Yes	abolish som in Toda	40.000 W.W.
Link Speed (mph)			45	y a line	era saasta	45		San Page	40			40
Link Distance (ft)		238882 TT3	2553	19-49-110 D4 4E		1027	\$\$\$\$\$\$\$\$\$\$\$	<b>建2000年的概念</b>	1660		Fifth Mention	928
Travel Time (s)	WILDOW		38.7	2-17-47.		15.6			28.3		EFF.	15.8
Volume (vph)	97	183	1745	145	35	1457	50	189	160	124	42	68
Turn Type	pm+pt i	AND ADDRESS OF THE PARTY OF	54-X-14	and common to appropriate	pm+pt			pm+pt	(*************************************	Perm		
Protected Phases	⊞πΩΛΙ <b>ΑΝ</b> ΩΓ 7	7	******* <b>∆</b>		3	8	Ka Langer - Ma	5	2	S. S. Constant	M::::: M::::	6
Permitted Phases		4			8		8	environtitien on		32% 7	· 6	
Detector Phases	7	%0.%. <b>⊺</b> ∂ <b>7</b>	4	- 東西部語	3	. विकास <b>8</b>	8 × × ×	5	2 2	2	1	6
Minimum Initial (s)	4.0	4.0	4.0		4.0	4.0	4.0	4.0	24.0	~ 4.0	4.0	4.0
Minimum Split (s)	8.0	8.0	20.0		8.0	20.0	20.0	8.0	20.0	20.0	8.0	20.0
Total Split (s)	3.0 13.0	313.0°	33.0	0.0	13.0	33.0	33.0		33.0	33.0	21.0	33.0
Total Split (%)	and the second and are the second and the second	13.0%	The second second second second	THE TEN MAKEN IN	A COLARY SERVICE N	and the second of the second of the	33.0%	The state of the state of the state of the	33.0%	A SECTION AND THE PARTY OF THE	Action - Control of	33.0%
Yellow Time (s)	3.5	3.5	33.5	0.070 835254	3.5	33.5			33.5	33.5	3.5	33.5
All-Red Time (s)	0.5	0.5	0.5	amene ad	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Lead/Lag	U.S Lag	Lag	Lead		Lag	Lead	Lead	Lag:	Lead	Lead	Lag (	Lead
Lead-Lag Optimize?	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None		None	\$.52,47/A	None	None	None		C-Min		None	
the same that the same of the	NORE	69.0	62.2		56.0	48.4	48.4	para na managana na managa	16.1	16.1	14.7	8.9
Act Effct Green (s)	THE STATE OF THE S	0.69	02.2 0.62		0.56	0.48	46.4 0.48	22.0 0.22	0.16	0.16	0.15	0.09
Actuated g/C Ratio	<b>建筑的内</b> 约	SECTION AND ADDRESS.	Section of the section of the section		the state of the state of the state of	0.62	of the Control of the American	The state of the s	0.56	CALL SANGE STORY OF THE SANGE STORY OF	elective and a second contraction of	( a - 12 - 12 - 12 - 12 - 12 - 12 - 12 -
v/c Ratio Uniform Delay, d1		0.67 21.9	0.64 11.7		0.14 6.3	19.0	0.07 0.0	0.60 37.1	41.7	0.36 0.0	0.22 33.6	0.43 46.2
		42.3	24.7		9.2	20.3	a second and an experience	the state of the state of the state of the	40.5	the second of the Co.	30.3	43.1
Control Delay		42.3	24.7 0.0		9.2 0.0	∠0.3 0.0	3.9	37.7 0.0	40.5	7.7 0.0	30.3 - 0.0	43.1
Queue Delay		42.6	24.7		and the beat of the second and the second	a with project when the st.	ું 0.0 3.0		40.6	and the property of the second	30.3	Tar. 2.4
Total Delay LOS	Vertagneri	42.0 D	∠4.7	74.3285A	9.2 A	20.3	3.9 ^	37.7 D	40.6 D	7.7	30.3 C	43.1
Approach Delay		は網路			語の表外に	Street Francisco		D.	ر 30.8			30.3
Approach LOS		REPORT	27.0		ngryenge T	19.5		5.777777	30.0 기사하기		44.048.452	30.3 30.3
Approach Eoo	etal (Saga			Mary 1G				in the same		Chief Photos		
Intersection Summary					Mar 3		Litera Land				4.4	
Area Type Cycle Length: 100	Other,		N. WA				71.57			\$1417A		FIRE
Actuated Cycle Length	:100											
Offset: 40 (40%), Refe		phase	2:NBTL	and 6:	SBTL 8	Start of	Green	tin Star Harville the	endi menang ang i	C. SESTIVE ST	S. Selfer Assert Honor	Martin Later
Natural Cycle: 70		<b>XXXX</b>			Walski		TO BE BUSINESS				A Section	
Control Type: Actuated	l-Coordin	ated	termine statis	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	17 18 19 40 AN	estoni e	EMINERAL MAI	avenes signi	esta i la segue e	acenter de la Se	1.423-3340 <sub>686.0</sub>	600 - AKTSO
Maximum v/c Ratio 0.							WEST STATE	\$5V	TE TY			
Intersection Signal Del		e autostiche. Par	- Justini - Buldillo Tel B	15 - 15 - 15 - 15 - 15 - 15 - 15 - 15 -	ntersect	ion LOS	ж телькісій В. С	· Sales Park Line Color	av 16-a de finifici	rani san Persi	ండు శుతంచినాన	- 14432VE
Intersection Capacity U		71.0%	i va (Pak		CU Leve							
Analysis Period (min)	mit and an object of the Private Tax and	, observation (I.E.)	record ATTINGS.		are produ	ing a second of the second	a in all the same		indian permit	08-74-34-34-36-36-36-36-36-36-36-36-36-36-36-36-36-	All China and All Chi	2 v. 451,1943

# Timings

# 2: Shea Blvd & 96th St

J

Lane Group	SBR 25
Land Configurations	
Ideal Flow (vphpl) Storage Length (ff)	1900 0
Storage Lanes	
Total Lost Time (s)	4.0
Leading Detector (ft)	550
Trailing Detector (ft)	
Turning Speed (mph)	
Right Turn on Red	Yes
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s) ♣	
Volume (vph)	
Turn Type	Perm
Protected Phases Permitted Phases	6
Detector Phases	6
Minimum Initial (s)	4.0
Minimum Split (s)	
Total Split (s)	33.0
Total Split (%)	33.0%
Yellow Time (s)	3.5
All-Red Time (s)	0.5
Lead/Lag	Lead
Lead-Lag Optimize?	Yes
Recall Mode Act Effct Green (s)	C-Min 8.9
Actuated g/C Ratio	0.09
v/c Ratio	0.27
Uniform Delay, d1	0.0
Control Delay	12.4
Queue Delay	0.0
Total Delay	12.4
LOS	B
Approach Delay	
Approach LOS	
Intersection Summary	

	_		7	•	<b>4</b>	•	1	<b>†</b>	~	-	Į.	1
Movement	EBL*	EBT#	EBR	∉WBĽ	WBT	WBR	* NBL	NBT	*NBR	SBL	⊗SBT∄	SBR
Lane Configurations	ă	<u></u>		Ä	<b>ተ</b> ተጉ		75	7>		14	1>	
Sign Control		Free	XX.XX		Free		A. Const	Stop			Stop	
Grade		0%	J	A COLUMN SERVICE SERVICES	0%	11 mg 1900, 1990, 200		0%	Control of Grander 1.		0%	
Volume (veh/h)	8	1968	159	72	1718	> 6	∵30	0.7	180	1.	Ō	5
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	8	2072	167	. 76	1808	6	<b>32</b>	14	189	1.	0	5
Pedestrians											t: - 110	
Lane Width (ft)											ne e ne en en Hann desarte	(978-177-7) 208 (1886-8
Walking Speed (ft/s)	s, pagar indigen	ye aye ete ing apone	igo suemes de med	wayoongang pengerang	gg, w.com, 4 arm	rzinan en ilamanete	anan wanastuska ne	sylvadra menny frantsir	a sulkosim. Zeglessales, sv	u sconoco o como	· wykanistycznycznycznycznycznycznycznycznycznyczn	terratuli tipi tipi
Percent Blockage		表生成物	10年10日						Švetki j		學的學典	<b>建</b>
Right turn flare (veh)	trasi sezavana dala	eta ew. Asia	gar step dens a taga	levs sation bassin	mer den kris an kris			The state of the state of the	1250 Med 1888 A. S.			eresanieren
Median type						Naevielaur 7		Raised	akai		Raised	TEN.
Median storage veh)	STEELS	್ಷ ಎಎಎಎ - ಇವರ ಎಂಡ		. E. J. W. 1985. 1985. 1985.				0 2467 2467 2	are e e e e e e e e e e e e e e e e e e	SPERIOR A	<b>0</b> sections	454.82B
Upstream signal (ft) pX, platoon unblocked		1306									e garag	
	1815	jana ori 1984	V354/T4F9Re	7777	eric 1965		2932	4420	774	2861	4219	606
vC; conflicting volume vC1, stage 1 conf vol	ွှင့်ပြည်။ ကြည်း			2239			293Z 2172	4138 2172	San Mark	200 I 1963	42 19 1963	5000
vC1, stage 1 conf vol	FALSEL			Basinsia Basinsia			760	1966		* 897	2256	
vCu, unblocked vol	1815			2239	utalian	<b>新教</b> 》(44)	2932	4138	774	2861	4219	606
tC, single (s)	41	as Free C		2233 4.1	arte angles		7:5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)			\$164366	V Callela		FR. HARDAN	6.5	5.5		6.5	- 5.5 -	A SEC
tF (s)	2.2	Mark K		22		55.55	3.5	J 4.0	3/3.3	3.5	4.0	3.3
p0 queue free %	97	ઇન્ડાલ્ટનોદ નોફ	A COMME	67			0	96	44	94	100	99
cM capacity (veh/h)	334			228			27	25	341	17		440
Direction Lane #	EB4	FDO	EB3	EB 4	IN/DIA	WB 2.	CHARLES AND AREA OF	WB 4	NB1	NB 2	SB1	SB 2
Volume Total Volume	8	829	ະເ⊏ວິຊ ິ 829 ເ	582	76	723	723	368	32	191	20D31	22.
Volume Left	8	023	029 0	್ ೨೦೭೧ 0	76	<u>継続</u> / 23円 0	्रि <u>। ८२</u> 0	, 300 0	્ર <sub>ે</sub> ું ૩૮ 32	0	//////////////////////////////////////	5 0
Volume Right		5 ° 0 '	~~~0	167	0			6	32 0	/ 189	0	<b>数学</b> 5
cSH	334	1700	1700	1700	228	1700	1700	1700	27	319	17	440
Volume to Capacity	0.03	0.49	0.49	0.34	0.33	0.43	0.43	0.22	1.16		0.06	0.01
Queue Length (ft)	್ಷಪ್ರಾಥವನ್ನು 2	0	0	0	35	0 (12 12 18)	0 0	0	93	91		લ્લામાં 1
Control Delay (s)	16.0	0.0	0.0	° 0.0	28.5	0.0	0.0	0.0	438.5		230.1	13.3
Lane LOS	C	a Principle a manusia Principi di Mi	grindrand iz Ligita	edin EbiriTajiraTubize	D	Gebruite School der ei	St. 272 St. Parties I - 100	. Store II. De la Castel	F	D	F	В
Approach Delay (s)	<b>⑥0.1</b> 0				11				89.6		49.4	<b>E</b>
Approach LOS		Carr 1 11.5 1	3,4400 2,555	A PROPERTY.	and the second of the second	Assign Control (190 and	Kar moz ta	for humaner &	F	on still on the factor of	E	St. Market Str. 10
Intersection Summary				10 × 4 × 2 × 2							W-0175	14.0
Average Delay	Section Control		5.2	LEGICAL WAL	Z. M. L. T. M. F						nocherent.	N. C. BERRY
Intersection Capacity Ut	lization		66.7%	Sec.	CUTEV	el of Sei	vice	enderen er	of the Cal			
Analysis Period (min)	THE WHEN AND	a sa sa da ta	15	ME PERSON OF A	Company of the con-	that come area.	2 4844	क्ष क्षाक संधि	artik Têr	ver call desi	ા હ્યા ના પ્રકારનો છે.	14 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
		\$. \$. d.										
Burger State (The Linguist Trade Strategy, Language Langu	infalthousture gar is	seding 77.1	The same of the other	warrensely.	THE STATE STATE	Burne Bushing	. And R. Markey . St	zer zer gregoriege	area ( Telegrape et flat	化心面性 医内侧皮炎	794. 950 - ZAC	Committee of

	<u></u>	<b>→</b>	*	1	<b>←</b>	4	1	<b>†</b>	<i>*</i>	1	1	√
Movement	EBL	EBT	EBR	WBL	WBT	WBR*	*NBL	⊕NBT⊭	NBR	SBL	SBT	§SBR
Lane Configurations		ተተኩ		À	ተተጉ				75			f
Sign Control		Free	M. Maria	Zeone (ny	Free			Stop			Stop	
Grade		0%	3. (4.)		0%		2, 3, ACIPI. 1-9	0%			0%	
Volume (veh/h)	0	2061	88	and the second second	1796	0	0.	0	193	0	0	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	0.	2169	93	40	1891	i	0.	0	203	0.0	0	0
Pedestrians	Www.sci.com	. 275 Francisco	and or the sec	CHOSPICKETS:	erang removation.	reason versione	ne maentos cuentos	erra compressada	e e do supplemento.	DESTRUCTIVE CONTROL	in industry i de	
Lane Width (ft)	The Sail	Alla Street				ERREY A						
Walking Speed (ft/s)	arin are	urens male in	8027-000 st83993		Plant South En	CELE-CELEMENT (III)	AMERICANIA	kirinessi m	FINE AVERS		1948************************************	TROOTE SET
Percent Blockage												类模型
Right turn flare (veh)	Salataturak di sa	arcenie lei	\$25 <b>20</b> 757475	Las varavean	9835-18 <b>8</b> 0-18 <b>7</b>	TO SECURE US	i ervanen kun		42.12.85682 42.12.85682	TERRESTEC	enggang.	976.PES-6818
Median type					100 Com			Raised	10 DV 41	erica sil. I	aised 0	S Alsen
Median storage veh) Upstream signal (ft)	an in har i		445547A	AZORIO	en.a <i>a.aa</i> a		Trisonico del	0 ************************************	**************************************	anaria (		
pX, platoon unblocked												
Commence Selection is come district factor to be perfectly the property of the	1891	Sign College	even visit nyer, egel y even visit av even	2262			2926	4186	769	2897	4233	630
vC1, stage 1 conf vol	(mi09)			2202	76 4 3 V		2216	2216	75 VAS 8	1971	1971	W COO
vC1, stage 2 conf vol				\$166.50 m	PARTYS.	4000	710	1971	C STREWELL	926	2262	ELECT.
vCu, unblocked vol	1891			2262	\$4.5 (\$1)	A TOTAL	2926	4186	769	2897	4233	630
tC; single (s)	413		\$24E	41			7.5	6.5	ି <b>6</b> .9	7.5	6.5	6.9
tC, 2 stage (s)	arang kalang. T	in ya abi	and English	Breed, Land of	ne al Till Lake (Million). Till Lake (Million)	D.SATARA	6.5	5.5	ATT	6.5 .	_ 5.5	ement.c
tF (s)	2.2	3.0.8%	175.0	2.2			3.5	4.0	3.3	3.5	4:0	3 3
p0 queue free %	100	2018/05/26	o Alphie Nobel	82	. A. 12. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1.	Telefor Medical Action in	100	100	41	100	100	100
cM capacity (veh/h)	312			223	ALLE SA		27	29	344	. 22	18	<b>424</b>
Direction Lane #	EB4	FB/2	EB/3	WR 1	WB.2	WR3	WR 4	NB:1	SB'1			
Volume Total	868	868	527	40	756	756	378	203	√3 0.€			and the same
Volume Left	0	0	0	40	0	0	0	0	0	PENDENCO	The state of the s	Striet Con
Volume Right		Ö	93		i V	<i>i</i> . 0.0	Ō	203	S Õ			
cSH	1700	1700	1700	223	1700	1700	1700	344	1700	ar i cara	the second contracts and	e de Contra de Caración de
Volume to Capacity	0.51	0.51	0.31		0.44	0.44	0.22	0.59	0.00	· 大學的	學樣家	
Queue Length (ft)	0	0	0	16	0	0	Õ	90	0	-est to these of	in neither in which are	Albane London
Control Delay (s)	0.0	0.0	0.0	24.6	0.0	0.0	0.0	29.6	0.0			
Lane LOS				С				D	Α			
Approach Delay (s)	0.0			0.5		<b>EFF</b>		∂29.6	0.0			
Approach LOS	* ****							D	A			,
Intersection Summary								V.F.Y.				
Average Delay	The second		1.6			- managed states and by	man many and a few years of the	A series & A series room, recording again		Ann an Appropriate		
Intersection Capacity Ut	lization	2 E.	30.4%	ne San Ti	CU Leve	of Ser	vice		A B			
Analysis Period (min)	era o o o o o o o o o o o o o o o o o o o	alaste plante in the f	15	en estate e de la la	or and securities	ga the Bold (September)	1. am ( 2.42 82 82 82 82 82 82 82 82 82 82 82 82 82	era Maria din	ar yer - sarigra çiriyeti	ar e-aktiven a	sara rayes decided	and the contract of
BOOK AND WARREST CO.	5 75 CS . 4	GNOWNEED OF	na medaka	C. 20 % 1	ALCONOMIC STREET	TRADEP SPECIES		17 47 C. C.	CHOLPOSTAGE	BMESON, ME	04-08-7 5-780	William .

	<b>→</b>	-	•	•	<b>←</b>	•	<b>1</b>	<b>†</b>	1	-	ţ	4
Lane Group	EBL	∉EBT⊮	∦EBR	WBL	WBT	WBR	NBL	NBT	NBR.	SBL	⊈SBT⊴	∛SBR
Lane Configurations	ሻ	ተቀኈ		Ä	<del>የ</del> ተው		ħ	<b>ሳ</b> ጐ	40 000	ሻ	<b>₽</b> ₽	face observed on
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Satd. Flow (prot)	1770	5019	0	1770	5029	0	1770	3422	0	1770	3323	0
FIt Permitted	ି 0.138			0\138			0:326			0.153		
Satd. Flow (perm)	257	5019	0	257	5029	0	607	3422	0	285	3323	0
Satd. Flow (RTOR)	<b>多</b> 亚洲。	16.		1418/4	13	e de la composição de l		. 36		KYZNOW	§ 171	
Volume (vph)	329	1754	166	52	1671	135	368	573	159	208	290	199
Lane Group Flow (vph	a territorial interpretation	2021	O O	ູ 55	1901	. 0	387	770	0	219	514	2 0
Turn Type	pm+pt		p	m+pt			om+pt	1219 30. 41975910.		pm+pt	to a characteristic . F	19 x 201 m10/
Protected Phases	6 2 7	4	THE S	3	. 8	A MATERIAL	§ 5	2	St. HER	A 1.	6	
Permitted Phases	4	rammonto en arr		8			2	The case of a coding of the State	o, como massocianos	6	engre im i to termine et	and reduction to
Total Split (s)	13.0	33.0	0.0	Section States and a second	33.0	0.0	all the second of the second o	33.0	0.0	21.0	33.0	0.0
Act Effct Green (s)	44.9	37.7	Congress and the construction of the construct	43.4	35.1	tuation all march of the	43.9	25.8	Municipals comparing	29.7	15.6	es rudosenas
Actuated g/C Ratio	0.45	∈ 0 38ੇੇ		0.43	0.35		0.44	0.26		. 0.30	0.16	
v/c Ratio	1.37	1.06		0.23	1.07		0.70	0.85	TO US. AND THE SALE	0.74	0.78	autori voverniv
Uniform Delay, d1	36.0	30.9		16.8	32.2		28.9	34.2		35.9	27.2	
Control Delay	223.2	72.3	transamener coro	14.3	65.1	a nasia kowomomi, notin	35.6	38.5	Sheet 1 on 119 2 her.	43.5	27.7	- Kinomadum
Queue Delay	38.6	87.7	<b>Chimins</b>	0.0	0.0		0.0	⊬, 0.8∜	e arm	0.0	0.0	
Total Delay	261.8	160.0	Markova farona areas na h	14.3	65.1	mor omineraciónsicofox	35.6	39.3	de nom de autore	43.5	27.7	annament z
LOS	S. F.	F. F.		B	en E		D.	D.		≥ D	C	
Approach Delay	nicas neka milionastik (j. 20	174.9	or and a second	- cas san remander	- 63.7	 gwys yng gangas befatts	ent receptor, ma	38.1		e e e e e e e e e e e e e e e e e e e	. 32.4	ning grangs arver
Approach LOS	TANK E	ska F	<b>FREE</b>		S.E.	STEEL STOT	Design	, D.	多生物	i va v	C.	<b>中国企业</b>
Queue Length 50th (ft)		~574	in the management of contract	7	~516	encentrale commencent of	167	231	o semon wi	84	112	T 69ACF 99BCCS
Queue Length 95th (ft)	#435	#730	A ALA ALA	m16	# <b>6</b> 63		227	295	Service Services	163	TO THE WAR	
Internal Link Dist (ft)	aluations easier th	1143	Display for the Grown series	and districtions are not the	1226	n tak ni tat 14 Ati	Short was 160	2121	vina book me maken	ag gyp y galagyan a sa ay as	1140	70.00 kg (1850)
Turn Bay Length (ft)	225			160		和的秘密	200	AVERTAGE		170	en e	STATE OF
Base Capacity (vph)	252	1902	Nacional company of the company	250	1774	n Johnson stakkomst.	549	1018	ra, in renomblement medical state	346	1085	BOUGHPY STURE
Starvation Cap Reduct		0	1	. 0	0		. 0	0	Walter Tales	0.	, O	e, kilda s
Spillback Cap Reductr		0	, grandespost state to the	0	0	io Nasma gressir	0	0	nemarithe contract	0	0	T SCORES
Storage Cap Reductn	// / / 15	.⊴302∋	學學系是	0	0.		0	分字7.1%	Alternation	0	0.0	是这个
Reduced v/c Ratio	1.46	1.26		0.22	1.07		0.70	0.81		0.63	0.47	

Intersection Summary

Cycle Length: 100

Actuated Cycle Length: 100
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.37

Intersection Signal Delay: 97.6 Intersection LOS: F

Intersection Capacity Utilization 101.6%

ICU Level of Service G

Analysis Period (min) 15

Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles

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

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

# Lanes, Volumes, Timings 1: Shea Blvd & 92nd St

Scenario B PM

Splits and Phases: 1: Shea I	Blvd & 92nd St		
<b>₫</b> ø2	ø1	<b>♣</b> ø4	<b>Æ</b> ø3
33 s 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4	21.8	33's	13's 🕮
<b>↓</b> ∞6	<b>↑</b> ø5	<b>4</b>	<b>≯</b> <sub>07</sub>
33 \$ 12 22 12 12 12 12 12 12 12 12 12 12 12	21/s 22/22/23/23/23	33 \$ 142444 2444	13 8 5 5 5

	<b>•</b>	۶	<b>→</b>	•	•	<b>←</b>	*	•	<b>†</b>	<i>&gt;</i>	<b>\</b>	<del> </del>
Lane Group	EBU	EBL	EBT	≽EΒŖ∴	WBL	WBT	WBR-	NBL	NBT	NBR	<b>ŞSB</b> L∯	SBT
Lane Configurations		Ä	<b>ቀ</b> ተቤ		ኻ	<b>ት</b>	7	R	个	7	P <sub>1</sub>	4
Ideal Flow (vphpl)	<b>31900</b>	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		230		0	190		0	190		0	125	
Storage Lanes		1		0'	<b>37</b> 1		1 21	1		1	1.	
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	a-y-50(-	√.50 <sub>.</sub>	50	6038	.50∗	<b>50</b>	50	√ 50	50	ुँ ≉ 50 (	50	5 ₹ 50
Trailing Detector (ft)	0	0	0		0	0	0	0	0	0	0	0
Turning Speed (mph)	. 9	15		9	15		9	15		9	15	
Right Turn on Red	AND LISTED ON ALC UNIT HAVE BEEN	nama anggaran sa s		Yes	da refrens rummas	anantairi, waxwasii	Yes	ra destrucción de de hacebi	ggygwayaga awas	Yes	nago numi sás es	.Takin ninga mi
Link Speed (mph)			. ⇒ 45±		200	45			40	25823		<b>340</b>
Link Distance (ft)	r naprokonsku god kriminacija	nnss verson	2553	Tandi alosed navatabada T	<u>ಇಕ್ಕಬಾಕಾಗಾಭಿಕಾ</u>	1027	on merceansisten	an en orde en antoir	1588	MESTO ANT LUBISCO STRUCT	errom president	928
Travel Time (s)	MARCINE.		38.7			15.6			27.1	THE SAMPLE A SERVICES.		15.8
Volume (vph)	68	190	1745	126	35	1457	50	189	160	124	42	68
Turn Type	pm+pt_p	m+pt		P	m+pt		Perm	pm+pt		Perm	pm+pt	
Protected Phases	7 Medianarangsa ki	7 50 2000 9	4 1222 - 1223	alet wat die Meer van de Ver	3	8	encontrol Mark	<b>5</b>	<b>2</b> .marea a novem	and sections and an income	1 ************	6
Permitted Phases	# 4 4 4 m	4			8	PARIL DE	8	·2	ru.izģ.	\$ 444	6	ee.
Detector Phases	<b>/</b> ************************************	7	4	7860870 (2887) (1773	3		8	5	2	2	1 2077-752	6
Minimum Initial (s)	4.0	4.0	4.0		4.0	4.0	4.0	4'0	40	4.0	4.0	4.0
Minimum Split (s)	8.0	8.0	20.0	987 A A SET	8.0	20.0	20.0	8.0	20.0	20.0	8.0	20.0
Total Split (s)	and the second of the second	13.0	33.0	1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1	13.0	33.0	33.0	21.0	33.0	33.0	21.0	33.0
Total Split (%)	13.0% 1			0.0% 1			33.0%			33.0%		33.0%
Yellow Time (s)	3.5	35	3.5		3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	0.5	0.5	0.5		0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Lead/Lag	Lag Yes	Lag	Lead	STORY OF THE	Lag	Lead	Lead	Lag/	Lead	Lead	Lag	Lead
Lead-Lag Optimize?		Yes None	Yes	OKENTEDET	Yes	Yes	Yes	Yes	Yes C-Min	Yes	Yes None	Yes
Recall Mode Act Effct Green (s)	None I	67.3	None 60.5		None	None	None	None	contract reserve actions	17.7	16.3	10.6
		0.67	00.5 ≥0.61		56.0 0.56∫	48.4 0.48	48.4 0.48	23.7 0.24	17.7 0.18	0.18	0.16	0.11
Actuated g/C Ratio		0.66	0.65		0.14	0.62	0.07	0.56	0.51	0.34	0.20	0.37
Uniform Delay, d1	CHANGE TELEVISION	22.0	12.7	是不到外面的	0.14 6.6	19.0	0.07	35.7	40.1	0.34	32.2	44.5
Control Delay		43.2	26.0	Million Committee	9.2	20.3	3.9	36.4	39.7	7.7	29.9	42.5
Queue Delay	Mining	43.∠ 《0.4◎	20.0 0.0		9.2 0.0	20.3 : 0.0		30.4 (0.0)	33.7 30.0	0.0	0.0	0.0
Total Delay	ANGRESS, A	43.6	26.0		9.2	20.3	3.9	36.4	39.7	7.7	29.9	42.5
LOS		43.0 D	20.0	03.598.35.3	9.Z A	20.3 C	3.9 [[]	30.4 D	33.7 23.D	NA A	23.3 C	42.3 D
Approach Delay	E ENERGY ST		28.1	CATANA,		19.5		W. C. L.	30.0	<b>经净的 公</b> 司		30.0
Approach LOS			20. 1	7 (D. 14 (E.)	an <b>e</b> ela	13.3		ROPEN A	0.00 10 00 00	(15) THE ST		0.00 0.55
		e al esta e		in all of the second		and Pa	a de la companya de	Note to AME		And Section 1	and is	3 s.
Intersection Summary	<del></del>							表別。				
	Other	M. Az.						and The Ext		CHARLES AND		
Cycle Length: 100	namenana was waxiy	and they to the line	taranta - necessorin		eletiki armiteleta		o austratur	e entrolesia i comp	ao sideoradonio d	randrinani.	enice normane	ട്രാമ ന്നാരനാ
Actuated Cycle Length	100										是主要	
Offset: 40 (40%), Refe	renced to	phase	2:NBTL	and 6:S	BTL, S	Start of	Green	opio propinsa.	naranana Marananan	RESERVAÇÃO PARE	eren eleme	1.578085.000704
Natural Cycle: 70			S. Landis and	and the	M. ET. VER		( and and )	Dine Jaco	MAR.S		ata di Co	是是是
Control Type: Actuated								ugran se		*66.57******	STORE SHA	PERSA
Maximum v/c Ratio: 0.	are and the second of the second of the				Righ					GERNAR		SELEC
Intersection Signal Del		20, 007				on LOS		eranen anne	STATE OF THE SE	CIME CHANGE	<b>Disk</b> yskeuman	1976-1995 1976-1976
Intersection Capacity L		34.0%			ñïrēñē	i or se	vice C	Kiefi <b>ka</b>	Trail of Article	otota s	LEAN TAN	es proven
Analysis Period (min) 1	5											

Splits and Phases: 2: Shea Blvd & 96th St

<b>₹</b> 02	øi	<b>№</b> 94	<b>√</b> ø3
33 s	21/s 24/2-1-1-3-3	33 8	13 8 2 3 3
₩ ø6	<b>↑</b> ø5	<b>₹</b> ø8	<b>3</b> ø7
33 \$ 60 40 45 42 45 45 45 45 45 45 45 45 45 45 45 45 45	21/6 10 10 10 10 10 10 10 10 10 10 10 10 10	33's	13°s###



Lane Group	SBR
Land Configurations	7
Ideal Flow (vphpl)	1900
Storage Length (ft)	
Storage Lanes	
Total Lost Time (s)	
Leading Detector (ft)	50
Trailing Detector (ft)	0
Turning Speed (mph) Right Turn on Red	Yes
Link Speed (mph)	I CS
Link Distance (ft)	
Travel Time (s)	
Volume (vph)	
Turn Type	Perm
Protected Phases	
Permitted Phases	6
Detector Phases	
Minimum Initial (s)	40
Minimum Split (s)	20.0 33.0
Total Split (s) Total Split (%)	33.0%
Yellow Time (s)	3.5
All-Red Time (s)	0.5
Lead/Lag	Lead
Lead-Lag Optimize?	Yes
Recall Mode	C-Min
Act Effct Green (s)	10.6
Actuated g/C Ratio	0.11
v/c Ratio	0.24 0.0
Uniform Delay, d1.	12.4
Queue Delay	0.0
Total Delay	12.4
LOS	В
Approach Delay	·····································
Approach LOS	
Intersection Summary	
"indiana de la	。 第一章 "一个","我们就是一个"我们","我们","我们","我们","我们","我们","我们","我们",

	۶	<b>→</b>	7	1	<b>4</b>	4	4	<b>†</b>	1	1	ļ	1
Movement ******	EBL	(EBT	EBR:	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ă	ተተው		Š	<b>†††</b>		74	\$		75	4	
Sign Control		Free			Free			Stop			Stop	
Grade		0%		~~~~	0%			0%			0%	
Volume (veh/h)	8	1968	<b>159</b>	72	1718	6	30	* 5 <b>1</b>	180	1	<b>∂</b> 0 €	5
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	<b>.</b>	2072	167∝	. 76	1808	. 6	32	35.13	ຸ189		å,⊬ 0.⊹	5
Pedestrians	でいていがません。	n i Nana Supanya	e partin de	wikiowy postaco	est seminas	Mada 19910	1 WERT ARMED TO	sacronecii 4	Generaliensis	5281. No 49401	. Principality ar	SACTOREUS
Lane Width (ft)												
Walking Speed (ft/s)	Carriers	14.1903 SASS	STATE OF THE	an and the second second			3 <b>8</b> 5025079	nergerage T	80 <b>9</b> 2000ah	reneria.	1258777222 1258777222	5.49869.kk
Percent Blockage		经重要	e de la composition	<b>建制的基金</b>	0.00	vedu.			ind the			
Right turn flare (veh) Median type	eurorian			revere ce			48784 STE	≀aised		is in the contract of the cont	Raised	
Median storage veh)	C.E.S.C.	中海域的					Market Land	vaiseu 0			vaiseu 0	ente per
Upstream signal (ft)		1306					Carte					
pX, platoon unblocked		381.92 <u>1.9</u> 5.3	1 - 100 FF8 20				CARPATEL CO.				ia diagrami, ar	
vC conflicting volume	1815			2239	648 F F	THE STATE	2932	4138	774	2861	4219	606
vC1, stage 1 conf vol	Bay Brands	মন্ত্ৰীয়াল কৰ্মন	re Proper Land	h Ariar Lineadh f	Garrows (Ara)	Water Colored W	2172	2172	ekd 650kt 2.1.00.	1963	1963	
vC2 stage 2 conf vol								1966		897		
vCu, unblocked vol	1815	15 m + 1 20 \$ 1 20 4 1 20 4 1 20	niem is the	2239	ar samuar	ra salament alama	2932	4138	774	2861	4219	606
tC, single (s)	4.1	EPR		4.1			7:5	<b>6.5</b> °	6.9	7.5	6.5	6.9
- tC, 2 stage (s)	. 1915 . 19 32			- 1.24 - 4 (1424-24) - 1444 - 1444-			6.5	5.5		6.5	- 5.5	
tF_(s)	2.2			2.2			₹3.5	4.0	, <b>, 3.3</b> ,	3.5	4.0	3.3
p0 queue free %	97	NOT THE STORE OF SE	. O see mer. See	67	N. F. S. days 1989a.	. interreparation	0	96	44	94	100	99
cM capacity (veh/h)	334			228			27	25	341,	17	1.	440
Direction: Lane #	EB 1	EB 2.	EB <sub>3</sub>	EB4	WB3	WB 2	WB 3	WB 4	NB 1	NB 2	SB 1	SB 2
Volume Total	8	୍ଷ 829	829	582	76	723	723	368	32	191	W 3.1	. 5
Volume Left	8	0	0	Ó	76	0	0	0	32	0	1	0
Volume Right	0	0.	0	167	0	0	0	6	0	189	0	5
csH	334	1700	1700	1700	228	1700	1700	1700	27	319	17	440
Volume to Capacity	0.03	0.49	0.49	and the transfer	0.33	0.43	0.43	0.22	1.16	7458 15 G	0.06	0.01
Queue Length (ft)	2	0	0 ಜನನವನ್	0 875.47123 2278	35	0	0	0 0	93	91	5	1
Control Delay (s)	16.0	0.0	0.0	0.0	28.5	0.0	0.0	0.0	438.5	a regist of establishment of	230 1	13.3
Lane LOS	C ∴≪012		30-7C 328		D	Y. W. BARREY. PA			F 89.6	D	F 349.4∃	B Seesa
Approach Delay (s) Approach LOS	esey. It					<b>等公司等</b> 5	\$ (#\$\$\)		ુ <b>૦૭.૦</b> % F		E #9.43	
Intersection Summary.												
Average Delay	AND THE SECOND	AND AND RESIDENCE OF	5.2	San	を表する企業が	<b>企业的建筑的</b>	TO THE REAL PROPERTY.	er man ser en en en	2011 State 31.00	COLUMN TAXAB		-some Activities
Intersection Capacity Ut	ilization	******* <b>F</b>	6.7%		Üleve	of Ser	vice		\ C			
Analysis Period (min)	1 1. 70.0 1. 1. 1.	MARKE & CONTRACT	15	-abnada		Servar Georgen z	J. 1977 (1784)	or Christian Bulk	era ar <del>e</del> el	er en	THE RESERVE AND	detrickser.
THE WAS CHIVE TO SEED THE SEED OF THE SEED.	gr rechiese.	3 40 Mg - Tail 2	245950	74.473.5846.4	ANTEN SER	13002498		[w] ( = 1 - 41 ( ) ] ( ] [w]		Samerica.	5509E8907.40	- Training

	•	-	•	•	<b>—</b>	•	4	1	~	-	ļ	4
Movement //	EBL	EBT	EBR	WBL	WBT:	WBR	NBL	NBT2	NBR	SBL	<b>SBT</b> ≰	SBR
Lane Configurations	Ä	ተተጉ		H	<b>ተተ</b> ጐ		ሻ	<b>\$</b>		*1	f.	
Sign Control		Free			Free			Stop	10.34		*Stop	
Grade	4-47	0%			0%			0%			. 0%	
Volume (veh/h)	18	2061	88	-38	1767		- 29	0	164	0	0	. 0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	19	2169	93	√.40	1860	0	31	232203	173	· : / 0	ં ૄ 0	0
Pedestrians	W. T. C	es that it is taken	J. J							A-75-71 - 11 - 11 - 11 - 11 - 11 - 11 - 1	n source and readolf of	Ourt
Lane Width (ft)												
Walking Speed (ft/s)								·				
Percent Blockage		W. WAST		(APPROX		4.4.0	tilet, ik			74-4KS	de la production	
Right turn flare (veh)											·	
Median type		KOMPANY RAK TUSAK						Raised⊸		Ţ	≀aised	
Median storage veh)								0			0	
Upstream signal (ft)		42.754	e feet t		we will				100 M		d by	THE Y
pX, platoon unblocked	30.3.20 27.00											m
vC, conflicting volume	1860			2262	2000		The second of the second	4194	769	2874	4240	620
vC1, stage 1 conf vol	×	·					2254	2254		1940	1940	
vC2, stage 2 conf vol		A ALL		KYE			≫700∜	1940	热制导位	934	2300	and the second
vCu, unblocked vol	1860			2262			2954	4194	769	2874	4240	620
tC; single (s)	4.1			4.1	Zerani Zerani	A MANAGEMENT	7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)							- 6.5	5.5		6.5	5.5	
tE(s)	2.2		47 3 Y	2.2			3.5	4.0	.3.3	3.5	4.0	3.3
p0 queue free %	94			82			0	100	50	100	100	100
cM capacity (veh/h)	321			223			. 25	25	344	25	15	431
Direction Lane # ***	EB1	EB 2	EB 3	EB.4	WB1	WB 2	WB3	WB 4.	NB1	NB-2	SB 1	SB 2
Volume Total	<u></u> 19	868	868	\$527	40	744	×744	⊝372 <sub>√</sub>	31	173	2 ( 0 )	<b>0</b>
Volume Left	19	0	0	0	40	0	0	0	31	0	0	0
Volume Right	0	Ö	0	93	0	. 0	.0	- 0	0	173	0	0
cSH	321	1700	1700	1700	223	1700	1700	1700	25	344	1700	1700
Volume to Capacity	0.06	0.51	0.51	0.31	0.18	0.44	₹0.44%	0.22	.1.24	0.50	0.00	0.00
Queue Length (ft)	5	0	0	0	16	0	0	0	94	67	0	0
Control Delay (s)	16.9	0.0	\$ 0.0°	0.0	24.6	0.0	0.0	0.0	496.0	25.6	0.0	0.0
Lane LOS	C	and a suffice	a na manana na 1960a	CONTRACTOR SEC. S	Č	, see- no mandely	and or the transmissional	The R. Marker Hope and a	F	D	A	A
Approach Delay (s)	0.1				0.5	A HARM	NEW Y	2.5 T.C.	96.3	3680	0.0	<b>新草草</b>
Approach LOS		- 11 1000	~ F &		4.5 - 14.5 (46.2	gram steed from car	ALM ALTONOMY TO	5 B 3 1 - 4	F	are turnerin	Α	- 20 20
Intersection Summary					e de la compa	-2 A V.	à <b>p</b> ost			-1406	变 医毒素	
Average Delay			4.8	arangan ang ang arang ar	AND THE RESERVE TO THE PERSON NAMED IN COLUMN TWO IN COLUM	The state of the s	en received and a rate	to company to the con-		Contract of the second second	AMERICAN STRUMENTS	
Intersection Capacity Ut	ilization	THE STATE OF	58.6%	A STIC	CU L'eve	of Ser	vice		ë B∑	<b>域和數</b>	eren en er Eren en er	
Analysis Period (min)	i inger ett interferiore	F-1 44-04814	77:33.45 E	eri attii vali	5.50. <del>70</del> 7.10	The Control of the Control		A PARTICIPAL A	.२ ( <del>१३%) (</del> .स. १४	al exercises	dan in beschiller	1977
A CONTRACTOR OF THE PROPERTY O	343 J. B. S.	. Ta st. I stead .	್ಷ ಕಷ್ಟಾಗಳು ಪ್ರಕರ್ಣ	Caronina (1960)	Bud Salana C	Sept-2 Southware	TP829003-42793	n med 1650	T-8090A	0.0000000000000000000000000000000000000	15 ROBWEST-3	Naka - Maria

	۶	-	*	•	<b>←</b>	4	4	1		-	1	4
Lane Group 💮 🤌 🦠	®ÿEBL	∉EBT.	EBR	WBĽ	WBT.	WBR	NBL	NBT	NBR#	∜SBL∜	SBT	SBR
Lane Configurations	*	<b>ቀተ</b> ነ		Ä	<del>የ</del> ቀሴ		ኘ	<del>የ</del> ኩ		*	<b>1</b>	
Total Lost Time (s)	4.0	. 4.0√	4.0 ∖	4.0	4.0	4.0	. 4.0	4.0	4.0	4.0	4.0	4.0
Satd. Flow (prot)	1770	5019	0	1770	5029	0 -	1770	3422	0	1770	3323	0
Fit Permitted	0.138			0.138		iki ili sariyaya Arafii kalaman	0.326			0.153		
Satd. Flow (perm)	257	5019	0	257	5029	0	607	3422	0	285	3323	0
Satd Flow (RTOR)		. 16			13	2000		√∷36	4200		171	
Volume (vph)	329	1754	166	52	1641	135	398	573	159	208	290	199
Lane Group Flow (vph	) 346	2021	- 0	ુ 55	1869	0	419	770	0	219	514	0
Turn Type	pm+pt		p	m+pt			om+pt			om+pt		
Protected Phases	· 7、	4.		- 3	ে 8		. 5	2		25 × 15	6 i	
Permitted Phases	4			8	voi: or: 100111111 111	VIV. 7 II. / 2000 APR 1 1200	2			6	,	
Total Split (s)	13.0	33:0	9.0	13.0	33.0	0.0	21.0	33.0	0.0	21.0	33.0	0.0
Act Effct Green (s)	44.9	37.7		43.4	35.1		43.9	25.8		29.7	15.6	
Actuated g/C Ratio	0.45	0.38		0.43	€0:35		0.44	ା 26 ା		0:30	.0.16	S. In
v/c Ratio	1.37	1.06		0.23	1.05		0.76	0.85		0.74	0.78	
Uniform Delay, d1	36.0	30.9		16.8	32.2		29.7	34.2		<b>_35.9</b>	27.2	
Control Delay	223.2	72.3	www.com.com.com.com	14.0	58.4	on 14" -21'002'S 1004 28'17	38.8	38.5	and the second second	43.5	27.7	n ny provinsi ano
Queue Delay	38.6	87:7		¥0.0	<b>● 0.0</b> →	6-24-28	±₹0.0s	8.4		0.0	0.0	
Total Delay	261.8	160.0		14.0	58.4		38.8	46.9	and the contract of	43.5	27.7	on the second of the second of
LOS	数数后			В	E/		, D	×D.		) D	C	
Approach Delay		174.9			57.1		-	44.0	A - 4		- 32.4	
Approach LOS	<b>第35%可以</b>	F	學者亦為		€. E.			⁄ ૄ D		大液素	₹ C	
Queue Length 50th (ft)	AND THE RESERVE OF THE PARTY OF	~574	commence of the contract of th	6	~500		185	231		84	112	nonember of an exercise
Queue Length 95th (ft)	#435	#730		m15	#647		250	295		163	158	
Internal Link Dist (ft)	ness is more than the second	1143	111-24 No. 1-12/11/20	** . ~ ** * ***	1226		and the second second	2268	- constitution of the constitution	CLUTHUM TO THE STATE	1140	9000 James 2009
Turn Bay Length (ft)	225	是在在的		160	學者表示		200			170		
Base Capacity (vph)	252	1902		250	1774		549	1018		346	1085	
Starvation Cap Reduct	n 🧢 0	Ö		. 0	0		0	. 0		0	0.	
Spillback Cap Reductr		0		0	0		0	0		0	0	معوددون المجورين
Storage Cap Reductn	15	∍302∜		0	Ø 4 O∞	快報權	ૈં <sub>ડ</sub> 0	214	QKTAL)	0,	<b>% ** 0</b>	的数数人
Reduced v/c Ratio	1.46	1.26		0.22	1.05		0.76	0.96		0.63	0.47	

Intersection Summary

Cycle Length: 100

Actuated Cycle Length: 100
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.37

Intersection Signal Delay: 96.6

Intersection Capacity Utilization 102.7%

ICU Level of Service G

Analysis Period (min) 157

Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles:

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles

m Volume for 95th percentile queue is metered by upstream signal.

3.23.2006 Kimley-Horn and Associates, Inc.

# Lanes, Volumes, Timings 1: Shea Blvd & 92nd St

Scenario C

Splits and Phases: 1: Shea B	3lvd & 92nd St		
<b>₫</b> ↑ <b>ø</b> 2	øi	<u>♣</u> ø4	<b>₽</b> ø3
33 8 10 10 10 10 10 10 10 10 10 10 10 10 10	21/8 4/7-4-2 400	33'8 44 47 44 48 48 48 48 48 48 48 48 48 48 48 48	13 8 3 2 2
<b>№</b> ø6	<b>♦</b> ø5	<b>₩</b> ø8	<b>≯</b> <sub>ø7</sub>
33 5 7 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	21/54/2020/2020	335000000000000000000000000000000000000	13 家庭

2: Shea Blvd & 96th St

	<b>≤</b>	À		>	•	<b>4</b>	*	4	<b>†</b>	*	-	<b>↓</b>
Lane Group	EBU	EBL.	EBT	EBR	WBL	<b>WBT</b>	WBR	ŅBL	NBT	NBR	,∕SBĽ	SBT
Lane Configurations		Ä	ተተጉ		ሻ	ተተተ	Ħ	*	<b></b>	7	ኝ	<b>†</b>
Ideal Flow (vphpl)	1900	1900	₃1900 %	1900	1900		1900	1900	1900	1900	1900	1900
Storage Length (ft)		230	4 7 COL 1 TO 2 4 1 1 7 Mars	0	190	g yang kanamatahan da	0	190	District Grant of Mary Service	0	125	
Storage Lanes				. 0	1		1	1		<b>2331</b> 3		
Total Lost Time (s)	4.0	4.0	4.0	4.0	. 4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	<b>€50</b>	√.50		§ 50	50	∞ 50	.√	50	50	50	50
Trailing Detector (ft)	0	0	0		0	0	0	0	0	0	0	Ō
Turning Speed (mph)	9 7	15		9	. 15		9	. 15		. 9	. 15	
Right Turn on Red				Yes			Yes			Yes		
Link Speed (mph)		. 1848 july 2	45		<b>建建设</b>	45			40			40
Link Distance (ft)	and the second management of	nos antinos de la mondo de la constante de la c	2553	ancements of a sor	n pe senen non e m	1027	or the management of the	and the second second second	1650		era nanzuer enzogene (*)	928
Travel Time (s)			<b>,38.7</b> .,			15.6			28.1	100	era Ara	15.8
Volume (vph)	68	190	1745	126	35	1457	60	189	160	124	42	68
Turn Type	pm+pt p	m+pt		基礎的	pm+pt		Perm	pm+pt		Perm	pm+pt	
Protected Phases	7	7	4 ************************************	er / prim , eres per	3	8	non e e e pasagone la	5	2		1	6
Permitted Phases	4	. 4	And Especial		. 8	START		2	CARRY	2.	∴.6	I HE
Detector Phases	7	7	4	. TOOTS, TO MANGETT A	3	8	8	5	2	2	1	6
Minimum Initial (s)	4.0	4.0	4.0		4.0	4.0	4.0	4.0	<b>4.0</b>	4.0	4.0	4.0
Minimum Split (s)	8.0	8.0	20.0	gagas magnarys	8.0	20.0	20.0	8.0	20.0	20.0	8.0	20.0
Total Split (s)	- 13.0 s	13.0	્33.0	0.0	ી13.0	33.0	33.0	21.0	∜ 33.0	33.0	21.0	33.0
AND ADDRESS OF THE PARTY OF THE		3.0%		0.0%	13.0%				33:0%-			33.0%
Yellow Time (s)	3.5	3.5	3.5		3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	0.5	0.5	0.5		0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Lead/Lag	Lag	Lag	Lead	WIZ.	Lag	Lead	Lead	Lag	Lead	Lead	- Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	Park V. A.	None	None	None		C-Min	the over the plant of the last	None	
Act Effct Green (s)	48748277878787878	67.3	60.5		56.0	48.4	48.4	23.7	17.7	17.7	16.3	10.6
Actuated g/C Ratio	revise:	0.67	0.61		0.56	0.48	0.48	0.24	्0.18 2.54	0.18	0.16	0 11
v/c Ratio		0.66	0.65	THE THE	0.14	0.62	80.0	0.56	0.51	0.34	0.20	0.37
Uniform Delay, d1	natike ett	22.0	12.7		6.6	19.0	0.0	35.7	40.1	0.0` 7.7	32.2	44.5
Control Delay	100000000000000000000000000000000000000	43.2 0.4	26.0 0.0		9.2	20.3 0.0	3.7	36.4	39.7	7.7	29.9	42.5
Queue Delay		Superior Superior	26.0		⇒ 0.0 9.2	20.3	0.0	0.0	0.0	0.0	0.0 29.9	0.0 42.5
Total Delay LOS		43.6 D	COLUMN CONTRACTOR CONT		9.Z	20.3 C	3.7	36.4 D	39.7	7.7	29.9 	CATTER STREET, ST.
Approach Delay			28.1	TO SHOW	NEW CO	19.4			30 O	N. S. L.A.	発表を行う	20 O
Approach LOS			20. i			19.4	AND THE STATE OF T	TENT.	30.0	este de la composição d	X 65 10 10 10 10 10 10 10 10 10 10 10 10 10	30.0
		Table Salah	in the side of the side of				i torrate (gr			de la la se		RESERV.
Intersection Summary										314 H		
	Other						oned A.		er en de la casa de la Casa de la casa de la c	AMANA		
Cycle Length: 100	Transport	etarente estas e	alentinesenen	PARAMETER S	gaerraa oo ba	reserva a ar	aminasterands	errae das est.	-000002 000 -400 c	naka ne erezza s	turetossadetti virusinnä.	en sakusas en
Actuated Cycle Length:	100		444		Me an							
Offset: 40 (40%), Refere	enced to	phase	2:NBTL	and 6:	SBTL, S	Start of	Green	graven gravaren er	nga sasananakallas	gestygt "merge	oskomikans beemkan	maatrilein
Natural Cycle: 70 Control Type: Actuated-		antanuo a	10.80213			SACT			526.00	arevu-ê		XIII.
		ited		TKENKKUN.		Terror S		1875 F. 1875			Maripent	37841A27
Maximum v/c Ratio: 0.6		医异物至	THE STATE OF		A AND			學的學院				经产业
Intersection Signal Dela		20.00/5	vier i rec		tersecti			Tankara.	E MANAGEMENTAL	residencia proces		E Barriotan
Intersection Capacity Ut		D <del>y</del> . 0%,	ar enthir for	THE I	reve	aror se	rvice C	BENG NA		<b>经基础的</b>		
Analysis Period (min) 15	)											

PM

Splits and Phases: 2: Shea E	Bivd & 96th St		
<b>↑</b> ø2	p el	⊕ 04	<b>√</b> ø3
33 \$	21/8	33's reserve to the second of the second of	13 8 3 5 5
₩ ø6	<b>↑</b> ø5	<b>4</b> <sup>∞</sup> ø8	<b>3</b> ø7
33 8 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7	21/8 4 4 4 4 4 4 4	33 \$ 10 10 10 10 10 10 10 10 10 10 10 10 10	13 3 3 3



Lane Group	SBR
Land Configurations	
Ideal Flow (vphpl)	1900
Storage Length (ft)	
Storage Lanes	4.0
Total Lost Time (s) Leading Detector (ft)	4.0
Trailing Detector (ft)	0
Turning Speed (mph)	$\ddot{f g}$
Right Turn on Red	Tes
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Volume (vph) Tum Type	- 48 Perm
Protected Phases	FCIIII.
Permitted Phases	6
Detector Phases	Compression of the contract product of the contract of the con
Minimum Initial (s)	4.0
Minimum Split (s)	20.0
Total Split (s)	33.0
Total Split (%) Yellow Time (s)	33.0% 3.5
All-Red Time (s)	0.5
Lead/Lag	Lead
Lead-Lag Optimize?	Yes
Recall Mode	C-Min
Act Effct Green (s)	
Actuated g/C Ratio	0.11 0.24
Uniform Delay, d1	0.24
Control Delay	12.4
Queue Delay	0.0
Total Delay	12.4
LOS	В
Approach Delay	
Approach LOS	
Intersection Summary	

	۶	-	$\searrow$	•	<del>-</del>	4	4	Ť	<i>&gt;</i>	<b>*</b>	ţ	4
Movement Assessment	EBL	EBT	EBR	WBL	WBT:	WBR	NBL	∦NBT	NBR	SBL	SBT	SBR
Lane Configurations	ኘ	441		ሻ	<del>የ</del> ተጉ				75			#
Sign Control		Free			Free			Stop			Stop	
Grade		0%	11		0%			0%			0%	
Volume (veh/h)	8	1968	159	→ <b>72</b>	1718	6		<b>`∂</b> ′0.	180	0.	the state of the s	6
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	8	2072	ୃ 167୍ମ	76	1808	6	· O ·	0.	189	0.	. 0	6
Pedestrians											* : *** *** ***	
Lane Width (ft)	经过多数							完整的				
Walking Speed (ft/s)												
Percent Blockage						Company of		25/05/03	de Alexañold (di		3000	
Right turn flare (veh)		er were to							and the Harry In		MATERIAL MAT	
Median type							S KORA F	Raised≟		F	≀aised	
Median storage veh)								0			0	
Upstream signal (ft)	d Mil	1306			New 35		ALCONO.		Moral VSQ			
pX, platoon unblocked											anno anno camo anno cano an	
vC, conflicting volume	1815			2239		STATE VILLE END	2933	4138	774	2860	4219	606
vC1, stage 1 conf vol	nangeriae ve	NAME OF THE PARTY OF THE PARTY OF	nort or	manager and a to		and the same of the	2172	2172	, compressorers, governors,	1963	1963	one anone posts
vC2, stage 2 conf vol				94.3	ÍS.		√761∌	_1966		. 897	KEVILLERI DESKLER	
vCu, unblocked vol	1815	entransino vienes	. O grados da Albanda de La	2239	near wherean	owe against the second	2933	4138	774	2860	4219	606
tC, single (s)	41			4.1			7.5	6.5	6.9	7.5	الأفادي وجورت فالعالم الكافلات	6.9
-tC; 2 stage (s)		roughou in man	-	· · · · · · · · · · · · · · · · · · ·		ACT 175 12 07011 10 10 10 10 10 10 10 10 10 10 10 10	6.5	5.5		6.5	- 5.5 -	
tF (s)	2.2		43,696	2.2			3.5	- 4.0	<b>3.3</b>	3.5	4.0	3.3
p0 queue free %	97			67	LANGE CONTRACTOR OF THE COLUMN	· E AFELETA E PET PENET	100	100	44	100	100	99
cM capacity (veh/h)	334			228			27	25	341	17		440
Direction; Lane #	EB4	EB 2	EB(3	EB)4	WB1	WB 2	WB <sub>.</sub> 3	WB 4	NB/1	SB1		50 F30 V
Volume Total	8	829	829	582	76 <u></u>	723	723	368	189	⊈		
Volume Left	8	0	0	0	76	0	0	0	0	0		
Volume Right	0	0	0 1	<b>167</b>	ં જે 0ું	0	0.4	6	189	6		
cSH	334	1700	1700	1700	228	1700	1700	1700	341	440		
Volume to Capacity	0.03	0.49	0.49	0.34	0.33	0.43	ે0.43≋	0.22	0.56	0.01	3325	
Queue Length (ft)	2	0	0	0	35	0	0	0	80	1		
Control Delay (s)	16.0	0.0	0.0	0.0	28.5	0.0	0.0	0.0	28.0	13:3		
Lane LOS	С		. , , ,		D				D	В		
Approach Delay (s)	0.1				1.1			47 300	28.0	13.3	Ť.GŘŠ	
Approach LOS									D	В		
Intersection Summary	u a Ver	North A		est (car								
Average Delay			1.8									<del></del>
Intersection Capacity Uti	lization	187 G 2 5	9.4%	¥ ∮ IC	U Leve	of Ser	vice		В		E E	STATESTA White Room
Analysis Period (min)	1 and 31 Mr = 4 \$ 67		15	i summar i Prominingo	e seeds of the Committee	Troping Mg * - ;	r a desergi por socialisticali	anticopi see le	y ment diamental of the	- 1 Sections Second		- Committy of the control
			September 1	Maj i	REEK.						的家園	

5: Shea Blvd & Bed	ker La	ne										PN
	•		•	•	<b>←</b>	4	4	<b>†</b>	-	<b>\</b>	ļ	1
Movement	EBL	€EBT	<b>≬EBR</b> ĕ	WBL	WBT	·WBR	/ NBL	v⁵NBT:√	NBR	SBL	SBT	SBF
Lane Configurations	Ä	ተቀው		À	ተቀጉ		75	ĥ		ሻ	<b>1</b>	
Sign Control		Free	nerson hanesi		Free	i Andrews		Stop			Stop	
Grade	6- 800 MIN WEST NO. 10-10	0%	910 mm - 1,244 - 2,4230	-Peniscen i epoi	0%	on en mont of entry to	e Bording I of the American	0%	\$1,000 ag acres to con.	and the second	0%	gag prije redenie
Volume (véh/h)	, 18	2061	88	38	1767	0	29	<b>0</b>	164	<b>0</b>	€ 0.	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.9
lourly flow rate (vph)	19	2169	√. 93∂	40	1860	∌ે 0	31	O	173	. 0		
Pedestrians		>	. W. S. A. Westerson	VE 5								
ane Width (ft)												
Walking Speed (ft/s)	eram waxaa aa wa	and the second section of	197 S06/78/2011 (17.08)	no. Linio pringgi ne grana nu		ongregation on the		18,02.180,07.000,07.00.00	and the second of	althorithmate from every and o	TERRITOR OF THEORY	· , v · r · · · · · · · · · · · · · · · · ·
Percent Blockage		42.1				WW.	No.		***/**	AS S	STEEL STATE	
Right turn flare (veh)	OSCUPPINI DE SOLO IN A	. pr 12 . 15 21 132-157	TTOTAL AMELIA	on were supremoned that the first	. C. grander and the	th schoolsvanopper	e. N. 10 * A-		TO THE RESERVE OF THE SECOND	ra ver verse e erve	- 400,000	
Median type				Te Vision				Raised			Raised	
Median storage veh)	evillar ektöleseler	934, W. 227 (1979)	والمعارفة والمعارفة والمتاركة	activity of the section of the secti	gwessey acrosso	. Santa Cara da Cara d		0	roome December of the State	ritira e in Status accus	0	arrager ex
Jpstream signal (ft) ু				Martin.			14.45.6				学会实现	4
X, platoon unblocked	the state of the s	it decidents when	TAR IN ALTINA	gggames success, succ	nd safte in shwe saw	entronomo a variar en en	races or rese	en, meremperan - ee connect s			dation o washing	
C, conflicting volume	1860		energy of Galeriae	2262			2954	30000	769	2874	4240	62
/C1, stage 1 conf vol	STUDIEU A OM	i na sasaran (19	SAGINGENES DES	THE STATE OF S	ren abadu terura k	TIELDRE MERCEL EN	2254	2254	5236 SP 190130	1940	1940	waren
C2, stage 2 conf vol					34.02		∂.700 <i>∞</i>	Strain to the second		934	2300	
Cu, unblocked vol	1860	N. 1888 (1888)	STEER PROTECTION	2262	alyneachtair	regionaliza	2954	4194	769	2874	4240	62
C, single (s)	4.1			, 41			7.5	6.5	ું.6.9 <sub>ક</sub>	Crete . Art - mark	6.5	<b>6</b> .
C, 2 stage (s)	 ************************************	and of the s	- GGEMANG	কেম <b>্লে</b> ক		89498511,58089	6.5	5.5	 	6.5	5.5	
F <sub>.</sub> (s)	2.2			×2.2			3.5	4.0	3.3	* 3.5°	<b>∀∜4.0</b> €	3.
o0 queue free %	94	AMAN 他ASIN	Salender Je	82 223	······································	Torne-Service	0 ********	100	50	100	100	10
M capacity (veh/h)	321	S. S. & 160	Nation 12	223	2/02/1/6		25	25	344	25	15.	43
orection, Lane #	EB1.	EB-2	≰EB/3	EB 4	WB1	WB 2	WB 3	WB 4	NB 1	NB 2	SB 1	SB
/olume Total	i. √19;	§ 868	868	√ <b>52</b> 7⊹	. 40	744	× 744	372	31	<b>173</b>	(€ <b>0</b> €	
/olume Left	19	0	0	0	40	0	0	0	31	0	0	
/olume Right	0	0	0.	93	0	0	0	0	0	173	0	
SH	321	1700	1700	1700	223	1700	1700	1700	25	344	1700	170
Volume to Capacity	0.06	0.51	0.51	©0.31	0.18	0.44	0.44	. 0.22√	1.24	0.50	. 0.00	0.0
Queue Length (ft)	5	0	0	0	16	0	0	0	94	67	0	
Control Delay (s)	16.9	0.0	0.0	0.0	24.6	0.0	0.0	0.0	496.0	25.6	0.0	<b>0</b> .
ane LOS	C	grighting all wishess	tiringa mangara	Support of the con-	C	en el agricologia de la compansión de la c	ಎ. ಮುಜ್ಜಿನ ಇತ	an descripting to the Laborator	F.	D	Α	ا ۱۳۹۳ - ت. اعل
Approach Delay (s)	0.1	WINE.	生自然會		0.5	<b>FARES</b>			96.3	建设。	0.0	
Approach LOS									F		Α	
ntersection Summary	75 34 25 4					(A) (A) (A)		<b>全体型(</b> 多级			****	
Average Delay	- The same of the last		4.8		The second section of the second seco	The state of the state of the state of	Cate Township and			The Manual of the		- Comment
Intersection Canacity II	tilization		58 6%	10 TO 10	SI Cave	of Qa		ara makamana		8) (VB	E CONTRA	3485Y

Intersection Capacity Utilization 58.6% ICU Level of Service	В
Analysis Period (min) 15	