Correspondence Between Staff and Applicant

## Kimley » Horn

January 12, 2015

Jesus Murillo
City of Scottsdale
Planning, Neighborhood and Transportation Division
7447 E. Indian School Rd., Ste. 105
Scottsdale, AZ 85251

Re: I5-AZ-2005#3 Silverstone

Dear Mr. Murillo:

Regarding the development application submitted on 11-20-2014 and the 1st Review Comments dated January 7, 2015 for the project referenced above, please see our responses listed below.

#### Circulation:

 The Project Narrative and provided TIMA discusses that growth on Scottsdale Road has been significantly less than the five percent annual growth assumed in the original traffic study. Please update the Project Narrative and TIMA to address the growth rate that has occurred since the original study and the projected ADT along Scottsdale Road in the original study, and what is the present ADT.

Response: The growth rate between 2006 and 2012 is effectively 0% per year. The 2012 ADT on Scottsdale Road north of Deer Valley Road is reported to be 37,800 on the City's Average Daily Traffic Volumes segment map. The 2006 ADT on Scottsdale Road north of Deer Valley Road is reported to be 37,700 on the City's Average Daily Traffic Volumes segment map. The 2010 ADT on Scottsdale Road projected in the original study was 44,200.

3. The Project Narrative the total project volumes (attached Figure 8) from both phases of the project were added to traffic volumes collected in November 2014 in order to perform the analysis. This would count the traffic generated by the existing portions of the development twice. Update the Project Narrative and provided TIMA to address why these volumes were included twice.

Response: The existing portion of the development was estimated to account for less than 15% of the daily trip generation of the total project and could not be easily separated from the total project volumes at the Scottsdale Road and Williams Drive intersection. The slight increase in traffic, due to the inclusion of a portion of the existing development traffic in the traffic volumes at Scottsdale Road and Williams Drive collected in November 2014, makes the level of service calculations slightly more conservative.

15-ZN-2005#3 1/14/15

### Kimley » Horn

January 6, 2015

Ms. Karlie Johnson Van Tuyl Group, Inc. 1550 E. Missouri Ave., Suite 300 Phoenix, AZ 85014

Re:

NEC Williams Road and Scottsdale Road – Silverstone Parcel D Office Development –

Improvement Phasing Review

Dear Ms. Johnson:

This letter outlines our findings regarding the traffic generation evaluation of the proposed plan for Parcel D of the Silverstone at Pinnacle Peak project consisting of the 165,000 square foot office building, identified and parcel D in the original plan, located at the northeast corner of the intersection of Williams Road and Scottsdale Road in Scottsdale, Arizona. A copy of the site map depicting the parcel layout is attached. The plan for parcel D is expected to be consistent with the access point assumptions in the original TIMA report. This includes right-in, right-out and left-in 1/8 mile north of Williams Drive on Scottsdale Road (Driveway #7) and full access from Williams Drive 1/8 mile east of Scottsdale Road (Driveway #6). A full access is also anticipated to parcel D from 74th Street approximately 400 feet north of Williams Drive. Driveway #7 is anticipated to provide access to Parcel D from Scottsdale Road.

This letter is intended to review the applicability of modifying of modifying the Master Phasing Plan to allow development of Parcel D prior to the completion of Scottsdale Road to the ultimate 6-lane cross-section. This analysis utilizes the traffic information presented in the final Traffic Impact and Mitigation Analysis prepared for Silverstone at Pinnacle Peak by Parsons Brinkerhoff, dated December 5, 2005. The evaluation focuses on the intersection of Williams Road and Scottsdale Road which is immediately adjacent to the development and would be most significantly impacted by the proposed change in Phasing.

In order to evaluate the intersection of Williams Road and Scottsdale Road, peak period intersection turning movement counts were collected on Thursday November 13, 2014. The counts were collected between the hours of 7:00 AM and 9:00 AM, and 4:00 PM and 6:00 PM. A copy of the count data is attached. Additionally, city of Scottsdale staff provided signal timing information for the traffic signal at the intersection of Williams Road and Scottsdale Road. A copy of the signal timing data is also attached. Currently, Scottsdale Road consists of only two through lanes in each direction at Williams Road, but the traffic control has been improved to provide signal control at the intersection.

The level of service for the signalized intersection of Williams Road and Scottsdale Road was calculated based on the peak hour volumes collected for this review. The LOS for the intersection was evaluated using the 2010 Highway Capacity Manual methodology for signalized intersections using Synchro 8 analysis software. LOS analysis worksheets are attached. The results indicate that the existing intersection currently operates at an overall level of service of A in the AM peak hour and B in the PM peak hour.

## **Kimley** »Horn

The Traffic Impact and Mitigation Analysis report assumed that Parcel D would be developed in the second phase of the project, which was anticipated to occur after the construction of two additional through lanes on Scottsdale Road. Background traffic volume projections included in the original analysis anticipated and annual growth rate of 5%. Actual increases in traffic volumes appear to be significantly lower which suggests that the second phase of the proposed development may be able to be accommodated without the need for additional lanes on Scottsdale Road. The growth rate between 2006 and 2012 is effectively 0% per year. The 2012 ADT on Scottsdale Road north of Deer Valley Road is reported to be 37,800 on the City's Average Daily Traffic Volumes segment map. The 2006 ADT on Scottsdale Road north of Deer Valley Road is reported to be 37,700 on the City's Average Daily Traffic Volumes segment map. The 2010 ADT on Scottsdale Road projected in the original study was 44,200.

An updated level of service calculation was prepared to evaluate the development of both phases of the overall project utilizing the current roadway improvements, traffic control and current traffic volumes. The total site traffic for the AM and PM peak hours, Identified in Figure 8 of the Traffic Impact and Mitigation Analysis, were added to the current AM and PM peak hour intersection counts to determine the projected traffic volumes at build out of both phases of the project. The existing portion of the development was estimated to account for less than 15% of the daily trip generation of the total project and could not be easily separated from the total project volumes at the Scottsdale Road and Williams Drive intersection. The slight increase in traffic, due to the inclusion of a portion of the existing development traffic in the traffic volumes at Scottsdale Road and Williams Drive collected in November 2014, makes the level of service calculations slightly more conservative. The level of service for the signalized intersection of Williams Road and Scottsdale Road was re-calculated based on the projected build-out peak hour volumes. The LOS for the intersection was re-evaluated using the Highway Capacity Manual methodology. The LOS analysis worksheets for existing plus site generated traffic are also attached. The results indicate that the intersection of Scottsdale Road and Williams Road is expected to continue to operate at an overall level of service of A in the AM peak hour and B in the PM peak hour with the addition of traffic generated by both phase of the project.

This traffic review has determined that due to the lower than anticipated growth in background traffic in the area, the development of both phases of the Silverstone at Pinnacle Peak project can be accommodated, at acceptable levels of service at the intersection of Williams Road and Scottsdale Road, without the need for any additional lanes on Scottsdale Road. If you have any further questions please feel free to contact me at (602) 944-5500.

Very truly yours,

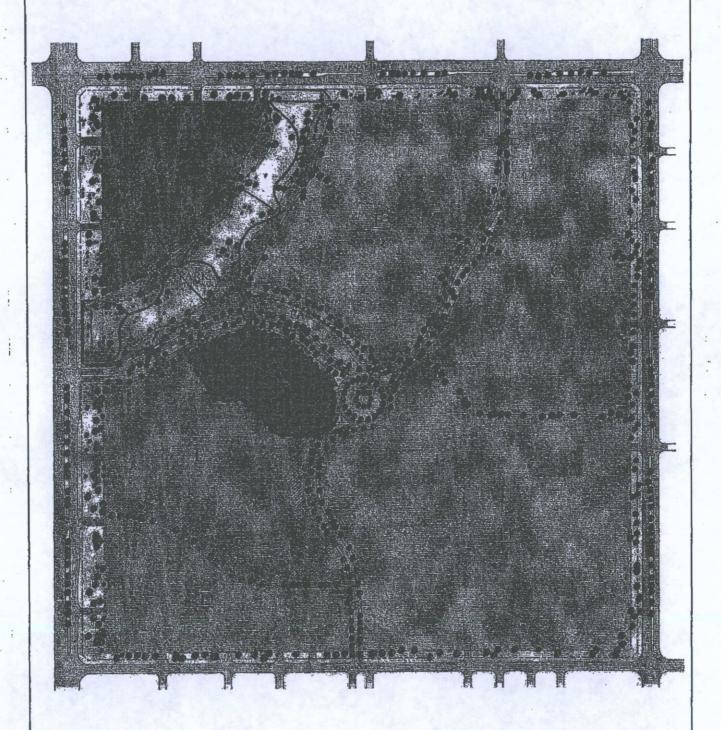
KIMLEY-HORN AND ASSOCIATES, INC.

Shalu R Wight

Charles R. Wright, P.E.

Attachment

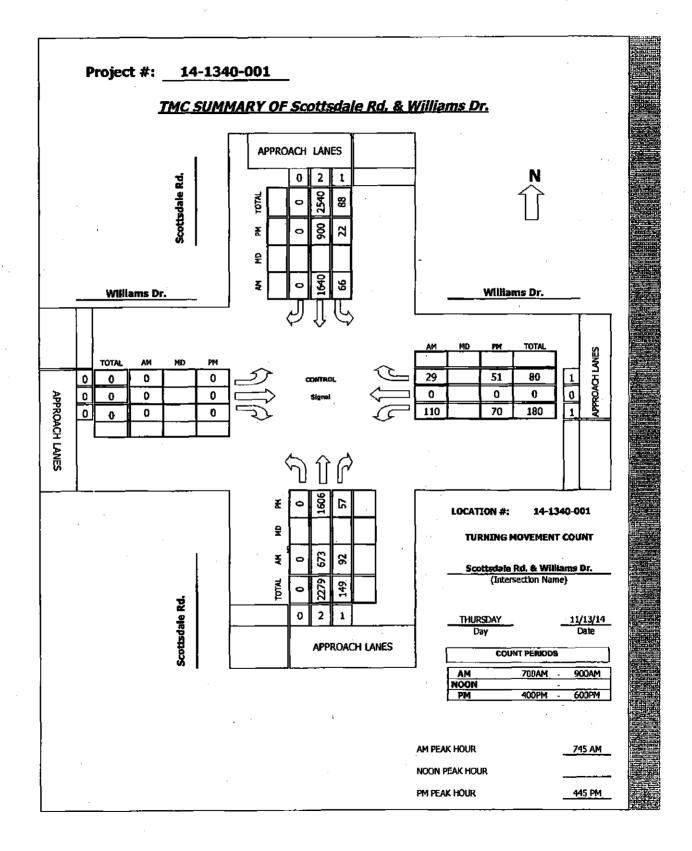
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Site Map

#### Intersection Turning Movement Prepared by:





#### **Intersection Turning Movement** Prepared by:

#### IELD DATA SERVICES OF ARIZONA, INC. veracitytraffic grou 520.316.6745

N-S STREET: Scottsdale Rd. DATE: 11/13/14 LOCATION: Scottsdale

| E-W STREET:                                              | Williams          | 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 | The latest the same of |                      | DAY:                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | THURS       | DAY              |                  | PROJ             | ECT#                 | 14-134(        | -100-            |                          |
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| 9:15 AM<br>9:30 AM<br>9:45 AM<br>10:00 AM                |                   |                                         |                        |                      |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |             |                  |                  |                  |                      |                |                  |                          |
| 10:15 AM<br>10:30 AM<br>10:45 AM<br>11:00 AM<br>11:15 AM |                   |                                         |                        |                      |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |             |                  |                  |                  |                      |                |                  |                          |
| 11:30 AM<br>11:45 AM                                     | NL                | NT                                      | NR I                   | SL                   | ST                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | SR          | EL               | ET T             | <b>E</b> R       | WL                   | wi i           | WR T             | TOTAL                    |
| Volumes<br>Approach %<br>App/Depart                      | 0<br>0.00<br>1468 | 1312<br>89.37<br>/                      | 156<br>10.63<br>1355   | 141<br>4.28<br>3292  | 3151<br>95.72<br>/                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | 0           | 0                | 0<br>####        | 0                | 172<br>80.00<br>215  | 0<br>0.00<br>/ | 43<br>20.00<br>0 | 4975                     |
| PEAK<br>Volumes<br>Approach %                            | 0 0.00            | 673<br>87.97                            | 92                     | 66<br>3.87           | 1640<br>96.13                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | 0<br>0.00   | 0<br>####        | 0<br>####        | 0<br>####        | 110<br>79.14         | 0<br>0.00      | 29<br>20.86      | 2610                     |
| PEAK HR.<br>FACTOR:                                      | l                 | 0.858                                   | 1                      |                      | 0.862                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | I           |                  | 0.000            | 1                |                      | 0.695          | ì                | 0.950                    |
| CONTROL:<br>COMMENT 1:<br>GPS:                           | Signal<br>33,6914 | 159, <b>-</b> 11                        | 1.92534                | 8                    | 21 213 6239<br>2 30 2<br>1 3 2<br>1 2 2<br>1 3 3<br>1 3 3 |             |                  |                  |                  |                      |                |                  |                          |

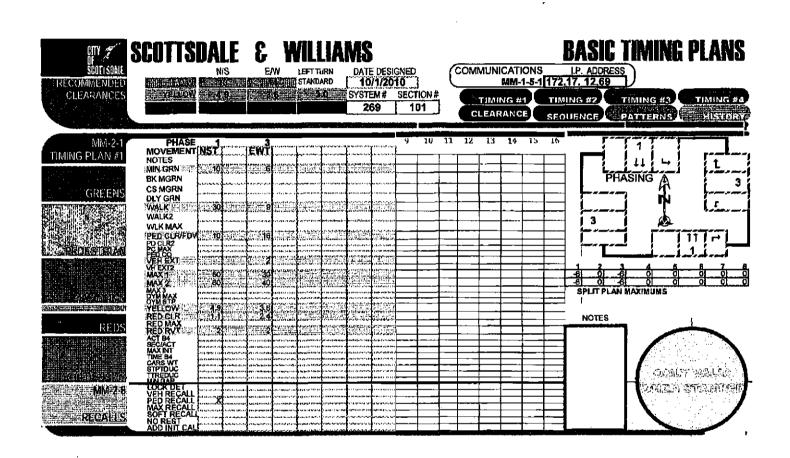
#### **Intersection Turning Movement**

#### Field Data Services of Arizona, Inc. eracitytraffic grou 520.316.6745

Scottsdale Rd. DATE: 11/13/14 N-S STREET: LOCATION: Scottsdale Williams Dr. PROJECT# 14-1340-001 E-W STREET: DAY: THURSDAY EASTBOUND WESTBOUND NORTHBOUND SOUTHBOUND NT NR WL WR NL SL ST SR EL. ET. ER WT TOTAL LANES: 2 0 0 2 1 1 0 0 0 1 0 1 1:00 PM 1:15 PM 1:30 PM 1:45 PM 2:00 PM 2:15 PM 2:30 PM 2:45 PM 3:00 PM 3:15 PM 3:30 PM 3:45 PM 364 232 29 4:00 PM 0 24 19 0 0 0 0 16 0 684 198 4:15 PM 0 362 21 12 0 0 0 0 26 0 27 646 4:30 PM D 380 31 7 202 0 0 0 0 14 0 28 662 4:45 PM n 401 22 10 216 O a O. O 17 0 15 681 0 424 4 239 0 0 0 0 23 0 711 5:00 PM 10 11 3 379 220 0 0 15 0 0 15 0 0 11 643 5:15 PM 5 225 5:30 PM 0 402 10 0 0 0 Û 15 0 14 671 318 205 5:45 PM 14 21 571 6:00 PM 6:15 PM 6:30 PM 6:45 PM TOTAL WL WT WR NL NR SL SR ER NT ST EL ET TOTAL 66 133 Volumes 3030 147 1737 Ō 0 0 0 0 156 5269 53.98 Approach % 0.00 95.37 4.63 3.66 96.34 0.00 #### #### #### 46.02 0.00 289 1803 1870 App/Depart 3177 3186 PM Peak Hr Begins at: 445 PM **PEAK Volumes** 1606 57 22 900 0 70 0.00 #### #### #### 57.85 0.00 96.57 3.43 2.39 97.61 0.00 42.15 PEAK HR. 0.000 0.890 FACTOR: 0.958 0.949 0.951 Signal 0 1 1 2 2 3 3 6 9 1 4 5 9 7 1 1 1 .9 2 5 3 4 8 -Signal

CONTROL: COMMENT 1:

GPS:

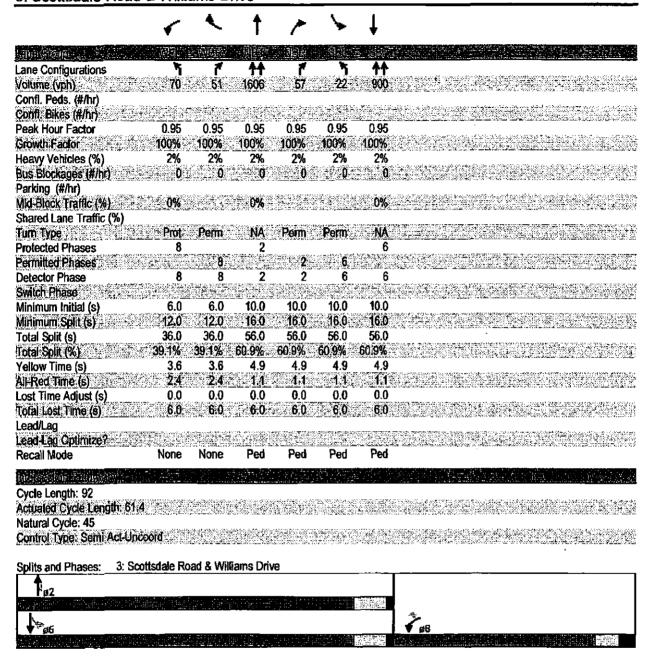


| 3: Scottsdale Road         | & Willia                    | ams D                                                                                                          | rive                                               |                                 |                         |                          | 11/15/2014                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
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| ANT DESIGNATION OF THE     |                             | PWIS:                                                                                                          | 三指 唯语                                              |                                 |                         |                          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| Lane Configurations        | *                           | 7                                                                                                              | <b>^</b>                                           | 7                               | <u>ነ</u>                | <b>**</b>                |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| Volume (vph)               | 11D                         | 29                                                                                                             | 673                                                | 92                              | - 66                    | 1640                     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| Confl. Peds. (#/hr)        |                             |                                                                                                                |                                                    | ويور ور مدد در                  |                         |                          | Section 2010                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| Corifi, Bikes (#/hr)       |                             |                                                                                                                |                                                    | rino in des                     |                         | eng seyer                |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| Peak Hour Factor           | 0.95                        | 0.95                                                                                                           | 0.95                                               | 0.95                            | 0.95                    | 0.95                     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| Growth Pactor              | 100%                        | 100% -                                                                                                         | 100%                                               | 100%                            | 100%                    | 100%                     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| Heavy Vehicles (%)         | 2%                          | 2%                                                                                                             | 2%                                                 | 2%                              | 2%                      | 2%                       | s de la companya da companya                                                                                                                                                                                                                                                                     |
| Bus Blockages (#/hr)       | 0                           | 0                                                                                                              | 0                                                  | 0                               | 0                       | 0                        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| Parking (#/hr)             |                             | na ma una casa da la c | water and the second                               | a mr. t. tankan ini             | . W. w. W w.            | a concern de Miles Paris | and the state of t |
| Mid-Block Traffic (%)      | . 0%                        |                                                                                                                | - 0%                                               |                                 |                         | - 0%                     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| Shared Lane Traffic (%)    |                             | tori di stanti e de Miliotado                                                                                  | and the Market and the State of the Park           | normal programme or a programme | man and an arrangement  |                          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| Turn Type                  | Prot                        | Perm                                                                                                           | NA :                                               | Perm                            | Perm                    | , , NA                   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| Protected Phases           | 8                           |                                                                                                                | 2                                                  | 1 Versa aest, emisse            | THE STATE OF SECTION S. | 6                        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| Permitted Phases           |                             | 8                                                                                                              |                                                    | 2                               | :••••β                  |                          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| Detector Phase             | 8                           | В                                                                                                              | 2                                                  | 2                               | 6                       | 6                        | and the second s |
| Switch Phase               |                             |                                                                                                                |                                                    | ervilleris                      |                         | - K. J.                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| Minimum Initial (s)        | 6.0                         | 6.0                                                                                                            | 10.0                                               | 10.0                            | 10.0                    | 10.0                     | is to construct the second of the second                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| Minimum Split (s)          | · 120                       | 12.0                                                                                                           | 16.0                                               | 16.0                            | 16.0                    | 16.0                     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| Total Split (s)            | 36.0                        | 36.0                                                                                                           | 56.0                                               | 56.0                            | 56.0                    | 56.0                     | NOTICE AND A STATE OF THE STATE |
| Total Split (%)            | 39.1%                       | 39.1%                                                                                                          | 60.9%                                              | 60.9%                           | 60.9%                   | 60.9%                    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| Yellow Time (s)            | 3.6                         | 3.6                                                                                                            | 4.9                                                | 4.9                             | 4.9                     | 4.9                      | ALLA . ALLA . ALLA . ALLA LAN MATA . ALLA MATA ALLA MATA MATA ALLA MATA ALLA MATA ALLA MATA ALLA MATA ALLA MATA                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| Alf-Red Time (s)           | . 24                        | 2.4                                                                                                            | 201/10                                             |                                 | 11                      | 1.1.1                    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| Lost Time Adjust (s)       | 0.0                         | 0.0                                                                                                            | 0.0                                                | 0.0                             | 0.0                     | 0.0                      | and the second s |
| Total Lost Time (s)        | 6,0                         | 6.0:                                                                                                           | 6,0                                                | 6.0                             | 6,0                     | 6.0                      |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| Lead/Lag_                  |                             | en Best vista i va se rev                                                                                      |                                                    | and the second second           |                         |                          | ا<br>ومراور معادد فرور مها رمانا در روز روز روز روز وروز وروز وراد فروز وروز المستقدر و دروز و المستقدر و وروز وروز و                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| Lead-Lag Optimize?         | raez gedi.                  |                                                                                                                |                                                    |                                 |                         | wa taka                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| Recall Mode                | None                        | None                                                                                                           | Ped                                                | Ped                             | Ped                     | Ped                      |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| ingrodini Sunday.          |                             |                                                                                                                |                                                    | )<br>Name (n. 1900)             |                         |                          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| Cycle Length: 92           | and a control of the sector | <u> </u>                                                                                                       |                                                    | reconstant ja                   | a la DifaMatan          |                          | e (19 180 18 19 19 19 19 19 septimbries de la processión de la                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| Actuated Cycle Length: 64  | uladinia (d.                |                                                                                                                |                                                    | rionikoj.                       | VI PUNTA                |                          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| Natural Cycle: 50          |                             | SECTION CONTROL SECTION                                                                                        | eren in de die                                     | io <del>ve</del> ninkolla       | 43.000.03.00            | TARKET PROPERTY          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| Control Type: Semi Act-Un  | Anna Maria                  | ATOM PARKS                                                                                                     |                                                    | (FSS)                           |                         |                          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| Country Liber Scini Volcon | wylu:                       | intitalistiki                                                                                                  | engelietet <u>et inlê</u> k<br>et indeel d'anter a | o costáblicho                   | agrafikk wist           | nethinin.                |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |

Splits and Phases: 3: Scottsdafe Road & Williams Drive

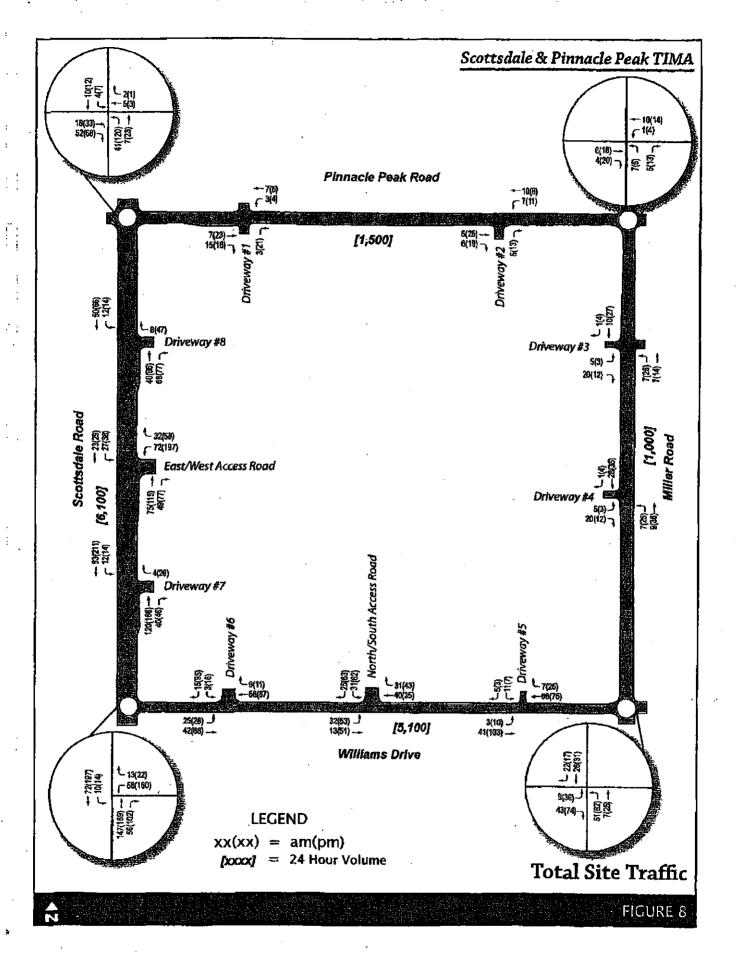
|                                                     | 1                   | 1               | †                | <u> </u>          | <b>/</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | <b>↓</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |                                      |
|-----------------------------------------------------|---------------------|-----------------|------------------|-------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------|
| White action is a second                            |                     | NULLE           | . West           |                   | - Veril                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                                      |
| Lane Configurations                                 | <b>ኝ</b><br>- 110   | v sa az szába a | **               |                   | ्रे<br>and properties                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | error and and be discussed to the    |
| Volume (veh/h)                                      |                     | <u>29</u>       | 673              | 92                | -66                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | 1640                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |                                      |
| Number                                              | 3<br>0 -            | 18<br>- 0       | 2<br>0           | 12<br>0           | 1<br>0                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | 6<br>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | enktuliturens sen s                  |
| Initial Q (Qb), veh<br>Ped-Bike Adj(A_pbT)          | 1.00                | 1.00            | 1.042.80         | 1.00              | 1.00                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                                      |
| Parking Bus, Adj                                    | 1.00                | 1.00            | - 100            | 1.00              | 4 00                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | 4:00                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | SEACE.                               |
| Adj Sat Flow, veh/h/in                              | 1863                | 1863            | 1863             | 1863              | 1863                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | 1863                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | erutt, et skietet                    |
| Ad Flow Rate, veh/h                                 | 116                 | 31              | 708              | 97                | 69                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | 1726                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |                                      |
| Adj No. of Lanes                                    | 1                   | 1               | 2                | 1                 | 1                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | 2                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | COMMON TRANS                         |
| Peak Hour Factor                                    | 0.95                | 0.95            | 0.95             | 0.95              | 0.95                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | 0.95                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |                                      |
| Percent Heavy Veh, %                                | 2                   | 2               | 2                | 2                 | 2                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | THE orbital traditions arrange area. |
| Cap, veh/h                                          | 181                 | 162             | 2356             | 1054              | 532                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | 2356                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |                                      |
| Arrive On Green                                     | 0.10                | 0.10            | 0.67             | 0.67              | 0.67                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | 0.67                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | randos densesemb                     |
| Sat-Flow; veh/h                                     | 1774                | 1583            | <u>3632 .</u>    | 1583              | 674                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | 3632                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |                                      |
| Grp Volume(v), veh/h                                | 116                 | 31              | 708<br>1270      | 97<br>1583        | 69<br>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | 1726                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | na namana maka                       |
| Grp Sat Flow(s) veh/h/ln                            | - 1774<br>3.2       | 1683<br>0.9     | 4.3              | ાગ્ <b>ર</b> ુ    | 674<br>2.5                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | 1770<br>16.4                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |                                      |
| Q Serve(g_s), s<br>Cycle Q Clear(g_c), s            | 3.2<br>3.2          | <br>            | 4.3<br>. 4.3     | 1.1               | 2.5<br>6.8                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | 10.4<br>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |                                      |
| Prop In Lane                                        | 1.00                | 1.00            |                  | 1.00              | 1.00                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                                      |
| Lane Grp Cap(c), veh/h                              | 181                 | 162             | 2356             | 1054              | 532                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | :2356                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |                                      |
| V/C Ratio(X)                                        | 0.64                | 0.19            | 0.30             | 0.09              | 0.13                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | 0.73                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |                                      |
| Avail Cap(c_a), veh/h                               | 1030                | 920-            | 3426             | 1533              | · 735 -                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | 3428                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |                                      |
| HCM Platoon Ratio                                   | 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                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | 4.00                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | 3.0                                  |
| Uniform Delay (d), s/veh                            | <b>22.3</b>         | 21.2            | 3.6              | 3.1               | 5.0                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | 5.6                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | rannus messer haarin tababa bira     |
| Incr Delay (d2), s/veh                              | 1.14                | 0.2             | -0,0             | 0.0               | 0.0                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | 0.2                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |                                      |
| Initial Q Delay(d3),s/veh                           | 0.0                 | 0.0             | 0.0              | 0.0               | 0.0                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | nt onto Magnetic                     |
| %ile BackOIQ(50%), veh/in                           | 1.6                 | : 0,4           | 2.1<br>3.6       | 0.5               | 0.4                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | 60                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |                                      |
| LnGrp Delay(d),s/veh<br>LnGrp LOS                   | 23.7<br>- C         | 21.4<br>*∴ C    | э.о<br>- Д       | 3.1<br>A          | 5.1<br>A                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | 5.8<br>A                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |                                      |
| Approach Vol, veh/h                                 | 147                 |                 | 805              | 44.000 A          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | 1795                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | 88.5.5 @ C. (18)                     |
| Approach Delay, s/veh                               | 23.2                | arillings       | ∴ 3.6            |                   | and the second of the second o | 5.B                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | ding table                           |
| Approach LOS                                        | C                   | 63 991953496    | A                | AND THE RESERVE   | EST SPECIAL MORNAGE                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | A                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |                                      |
|                                                     |                     |                 |                  |                   | and the                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                                      |
| And and Div                                         | <u> </u>            |                 | - 22             | <u> 건 133 명 :</u> |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                                      |
| Assigned Phs                                        |                     | 2<br>40.4       | listriacias Ethi |                   | MITHIANNA                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | 6 8<br>- 404 113                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | 2025 Die Verstiffe                   |
| Phs Duration (G+Y+Rc), s<br>Change Period (Y+Rc), s |                     | *6              |                  | 28171 (CA)        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | *6 6.0                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | <u> </u>                             |
| Max Green Setting (Gmax) s                          |                     | * <b>6</b> 0    |                  | i San English     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | *50 30.0°                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |                                      |
| Max Q Clear Time (g_c+l1),                          |                     | 6.3             |                  |                   | <u> </u>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | 18.4 5.2                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |                                      |
| Green Ext Time (p_c), s                             |                     | 18.2            | und david.       |                   | Mariana                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | 15.9                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |                                      |
|                                                     |                     |                 |                  |                   | namen (ang                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | 2000 (2000)                          |
| idensi silangan hali (6.87                          |                     |                 |                  |                   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                                      |
| HCM 2010 Ctrl Delay _<br>HCM 2010 LOS               | an Political States | and Tab         | 6.1              |                   | 3 8 6 6 6                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | was in the second secon | avidtuituit                          |
|                                                     |                     |                 | A                |                   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | •                                    |
|                                                     | <b>Z</b> .77.7      |                 |                  |                   | t. 11. 11. 11. 11. 11. 11. 11. 11. 11. 1                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                                      |

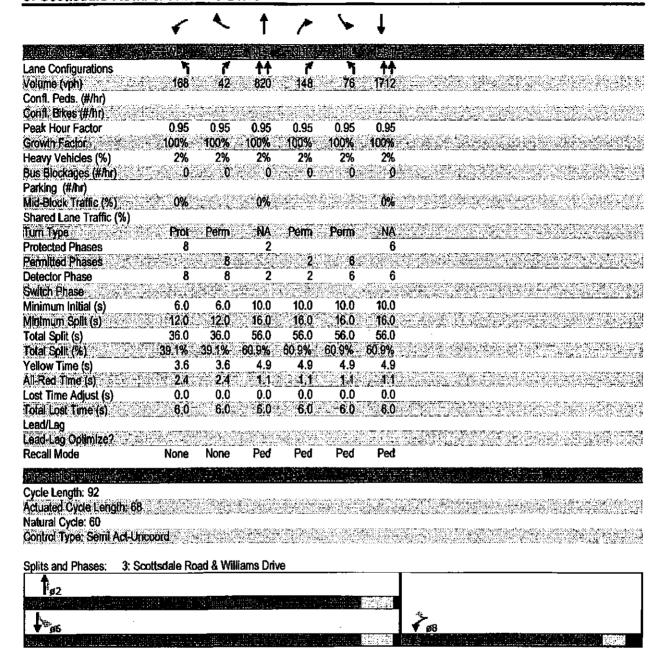
<sup>\*</sup> HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.



|                                                | <b>√</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | 4                      | <u>†</u>                                   | ~                      | 1                                         | <b>↓</b>             |                               | •                            |                                         |                            |                                      |                                              |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
|------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------|--------------------------------------------|------------------------|-------------------------------------------|----------------------|-------------------------------|------------------------------|-----------------------------------------|----------------------------|--------------------------------------|----------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| allande aldening                               | Africa                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | (W.58)                 | ii (C)                                     |                        | ્રાસુકાંદુ.                               |                      |                               |                              |                                         |                            |                                      |                                              |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| Lane Configurations                            | . (natural estate de la constante de la consta |                        | **                                         |                        | <b>\</b>                                  | <b>^</b>             | Leave sate at the s           |                              | tocaliniai.                             | . A 16. Shi Guert          | t manna nyaéta                       | . KDOOLATION                                 | V                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| Volume (veh/h)<br>Number                       | <u> 70</u>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | <u>. 51</u>            | 1606                                       | 57                     | 22                                        | 600                  |                               | (M) (2) (2)<br>(4) 2 (3) (4) | CAREVILLE                               |                            |                                      |                                              |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| Initial Q (Qb), veh                            | 3<br>0                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | 18<br>0                | 2<br>- = 1 = 0 =                           | 12<br>0                | 1<br>2 0 -                                | 6<br>                | 0858 9635 <u>44 (1</u> 2.90   | arsanaren                    |                                         |                            |                                      |                                              | a a said                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| Ped-Bike Adj(A_pbT)                            | 1.00                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | 1.00                   | 4 % (1 € 1 € 1 € 1 € 1 € 1 € 1 € 1 € 1 € 1 | 1.00                   | 1.00                                      | 0878De - <b>99</b> 6 | USA SANISA SA                 | <u>Perondora</u>             | 2511512755                              |                            | iekendele                            | THE HANG                                     | OFFE<br>F                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| Parking Bus, Adj                               | 1.00                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | 100                    | 1.00×                                      | 1.00                   | 100                                       | 1 00                 |                               |                              | H. (1997)                               |                            | ia: <b>7:10</b> 0                    | <b>10.5</b> 0103                             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| Adj Sat Flow, veh/h/ln                         | 1863                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | 1863                   | 1863                                       | 1863                   | 1863                                      | 1863                 | eri a jirka akerra ayi jirgat | enan in hair an              | GLARA AMERI                             | are allowed the second     | ikindi umilih diribus                |                                              | elektrisch.)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| Adj Flow Rate, veh/h                           | 74                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | 54                     | 1691                                       | 60                     | 23                                        | 947                  |                               |                              |                                         |                            |                                      |                                              | in or (                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| Adj No. of Lanes                               | 1                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | 1                      | 2                                          | 1                      | 1                                         | 2                    |                               |                              | 70.000 70.000                           | For The State of the State | on of contract or                    | There is no come                             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| Peak Hour Factor                               | - 0.95                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | 0.95                   | 0.95                                       | 0.95                   | 0.95                                      | 0,95                 | s,-tarri                      |                              |                                         |                            |                                      |                                              |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| Percent Heavy Veh, %                           | 2                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | 2<br>*******           | 2                                          | 2                      | 2<br>:::::::::::::::::::::::::::::::::::: | 2<br>848             | - 1.0071.00. TOURS 1.00.      | Markaran                     | STREET CLASS                            | P14258/15012               | 9000 <b>08.1</b> 040                 | e <b>ss</b> erabkansina                      | 55 75 <b>2</b> 5                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| Cap; veh/fi<br>Алтіve Oл Green                 | 167<br>0.09                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | 149<br>0.09            | 2427<br>0.69                               | 1086<br>0.69           | 241<br>0.69                               | 242 <u>7</u><br>0.69 | <u> </u>                      | ilindi                       |                                         | Little hall                | 0.00 <del>.0</del> 00                | Majorni                                      | energy.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| Sat Flow, veh/h                                | 1774                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | 1583                   | 2632 -                                     | 1583                   | 273                                       | 3632                 | artyn:                        | o galangan                   |                                         | 95/28/24/01<br>97/28/24/01 |                                      |                                              |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| Grp Volume(v), veh/h                           | 74                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | 54                     | 1691                                       | 60                     | 23                                        | 947                  | aja is lietaviningis          |                              | e de la seguina d                       |                            |                                      |                                              | <u> </u>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| Grp Sat Flow(s) veh/h/th                       | 1774                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | 1583                   | 1770                                       | 1583                   | 273                                       | 1770                 |                               |                              |                                         |                            |                                      | 40 MONEY                                     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| Q Serve(g_s), s                                | 2.1                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | 1.7                    | 15.7                                       | 0.7                    | 3.0                                       | 6,3                  | 900 <b>2012 20</b> 0          | Mundesine                    | ranie en                                | E-meative gra              | State Proces                         |                                              | Secretarion (Control of the Control |
| Cycle Q Clear(q_c)/s                           | 2.1                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | 17                     | 15.7                                       | 0.7                    | -18.7                                     | 6.9                  |                               |                              |                                         |                            | 24 18 6 N                            |                                              |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| Prop In Lane                                   | 1.00                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | 1.00                   |                                            | 1.00                   | 1.00                                      |                      |                               |                              | *************************************** |                            | anna a dia kaominina ao              | Mark and the second                          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| Lane Grp Cap(c), veh/h                         | 167                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | 149                    | 2427                                       | 1086                   | 241                                       | 2427                 | 4.125                         |                              |                                         |                            | ilia y kode se s<br>Osto i po o de k |                                              |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| V/C Ratio(X)                                   | 0.44                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | 0.36                   | 0.70                                       | 0.06                   | 0.10                                      | 0.39                 | endetakon kon eske            | nene some so                 | - NAME OF BUILDING                      | والمارية والمارية          | to et a celegra a company            | ng <b>ging</b> and Zan Valle                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| Avail Cap(c_a), veh/h                          | <b>.</b> 976                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | 871                    | 3245                                       | 1462                   | - 304                                     | 3245                 |                               | 4.77                         |                                         |                            |                                      | \$48.37                                      |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| HCM Platoon Ratio                              | 1.00                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | 1.00                   | 1.00<br>1.00                               | 1.00                   | 1.00                                      | 1.00                 | 100 a 5 10 20 5               | 53337370                     | oranie<br>S                             | gog rig                    | (875 <u>/</u> 1500)                  | avetani pe                                   | e desperanção                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| Upstream Filter(i)<br>Uniform Delay (d), s/veh | 1.00<br>23.3                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | 1.00÷<br>23.2          | 1.00<br>5.2                                | 1,00<br>2.8            | 1.00<br>10.8                              | 1.00°<br>3.7         |                               |                              |                                         |                            |                                      |                                              |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| Inor Delay (d2), s/yeh                         | 23.3<br>0.7                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | 0.5                    | 5.2<br>0.2                                 | 0.0                    | 0.1                                       | 0.0                  |                               |                              | STEEL STEEL                             |                            | #1820                                | 61.2451XX                                    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| Initial Q Delay(d3),s/veh                      | 0.0                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | 0.0                    | 0.0                                        | 0.0                    | 0.0                                       | 0.0                  | hininini                      |                              | 14145                                   |                            |                                      | GE 4 <b>5</b> 375.751                        | arkS75                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| %ile BackOfQ(50%),veh/In                       | 71.1                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | 0.8                    | 7.6                                        | 6,0                    | 0.2                                       | 3.0                  |                               | 34 24                        |                                         |                            | 7xxr0                                |                                              |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| LnGrp Delay(d),s/veh                           | 24.0                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | 23.7                   | 5.4                                        | 2.8                    | 10.8                                      | 3.7                  | , e galfer de Caller          | ra Nerthallag                | ENJECTO STUDIO                          | e, ko sullīboj rolustri    | Sebare Pitalishi                     | MALIOTESCOSTIO A                             | ANNO A                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| LnGrp LOS                                      | C                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | C                      | A                                          | · A                    |                                           | ĴΑ                   |                               | #14 (F) (A)<br>              | THEO TO                                 |                            | 7 (410 ) 4 (5<br>(410 ) 4 (5)        |                                              |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| Approach Vol, veh/h                            | 128                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | swetset to more during | 1751                                       |                        |                                           | 970                  |                               | le li escuencio              |                                         |                            |                                      | - <del>-</del>                               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| Approach Delay, s/veh                          | 23.9                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |                        | 5.3                                        | f. 1900). h            |                                           | - 3.9                |                               |                              |                                         |                            |                                      |                                              |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| Approach LOS                                   | С                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |                        | Α                                          |                        |                                           | Α                    |                               |                              |                                         |                            |                                      |                                              |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| ilings of the Architect                        | î AF                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |                        | 7. 75 S                                    | 43                     |                                           | া ব                  | 7                             |                              |                                         |                            |                                      |                                              |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| Assigned Phs                                   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | 2                      |                                            |                        |                                           | 6                    |                               | 8                            |                                         |                            |                                      | <u>-</u>                                     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| Phs Duration (G+Y+Rc), s                       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | - 43.4                 |                                            | arana sanara<br>Tanàna | gytaet vog 1851<br>1 og balde av          | 434                  | e mer e and                   | 41,1                         | idelega<br>Altakia                      |                            |                                      | ine filik ing H<br>Sections                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| Change Period (Y+Rc), s                        | en ingenomen ini                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | *6                     | avitabo i Akvieta i e e u ve               | and a second           | anderson to come                          | *6                   | ali in taurine viti           | 6.0                          |                                         | *******                    |                                      |                                              |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| Max Green Setting (Gmax), s                    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | <b>*</b> 50            |                                            |                        |                                           | * 50                 |                               | 30.0                         | \$47. <b>-</b> 127.41*724 =4            |                            |                                      | Z.L.                                         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| Max Q Clear Time (g_c+1), s                    | 44300000000                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | 17.7                   | neggi para-dago                            | gogyu szóciásai        | <u> </u>                                  | 20.7                 | 36000)6543 <b>4</b> 056       | 4.1<br>من م                  |                                         | 90214150                   | leg cardonic                         | areado nesser                                | gerisest                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| Green Ext Time (p_c), s                        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | -17.6                  | enska i de kojik<br>Vinderom oviće         |                        | AMERUS.                                   | 16.7                 |                               | 0.2                          |                                         |                            |                                      | autorani<br>Autora ausi<br>-                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| hacealen Igalosk                               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                        |                                            |                        |                                           |                      |                               |                              |                                         |                            |                                      |                                              |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| HCM 2010 Ctrl Delay                            | ortegeneriyê<br>Derrîrê baw                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | r Fill W               | 5.6                                        |                        | ngga kalaga<br>Ngga kalaga                | in the second        |                               |                              | and page                                |                            | 1500                                 |                                              |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| HCM 2010 LOS                                   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                        | Α                                          |                        |                                           |                      |                               |                              |                                         |                            |                                      |                                              |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
|                                                |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                        |                                            | 113-11 13-71 14        |                                           |                      |                               | To the second                | -7                                      | n de la co                 |                                      | <b>**</b> ********************************** |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |

<sup>\*</sup> HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

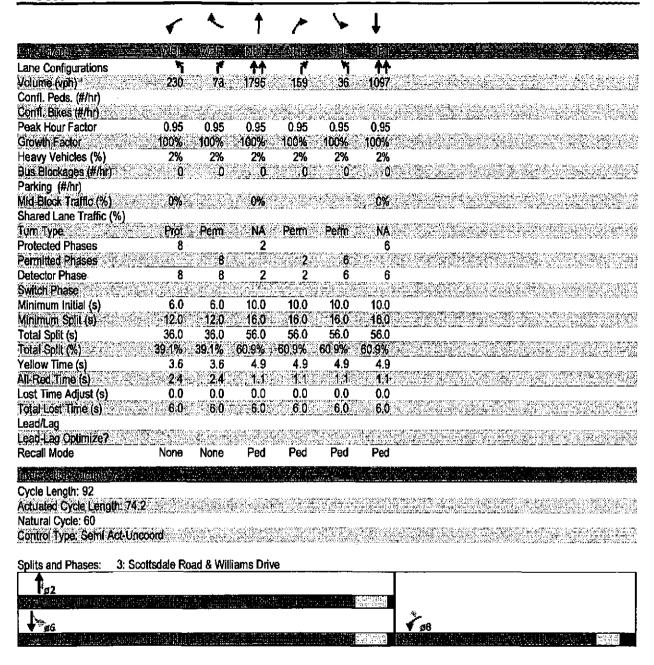




|                              | •                                               | 1                    | <b>†</b>                               | ~                                                     | <b>/</b>                               | .↓                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
|------------------------------|-------------------------------------------------|----------------------|----------------------------------------|-------------------------------------------------------|----------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Victor (14)                  | (Major)                                         | A SALES AND A SALES  | i Neir                                 | e Marci                                               |                                        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| Lane Configurations          | <b></b>                                         |                      | <b>^^</b>                              |                                                       | <b>`</b>                               | <u></u>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| Volume (veh/h)               | 168                                             | - 42                 | 820                                    | 148                                                   | . 76                                   | 1712                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| Number                       | 3                                               | 18                   | 2                                      | 12                                                    | 1                                      | 6                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| initial Q (Qb), veh          | - ₹-0                                           | - 0                  | *: 0                                   | O                                                     | . 0                                    | ers O                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| Ped-Bike Adj(A_pbT)          | 1.00                                            | 1.00                 | s face Section 1.                      | 1.00                                                  | 1.00                                   | <ul> <li>Internation of the control of the cont</li></ul> |
| Parking Bus, Adj             | 1,00                                            | 1.00                 | 1.00                                   | 1.00                                                  | 1,00                                   | 1.00                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| Adj Sat Flow, veh/h/ln       | 1863                                            | 1863                 | 1863                                   | 1863                                                  | 1863                                   | 1863                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| Adj Flow Rate, velvh         | 177                                             | 44                   | 863                                    | 156                                                   | - 80                                   | 1802                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| Adj No. of Lanes             | 1                                               |                      | 2                                      | 1                                                     | 1                                      | 2                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| Peak Hour Factor             | . 0.95                                          | 0.95                 | - 0.95                                 | 0,95                                                  | . 0.95                                 | 0.95                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| Percent Heavy Veh, %         | 2                                               | 2                    | 2                                      | 2                                                     | 2                                      | 2                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| Cap. veh/h                   | - 233 -                                         | 208                  | 2359                                   | 1055                                                  | - 429 ·                                |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| Arrive On Green              | 0.13                                            | 0.13                 | 0.67                                   | 0.67                                                  | 0.67                                   | 0.67                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| Sat Flow, yelvh              | 1774                                            | <b>-1583</b>         | 3632                                   | 1583                                                  | 551                                    | 3632                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| Grp Volume(v), veh/h         | 177                                             | 44                   | 863                                    | 156                                                   | 80                                     | 1802                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| Grp Sat:Flow(s),veh/h/ln     | 1774                                            | 1583                 | <b>. 1770</b>                          | - 1583 *                                              | 551                                    | 1770                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| Q Serve(g_s), s              | 5.7                                             | 1.5                  | 6.4                                    | 2.2                                                   | 4.4                                    | 20.5                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| Cycle Q.Clear(g_c), s        | 5.7                                             | 1.5                  | 6.4                                    | 2.2                                                   | - 10.8                                 | 20.5                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| Prop In Lane                 | 1.00                                            | 1.00                 |                                        | 1.00                                                  | 1.00                                   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| Lane Grp Cap(c), veh/h       | 233                                             | 208                  | 2359                                   | 1055                                                  | 429                                    | <b>2359</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| V/C Ratio(X)                 | 0.76                                            | 0.21                 | 0.37                                   | 0.15                                                  | 0.19                                   | 0.76                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| Avail Cap(c_a), yeh/h        | 896                                             | 800                  | 2980                                   | 1333                                                  | 526                                    | 2980                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| HCM Platoon Ratio            | 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                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| Uniform Delay (d), s/veh     | 24.9                                            | 23.0                 | 4.4                                    | 3.7                                                   | 6.8                                    | 6.7                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| Incr Delay (d2), s/veh       | 1.9                                             | 0,2                  | - 0,0                                  | 0.0                                                   | 0.1                                    | 07                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| Initial Q Delay(d3),s/veh    | 0.0                                             | 0.0                  | 0.0                                    | 0.0                                                   | 0.0                                    | 0.0                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| %ile BackOfQ(50%), veh/in    | 2.9                                             | 0.7                  | 3,0                                    | 0.9                                                   | 0.7                                    | 10.0                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| LnGrp Delay(d),s/veh         | 26.8                                            | 23.2                 | 4.4                                    | 3.7                                                   | 6.8                                    | 7.4                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| INGTP LOS                    | C                                               | C                    | Α                                      | Α                                                     | A                                      | A                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| Approach Vol, veh/h          | 221                                             |                      | 1019                                   |                                                       |                                        | 1882                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| Approach Delay, s/veh        | 26.1                                            | Tallet in the second | 4.3                                    |                                                       |                                        | 7.4                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| Approach LOS                 | С                                               |                      | Α                                      |                                                       |                                        | Α '                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| SANGE FOR SHEET SET STATES   |                                                 |                      |                                        |                                                       |                                        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| Andread Dis                  | and the                                         | 7                    |                                        |                                                       | ************************************** |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| Assigned Phs                 |                                                 | 2<br>45.6            | 30000000000000000000000000000000000000 | and resources resources<br>Por May point of the state |                                        | 6 8<br>456 43.8                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| Phs Duration (G+Y+Rc) s      |                                                 | 115010-000000        |                                        |                                                       | ile ribologia                          | er og er en er grande fra er                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| Change Period (Y+Rc), s      | erianiani                                       | *6                   |                                        | entraja sanggay                                       | 8626625                                | and the common and the graph of ALC, distribution and the common for the second of the common of the common and the                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| Max Green Setting (Gmax), s  |                                                 | 00                   |                                        | diss ealfi                                            | ng Inten                               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| Max Q Clear Time (g_c+l1), s | 18 4 S S S S S S S S S S S S S S S S S S        | 8.4                  | i kanggan di                           |                                                       | igaglatat                              | 22.5 7.7                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| Green Ext*Time (p_c), s      |                                                 | 41.5                 |                                        | TENENCE CO                                            |                                        | 17.0                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| Hereisten dyminy is be       |                                                 |                      |                                        | The second                                            |                                        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| HCM 2010 Ctr Delay           | alo Piero                                       | A HIS TOTAL          | 77                                     |                                                       |                                        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| HCM 2010 LOS                 | : <u>-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1</u> | <u> </u>             | A                                      | erement die 1910.                                     |                                        | <u>an ang kangang at ang palabagan</u> ang kang kang kang palab <u>ah da 1 kang kang palabagan at 1 kang kang palabagan da<br/>Ing kang panggan panggan palabagan kang kang kang panggan panggan panggan panggan panggan panggan panggan pang</u>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
|                              |                                                 |                      |                                        |                                                       |                                        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
|                              |                                                 |                      |                                        |                                                       |                                        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |

\* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

#### 3: Scottsdale Road & Williams Drive



|                                          | •                                                | 4                      | 1                                      | ~                           | 7                                        | <u> </u>                     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                      |
|------------------------------------------|--------------------------------------------------|------------------------|----------------------------------------|-----------------------------|------------------------------------------|------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------|
| Minus Brigary                            | 244                                              | .Weir                  |                                        | - 1141 P                    | s slate                                  |                              |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                      |
| Lane Configurations                      | <b>"</b><br>:::::::::::::::::::::::::::::::::::: |                        | <b>**</b>                              | Agranomatica                | <b>™</b><br>                             | <b>**</b>                    | u erkotta titarikan kapan ni filopolinin na menin kerence erkompanian mengerikan sebesari                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | المراجع والمراجع     |
| Volume (veh/h)                           | 230                                              | - 73                   | 1795                                   | 159                         | 36                                       | 1097                         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | LXPA.                |
| Number                                   | 3<br>• • • 0                                     | 18<br>                 | 2<br>: 0                               | 12<br>.0                    | 1                                        | 6<br>(141 <b>0</b> - Line    | energia de la Calenda de L<br>La calenda de la Calenda d                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | STAN)                |
| Initial Q (Qb), veh                      | 1.00                                             | 1.00                   |                                        | 1.00                        |                                          | See Urrania                  | **************************************                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |                      |
| Ped-Bike Adj(A_pbT) Parking Bus, Adj     | 1.00                                             | 4,00                   | 1.00                                   | 1.00                        | 1.00                                     | £1.00                        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | <b>75</b> 95         |
| Adj Sat Flow, veh/h/ln                   | 1863                                             | 1863                   | 1863                                   | 1863                        | 1863                                     | 1863                         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | A. S. S.             |
| Adj Flow Rate, velvh                     | 242                                              | 177                    | 1889                                   | 167                         | 38                                       | 1155                         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                      |
| Adj No. of Lanes                         | 1                                                | 1                      | 2                                      | 1                           | 1                                        | 2                            | -victoria estre estado de montra en Paraseo. Paraseo 1, 2019a, habitado en un el Libertuario habitada as esta<br>Estado en Carlo de Carlo de Carlo Carl                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | and a series of      |
| Peak Hour Factor                         | 0,95                                             | 0.95                   | 0.95                                   | 0.95                        | 0.95                                     | 0.95                         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                      |
| Percent Heavy Veh, %                     | 2                                                | 2                      | 2                                      | 2                           | 2                                        | 2                            |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | ,esana               |
| Cap, veh/h                               | 293                                              | 261                    | 2373                                   | . 1062                      | 158                                      | 2378                         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                      |
| Arrive On Green                          | 0.17                                             | 0.17                   | 0.67                                   | 0.67                        | 0.67                                     | 0.67                         | The record of the control of the con | da es 1000           |
| Sat Flow, veh/h                          | 1774                                             | 1583                   | 3632                                   | 1583                        | 203                                      | 3632                         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                      |
| Grp Volume(v), veh/h                     | 242                                              | 77                     | 1889                                   | 167                         | 38                                       | 1155                         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | ,, <b></b> -         |
| Grp Sat Flow(s), veh/h/h                 | 1774                                             | 1583                   | 1770                                   | 1583                        | 203 -                                    | 4770 -                       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                      |
| Q Serve(g_s), s                          | 9.6                                              | 3.1                    | 27.5                                   | 2.8                         | 11.9                                     | 11.7                         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | SESSION OF           |
| Gycle Q Clear(g_c), 8                    | 9.6                                              | 3.1                    | 27.5                                   | 2.8                         | 39.4                                     | 11.7                         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | iPolici<br>Table     |
| Prop In Lane                             | 1.00<br>293                                      | 1.00                   | :::::::::::::::::::::::::::::::::::::: | 1.00                        | 1.00                                     |                              |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | en alleger           |
| Lane Grp Cap(c), veh/h                   | and the second of the second of                  | 261<br>0.29            | 2973<br>0.80                           | 1062<br>0.16                | 158                                      | 2373<br>0.49                 | . To the article decision of the first state of the state | . 44.05. g           |
| V/C Ratio(X)                             | 0.83<br>- 729                                    | - 650                  | 2423                                   | 1084                        | 0.24<br>-161                             | 2423 ,                       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | a y are in           |
| Avail: Cap(c_a), velvh HCM Platoon Ratio | 1.00                                             | 1.00                   | 1.00                                   | 1.00                        | 1.00                                     | 1.00                         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | 611985               |
| Upstream Filter(t)                       | 1.00                                             | 1.00                   | 1 00                                   | 1.00                        | 1.00                                     | 1.00                         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | 186                  |
| Uniform Delay (d), s/veh                 | 29.5                                             | 26.8                   | 8.5                                    | 4.4                         | 22.4                                     | 5.9                          | না কোন্যালীয়ে প্ৰত্যাপ্ৰতী আই এই এই এই প্ৰত্যাপ্ত কৰিবলৈ ই ভিৰোক্ষী আৰু ইন্ত্ৰীয় ভাইটোটো নাটেই ক্ষীটোটো<br>বিভাগ                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | ar bertil.           |
| Incr Delay (d2), s/veh                   | 2.3                                              | - 0.2                  | 17                                     | - 0.0                       | 0.3                                      | 0.1                          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                      |
| Initial Q Delay(d3),s/veh                | 0.0                                              | 0.0                    | 0.0                                    | 0.0                         | 0.0                                      | 0.0                          | z przeci nazwiądzen promonie do przeci przek promonie po przeci z przek za przek za przek za przek za przek pr<br>Przek za przek z przek za przek za przek za prz                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | ile (Pribline        |
| %ile BackOfQ(50%), veh/ln                | 4.9                                              | 1.4                    | 13,7                                   | <b>12</b> -                 | 0.7                                      | 56 · ·                       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | 1. tavitu<br>17. 7.  |
| LnGrp Delay(d),s/veh                     | 31.7                                             | 27.0                   | 10.2                                   | 4.5                         | 22.7                                     | 5.9                          | -                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |                      |
| Lingip Los —                             | C -                                              | C                      | , <b>B</b> .                           | A                           | C                                        | <u> </u>                     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                      |
| Approach Vol, veh/h                      | 319                                              | nor e manto nome.      | 2056                                   | T 'North Commence           |                                          | 1193                         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                      |
| Approach Delay, s/veh                    | 30.6                                             |                        | 9,8                                    |                             | diodralatilia<br>Company                 | 6.5                          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                      |
| Approach LOS                             | С                                                |                        | Α                                      |                             |                                          | A                            |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                      |
| 用物数 ストラーデダム語が                            |                                                  | 144-17                 | 4. Î#Q. (C                             | Special contraction         |                                          | 医成体性 微粒素                     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                      |
| Assigned Phs                             |                                                  | 2                      |                                        |                             | *****                                    | 6                            | 8 ·                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | 721                  |
| Phs Duration (G+Y+Rc), s                 | 4.1000 (4.100)<br>4.100 (4.100)                  | 55.0                   |                                        |                             |                                          | 55.0                         | 181                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | 11.099.6<br>64.097.6 |
| Change Period (Y+Rc), s                  |                                                  | *6                     |                                        |                             |                                          | •6                           | 6.0                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | Den Carry            |
| Max Green Setting (Gmax), s              |                                                  | * 50                   |                                        |                             |                                          | *50.                         | 30.0                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |                      |
| Max Q Clear Time (g_c+11), s             | . tudos No. 200 2000                             | 29.5                   | i i i i i i i i i i i i i i i i i i i  | r Sun Laboration            | raudas una un ex-                        | 41.4                         | 11.6                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |                      |
| Green Ext Time (p_c), s                  | THE STATE OF                                     | _15.9                  |                                        | urs - M. LT)<br>Will die de | n-triativa<br>Per Gerekon                | 7.5                          | 0.4                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | e etal<br>Leitza     |
| Proceeding strangery                     |                                                  |                        |                                        |                             |                                          | <u> </u>                     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                      |
| HCM 2010 Ctrl Delay                      |                                                  | 5777.555               | 10.5                                   | - agraes, aucra             | A 0 / 20 / 20 / 20 / 20 / 20 / 20 / 20 / |                              |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                      |
| HCM 2010 LOS                             | ramentulosessos 5-3. A                           | rest to distribution : | В                                      | # 140                       | njar na problem                          | ಂದರ್ಭಾವಣ ಕಾರ್ಯಕ್ರಿಯಾಗಿದ್ದರೆ. | n en                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | us-ieW               |
|                                          |                                                  |                        |                                        |                             |                                          |                              |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                      |

<sup>\*</sup> HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

## Kimley » Horn

January 6, 2015

Ms. Karlie Johnson Van Tuyl Group, Inc. 1550 E. Missouri Ave., Suite 300 Phoenix, AZ 85014

Re:

NEC Williams Road and Scottsdale Road – Silverstone Parcel D Office Development –

Improvement Phasing Review

Dear Ms. Johnson:

This letter outlines our findings regarding the traffic generation evaluation of the proposed plan for Parcel D of the Silverstone at Pinnacle Peak project consisting of the 165,000 square foot office building, identified and parcel D in the original plan, located at the northeast corner of the intersection of Williams Road and Scottsdale Road in Scottsdale, Arizona. A copy of the site map depicting the parcel layout is attached. The plan for parcel D is expected to be consistent with the access point assumptions in the original TIMA report. This includes right-in, right-out and left-in 1/8 mile north of Williams Drive on Scottsdale Road (Driveway #7) and full access from Williams Drive 1/8 mile east of Scottsdale Road (Driveway #6). A full access is also anticipated to parcel D from 74<sup>th</sup> Street approximately 400 feet north of Williams Drive. Driveway #7 is anticipated to provide access to Parcel D from Scottsdale Road.

This letter is intended to review the applicability of modifying of modifying the Master Phasing Plan to allow development of Parcel D prior to the completion of Scottsdale Road to the ultimate 6-lane cross-section. This analysis utilizes the traffic information presented in the final Traffic Impact and Mitigation Analysis prepared for Silverstone at Pinnacle Peak by Parsons Brinkerhoff, dated December 5, 2005. The evaluation focuses on the intersection of Williams Road and Scottsdale Road which is immediately adjacent to the development and would be most significantly impacted by the proposed change in Phasing.

In order to evaluate the intersection of Williams Road and Scottsdale Road, peak period intersection turning movement counts were collected on Thursday November 13, 2014. The counts were collected between the hours of 7:00 AM and 9:00 AM, and 4:00 PM and 6:00 PM. A copy of the count data is attached. Additionally, city of Scottsdale staff provided signal timing information for the traffic signal at the intersection of Williams Road and Scottsdale Road. A copy of the signal timing data is also attached. Currently, Scottsdale Road consists of only two through lanes in each direction at Williams Road, but the traffic control has been improved to provide signal control at the intersection.

The level of service for the signalized intersection of Williams Road and Scottsdale Road was calculated based on the peak hour volumes collected for this review. The LOS for the intersection was evaluated using the 2010 Highway Capacity Manual methodology for signalized intersections using Synchro 8 analysis software. LOS analysis worksheets are attached. The results indicate that the existing intersection currently operates at an overall level of service of A in the AM peak hour and B in the PM peak hour.

## **Kimley** »Horn

The Traffic Impact and Mitigation Analysis report assumed that Parcel D would be developed in the second phase of the project, which was anticipated to occur after the construction of two additional through lanes on Scottsdale Road. Background traffic volume projections included in the original analysis anticipated and annual growth rate of 5%. Actual increases in traffic volumes appear to be significantly lower which suggests that the second phase of the proposed development may be able to be accommodated without the need for additional lanes on Scottsdale Road. The growth rate between 2006 and 2012 is effectively 0% per year. The 2012 ADT on Scottsdale Road north of Deer Valley Road is reported to be 37,800 on the City's Average Daily Traffic Volumes segment map. The 2006 ADT on Scottsdale Road north of Deer Valley Road is reported to be 37,700 on the City's Average Daily Traffic Volumes segment map. The 2010 ADT on Scottsdale Road projected in the original study was 44,200.

An updated level of service calculation was prepared to evaluate the development of both phases of the overall project utilizing the current roadway improvements, traffic control and current traffic volumes. The total site traffic for the AM and PM peak hours, identified in Figure 8 of the Traffic Impact and Mitigation Analysis, were added to the current AM and PM peak hour intersection counts to determine the projected traffic volumes at build out of both phases of the project. The existing portion of the development was estimated to account for less than 15% of the daily trip generation of the total project and could not be easily separated from the total project volumes at the Scottsdale Road and Williams Drive intersection. The slight increase in traffic, due to the inclusion of a portion of the existing development traffic in the traffic volumes at Scottsdale Road and Williams Drive collected in November 2014, makes the level of service calculations slightly more conservative. The level of service for the signalized intersection of Williams Road and Scottsdale Road was re-calculated based on the projected build-out peak hour volumes. The LOS for the intersection was re-evaluated using the Highway Capacity Manual methodology. The LOS analysis worksheets for existing plus site generated traffic are also attached. The results indicate that the intersection of Scottsdale Road and Williams Road is expected to continue to operate at an overall level of service of A in the AM peak hour and B in the PM peak hour with the addition of traffic generated by both phase of the project.

This traffic review has determined that due to the lower than anticipated growth in background traffic in the area, the development of both phases of the Silverstone at Pinnacle Peak project can be accommodated, at acceptable levels of service at the intersection of Williams Road and Scottsdale Road, without the need for any additional lanes on Scottsdale Road. If you have any further questions please feel free to contact me at (602) 944-5500.

Very truly yours,

KIMLEY-HORN AND ASSOCIATES, INC.

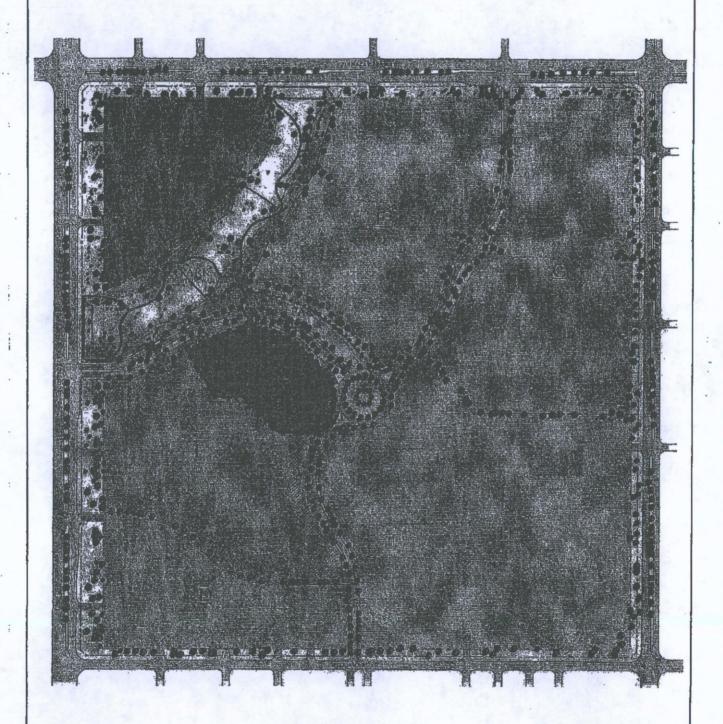
hulu R Wight

Charles R. Wright, P.E.

Attachment

K\PHX Traffici0008092\CR\WScottsdale & Williams review.doc

#### Scottsdale & Pinnacle Peak TIMA



Site Map

## Intersection Turning Movement Prepared by:

FIELD DATA SERVICES OF ARIZONA, INC. \$20,316,8745

| Project #:14-134                                      |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
|-------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Scottsdale Rd.                                        | APPROACH LANES  O 2 1  O 57 88  O 006 77  Williams Dr.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| TOTAL AM MD PM  O O O O O O O O O O O O O O O O O O O | AM MD PM TOTAL  29 51 80 1 50 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| Scottsdale Rd.                                        | Color   Colo |
|                                                       | AM PEAK HOUR 745 AM  NOON PEAK HOUR  PM PEAK HOUR 445 PM                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |

# Intersection Turning Movement Prepared by:

# FIELD DATA SERVICES OF ARIZONA, INC. Veracitytraffic grou

| N-S STREET: | Scottsdale Rd.              | DATE: | 11/13/14 | LOCATION: | Scottsdale  |
|-------------|-----------------------------|-------|----------|-----------|-------------|
| E-W STREET: | Scottsdale Rd. Williams Dr. | DAY:  | THURSDAY | PROJECT#  | 14-1340-001 |

|                                                                                                                                                                                           | NC                         | ORTHBO                                               | ÜND                                          | SC                                          | OUTHBO                                               | UND             | E                          | ASTBOL            | JND .                      | W                                          | ESTBO                      | JND                                  |                                                      |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------|------------------------------------------------------|----------------------------------------------|---------------------------------------------|------------------------------------------------------|-----------------|----------------------------|-------------------|----------------------------|--------------------------------------------|----------------------------|--------------------------------------|------------------------------------------------------|
| LANES:                                                                                                                                                                                    | NL<br>0                    | NT<br>2                                              | NR<br>1                                      | SL<br>1                                     | <b>S</b> T<br>2                                      | SR<br>0         | EL<br>0                    | ET<br>0           | ER<br>0                    | WL<br>1                                    | WT<br>0                    | WR<br>1                              | TOTAL.                                               |
| 6:00 AM<br>6:15 AM<br>6:30 AM<br>6:45 AM<br>7:00 AM<br>7:15 AM<br>7:30 AM<br>8:00 AM<br>8:15 AM<br>8:30 AM<br>8:45 AM<br>9:00 AM<br>9:15 AM<br>9:30 AM<br>9:45 AM<br>10:00 AM<br>10:15 AM | 0<br>0<br>0<br>0<br>0<br>0 | 145<br>131<br>176<br>131<br>144<br>194<br>204<br>187 | 12<br>18<br>18<br>29<br>27<br>17<br>19<br>16 | 19<br>17<br>16<br>23<br>25<br>11<br>7<br>23 | 356<br>437<br>397<br>472<br>383<br>392<br>393<br>321 | 0 0 0 0 0 0 0 0 | 0<br>0<br>0<br>0<br>0<br>0 | 0 0 0 0 0 0 0 0 0 | 0<br>0<br>0<br>0<br>0<br>0 | 7<br>7<br>14<br>26<br>41<br>25<br>18<br>34 | 0<br>0<br>0<br>0<br>0<br>0 | 0<br>1<br>6<br>6<br>9<br>6<br>8<br>7 | 539<br>611<br>627<br>687<br>629<br>645<br>649<br>588 |

| TOTAL      | NL   | NT    | NR    | SL   | ST             | SR   | EL   | ET   | ER   | WL    | WT   | WR    | TOTAL |
|------------|------|-------|-------|------|----------------|------|------|------|------|-------|------|-------|-------|
| Volumes    | 0    | 1312  | 156   | 141  | 3151           | 0    | 0    | 0    | 0    | 172   | 0    | 43    | 4975  |
| Approach % | 0.00 | 89.37 | 10.63 | 4,28 | 95. <i>7</i> 2 | 0.00 | #### | #### | #### | 80.00 | 0.00 | 20.00 | · j   |
| App/Depart | 1468 |       | 1355  | 3292 | 1              | 3323 | 0    |      | 297  | 215   | L_   | 0     | _     |

AM Peak Hr Begins at: 745 AM

GPS:

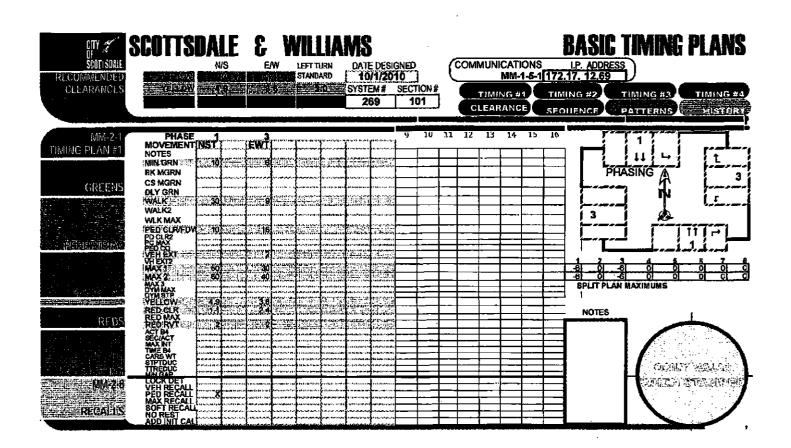
| ,,,,,                         | · | 111 205   | gii io aci   | , ,,,,,,    |            |                                                            |                  |           |                       |       |             |       |                   |
|-------------------------------|---|-----------|--------------|-------------|------------|------------------------------------------------------------|------------------|-----------|-----------------------|-------|-------------|-------|-------------------|
| PEAK<br>Volumes<br>Approach % |   | 0<br>0.00 | 673<br>87.97 | 92<br>12.03 | 66<br>3.87 | 1640<br>96.13                                              | 0 0<br>0.00 #### | 0<br>#### | 0   110<br>#### 79.14 | 0.00  | 29<br>20.86 | 2610  | 1                 |
| PEAK HR.<br>FACTOR:           | I |           | 0.858        | 1           |            | 0.862                                                      | 1                | 0.000     | 1                     | 0.695 | 1           | 0.950 | ı                 |
| CONTROL:                      | S | ignal:    |              |             |            | 21 (B) (p) (<br>was a pro-<br>ball (b) (c)<br>late (b) (c) |                  |           |                       |       |             |       | (2)<br>(5)<br>(6) |

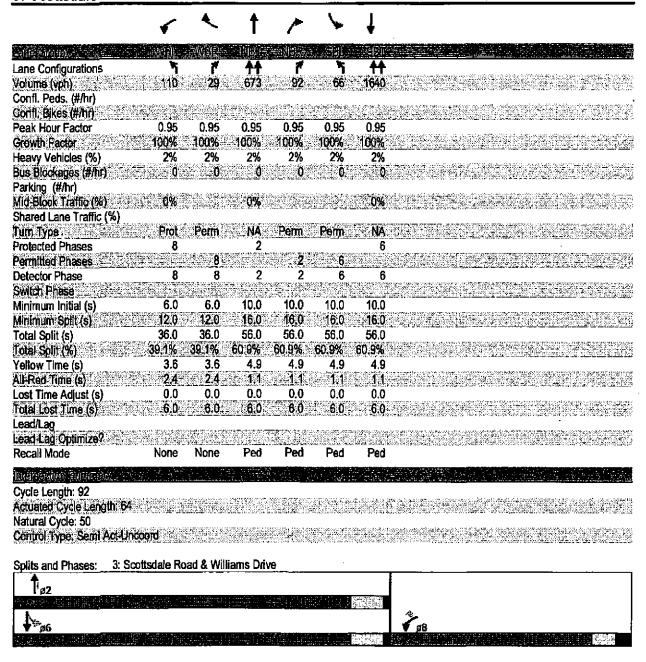
#### **Intersection Turning Movement**

#### FIELD DATA SERVICES OF ARIZONA, INC. eracityraffic grou 520.316.6745

Scottsdale Rd. DATE: 11/13/14 LOCATION: Scottsdale N-S STREET: Williams Dr. PROJECT# 14-1340-001 E-W STREET: DAY: THURSDAY **NORTHBOUND** SOUTHBOUND EASTBOUND WESTBOUND NT NL NR 5L ST SR EL ET ER WL WT WR TOTAL LANES: 0 2 1 2 0 0 1 0 1 0 1 1:00 PM 1:15 PM 1:30 PM 1:45 PM 2:00 PM 2:15 PM 2:30 PM 2:45 PM 3:00 PM 3:15 PM 3:30 PM 3:45 PM 0 364 24 19 232 0 0 0 16 29 684 4:00 PM 0 0 4:15 PM 0 362 21 12 198 0 0 0 0 26 0 27 646 4:30 PM 0 380 31 7 202 0 0 0 0 14 0 28 662 401 4:45 PM 0 22 10 216 0 0 0 0 17 0 15 681 424 239 5:00 PM 0 10 4 0 0 0 0 23 0 11 711 3 5:15 PM 0 379 15 220 0 0 0 0 15 0 11 643 5:30 PM 0 402 10 5 225 0 0 0 0 15 0 14 671 5:45 PM 318 14 205 0 0 7 0 21 571 6:00 PM 6:15 PM 6:30 PM 6:45 PM TOTAL NR WL WT WR NL NT SL ST SR EL ET ÉR TOTAL Volumes 0 3030 147 66 1737 Û 0 133 156 Ō 0 0 5269 0.00 95.37 0.00 #### #### #### Approach % 4.63 3.66 96.34 46.02 0.00 53.98 3177 1803 289 3186 1870 0 App/Depart PM Peak Hr Begins at: 445 PM PEAK 1606 57 22 900 **Volumes** 2706 0.00 96.57 3.43 2.39 97.61 0.00 #### #### #### 57.85 0.00 42.15 Approach % PEAK HR. 0.958 0.949 0.000 0.890 FACTOR: 0.951 Signal 33.691459 - 111.925848 CONTROL: COMMENT 1:

GPS:



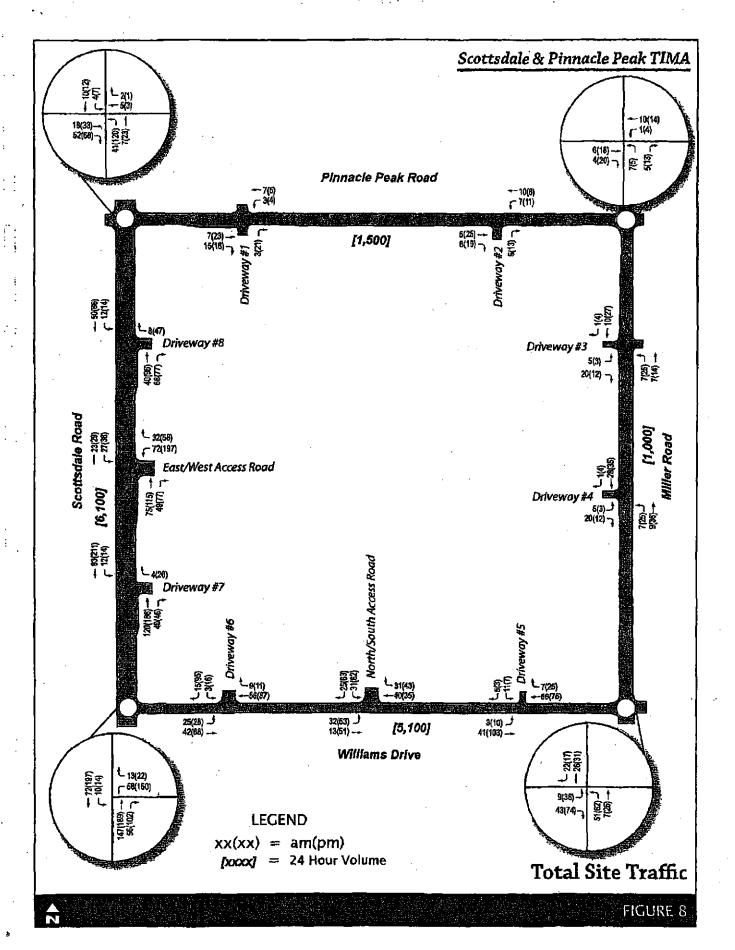


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<sup>\*</sup> HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

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| Peak Hour Factor                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | 0.95                           | 0.95                | 0.95                            | 0.95                                   | 0.95          | 0.95                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | Section 18      |
| Growth Factor                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | 100%                           | 100%                | 100%                            | 100%                                   | 100%          | 100%                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |                 |
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| Protected Phases                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | 8                              |                     | 2                               | a killer indisc                        |               | 6                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | rsikoló         |
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| All-Red Time (s)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | 2.4                            | 2.4                 | 11                              | 1.1                                    |               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                 |
| Lost Time Adjust (s)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | 0.0<br>6.0                     | 0.0<br>6.0          | 0.0<br>6.0                      | 0.0<br>6.0                             | 0.0<br>6.0    | 0.0<br>8.0                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |                 |
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| Lead-Lag Optimize?                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |                                |                     | ene engalsetine<br>ann stillham |                                        |               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | 56.2X           |
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| Natural Cycle: 45<br>Control Type: Semi Act-Unc                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | ANDROPES NO                    | 2 <b>6</b> 005 1884 | TERUSANA.                       | );;;;;;;;;;;;;;;;;;;;;;;;;;;;;;;;;;;;; |               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                 |
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| Splits and Phases: 3: Sco                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | ttsdale Ro                     | ad & Willi          | iams Driv                       | e                                      |               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                 |
| <b>A</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |                                |                     |                                 | <del>-</del>                           |               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                 |
| Fø2                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | 30.2 Mart 1941                 |                     | <del></del>                     | en i la lika e                         | <u> </u>      |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                 |
| A SAN THE PROPERTY OF THE PARTY |                                |                     | Time tim                        |                                        | er er attei   | · 學術學                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |                 |
| <b>∳</b> *ø6                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |                                |                     |                                 |                                        |               | <b>₹</b> ø8                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |                 |
| aris distribute to state of                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |                                | JESOM.              |                                 | ys ryth                                |               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | die             |

|                                                          | •                                     | •                                        | <b>†</b>                                       | -                                        | <b>/</b>                                           | <b>↓</b> .                |
|----------------------------------------------------------|---------------------------------------|------------------------------------------|------------------------------------------------|------------------------------------------|----------------------------------------------------|---------------------------|
| rdios/rjeg(\$)\$10 m. n. jet . m.                        |                                       | AMORA.                                   | ings.                                          |                                          |                                                    |                           |
| ane Configurations                                       |                                       | artena al parte                          | <b>^</b>                                       | r<br>Haranavaz eta                       | eticological de                                    |                           |
| /olume (veh/h)                                           | 70                                    | <u>51</u>                                | 1606                                           | 57                                       | <u> </u>                                           |                           |
| lumber                                                   | 3<br>0                                | 18<br>0                                  | 2<br>5 - 0                                     | 12                                       | 1<br>43,≂61                                        | 6<br>                     |
| hitial Q (Qb), veh                                       | 1.00                                  | 1.00                                     | To the                                         | 0<br>1.00                                | 1.00                                               | <b>U</b> ess <u>U</u> ess |
| 'ed-Bike Adj(A_pbT)<br>'arking Bus, Adj                  | 1.00                                  | 1.00                                     | - 1.00                                         | 1.00                                     | 1.00<br>1.00                                       | <b>1,00</b>               |
| dj Sat Flow, veh/h/in                                    | 1863                                  | 1863                                     | 1863                                           | 1863                                     | 1863                                               | 1863                      |
| di Flow Rate, veh/h                                      | 74                                    | 54                                       | 1691                                           | 60                                       | - 23                                               | 947                       |
| di No. of Lanes                                          | 1                                     | 1                                        | 2                                              | 1                                        | 1                                                  | 2                         |
| eak Hour Factor                                          | 0.95                                  | 0.95                                     | · 0.95                                         | 0 95                                     | 0.96                                               | 0.95                      |
| ercent Heavy Veh, %                                      | 2                                     | 2                                        | 2                                              | 2                                        | 2                                                  | 2                         |
| ap, ver/h                                                | -167                                  | - 149                                    | 2427                                           | 1086                                     | 241                                                | 2427                      |
| rrive On Green                                           | 0.09                                  | 0.09                                     | 0.69                                           | 0.69                                     | 0.69                                               | 0.69                      |
| at Flow, ven/h                                           | 1774                                  | 1583                                     | 3632                                           | 1583                                     | 273                                                | 3632                      |
| irp Volume(v), veh/h                                     | 74                                    | 54                                       | 1691                                           | 60                                       | 23                                                 | 947                       |
| irp.Sat Flow(s), veh/l/tin                               | 1774                                  | 1583                                     | 1770                                           | 1583                                     | - 273                                              | 1770                      |
| Serve(g_s), s                                            | 2.1                                   | 1.7                                      | 15.7                                           | 0.7                                      | 3.0                                                | 6.3                       |
| yrde Q Clear(g_c) 8                                      | 2.1                                   |                                          | 15.7                                           | 0,7                                      | 18.7                                               | 63                        |
| rop in Lane                                              | 1.00                                  | 1.00                                     | er <del>ne</del> se <del>medelen</del> nenseet | 1.00                                     | 1.00                                               |                           |
| ane Grp Cap(c), veh/h                                    | 167                                   | 149                                      | 2427                                           | 1086                                     | 241                                                | 2427                      |
| /C Ratio(X)                                              | 0.44                                  | 0.36                                     | 0.70                                           | 0.06                                     | 0.10                                               |                           |
| vail Cap(c_a), veh/⊓                                     | , 976÷                                | 871                                      | 3245                                           | 1452                                     | 304                                                | 3245                      |
| CM Platoon Ratio                                         | 1.00                                  | 1.00                                     | 1.00                                           | 1.00                                     | 1.00                                               | 1.00                      |
| pstream Filter(I)                                        | 1.00                                  | -1.00<br>23.2                            | 1.00<br>5.2                                    | 1 00<br>2.8                              | 1.00<br>10.8                                       | 100:                      |
| niform Delay (d), s/veh                                  | 23.3<br>0.7                           | 23.2<br>0.5                              | 0.2                                            | - 0.0<br>- 0.0                           | 0.1                                                | 3.7<br>0.0                |
| ior Delay (d2), s/veh<br>iitial Q Delay(d3),s/veh        | 0.0                                   | 0.0                                      | 0.0                                            | 0.0                                      | 0.0                                                | 0.0                       |
| ille BackO(Q(50%),veh/lri                                | 0.0<br>1/10                           | 0.0                                      | 7.6                                            | 0.0                                      | 0.0                                                |                           |
| nGrp Delay(d),s/veh                                      | 24.0                                  | 23.7                                     | 5.4                                            | 2.8                                      | 10.8                                               | 3.7                       |
| nGrp LOS                                                 | Î.C                                   | - C                                      | A                                              | Ā                                        |                                                    | Ä                         |
| pproach Vol, veh/h                                       | 128                                   | e opposite <b>S</b> ector                | 1751                                           | en griende et                            | en er en er in | 970                       |
| pproach Delay, s/veh                                     | 23.9                                  |                                          | 5,3                                            | Element (                                |                                                    | 3.0                       |
| pproach LOS                                              | C                                     | en e | Α                                              |                                          | andre fraght                                       | A                         |
|                                                          |                                       | ige dans                                 |                                                |                                          |                                                    |                           |
| PRINCIPLE OF STREET                                      |                                       |                                          | Frank Ma                                       |                                          |                                                    |                           |
| ssigned Phs                                              | ا<br>المعالية الإيلام الم             | 2<br>                                    | 550 <u>-</u> 801H090                           | eray kalawa                              | yggganika                                          |                           |
| hs Duration (G+Y+Rc) s                                   |                                       | 43.4<br>*6                               | a decide l'article<br>accident d'élicités      | Town Of M.                               | Websiedo.                                          | 43.4 11.1 · 6 · 60        |
| hange Period (Y+Rc), s<br>lax Green Settling (Gmax), s   | i i i i i i i i i i i i i i i i i i i | ਾ 50 °                                   | unika k                                        | en e | nagatojate                                         | *6 6.0<br>* 160 - 30.0    |
| lax Green Setting (Gmax) is<br>lax Q Clear Time (g_c+1), |                                       | 17.7                                     | atibiliti                                      |                                          |                                                    | 20.7 4.1                  |
| iax Q Clear Time (p_c), s<br>Green Ext Time (p_c), s     | •<br>461.) yen                        | 17.6                                     |                                                |                                          |                                                    | 20.7<br>16.7 0.2          |
|                                                          |                                       | o salya.                                 | , kom stalitik                                 |                                          | <del>1</del> 42.89.5                               |                           |
| december december 2                                      |                                       |                                          |                                                |                                          |                                                    |                           |
| fCM 2010 Ctrl Delay                                      |                                       |                                          | 5.6                                            |                                          | ner filt f                                         |                           |
| ICM 2010 LOS                                             |                                       |                                          | A                                              |                                          |                                                    |                           |
|                                                          |                                       | i deli est succ                          | an in a saide                                  |                                          |                                                    |                           |



|                                               | 1                                        | •                                       | <b>†</b>                            | -                              | <b>S</b>               | <b>1</b>                                                                                                                                                                                                                         |
|-----------------------------------------------|------------------------------------------|-----------------------------------------|-------------------------------------|--------------------------------|------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| and Grand The Late                            | i i i i i i i i i i i i i i i i i i i    |                                         |                                     | Wisité.                        | y y la C               |                                                                                                                                                                                                                                  |
| Lane Configurations                           | J.                                       | 7                                       | <b>^</b>                            | 7                              | 7                      | <b>^</b>                                                                                                                                                                                                                         |
| Volume (vph)                                  | 168                                      | 42                                      | 820                                 | <u>. 1</u> 48                  | 76                     | <u>17/12</u>                                                                                                                                                                                                                     |
| Confl. Peds. (#/hr)                           | sersitäts vältillist eli                 | re unit eller intent                    | our receives when you               | todotatata                     | 88.000000Q             | Di 1982, 27 de 2004, igni 1982 agua prima com proposição a qua próp cinadas incomerción (de explicação e contra                                                                                                                  |
| Confl. Bikes (#/hr)                           | 0.95                                     | 0.95                                    | 0.95                                | 0.00                           | 0.95                   | 0.95                                                                                                                                                                                                                             |
| Peak Hour Factor Growth Factor                | 0.95<br>100%                             | 0.95<br>100%                            | 0.95<br>100%                        | 0.95<br>100%                   | 0.95<br>100%           | 0.95                                                                                                                                                                                                                             |
| Heavy Vehicles (%)                            | 2%                                       | 2%                                      | 2%                                  | 2%                             | 2%                     | 2%                                                                                                                                                                                                                               |
| Bus Blockages (#/hr)                          | 5 4 - 0 0                                | ั้ง                                     |                                     | - 1 <b>- 1</b>                 | ĨŎ.                    | i o                                                                                                                                                                                                                              |
| Parking (#/hr)                                | TO STATE OF STATE                        | indian estates                          | w.rvii biākik                       | erstein <u>18<b>7</b> i an</u> | <u> </u>               | endikeran ing dirukkay wari sampan masa nasa na pagaga sayaka kelang asa da anin paga daka di baka di bakenama<br>Tanaka aning dirukkay wari sampangan masa na pagaga sayaka kelang asa da anin paga da bake da bake da bake man |
| Mid-Block Traffic (%)                         | 0%                                       | iro de parte.<br>En iliandas            | 0%                                  | ujutuones<br>Markari           |                        | Ó%                                                                                                                                                                                                                               |
| Shared Lane Traffic (%)                       | one make as a sign resource              | To secretary and the second             |                                     |                                | and the second         | MY 41240M 214A C 1020 D                                                                                                                                                                                                          |
| Turn Type                                     | ™ Proj−                                  | Pem                                     | , NA                                | Pem                            | Perm                   | NA                                                                                                                                                                                                                               |
| Protected Phases                              | <b>8</b>                                 |                                         | 2                                   | nerice de la colo              | iekonati <b>ar</b> oja | 6<br>ANNO CONTRACTOR OF THE CONTRACTOR OF T                                                                                                              |
| Permitted Phases  Detector Phase              | D                                        | - 8<br>8                                | 2                                   | 2                              | 6<br>6                 | 6                                                                                                                                                                                                                                |
| Switch Phase                                  | 8                                        |                                         | <b>∠</b><br>#2000                   |                                |                        |                                                                                                                                                                                                                                  |
| Minimum Initial (s)                           | 6.0                                      | 6.0                                     | 10.0                                | 10.0                           | 10.0                   | 10.0                                                                                                                                                                                                                             |
| Minimum Split (s)                             | 120                                      | 120                                     | 16.0                                | 16.0                           | 16.0                   | 16.0                                                                                                                                                                                                                             |
| Total Split (s)                               | 36.0                                     | 36.0                                    | 56.0                                | 56.0                           | 56.0                   | 56.0                                                                                                                                                                                                                             |
| Total Split (%)                               | 39.1%                                    | 39.1%                                   | age and a College of the college of |                                | 60.9% -                | 60.9%                                                                                                                                                                                                                            |
| Yellow Time (s)                               | 3.6                                      | 3.6                                     | 4.9                                 | 4.9                            | 4.9                    | 4.9                                                                                                                                                                                                                              |
| All-Red Time (s)                              | 2.4                                      | 2.4                                     | 111                                 |                                | ŢŲ.                    |                                                                                                                                                                                                                                  |
| Lost Time Adjust (s)                          | 0.0                                      | 0.0<br>6:0                              | 0.0<br>6.0                          | 0.0<br>6.0                     | 0.0<br>-6.0            | 0.0<br>6.0                                                                                                                                                                                                                       |
| Total Lost Time (s)                           | 6.0                                      | 0.0                                     | - D.Ú                               | D,U                            | o.u                    | 0.0                                                                                                                                                                                                                              |
| Lead/Lag<br>Lead-Lag Optimize?                |                                          | i i i i i i i i i i i i i i i i i i i   | eneralis                            |                                |                        |                                                                                                                                                                                                                                  |
| Recall Mode                                   | None                                     | None                                    | Ped                                 | Ped                            | Ped                    | Ped                                                                                                                                                                                                                              |
|                                               |                                          |                                         |                                     | personal serv                  | nive i access          |                                                                                                                                                                                                                                  |
| Postilo Ivoley                                |                                          |                                         | uti viilai                          |                                |                        |                                                                                                                                                                                                                                  |
| Cycle Length: 92<br>Actuated Cycle Length: 68 | or o | Name of the                             |                                     |                                |                        |                                                                                                                                                                                                                                  |
| Natural Cycle: 60                             |                                          |                                         |                                     | <u> Patratentes</u>            | Fire EMP R             |                                                                                                                                                                                                                                  |
| Control Type: Semi Act-Un                     | coord                                    |                                         |                                     | HTMT0UNG                       |                        |                                                                                                                                                                                                                                  |
|                                               | ancomensus en                            | tis (Salar Principle)                   | e ni realis sueles distrib          | RELIGIONE DE PROCESSO          | marine, recurs         | rassa tita salumata 2002 kalika tiba kalika salumata kalika tari kalika membedi tetah me <del>rbad</del> a d <u>i biba</u> kalikata<br>Kalika tita                                                                               |
| Splits and Phases: 3: So                      | ottsdale Ro                              | ad & Willi                              | iams Driv                           | e                              |                        |                                                                                                                                                                                                                                  |
| T <sub>a2</sub>                               |                                          |                                         |                                     |                                |                        |                                                                                                                                                                                                                                  |
| Last                                          | pd o lande                               |                                         | ara philips                         |                                | April 18               | 200, 250, 250, 250, 250, 250, 250, 250,                                                                                                                                                                                          |
|                                               |                                          | • • • • • • • • • • • • • • • • • • • • |                                     |                                |                        | <b> </b>                                                                                                                                                                                                                         |
| <b>♦</b> 66                                   | grangen fan sky s                        | i kayalesul                             |                                     | Billian (1281)                 | <u></u> .              | ▼ Ø8                                                                                                                                                                                                                             |
| hors, jet i kladata en se to di               | i di.opijai                              |                                         | icas (patrill)                      |                                |                        |                                                                                                                                                                                                                                  |

|                              | •                                                                                                                                                                                                                                | 1             | 1                                         | ~                                        | 1                              | <del>_</del>                                                                     |
|------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------|-------------------------------------------|------------------------------------------|--------------------------------|----------------------------------------------------------------------------------|
| VitoWork(#FS                 |                                                                                                                                                                                                                                  | , William     | . Mair                                    | E KUSEE                                  | - 18                           |                                                                                  |
| Lane Configurations          | 4                                                                                                                                                                                                                                | 7             | <b>↑</b>                                  | 7                                        | ኘ                              | <b>↑</b>                                                                         |
| Volume (ven/h)               | 168                                                                                                                                                                                                                              | 42            | 820                                       | 148                                      | 76                             | 1712                                                                             |
| Number                       | 3                                                                                                                                                                                                                                | 18            | 2                                         | 12                                       | 1                              | 6                                                                                |
| nitial Q (Qb), veh 😁 🚟 💠     | :- ::- O. ::                                                                                                                                                                                                                     | - 0           | † O                                       | . 0                                      | 0                              |                                                                                  |
| Ped-Bike Adj(A_pbT)          | 1.00                                                                                                                                                                                                                             | 1.00          |                                           | 1.00                                     | 1.00                           |                                                                                  |
| Parking Bus, Adj 💮 📆         | 1.00                                                                                                                                                                                                                             | 1.00          | 1.00-                                     | 1.00                                     | 1.00                           | 1:00                                                                             |
| Adj Sat Flow, veh/h/ln       | 1863                                                                                                                                                                                                                             | 1863          | 1863                                      | 1863                                     | 1863                           | 1863                                                                             |
| Adj Flow Rate, velvh         | 177                                                                                                                                                                                                                              | 44            | 863                                       | 156                                      | - 80.                          | 1802                                                                             |
| Adj No. of Lanes             | 1                                                                                                                                                                                                                                | 1             | 2                                         | 1                                        | 1                              | 2                                                                                |
| eak Hour Factor              | ° 0.95 ∘                                                                                                                                                                                                                         | 0.95          | · 0.95                                    | - 0.95                                   | 0.95                           | 0.96                                                                             |
| Percent Heavy Veh, %         | 2                                                                                                                                                                                                                                | 2             | 2                                         | 2                                        | 2                              | 2                                                                                |
| Cap, veh/h                   | 233                                                                                                                                                                                                                              | 208           | 2359                                      | 1055 -                                   | 429                            | 2359                                                                             |
| Arrive On Green              | 0.13                                                                                                                                                                                                                             | 0.13          | 0.67                                      | 0.67                                     | 0.67                           | 0.67                                                                             |
| Sat Flow, velvh              | 1774                                                                                                                                                                                                                             | 1583          | 3632                                      | 1583                                     | 551                            | 3632                                                                             |
| Grp Volume(v), veh/h         | 177                                                                                                                                                                                                                              | 44            | 863                                       | 156                                      | 80                             | 1802                                                                             |
|                              | 1774                                                                                                                                                                                                                             | 1583          | - 1770                                    | 1583                                     | 551                            | 1770                                                                             |
| Stp. Sat:Flow(s),veh/h/ln    | 5.7                                                                                                                                                                                                                              | 1.5           | 6.4                                       | 2.2                                      | 4.4                            | 20.5                                                                             |
| ) Serve(g_s), s              | 5.7<br>5.7                                                                                                                                                                                                                       | 1.5<br>15     | 0.4<br>6.4                                | 2.2<br>2.2                               | 10.8                           | 20.5                                                                             |
| Cycle Q Clear(g_o), a        |                                                                                                                                                                                                                                  |               |                                           |                                          |                                |                                                                                  |
| rop in Lane                  | 1.00                                                                                                                                                                                                                             | 1.00          | - Anen                                    | 1.00                                     | 1.00                           |                                                                                  |
| ane Grp Cap(c), ven/h        | 233                                                                                                                                                                                                                              | 200           | 2359                                      | 1055                                     | 429                            | 2359                                                                             |
| //C Ratio(X)                 | 0.76                                                                                                                                                                                                                             | 0.21          | 0.37                                      | 0.15                                     | 0.19                           | 0.76                                                                             |
| Avail Cap(c_a), ven/h        | 896                                                                                                                                                                                                                              | 800           | 2980                                      | 1333                                     | 526                            | 2980                                                                             |
| ICM Platoon Ratio            | 1.00                                                                                                                                                                                                                             | 1.00          | 1.00                                      | 1.00                                     | 1.00                           |                                                                                  |
| Jpstream Filter(I)           | 1,00                                                                                                                                                                                                                             | 1.00          | 1,00                                      | 1.00                                     | 1.00                           | 1.00                                                                             |
| Jniform Delay (d), s/veh     | 24.9                                                                                                                                                                                                                             | 23.0          | 4.4                                       | 3.7                                      | 6.8                            |                                                                                  |
| ncr Delay (d2), s/veh        | 1.9                                                                                                                                                                                                                              | 0.2           | 0.0                                       | 0.0                                      | 0.1                            | 0.7                                                                              |
| nitial Q Delay(d3),s/veh     | 0.0                                                                                                                                                                                                                              | 0.0           | 0.0                                       | 0.0                                      | 0.0                            | 0.0                                                                              |
| %ile BackOfQ(50%),veh/ln     | 2.9                                                                                                                                                                                                                              | 0.7           | 3.0                                       | 0.9                                      | 0.7                            | 100                                                                              |
| .nGrp Delay(d),s/veh         | 26.8                                                                                                                                                                                                                             | 23.2          | 4.4                                       | 3.7                                      | 6.8                            | 7.4                                                                              |
| nGm LOS                      | C                                                                                                                                                                                                                                | <u> </u>      | Α.                                        | Α.                                       | - A                            | A.                                                                               |
| Approach Vol, veh/h          | 221                                                                                                                                                                                                                              |               | 1019                                      |                                          |                                | 1882                                                                             |
| opproach Delay, siveh        | 26.1                                                                                                                                                                                                                             |               | 4.3                                       |                                          |                                | 74                                                                               |
| Approach LOS                 | С                                                                                                                                                                                                                                |               | Α                                         |                                          |                                | A                                                                                |
|                              |                                                                                                                                                                                                                                  |               |                                           | ar queriga -                             | 104                            | DO DO TODO SE OS ESTRE DOS SERVICIOS DE CONTRA O POSE ESTREMO DE CARANTA A PERMA |
|                              |                                                                                                                                                                                                                                  |               |                                           |                                          | and the second second          |                                                                                  |
| Assigned Phs                 | region de la compansión d<br>La compansión de la compa | 2<br>******** | en La Carriera (m.)<br>Nacional (m.) 1800 |                                          | 1930:1831:183                  | 6 8                                                                              |
| hs Duration (G+Y+Rc), s      | orionista (na 1666)<br>San San San San San                                                                                                                                                                                       | 46.6          |                                           | a dan Congres<br>Societies               | ue and a side<br>rescribe side | 45.6                                                                             |
| Change Period (Y+Rc), s      | entre i directi est.                                                                                                                                                                                                             | *6            | Voj <del>ta s</del> ia estisoita          | en e | ere erez <del>a</del>          | *6 6.0                                                                           |
| Aax Green Setting (Greex), s |                                                                                                                                                                                                                                  | * 50          |                                           |                                          |                                | * 50 30.0                                                                        |
| Max Q Clear Time (g_c+l1), s | (mgg), ymag) (gang glassin)                                                                                                                                                                                                      | 8.4           | Y newskie nakowa.                         | Standiller Cediller                      | okija iz izram                 | 22.5 7.7                                                                         |
| Green Ext Time (p_c), s      | ik kamp                                                                                                                                                                                                                          | 21.4          |                                           |                                          |                                | -170 0.3                                                                         |
| and seems of magnetic        |                                                                                                                                                                                                                                  |               |                                           |                                          |                                |                                                                                  |
| ICM 2010 Ctrl Delay          | STATES TO SERVE                                                                                                                                                                                                                  |               | 77                                        |                                          | n iya sir                      |                                                                                  |
| HCM 2010 COI Delay           |                                                                                                                                                                                                                                  |               | A                                         | andern de Krijs                          | nik kawasiling                 |                                                                                  |
| ·                            |                                                                                                                                                                                                                                  |               | ^                                         |                                          |                                |                                                                                  |
|                              |                                                                                                                                                                                                                                  |               |                                           | aller of the                             | artistation (in the            |                                                                                  |

# Timings 3: Scottsdale Road & Williams Drive

|                                         | 1                 | •                                       | 1                   | <b>/</b>                     | 1               | <b>↓</b>                   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                                  |                                        |                                                                                                               |                                                                        |
|-----------------------------------------|-------------------|-----------------------------------------|---------------------|------------------------------|-----------------|----------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------|----------------------------------------|---------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------|
|                                         | · West            | - WEF -                                 | : 19 31E42          |                              |                 | 中国制作等                      |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                                  |                                        |                                                                                                               |                                                                        |
| Lane Configurations                     | *                 | 7                                       | <b>^</b>            | 7                            | *               | 11                         | Section of the sectio | Service distribute of the        |                                        |                                                                                                               | Ballo and Street Harris                                                |
| Volume (vph)*                           | 230               | 73                                      | 1795                | 159                          | 36              | 1097                       | *                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |                                  |                                        | ji <b>za</b> ndin 1941<br>Majaran ka                                                                          |                                                                        |
| Confl. Peds. (#/hr)                     |                   |                                         |                     |                              | 7 17            | er and the street          | ture a construe of the sea                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |                                  |                                        | e de la companya de |                                                                        |
| Confl. Bikes (#/hr)                     | - 1945 /s- Gu     |                                         |                     |                              |                 |                            |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                                  |                                        |                                                                                                               |                                                                        |
| Peak Hour Factor                        | 0.95              | 0.95                                    | 0.95                | 0.95                         | 0.95            | 0.95                       | au natharfachteithe                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | etice i debourit i delle i delle | ung of mentages                        | velencels directivity no                                                                                      | Santo manurita nombro tina                                             |
| Growth Factor                           | 100%              | 100%                                    | 100%                | 100%                         | 100%            | 100%                       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | er <b>k</b> om e                 |                                        | ha dimini                                                                                                     |                                                                        |
| Heavy Vehicles (%)                      | 2%                | 2%<br>- 0 -                             | 2%<br>n ∵           | 2%<br>0                      | 2%<br>0         | 2%<br>∵0 ¯                 | Santa da Cara                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | ednier gweiki                    |                                        | Andri Hiveliki                                                                                                | -ECCEPTAGENTON                                                         |
| Bus Blockages (#/hr)                    | 0                 | OF SAUGE                                |                     | <u> Paranas</u>              | U V             | : 0*U`                     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                                  |                                        |                                                                                                               |                                                                        |
| Parking (#/hr)<br>Mid-Block Traffic (%) | . 0%              | alley e tribeley<br>Tribeley e tribeley | nw.                 |                              |                 | ሰሚ                         | 351625 (1 <mark>827</mark> 5.)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | andre describe                   |                                        |                                                                                                               | ALIPSON SIN                                                            |
| Shared Lane Traffic (%)                 |                   | nasanikis                               | RAFY (M. C)         | edinedir direktirilg         | in na estados   |                            |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                                  | Mark Start                             | terio di Pari Inchi                                                                                           | Charles and the control of                                             |
| Turn Type                               | Prot              | Pem -                                   | NA :                | Perm                         | Perm            | NA                         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | ciabel (                         | a language and a                       | vidue jaio                                                                                                    |                                                                        |
| Protected Phases                        | 8                 |                                         | 2                   | .: Strametisce (             | TERRITORIES PER | 6                          | AT MEN TO STORY                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | Mara Mala and Mar                | AMERICA STRAFF                         | Proposition (1915)                                                                                            | FOR GRADE                                                              |
| Permitted Phases                        |                   | 8                                       |                     | 2-                           | 6.              | rantarios.<br>Audio scolel |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                                  | energiatura)<br>Ligaren                | generation grade<br>De l'accessories                                                                          |                                                                        |
| Detector Phase                          | 8                 | 8                                       | 2                   | 2                            | 6               | 6                          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                                  |                                        |                                                                                                               |                                                                        |
| Switch Phase                            | 1,752 <u>33</u>   | o for a factor                          |                     | va Post of Alexander         |                 |                            |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                                  | 49 A.T.                                | nte comment                                                                                                   |                                                                        |
| Minimum Initial (s)                     | 6.0               | 6.0                                     | 10.0                | 10.0                         | 10.0            | 10.0                       | ্রে করে করেওকারে করেওকা                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | tana namatan nasa.               | manananananasia                        | North North Columbia                                                                                          |                                                                        |
| Minimum Sphil (8)                       | 12.0              | -12.0                                   | 16.0                | 16.0                         | 16.0            | 16,0                       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                                  |                                        | ia mai tam                                                                                                    |                                                                        |
| Total Split (s)                         | 36.0<br>39.1%     | 36.0<br>39.1%                           | 56.0                | 56.0<br>60.9%                | 56.0<br>60.9%   | 56.0<br>60:9%              |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                                  | NATION AND THE                         | Totalianisti                                                                                                  | - Transland                                                            |
| Total Split (%) Yellow Time (s)         | 3.6               | 3.6                                     | 4.9                 | 4.9                          | 4.9             | 4.9                        | POLITIC FOREST                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | KAN YA YU                        |                                        | <u>Darring kepal</u>                                                                                          |                                                                        |
| All-Red Time (s)                        | 24                | 2.4                                     |                     | 1.3                          | 44              | 7.5                        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                                  |                                        |                                                                                                               | GTENRINGER                                                             |
| Lost Time Adjust (s)                    | 0.0               | 0.0                                     | 0.0                 | 0.0                          | 0.0             | 0.0                        | <u> </u>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |                                  |                                        | <u> </u>                                                                                                      | <u> </u>                                                               |
| Total Lost Time (s)                     | 6.0               | 6.0                                     | 6.0                 | 6.0                          | 6.0             | 6.0                        | sarvegeomeze<br>"5,0% (100-8)/20                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |                                  | roter alle<br>Mithelphy                |                                                                                                               | C F TO DE ONLINE ON A<br>PO VICIN DO PAR PARA<br>MO 45 A CONTRA TO CAN |
| Lead/Lag                                | OFFICE OF CITY OF | on the organization of the co           | Marie Marie des Au- |                              |                 |                            | 4                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |                                  |                                        | -10 (5.1.5) (3.80.6)                                                                                          | 2. 2010 McV2141 411                                                    |
| Lead-Lag Optimize?                      |                   | i de la culto.<br>Esta de la companya   |                     |                              |                 |                            | 'allae ameri                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |                                  |                                        |                                                                                                               |                                                                        |
| Recall Mode                             | None              | None                                    | Ped                 | Ped                          | Ped             | Ped                        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                                  |                                        |                                                                                                               |                                                                        |
| विस्त्री स्थापिक शिक्षा है है।          | 7.7               |                                         | 191                 |                              |                 |                            | ,                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |                                  |                                        |                                                                                                               |                                                                        |
| Cycle Length: 92                        |                   |                                         | CHICAGO BALAJAN MAN |                              |                 |                            | and the second section of the second section is                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | PARTY OF A CHARLES               | ************************************** |                                                                                                               | <u>ar et de la </u>                |
| Actuated Cycle Length: 74.2             |                   |                                         |                     | 141 41<br>14 - September 141 | Vati-           |                            |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                                  |                                        |                                                                                                               | Harvettarion<br>Contra terror vil<br>Lagrana Trans                     |
| Natural Cycle: 60                       |                   |                                         |                     |                              |                 |                            |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                                  |                                        |                                                                                                               |                                                                        |
| Control Type: Semi Act-Unco             | ord               |                                         |                     |                              |                 |                            | Tree States                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |                                  |                                        |                                                                                                               | TACOREN ERICE ATT<br>SERVITORIO DE SERVITOR                            |
| O-life and Dhanner - 2: Carl            | indala Da         | ad D LARGE                              | ama Driv            | _                            |                 |                            |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                                  |                                        |                                                                                                               |                                                                        |
| Splits and Phases: 3: Scot              | tsdale Ro         | au & YYIIII                             | യവദ വസ്             | 3                            | _               |                            |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                                  |                                        |                                                                                                               | <del></del>                                                            |
| T <sub>Ø2</sub>                         |                   |                                         |                     |                              |                 |                            |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                                  |                                        |                                                                                                               |                                                                        |
|                                         |                   | des grad                                |                     | ide <sup>a</sup> lleg po     |                 | 15 4 1 5 7 1               | 6-                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |                                  |                                        |                                                                                                               |                                                                        |
| <b>1</b>                                |                   |                                         |                     |                              |                 |                            | <b>₹</b> ø8                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |                                  |                                        |                                                                                                               |                                                                        |
|                                         | Jene.             |                                         | 7                   |                              |                 | na ar a                    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                                  |                                        | hair fair i                                                                                                   |                                                                        |
|                                         |                   |                                         |                     |                              |                 |                            |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                                  |                                        |                                                                                                               |                                                                        |

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| Vijovena pro                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | 1.008157                                 | ayyan a     | (1 <b>)</b>        | 104           | e dale                    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| Lane Configurations                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | n an ann an a | <b></b>     | <b>^</b>           |               |                           | <b>^</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| Volume (veh/h)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | 230                                      | - 73        | 1795               | 159           | 36                        | 4097                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| Number                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | 3                                        | 18          | 2                  | 12            | .,                        | 6.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| initial Q (Qb), veh                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | 0                                        | 9.          | 0                  | 0.            | ∴ ∞ 0                     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| Ped-Bike Adj(A_pbT)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | 1.00                                     | 1.00        | dan basa salah     | 1.00          | 1.00                      |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| Parking Bus, Adj                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | 1.00                                     | 1,00        | 1,00               | 1.00          | 1.00                      |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| Adj Sat Flow, veh/h/ln                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | 1863                                     | 1863        | 1863               | 1863          | 1863                      | 1863                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| Adj Flow Rate, veh/h                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | 242                                      | -77         | 1889               | 167           | 38                        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| Adj No. of Lanes                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | 1                                        | 1           | 2                  | 1             | 1                         | 2                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| Peak Hour Factor                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | - 0.95                                   | 0.95        | . 0.95             | 0.96          | 0.95                      | 0.95                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
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| Cap, veh/h                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | 293                                      | 261         | 2373               | 1062          | 158                       | 2378                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| Arrive On Green                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | 0.17                                     | 0.17        | 0.67               | 0.67          | 0.67                      | 0.67                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| Saf Flow, veh/h                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | 1774                                     | 1583        | 3832               | z 1583 :      | 203                       | 3632                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| Grp Volume(v), veh/h                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | 242                                      | 77          | 1889               | 167           | 38                        | 1155                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| Grp Sat Flow(s), veh/h/lin                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | 1774                                     | 1583        | 1770               | 1583          | 203                       | 1770                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| Q Serve(g_s), s                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | 9.6                                      | 3.1         | 27.5               | 2.8           | 11.9                      | 11.7                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| Gycle Q Clear(g_c), s                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | 9.6                                      | ÷3.1        | - 27.5             | 2.8           | 39.4                      | <b>1117</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
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| ane Grp Cap(c), veh/h                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | 293                                      | 261         | 2373               | 1062          | 158                       | 2373                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| V/C Ratio(X)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | 0.83                                     | 0.29        | 0.80               | 0.16          | 0.24                      | 0.49                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| Avail:Cap(c_a), veh/h                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | - 729                                    | 650         | 2423               | 1084          | 161                       | 2423                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| HCM Platoon Ratio                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | 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                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| Uniform Delay (d), s/veh                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | 29.5                                     | 26.8        | 8.5                | 4.4           | 22.4                      | 5.9                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| ncr Delay (d2), s/veh                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | 23                                       |             | 0.3<br>1.7         | 0.0           | · 0.3                     | 0.1                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| Initial Q Delay(d3),s/veh                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | 0.0                                      | 0.0         | 0.0                | 0.0           | 0.0                       | 0.0                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| %ile BackOfQ(50%); veh/lri                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | 4.9                                      | 1.4         | 0.0<br>13.7 -      | 0.0<br>1.2    | 0.0                       | 0.0<br>31. <b>5.6</b> 3 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
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| LnGrp Delay(d),s/veh                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | 31.7<br>C-                               | 21.U<br>- G | 10.2<br>. B        | 4.5           | 22.7<br>C                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
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| Approach Vol, veh/h                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | 319                                      | TENOTHER    | 2056               |               | wantantaa                 | 1193                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| Approach Delay, s/veh                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | 30.6                                     |             | 9.8                | N ITSELVATOR  |                           | 6.5                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
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| Assigned Phs                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |                                          | 2           | Nijerije sulikiris | al line stop  |                           | 6 8                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| Phs Duration (G+Y+Rc), s                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |                                          | 55.Ō        |                    |               |                           | . 85.0 · 18.1                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| Change Period (Y+Rc), s                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | 9 <del>4</del> 41 (1998) (1 <u>9</u> 25) | * 6         | #eaenatie          | awaJahana     |                           | *6 6.0                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| Max Green Setting (Gmax) s                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | Hamilton.                                | * 50        |                    |               | elanda koloni             | <sup>™</sup> 50 30.0                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| Max Q Clear Time (g_c+l1),                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |                                          | 29.5        | (Janethi)          | 2464 N        | fal szístető              | 41.4 11.6                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| Sneen Ext Time (p_c), s                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |                                          | _15.9       | elegyja inte       | enjagen.      |                           | 7.5                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |                                          | 19.0        | riestria cial      | KI KI BERMA   | Maria (Sa                 | TO PARTY OF THE PA |
| messedien etradiend                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |                                          |             |                    |               |                           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| HCM 2010 Ctrl Delay                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |                                          |             | 10.5               | era vezaganea | are constant<br>No. Alak  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| HCM 2010 LOS                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | · continuestica i (196                   |             | В                  |               | again, philippini tale (2 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
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| Market Commence and State                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |                                          |             | 1111111            | 7 - 3 T 14.4  | 44.4                      |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |

<sup>\*</sup> HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.



## **Affidavit of Posting**

Required: Signed, Notarized originals.

Recommended: E-mail copy to your project coordinator.

| ☑ Project Under Conside                                                                      | eration Sign (White)                                                                                                    |
|----------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------|
| Case Number:                                                                                 | 15-ZN-2005#3                                                                                                            |
| Project Name:                                                                                |                                                                                                                         |
| Location:                                                                                    | SEC Scottsdale Rd. & Williams Dr.                                                                                       |
| Site Posting Date:                                                                           | 11/10/14                                                                                                                |
| Applicant Name:                                                                              | Berry Riddell & Rosensteel, LLC                                                                                         |
|                                                                                              | · · · · · · · · · · · · · · · · · · ·                                                                                   |
| Sign Company Name:                                                                           | Dynamite Signs, Inc.                                                                                                    |
| Phone Number:                                                                                | 480-585-3031                                                                                                            |
|                                                                                              |                                                                                                                         |
| I confirm that the site has b                                                                | een posted as indicated by the Project Manager for the case as listed above.                                            |
| Applicant Signature                                                                          | Date Date                                                                                                               |
| Return completed original<br>14 days after your applicat                                     | notarized affidavit AND pictures to the Current Planning Office no later than tion submittal.                           |
| Acknowledged before me to                                                                    | his the 11 day of 1000 2014                                                                                             |
| SHEILA ESTERLINE<br>Notary Public - Artzona<br>Maricopa County<br>My Comm. Expires Apr 22, 2 | Notary Public  My commission expires: <u>Apr 22, 2018</u>                                                               |
|                                                                                              | f Scottsdale Current Planning Division<br>ad, Suite 105, Scottsdale, AZ 85251 • Phone: 480-312-7000 • Fax: 480-312-7088 |