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		July 2015
		ROUTE 322 CORRIDOR
		TRANSPORTATION EVALUATION
		DERRY TOWNSHIP DAUPHIN COUNTY, PENNSYLVANIA
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		HRG Project No. R002484.0476

ROUTE 322 CORRIDOR TRANSPORTATION EVALUATION

DERRY TOWNSHIP DAUPHIN COUNTY, PA

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JULY 2015

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ROUTE 322 CORRIDOR TRANSPORTATION EVALUATION

EXECUTIVE SUMMARY

Approach

Derry Township in partnership with the Penn State Hershey Medical Center commissioned a corridor evaluation to identify options to alleviate the ongoing traffic congestion along Route 322 between University Drive and Fishburn Road / Hockersville Road. This stretch of Route 322 is primarily along the frontage of the Medical Center and includes four (4) traffic signals, numerous Township roadways, and private driveways. This principal arterial highway is a major regional traffic route and provides access to the Penn State Hershey Medical Center, Penn State Hershey Children's Hospital, and various other local destinations. The queuing and traffic congestion along Route 322 has created undesirable operations and safety concerns in this area, particularly at the intersection of Route 322 and Fishburn Road / Hockersville Road. Also of concern is the congestion along Cherry Drive, Sand Hill Road, and Fishburn Road, which is largely attributable to traffic exiting the Hershey Medical Center campus to points south via Fishburn Road to avoid the Route 322 / Fishburn Road intersection. With the potential for additional development on the southwest quadrant of Route 322 and Fishburn Road and the potential for future expansion of the Penn State Hershey Medical Center, a corridor evaluation is warranted.

This section of the Route 322 Corridor has long been a focus of Derry Township and regional transportation planners (HATS). Through the HATS planning process, long-term improvements to Route 322 from University Drive to Fishburn Road was the #2 ranked project on the 2040 Regional Transportation Plan adopted in 2014. This high ranking makes it very favorable that the project will be programmed in the next Transportation Improvement Plan (TIP) with 80% Federal, 20% Non-Federal funding. The next step in the TIP update process will begin in the last quarter of 2015 and adopted in June 2016. If added to the TIP, funding would likely be available in 2019/2020.

Therefore, this evaluation has been prepared to identify potential immediate and short-term infrastructure improvements that could be constructed prior to the TIP project; to identify potential funding sources for the short-term improvements; and to identify the potential scope of the TIP project to assist 20-year planning efforts.

Potential Improvements

For purposes of this evaluation, potential improvements have been categorized as follows:

- Immediate Improvements that can be constructed in 2015.
- Short-Term Improvements that can be constructed in 2016.
- Long-Term Federal aid improvements that can be constructed in 2020.

The long-term analyses considered development of properties within the Route 322 Corridor and expansion of the Hershey Medical Center and traffic growth through 2040 (i.e., 2040 design year). The following potential improvements have been identified for consideration. Conceptual sketches are attached (Exhibits 2-8) depicting the improvements. The existing and projected levels of service are also shown in Table 4.

Route 322 and University Drive

- <u>Immediate</u> No immediate improvements are recommended.
- <u>Short-Term</u> The intersection generally operates acceptably with moderate delays during the peak hours. The intersection is anticipated to continue to experience moderate delays in 2020 without additional improvement. Traffic signal timing changes should be considered to maximize the capacity of the current configuration.
- <u>Long-Term</u> Several movements are anticipated to experience significant delay by 2040, particularly during the AM peak hour. To accommodate projected 2040 traffic, the second eastbound through lane (which currently ends at this intersection) should be extended to the east, through University Drive. A second westbound through lane would also be required. For purposes of this evaluation, this lane was assumed to end at Sipe Avenue; however, it could be extended toward the Route 322 / 422 interchange as part of a future interchange reconstruction Project. See potential improvements depicted on Exhibit 3.

Route 322 and Centerview Drive

- <u>Immediate</u> No immediate improvements are recommended.
- <u>Short-Term</u> The intersection currently has some deficiencies during the peak hours, particularly on the northbound approach exiting the Hershey Medical Center. The intersection is anticipated to continue to experience moderate delays in 2020 without additional improvement. Traffic signal timing changes should be considered to maximize the capacity of the current configuration.

- <u>Long-Term</u> Several movements are anticipated to experience significant delay by 2040, particularly during the AM peak hour. To accommodate projected 2040 traffic, the following improvements could be considered (See Exhibit 3 for reference):
 - o Route 322 could be widened to the south to provide an additional eastbound through lane and a dedicated eastbound right turn lane.
 - o The southbound approach of Centerview Drive could be widened slightly to the east to provide a dedicated left turn lane.
 - o The northbound approach of Centerview Drive could be widened and reconfigured to provide two left turn lanes and a shared through-right lane. The left turn lanes would continue into dual westbound through lanes suggested at University Drive.

Route 322 and intersections of Hillview Lane, Areba Avenue, Beech Avenue, and Greenlea Road

- <u>Immediate</u> No immediate improvements are recommended.
- **Short-Term** These unsignalized, residential intersections generally operate acceptably with minimal or minor delays during the peak hours. The intersections are anticipated to continue to operate acceptably in 2020 without additional improvement. No improvements are necessary.
- Long-Term As traffic volumes increase along Route 322, these side street approaches are anticipated to experience an increase in delay; however, delays are anticipated to be minor to moderate and no improvements are necessary for capacity. Consideration could be given to provide left turns along Route 322 at each intersection. This will provide an increased measure of safety for turning vehicles, as well as help maintain the progression of traffic along Route 322. If desired, grass medians could be installed to help delineate the turn lanes and maintain some of the character of the area. See potential improvements depicted on Exhibit 4.

Route 322 and Cherry Drive

- <u>Immediate</u> No immediate improvements are recommended.
- Short-Term Though delays have been witnessed at this intersection, the traffic volumes through the intersection do not exceed the intersection capacity (as shown by the acceptable levels of service). However, traffic backups from the intersection at Fishburn Road / Hockersville Road can extend through this intersection, particularly throughout the afternoon and early evening. These backups impact the efficiency of this signal and can create further delays. Since the delays at this intersection are generally caused by the adjacent signal, geometric improvements would at Cherry Drive would not significantly improve the conditions. No improvements are necessary at this time.

• <u>Long-Term</u> No improvements are required at this intersection under projected 2040 conditions; however, to facilitate traffic along the corridor and through the intersection at Fishburn Road / Hockersville Road, a second eastbound through lane could be considered at this location. Additionally, the second westbound through lane (required at Fishburn Road/ Hockersville Road) could also be extended through this intersection. See potential improvements depicted on Exhibit 5.

Route 322 and Fishburn Road/ Hockersville Road

- <u>Immediate</u> Several movements at this intersection experience significant delays under existing conditions during the morning and afternoon peak hours. Eastbound traffic waiting to turn left onto Elm Avenue causes traffic to back-up through this intersection and contributes to the inefficient traffic signal operation. Restricting eastbound left turns along Route 322 at Elm Avenue would improve the existing conditions.
- Short-Term The above mentioned delays are anticipated to worsen by 2020. Providing right turn lanes on the eastbound and westbound approaches of Route 322 would provide some relief. The eastbound lane should be extended as long as practical to help alleviate some of the queuing and allow entry when traffic queues are longer. These improvements are depicted on Exhibit 2.
- Long-Term Travel delays and backups are anticipated to be exacerbated under 2040 traffic conditions, with excessive delays on multiple approaches during morning and evening peak times. Additional through lanes in both directions along Route 322 would help accommodate the projected traffic volumes. Additionally, a southbound right turn lane could be installed along Hockersville Road. These lane configurations are depicted on Exhibit 5. A potential alternate alignment for Fishburn Road and Hockersville Road is depicted on Exhibit 6 and would add increased operational efficiency and facilitate a left turn lane onto Elm Avenue. However, for purposes of this evaluation, this alternate has not been included in the cost estimates.

Route 322 and Elm Avenue

- Immediate Queuing along the westbound leg of the traffic signal from Fishburn Road/ Hockersville Road often extends through Elm Avenue. This queuing can preclude an eastbound left turning vehicle from turning onto Elm Avenue, creating its own backup along Route 322 since there is minimal space for other eastbound vehicles to bypass the turning vehicle. This backup can extend into the signalized intersection at Fishburn Road/ Hockersville Road, creating inefficiencies and adding to the delay at this traffic signal. It is suggested that this maneuver be monitored and an eastbound left turn restriction considered until an eastbound left turn lane could be constructed.
- Short-Term This unsignalized intersection generally operates acceptably with minimal or minor delays during the peak hours. With the immediate improvement implemented, the intersection is anticipated to continue to operate acceptably in 2020 without additional improvement.

• <u>Long-Term</u> This intersection is anticipated to continue to operate at acceptable levels of service under 2040 conditions. As outlined above, it is suggested that either a left turn restriction or an eastbound left turn lane be considered.

Cherry Dr/Hope Dr/Kindercare Dwy; Sand Hill Rd/Cherry Dr; Fishburn Rd/Sand Hill Rd

Traffic volumes indicate that many motorists (several hundred per hour during peak hours) are currently utilizing Hope Drive, Cherry Drive, and Sand Hill Road to travel between the Hershey Medical Center and Fishburn Road. Consideration was given to a potential new roadway connection from a relocated Hope Drive (south of its current intersection with Cherry Drive) to extend directly to Fishburn Road. This connection would improve traffic circulation near the east end of the Hershey Medical Center by providing a more direct route from the Medical Center to Fishburn Road. However, since motorists are already using Cherry Drive and Sand Hill Road for this connection, a new roadway would have a limited positive impact along Route 322. Traffic modeling suggests that this connection would not reduce traffic conflicts on Route 322 enough to reduce the level of improvements required along Route 322. As noted below, this direct connection could alleviate the delay and need for a traffic signal at the intersection of Cherry Drive and Sand Hill Road. This potential roadway has been depicted on Exhibit 7 (Blue Alternate).

Individual intersection evaluations are as follows:

Cherry Drive and Hope Drive / Kindercare Driveway

- <u>Immediate</u> No immediate improvements are recommended.
- <u>Short-Term</u> The intersection generally operates acceptably, though the eastbound approach of Hope Drive experiences moderate delays during both peak hours. These delays are due to traffic exiting the Hershey Medical Center Campus to points south via Fishburn Road and are anticipated to worsen by 2020. An all-way stop sign is suggested for consideration to better accommodate the traffic through the intersection.
- <u>Long-Term</u> The eastbound approach of Hope Drive is anticipated to experience significant delay during both peak hours by 2040. This intersection will likely meet traffic signal warrants, and signalization should be considered when warrants are satisfied.

Sand Hill Road and Cherry Drive

- **Immediate** No immediate improvements are recommended.
- <u>Short-Term</u> The intersection generally operates acceptably under existing and projected 2020 conditions, with minimal or minor delays during the peak hours. No improvements are identified at this time.

• <u>Long-Term</u> The eastbound approach of Cherry Drive is anticipated to experience significant delay during both peak hours by 2040, largely due to traffic exiting the Hershey Medical Center Campus to points south via Fishburn Road. This intersection will likely meet traffic signal warrants, and signalization should be considered when warrants are satisfied. Note that if an alternate connection from Hope Drive to Fishburn Road is constructed (see above), the delays at this intersection would be significantly reduced and signalization would not be appropriate.

Fishburn Road and Sand Hill Road

- Immediate No immediate improvements are recommended.
- Short-Term The eastbound approach of Sand Hill Road currently experiences excessive delays during the morning and evening peak hours, largely due to traffic exiting the Hershey Medical Center Campus to points south via Fishburn Road. Signalization under its current condition would not be desirable due to its proximity to the signal at Route 322. However, consideration could be given to restrict the eastbound left turn movement from Sand Hill Road during peak times.
- <u>Long-Term</u> The eastbound approach of Sand Hill Road is anticipated to experience increased delays during both peak hours by 2040. This intersection could be relocated to the south and signalized. Additionally, a northbound left turn lane along Fishburn Road and an eastbound right turn lane along Sand Hill Road should both be considered when the intersection is relocated. Reference Exhibit 7 (Pink Alternate).

Centerview Drive and Campus Drive

- **Immediate** No immediate improvements are recommended.
- **Short-Term** The eastbound approach of Centerview Drive and the northbound approach of Campus Drive currently experience minor delays, particularly during the evening peak hours. However, no improvements are recommended at this time.
- <u>Long-Term</u> The average vehicle delays are projected to increase by 2040. An eastbound left turn lane along Campus Drive should be considered to help minimize the delays.

Pedestrian and Bicycle Considerations

• Immediate Sidewalks are provided along both sides of Route 322, east of Fishburn Road/ Hockersville Road. Pedestrian accommodations are provided at each signalized intersection within the Route 322 Corridor. Push buttons and pedestrian signals were tested along the corridor to verify they were working properly. The Jonathan Eshenour Memorial Trail extends along the south side of Route 322 between Cherry Drive and Bullfrog Valley Road. However, there is a missing gap in the connectivity along Route 322 between Fishburn Road/ Hockersville Road and Cherry Drive. This portion has sidewalk along the north side along the Members 1st Credit Union

and a path along a portion of the south side along the shopping center parking lot. However, pedestrians are unable to fully traverse between the two signalized intersections without walking along grass or within the roadway. A connection should be considered between the two signalized intersections, at a minimum, along the south side of Route 322, and preferably along both sides of the road. Installing pedestrian accommodations along the south side of Route 322 between Cherry Drive and Fishburn Road has been identified as an immediate potential improvement. Refer to Exhibit 2.

- **Short-Term** No additional improvements are identified. Any pedestrian accommodations impacted by the improvements should be replaced.
- <u>Long-Term</u> No additional improvements are identified. Any pedestrian accommodations impacted by the improvements should be replaced.

TABLE i: IMPLEMENTATION SUMMARY

Potential Immediate and Short-Term Local-Aid Improvements (as depicted in Exhibit 2)

	Immediate	Short-Term
Anticipated Year of Construction	2015	2016
Anticipated Design Life	N/A	5 years (2020 design year)
Total Estimated Costs	\$15,000*	\$640k – \$775k
		Township, Local
		Stakeholders, Developers,
Potential Funding Sources	Township General Fund	PennDOT Multi-Modal,
Totelitial Funding Sources		Green Light-Go, Dauphin
		County Infrastructure Bank

^{*} Materials only; construction anticipated via Township forces

Potential Long-Term Federal-Aid Improvements (as depicted in Exhibits 3, 4 and 5)

	Long-Term – Route 322 Improvements
Anticipated Year of Construction	2020
Anticipated Design Life	20 years (2040 design year)
Total Estimated Costs	\$8.5M – \$10.5M
	80% Federal Funding;
	20% Non-Federal (PennDOT, Township,
Potential Funding Sources	Local Stakeholders, Developers,
	PennDOT and/or CFA Multi-Modal,
	Dauphin County Infrastructure Bank)

Additional Long-Term Improvement Options, sponsored by Hershey Medical Center (as depicted in Exhibits 7 and 8)

Item	Sand Hill Improvements (Pink Alternate)	Sand Hill Improvements (Blue Alternate)	HMC Campus Improvements		
Anticipated Year of Construction	2020	2020	2020		
Anticipated Design Life	20 years (2040 design year)	20 years (2040 design year)	20 years (2040 design year)		
Total Estimated Costs	\$1M – \$1.3M	\$1.7M – \$2.1M	\$125k – \$150k		
Potential Funding Sources	T.B.D.	T.B.D.	T.B.D.		

ROUTE 322 CORRIDOR TRANSPORTATION EVALUATION

INTRODUCTION

Derry Township in partnership with the Penn State Hershey Medical Center commissioned a corridor evaluation to identify options to alleviate the ongoing traffic congestion along Route 322 between University Drive and Fishburn Road / Hockersville Road. This stretch of Route 322 is primarily along the frontage of the Medical Center and includes 4 traffic signals, numerous Township roadways, and private driveways. This principal arterial highway is a major regional traffic route and provides access to the Penn State Hershey Medical Center, Penn State Hershey Children's Hospital, and various other local destinations. The queuing and traffic congestion along Route 322 has created undesirable operations and safety concerns in this area, particularly at the intersection of Route 322 and Fishburn Road / Hockersville Road. Also of concern is the congestion along Cherry Drive, Sand Hill Road, and Fishburn Road, which is largely attributable to traffic exiting the Hershey Medical Center campus to points south via Fishburn Road to avoid the Route 322 / Fishburn Road intersection. With the potential for additional development on the southwest quadrant of Route 322 and Fishburn Road and the potential for future expansion of the Penn State Hershey Medical Center, a corridor evaluation is warranted.

This section of the Route 322 Corridor has long been a focus of Derry Township and regional transportation planners (HATS). Through the HATS Planning Process, long term improvements to Route 322 from University Drive to Fishburn Road was the #2 ranked project on the 2040 Regional Transportation Plan adopted in 2014. This high ranking is very favorable that the project will be programmed in the next Transportation Improvement Plan (TIP) with 80% Federal, 20% Non-Federal funding. The next step in the TIP update process will begin in the last quarter of 2015 and adopted in June 2016. If added to the TIP, funding would likely be available in 2019/2020.

This traffic evaluation has been prepared to identify potential short-term infrastructure improvements that could be constructed prior to the Federal project; to identify potential funding sources for the short-term improvements; and to identify the scope of the Federally-funded improvements to assist 20-year planning efforts.

With these scenarios in mind, the corridor evaluation considered potential improvements as follows:

- Immediate Improvements that can be constructed in 2015.
- Short-Term Improvements that can be constructed in 2016.
- Long-Term Federal aid improvements that can be constructed in 2020.

The purpose of this evaluation is to identify and prioritize potential improvements to alleviate existing and projected traffic issues in the existing infrastructure throughout the corridor, specifically at the following intersections:

- Route 322 and University Drive
- Route 322 and Centerview Lane
- Route 322 and Hillview Lane
- Route 322 and Areba Avenue
- Route 322 and Beech Avenue
- Route 322 and Greenlea Road
- Route 322 and Cherry Drive
- Route 322 and Fishburn Road / Hockersville Road
- Route 322 and Elm Avenue
- Cherry Drive and Hope Drive
- Sand Hill Road and Cherry Drive
- Sand Hill Road and Fishburn Road
- Centerview Lane and Campus Drive

This study evaluates the impacts of potential growth, recommends potential improvements to the existing infrastructure to facilitate traffic movements and multimodal access to the Route 322 Corridor, identifies potential congestion management and safety improvements, and identifies potential improvements to create an environment conducive to economic growth. The potential improvements have been evaluated based on current PennDOT Design Criteria (2015). This corridor evaluation also provides programming-level cost estimates based on readily available information on projects of similar size and scope. Also included is an implementation schedule of the recommended improvements. As this is a joint corridor evaluation, Derry Township and the Penn State Hershey Medical Center were both included in discussions relating to the various improvement alternatives.

EVALUATION APPROACH

Overview

The objective of this investigation was to identify existing and projected deficiencies within the existing roadway network. The evaluation was performed utilizing readily available information, traffic data collection, field views of the roadway network, evaluation of existing traffic conditions, traffic projections, and evaluation of future traffic conditions. This data was collated and compiled into an evaluation of the existing and future needs of Route 322. The facts identified from this evaluation serve as the basis for the Conceptual Improvement Plan.

Approach

The approach to this evaluation process was to develop alternatives through a systematic process based on objective data and analysis and included involvement from Derry Township and the Penn State Hershey Medical Center. The goal of this evaluation was to identify various Immediate, Short-Term, and Long-

Term options to improve safety and mobility within the SR 322 corridor. The primary factors considered in this analysis were:

- *Right-of-Way Impacts*: Right-of-way acquisition will be required to construct some of the improvements. Types of required right-of-way include PennDOT and Local Township Roadway.
- *Utility Impacts*: The impacts to any major above and belowground facilities were considered.
- *Drainage Impacts*: Consideration was given to the impacts to the drainage system along the Route 322 Corridor.
- Constructability: Construction of the recommended improvements was considered, especially with
 regard to existing physical restrictions, maintenance and protection of traffic, and maintaining access
 to existing facilities.
- **Signing and Pavement Marking**: Pavement marking schematics were developed for each recommended improvement and associated signing was considered.
- *Structures*: The evaluation considered impacts to existing structures and identifies major structures (> 10 foot span) associated with the recommended improvements.
- *Traffic Impacts*: Potential lane configurations for each intersection have been identified and the levels of service are provided for the alternatives in order to document the anticipated operational characteristics. Anticipated queue lengths were also considered during the evaluation.
- **Substandard Design Elements**: Any deviations from current design criteria are noted and the nature and extent of the substandard elements were considered.

Existing Transportation Network

The transportation network consists of three types of roadways: State roadways, Township roadways, and Private. The following roadways are owned and maintained by The Pennsylvania Department of Transportation (PennDOT):

- Governor Road (Route 322)
- Hockersville Road (SR 2011)
- Fishburn Road (SR 2011)

The following roadways are owned and maintained by Derry Township and are as follows:

- University Drive (north) (T-320)
- Centerview Lane (north) (T-571)
- Hillview Lane (T-490)

- Areba Avenue (T-711)
- Beech Avenue (T-489)
- Greenlea Road (T-488)
- Cherry Drive (T-322)
- Sand Hill Road (T-566)
- Elm Avenue (T-713)

The following roadways are owned and maintained by Milton Hershey Medical Center and Pennsylvania State University and are as follows:

- University Drive (south)
- Centerview Lane (south)
- Hope Drive
- Campus Drive

Route 322 is functionally classified by PennDOT as an urban principal arterial highway. Hockersville Road and Fishburn Road are functionally classified by PennDOT as urban minor arterials. University Drive (north), Areba Avenue, Sand Hill Road, and Elm Avenue are functionally classified by PennDOT as urban collectors. All other roadways within the local roadway network are local roads. A Route 322 Corridor location map is shown on Exhibit 1.

Intersections to be Evaluated

Thirteen (13) intersections were selected for the traffic evaluation. Exhibit 1 illustrates the intersection locations. The intersections were selected based on input from Township staff regarding existing operating or safety deficiencies and potential for deficiencies as a result of anticipated increases in traffic. The thirteen (13) intersections evaluated are as follows:

- Route 322 and University Drive
- Route 322 and Centerview Lane
- Route 322 and Hillview Lane
- Route 322 and West Areba Avenue
- Route 322 and Beech Avenue
- Route 322 and Greenlea Road
- Route 322 and Cherry Drive
- Route 322 and Fishburn Road/ Hockersville Road
- Route 322 and Elm Avenue
- Cherry Drive and Hope Drive
- Sand Hill Road and Cherry Drive
- Sand Hill Road and Fishburn Road
- Centerview Lane and Campus Drive

Data Collection

Background Materials

To determine the possible effects of future development of the Route 322 Corridor, several studies, reports, and plans were obtained and reviewed. The following is a list of the background materials obtained to assist in identifying existing conditions and evaluating the future traffic demands:

- Derry Township Comprehensive Plan
- Derry Township Zoning Ordinance
- Dauphin County GIS Mapping
- Penn State Hershey Medical Center Master Plan
- Kray Land Development Plan
- Previous traffic studies for the Hershey Medical Center

The Dauphin County GIS Mapping, including property boundaries, was used as the base mapping for the conceptual drawings. In addition to reviewing the Derry Township Zoning Ordinance and Comprehensive Plan, there was coordination with Derry Township to determine potential nearby developments that may impact the Route 322 Corridor and be constructed by 2040. The following development was accounted for:

- The Pennsylvania State University Hershey Medical Center Expansion
- Kray Development located on the southwestern quadrant of the intersection of Route 322 and Fishburn Road / Hockersville Road
- Brownstone Masonic Temple Redevelopment

Field Data

Field data was collected in January and February 2015. Collection activities included:

- Field views to verify the functional roadway classification, posted speed limits, lane configurations, and roadway geometries.
- Site review and documentation of existing geometric and operational traffic control characteristics for the intersections evaluated and the roadway segments along Route 322.
- Manual turning movement counts were conducted at the thirteen (13) study intersections during typical weekday AM (6:00-9:00) and PM (3:00-6:00) peak hour periods. These traffic volumes were then seasonally adjusted based on data published by PennDOT.
- Twenty-four hour, bi-directional automatic traffic recorder (ATR) counts were conducted at eight (8) critical locations throughout the roadway network during typical weekdays. Vehicle classifications counts were also conducted at these locations in order to determine truck traffic percentages and operating speeds.

Traffic count data is included in Appendix A. Traffic signal permit plans and coordination programs are included in Appendix B.

Crash Data

Crash data was requested from PennDOT in order to review the details of the crashes and determine the presence of any crash trends or emerging crash trends. A crash trend is defined as five (5) or more crashes of the same nature in a twelve-month period within the most recent three-year period. This review indicated that there is an existing crash trend at the intersection of Route 322 and Fishburn Road / Hockersville Road involving eastbound rear end collisions. This trend is likely attributable to a capacity issue and can be resolved by restoring the intersection to acceptable levels of service. Additionally, the review indicated that there are the following three emerging trends:

- At the intersection of Route 322 and Fishburn Road / Hockersville Road involing angle collisions between a northbound left turning vehicle and a southbound vehicle.
- At the intersection of Route 322 and Fishburn Road / Hockersville Road involing westbound rear end collisions.
- At the intersection of Route 322 and University Drive involing westbound rear end collisions.

The crash trend and emerging crash trends are likely attributable to capacity issues which can likely be resolved by restoring the intersections to acceptable levels of service. The crash data obtained from PennDOT are not included in the appendices. The crash data is the property of PennDOT and are confidential pursuant to 75 Pa. C.S. § 3754 and 23 U.S.C. § 409 and may not be published, repoduced, released, or discussed without the written permission of PennDOT.

Future Traffic Demands

Future Traffic Volumes

In order to establish future traffic volumes before considering the increased traffic volumes from any development, the existing traffic volumes were factored to project the volumes for the design years. The design years are as follows:

- 2015 Immediate
- 2020 Short-Term
- 2040 Long-Term

To obtain these future volumes, an annual compound growth factor of 0.68% was used. This growth factor was obtained from PennDOT's "Growth Factors for December 2014 to July 2015" for urban non-interstate roadways. The 0.68% growth factor accounts for potential traffic from the background growth of the area.

In addition to the background growth, traffic from the following assumed developments was included in the 2040, Long-Term condition.

- Kray Development Commercial development based on Traffic Impact Study dated November 2011
- Brownstone Masonic Temple Conservatively assumed to be re-zoned and re-developed as a 16 fueling position gas station / convenience store (ITE Land Use 945 Gasoline / Service Station with Convenience Market)
- The Pennsylvania State University Hershey Medical Center Expansion Assumed to consist of:
 - 218,000 SF Clinical Addition (ITE Land Use 710 General Office Building)
 - 135,000 SF Research Building (ITE Land Use 760 Research and Development Center)
 - 114,000 SF Children's Hospital Expansion (ITE Land Use 610 Hospital)
 - 50,000 SF Outpatient Facilities (ITE Land Use 720 Medical Dental Office Building)
 - 75,000 SF Academic Support Building Addition (ITE Land Use 710 General Office Building)

A summary of the trip generation is shown below in Table 1.

Table 1: Projected Hershey Medical Center Expansion Trip Generation Volumes										
Future		AN	M Peak Ho	ur	PM Peak Hour					
Development	ITE Land Use	Enter	Exit	Total	Enter	Exit	Total			
218,000 SF Clinical Addition	710 - General Office Building	219	30	249	41	202	243			
135,000 SF Research Building	760 - Research and Development Center	140	29	169	25	144	169			
114,000 SF Children's Hospital Expansion	610 - Hospital	56	33	89	33	53	86			
50,000 SF Outpatient Facilities	720 - Medical- Dental Office Building	94	25	119	44	112	156			
75,000 SF Academic Support Building Addition	710 - General Office Building	89	12	101	14	70	84			
TOTAL	N/A	598	129	727	157	581	738			

Details of the future traffic volume calculations are included in Appendix C.

Capacity Analyses

The capacity of an intersection, as identified in the Highway Capacity Manual, is evaluated using a set of procedures to estimate the traffic-carrying ability of a facility over a range of defined operational conditions. The capacity investigation uses **Levels of Service** (LOS) to describe the operational conditions. Levels of Service are assigned letter designations "A" through "F," with "A" being the most desirable operating conditions. LOS "D" is generally considered acceptable in an urban area. LOS "E" and "F" are considered deficient. The LOS criteria for unsignalized intersections are shown in Table 2.

7	TABLE 2: UNSIGNALIZED INTERSECTIONS – LOS CRITERIA									
LEVEL OF SERVICE	AVERAGE CONTROL DELAY (SEC / VEH)	EXPECTED DELAY TO MINOR STREET TRAFFIC								
A	< 10	Little or no delay								
В	$> 10 \text{ and} \le 15$	Short traffic delays								
С	$> 15 \text{ and } \le 25$	Average traffic delays								
D	$> 25 \text{ and } \le 35$	Long traffic delays								
Е	$> 35 \text{ and} \le 50$	Very long delays								
F	> 50	Volume exceeds capacity								

The LOS criteria for signalized intersections are shown in Table 3.

	TABLI	E 3: SIGNALIZED INTERSECTIONS – LOS CRITERIA
LEVEL OF SERVICE	AVERAGE CONTROL DELAY (SEC/VEH)	EXPECTED DELAY TO MINOR STREET TRAFFIC
A	< 10	Very low delay. Occurs when progression is extremely favorable and most vehicles arrive during the green phase. Most vehicles do not stop at all.
В	> 10 and ≤ 20	Occurs with good progression and/or short cycle lengths. More vehicles stop than for LOS A.
С	$>$ 20 and \leq 35	Higher delays result from fair progression and/or long cycle lengths. Individual cycle failures may begin to appear in this level. Significant numbers of vehicles stop although many still pass through the intersection without stopping.
D	$> 35 \text{ and} \le 55$	Longer delays may result from unfavorable progression, long cycle lengths and/or high volume to capacity (v/c) ratios. Many vehicles stop and the proportion of vehicles not stopping declines.
E	$>$ 55 and \leq 80	Considered the limit of acceptable delay, these high delay values generally indicate poor progression, long cycle lengths and high v/c ratios. Individual cycle failures are frequent occurrences.
F	> 80	Considered unacceptable to most drivers, this condition often occurs with over-saturation. It may also occur at high v/c ratios below 1.00 with many individual cycle failures.

The capacity investigation at each of the intersections were performed using Synchro, Version 8 software. The evaluation was performed for existing conditions (2015), 2020 conditions (to evaluate the effectiveness of Short-Term Improvements constructed in 2016), and 2040 conditions (to evaluate the effectiveness of Long-Term Improvements constructed in 2020). Existing and projected levels of service are indicated in Table 3. Potential short-term (2016 construction) and long-term (2020 construction) improvements are also indicated in Table 4. Critical movements have been highlighted. Worksheets for the level of service evaluation are included in Appendix C.

Table 4: Existing and Future Conditions Level of Service Summary											
		AM Peak Hour					PM Peak Hour				
Intersection	Movement	2015 Existing Conditions	2020 without Improvements	2020 with Improvements	2040 without Improvements	2040 with Improvements	2015 Existing Conditions	2020 without Improvements	2020 with Improvements	2040 without Improvements	2040 with Improvements
Route 322 & Ur											
Potential Short T Potential Long T	_				-	-	and throu	ah langa	along Po	oute 322	
Potential Long 1	erm mpro	ovements	. Additio	mai easti	ouna and	westoot	ina unou	gii ianes	along Ko	oute 322	
	EBL	A	A	A	A	В	В	В	В	С	В
	EBT	Е	D	D	F (130.2)	D	С	С	C	С	В
Route 322	EBR	A	A	A	A	В	A	A	A	A	A
Route 322	WBL	D	D	D	F (139.1)	D	В	В	В	A	В
	WBT	В	A	A	В	В	С	C	C	E	C
	WBR	A	A	A	A	A	A	A	A	A	A
	NBL	С	D	D	D	С	С	D	D	Е	D
	NBT	С	D	D	D	С	С	С	С	D	С
University Drive	NBR	A	A	A	A	A	A	A	A	A	A
	SBL	D	D	D	Е	D	Е	D	D	Е	D

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SBTR

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Tal	ble 4: Ex	isting aı	nd Futu	re Cond	litions L	evel of	Service S	Summa	ry (Con	t'd)	
		AM Peak Hour					PM Peak Hour				
Intersection	Movement	2015 Existing Conditions	2020 without Improvements	2020 with Improvements	2040 without Improvements	2040 with Improvements	2015 Existing Conditions	2020 without Improvements	2020 with Improvements	2040 without Improvements	2040 with Improvements
Route 322 & C	enterview	Drive									
Potential Short	Term Impr	ovements	s: Revise	traffic si	gnal timi	ng					
Potential Long a southbound le right turn lane to	ft turn lane	and seco	ond north								
	EBL	A	D	A	A	C	A	В	В	С	C
Route 322	EBT	С	D	D	F (189.8)	С	С	С	С	Е	С
	EBR	C	D	D		A	C			L	A
	WBL	D	D	D	F (188.1)	С	A	В	В	В	A
	WBTR	В	В	В	В	D	В	C	С	Е	C
	NBL	Е	F	F	F	D	F (106.7)	D	D	F (126.7)	D
	NBT	L	(83.6)	(83.6)	(202.5)	D	F (106.7)	D	D	F (126.7)	D
Centerview Drive	NBR	A	A	A	A	ט	A	A	A	A	ע
	SBL	-	Г		Б	С		ъ	ъ	-	С
	SBTR	D	E	E E	E E	D	С	В	В	В	С
Route 322 & H	lillview La	ne									
Potential Short Potential Long	•			und left t	urn lane a	along Ro	ute 322				
Route 322	EBL	В	В	В	В	В	A	Δ	Δ	Δ	В
Route 322	EBT] "	В	В	R	A	A	A	A	A	A

SBLR

Hillview Lane

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Table 4: Existing and Future Conditions Level of Service Summary (Cont'd) AM Peak Hour PM Peak Hour													
	<i>y</i> -, <u></u>						,			-			
Intersection	Movement	2015 Existing Conditions	2020 without Improvements	2020 with Improvements	2040 without Improvements	2040 with Improvements	2015 Existing Conditions	2020 without Improvements	2020 with Improvements	2040 without Improvements	2040 with Improvements		
Route 322 & Ar	eba Aven	ue	I	<u> </u>	I								
Potential Short T Potential Long T	_			und left ti	urn lane a	along Ro	ute 322						
Route 322	EBL	A	В	В	В	В	A	A	A	В	В		
	EBT					A					A		
Areba Avenue	SBLR	С	С	С	D	D	С	C	C	D	D		
Route 322 & Be	ech Aven	ue											
Potential Short T Potential Long T	_			and left t	urn lane a	along Ro	ute 322						
Route 322	EBL	A	В	В	В	В	A	A	A	В	В		
110,000 022	EBT					A				1	A		
Beech Avenue	SBLR	С	С	С	Е	Е	A	A	A	A	A		
Route 322 & G1	reenlea Ro	oad											
Potential Short T	•												
Potential Long T	erm Impro	ovements	: Eastbo	and left to	urn lane a	along Ro	ute 322						
Route 322	EBL	A	A	A	A	В	A	A	A	В	В		
	EBT		_	_	_	A	_				A		
Greenlea Road	SBLR	C	C	С	С	С	В	В	В	С	C		

Tab	Table 4: Existing and Future Conditions Level of Service Summary (Cont'd) AM Peak Hour PM Peak Hour													
			AM	l Peak H	our	I		PM	Peak H	our				
Intersection	Movement	2015 Existing Conditions	2020 without Improvements	2020 with Improvements	2040 without Improvements	2040 with Improvements	2015 Existing Conditions	2020 without Improvements	2020 with Improvements	2040 without Improvements	2040 with Improvements			
Route 322 & Cl														
Potential Short T Potential Long T westbound throu	erm Impro	ovements	: Additio	onal eastb	ound thr	ough lane	e along R	oute 322	; conside	er an addi	tional			
	EBL	A	A	A	В	A	В	В	В	A	В			
	EBT	В	В	В	С	A	С	С	С	В	В			
Route 322	EBR	A	A	A	A	A	В	В	В	A	A			
	WBL	В	В	В	С	С	A	A	A	В	В			
	WBTR	В	В	В	С	D	A	A	A	В	В			
	NBL	С	D	D	D	D	D	D	D	D	D			
	NBT	С	D	D	С	С	С	С	С	С	С			
Cherry Drive	NBR	A	A	A	A	A	A	A	A	С	С			
	SBL	D	D	D	D	D	D	D	D	D	D			

SBTR

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Table 4: Existing and Future Conditions Level of Service Summary (Cont'd)											
			AM Peak Hour PM Peak Hour								
Intersection	Movement	2015 Existing Conditions	2020 without Improvements	2020 with Improvements	2040 without Improvements	2040 with Improvements	2015 Existing Conditions	2020 without Improvements	2020 with Improvements	2040 without Improvements	2040 with Improvements

Route 322 & Fishburn Road/ Hockersville Road

Potential Short Term Improvements: Eastbound and westbound right turn lanes along Route 322

Potential Long Term Improvements: Additional eastbound and westbound through lanes along Route 322 and a southbound right turn lane along Hockersville Road

	EBL	В	В	В	D	В	В	В	В	E	В
	EBT	В	В	В	В	С	F	F	Е	F	D
Douts 222	EBR	Б	Б	A	Б	A	(179.7)	(188.3)	A	(264.6)	A
Route 322	WBL	В	В	В	В	В	С	С	С	F (130.8)	D
	WBT	F	F	D	F	D	D	D	С	E	С
	WBR	(97.1)	(113.8)	A	(256.8)	A	D	D	A	E	A
	NBL	D	D	D	F (205.4)	D	D	D	Е	F (141.3)	С
Fishburn Road	NBT	D	Е	Е	F (133.5)	D	Е	Е	Е	F (150.3)	Е
	NBR	A	A	A	В	A	A	A	A	В	В
	SBL	D	D	D	F (101.9)	С	D	D	Е	F (143.7)	D
Hockersville Road	SBT	F	1	Г	F	D	Т.	1		F	D
	SBR	(88.1)	Е	Е	(236.6)	A	E	Е	E	(183.3)	A

Tal	Table 4: Existing and Future Conditions Level of Service Summary (Cont'd)												
			AM Peak Hour PM Peak								Hour		
Intersection	Movement	2015 Existing Conditions	2020 without Improvements	2020 with Improvements	2040 without Improvements	2040 with Improvements	2015 Existing Conditions	2020 without Improvements	2020 with Improvements	2040 without Improvements	2040 with Improvements		

Route 322 & Elm Avenue

Potential Immediate Improvement: Monitor and consider prohibiting eastbound left turns from Route 322 Potential Long Term Improvements: Consider an eastbound turn lane along Route 322

Route 322	EBL	В	В	В	В	В	A	A	A	В	В
	EBT	_	_		_	A				_	A
Elm Avenue	SBR	С	С	С	Е	Е	В	С	С	С	С

Cherry Drive & Hope Drive/ Kindercare Driveway

Potential Short Term Improvements: Consider all-way stop control

Potential Long Term Improvements: Signalize

Hope Drive	EBLT	D	D	В	F (287.6)	С	Е	F (56.1)	D	F (296.9)	D
Порс Впус	EBR	A	A	A	В	A	В	В	В	В	A
Kindercare Driveway	WBLTR	D	D	A	F (88.8)	В	A	A	A	A	A
	NBL	В	В	С	В	D	A	A	В	A	В
Charry Drive	NBTR	A	A	A	A	A	A	A	В	A	В
Cherry Drive	SBL	A	A	A	A	В	A	A	В	A	С
	SBTR	A	A	С	A	В	A	A	В	A	С

Tal	ole 4: Ex	isting an	d Futur	e Condi	tions L	evel of S	Service S	Summa	ry (Con	t'd)	
			AM	Peak Ho	our			PM	Peak H	our	
Intersection	Movement	2015 Existing Conditions	2020 without Improvements	2020 with Improvements	2040 without Improvements	2040 with Improvements	2015 Existing Conditions	2020 without Improvements	2020 with Improvements	2040 without Improvements	2040 with Improvements

Sand Hill Road & Cherry Drive

Potential Short Term Improvements: None

Potential Long Term Improvements: Signalize (if Hope Drive is not extended to Fishburn Road)

Cherry Drive	EBLTR	A	A	A	В	В	С	С	С	F (58.3)	С
Chary Brive	WBLTR	A	A	A	A	A	A	A	A	A	A
Condition of	NBLTR	В	В	В	С	В	В	В	В	В	С
Sand Hill Road	SBLTR	В	В	В	С	A	В	В	В	В	С

Fishburn Road & Sand Hill Road

Potential Short Term Improvements: Consider prohibiting left turns from Sand Hill Road during peak times

Potential Long Term Improvements: Relocate intersection to the south; signalize; install a northbound left turn lane along Fishburn Road and an eastbound right turn lane along Sand Hill Road

Sand Hill Road	EBL	F	F	F	F	D	E	F	F	F	D
Sand Fini Koad	EBR	(105.2)	(140.3)	(140.3)	(1958)	В	E	(55.0)	(55.0)	(730.6)	В
	NBL				D	В	A		Α.		A
Fishburn Road	NBT	A	A	A	В	A	A	A	A	A	A
	SBTR	A	A	A	В	В	A	A	A	A	С

Tab	Table 4: Existing and Future Conditions Level of Service Summary (Cont'd) AM Peak Hour PM Peak Hour													
			AM	Peak H	our			PM	Peak H	our				
Intersection	Movement	2015 Existing Conditions	2020 without Improvements	2020 with Improvements	2040 without Improvements	2040 with Improvements	2015 Existing Conditions	2020 without Improvements	2020 with Improvements	2040 without Improvements	2040 with Improvements			
Centerview Dri	ve & Cam	pus Dri	ve											
Potential Long 7	•			und laft 4	um lana	olona Car	mnuc D.	NO.						
Potential Long T	erm impro	ovements	: Easibol	ina ieri u	urn iane a	aiong Ca	mpus Dri	ve						
	EBL	D	D	D	Е	D	D	D	D	Е	D			
Campus Drive	EBT	J	D	D	L	D	2	D	D	2	С			
T	WBT	С	В	В	В	Е	С	C	С	С	D			
	WBR	A	A	A	A	A	A	A	A	A	A			
	NBL	D	D	D	Е	С	Е	E	Е	F (114.1)	D			
Centerview	NBTR	С	С	С	С	В	С	С	С	C	С			
Drive	SBL	D	D	D	Е	D	С	С	С	D	Е			
	SBR	A	A	A	A	A	A	A	A	A	A			

As indicated above, a Level of Service "E" is considered to be at or near capacity, while a Level of Service "D" is considered acceptable in an urban area according to the <u>Highway Capacity Manual</u> (1). Table 3 indicates that there are various intersections, which have movements that currently operate at level of service "E" or "F". As future traffic volumes increase, additional deficiencies are anticipated. Some of the level of service results can be misleading due to limitations of the analysis software. For example, the software does not account for delays at the intersection with Cherry Drive caused by the blocking of traffic from the queued vehicles along Route 322 (i.e. a back up from the signal at Fishburn Road / Hockersville Road). Similarly, the software does not account for through traffic queues blocking access to a turn lane. Accordingly, some of the levels of service / delays indicated above may reflect better conditions than actual field conditions. Worksheets for the queue analyses are included in Appendix C.

POTENTIAL IMPROVEMENT CONSIDERATIONS

The potential improvements identified above were further evaluated. Preliminary design standards and traffic analyses were utilized to determine the feasibility of compliance with established design criteria. Benefits were quantified and cost estimates were developed for each potential improvement based readily available information on projects of a similar nature. Based on this approach the following Immediate, Short-Term, and Long-Term improvement options are identified.

Immediate Improvements (For construction in 2015)

Potential Improvements (See Exhibit 2)

- Install the following pedestrian accommodations:
 - A connection between the Jonathan Eshenour Memorial Trail and the intersection of Route 322 and Cherry Drive
 - ADA compliant pedestrian facilities along the southeastern and southwestern quadrants of the intersection of Route 322 and Cherry Drive
 - Sidewalk along the south side of Route 322 between Cherry Drive and Fishburn Road
- Consider restricting eastbound left turns along Route 322 at the intersection of Elm Avenue.

Traffic Impacts

Currently, eastbound traffic along Route 322 is slowed or stopped as a result of eastbound left turning vehicles along Route 322 at Elm Avenue. This is a contributing factor to the substantial back-ups along eastbound Route 322 at the intersection of Fishburn Road and Hockersville Road. Restricting eastbound left turns along Route 322 at the intersection of Elm Avenue would have a substantial benefit to the intersection of Route 322 and Hockersville Road / Fishburn Road.

Right-of-Way Impacts

Right-of-way acquisition is not anticipated for the Immediate improvements.

Utility Impacts

Utility impacts are not anticipated for the Immediate improvements.

Drainage Impacts

Due to the nature of the proposed improvements, there are no drainage impacts for the Immediate conditions.

Constructability

The Immediate improvements do not present any significant constructability challenges. It is anticipated that Derry Township will construct the Immediate improvements using Township forces.

Structures

There are no proposed structures associated with the Immediate improvements.

Substandard Design Elements

Due to the nature of the proposed improvements, there are no substandard design elements associated with the Immediate improvements.

Short-Term Improvements (For construction in 2016)

Potential Improvements (See Exhibit 2)

- Install an eastbound right turn lane and a westbound right turn lane at the intersection of Route 322 and Fishburn Road / Hockersville Road.
- Consider all-way stop control at the intersection of Hope Drive and Cherry Drive.
- Consider a peak hour left turn restriction from Sand Hill Road onto Fishburn Road.
- Optimize traffic signal timings at the following intersections:
 - Route 322 and University Drive
 - Route 322 and Centerview Drive
 - Route 322 and Cherry Drive
 - Route 322 and Fishburn Road / Hockersville Road
 - Centerview Drive and Campus Drive

Traffic Impacts

Installing all-way stop control at Cherry Drive and Hope Drive would help reduce side-street delay and potential conflicts. Similarly, the left turn restriction from Sand Hill would reduce side-street delay and improve the safety of the intersection. Optimizing the traffic signals will improve operational conditions, but the greatest benefit will be at the intersection of Route 322 and Fishburn Road / Hockersville Road due to the proposed turn lanes. Projected operational conditions with and without short-term improvements are documented in Table 4.

Right-of-Way Impacts

Right-of-way will likely be required for both of the proposed turn lanes at the intersection of Route 322 and Fishburn Road / Hockersville Road.

Utility Impacts

Five utility pole relocations are envisioned for the Short-Term improvements.

Drainage Impacts

Two inlets and associated pipes will need to be installed in order to replace existing inlets / pipes for the Short-Term improvements.

Constructability

The Short-Term improvements do not present any significant constructability challenges.

Structures

The Short-Term improvements are not expected to impact any bridges or culverts.

Substandard Design Elements

There are no substandard design elements associated with the Short-Term improvements.

Long-Term Improvements (For construction in 2020)

Note that for purposes of this evaluation, the majority of the widening associated with the improvements was assumed to be symmetrical, except for Centerview Lane to Cherry Drive, where the widening was shifted to the Hershey Medical Center frontage. This approach may be adjusted during formal design to mitigate impacts noted below.

Potential Improvements (See Exhibits 3, 4, 5, 6, 7 and 8).

- Route 322 and University Drive:
 - Extend the second eastbound through lane (which currently ends at this intersection) to the east, through University Drive.
 - Maintain an eastbound right turn lane.
 - Install a second westbound through lane. This lane could be extended toward the interchange as part of the Interchange Reconstruction Project. For purposes of this

evaluation, it was assumed that this lane would end as a westbound right turn lane at Sipe Avenue.

- Route 322 and Centerview Drive:
 - Extend the second eastbound through lane (from University Drive, mentioned above) to the east, through Centerview Drive.
 - Provide a dedicated eastbound right turn lane along Route 322.
 - Though not necessary for capacity, consideration could be given to convert the westbound right turn lane into a shared through-right lane with minimal additional widening.
 - The southbound approach of Centerview Drive could be widened slightly to the east to provide a dedicated left turn lane.
 - The northbound approach of Centerview Drive could be widened and reconfigured to provide two left turn lanes and a shared through-right lane. The left turn lanes would continue into dual westbound through lanes suggested at University Drive.
 - Extend the westbound left turn lane to provide adequate storage.
- Route 322 and Hillview Lane Install an eastbound left turn lane.
- Route 322 and Areba Avenue Install an eastbound left turn lane.
- Route 322 and Beech Avenue Install an eastbound left turn lane.
- Route 322 and Greenlea Road Install an eastbound left turn lane.
- Route 322 and Cherry Drive:
 - Provide a second eastbound through lane.
 - Extend the second westbound through lane (required at Fishburn Road / Hockersville Road) through this intersection.
 - Extend the westbound left, northbound left and northbound right turn lanes in order to provide adequate storage.
- Route 322 and Fishburn Road / Hockersville Road:
 - Provide additional through lanes in both directions along Route 322
 - Maintain the eastbound right and westbound right turn lanes from the short-term condition
 - Install a southbound right turn lane along Hockersville Road
 - Extend the northbound left and southbound left turn lanes in order to provide adequate storage
- Route 322 and Fishburn Road / Hockersville Road Alternate for Consideration

An alternate scenario was considered at this intersection, but <u>not included in the cost estimates</u> at this time due to substantial property impacts. As shown in Exhibit 6, this alternate alignment would have similar geometry and lanes as identified above; however, Fishburn and Hockersville would be shifted to the west. This would have significant impact on the traffic operation and adjoining properties:

Pros

- o Provides separation from Elm Avenue, allowing for "back-to-back" left turn lanes
- o Realigning the intersection provides multiple benefits:
 - Improved sight distance
 - More efficient truck turning movements
 - Increased efficiency yields increased capacity
- Creates two corner parcels along the Kray property
- o Provides separation between the intersection and the Brownstone Building

Cons

- Major impacts to the Sunoco gas station
- o Potential environmental impacts
- o Bisects the Kray property
- Significant construction costs and right-of-way impacts
- Route 322 and Elm Avenue The eastbound left turns at this intersection could either be restricted (as suggested in the immediate improvements) or a left turn lane could be provided.
- Potential new roadway connection between Cherry Drive and Fishburn Road Traffic volumes indicate that many motorists (several hundred per hour during peak hours) are currently utilizing Hope Drive, Cherry Drive, and Sand Hill Road to travel between the Hershey Medical Center and Fishburn Road. Consideration was given to a potential new roadway connection from a relocated Hope Drive (south of its current intersection with Cherry Drive) to extend directly to Fishburn Road. This connection would improve traffic circulation near the east end of the Hershey Medical Center by providing a more direct route from the Medical Center to Fishburn Road. However, since motorists are already using Cherry Drive and Sand Hill Road for this connection, a new roadway would have a limited positive impact along Route 322. Traffic modeling suggests that this connection would not reduce traffic conflicts on Route 322 enough to reduce the level of improvements required along Route 322. As noted below, this direct connection could alleviate the delay and need for a traffic signal at the intersection of Cherry Drive and Sand Hill Road. This potential roadway has been depicted on Exhibit 7 (Blue Alternate).
- Cherry Drive and Hope Drive / Kindercare Driveway This intersection should be monitored for traffic signal warrants, and signalization should be considered when warrants are satisfied.
- Sand Hill Road and Cherry Drive This intersection should be monitored for traffic signal warrants, and signalization should be considered when warrants are satisfied. Note that if an

alternate connection from Hope Drive to Fishburn Road is constructed (see below), the delays at this intersection would be significantly reduced and signalization would not be appropriate.

- Fishburn Road and Sand Hill Road This intersection could be relocated to the south and signalized. Additionally, a northbound left turn lane along Fishburn Road and an eastbound right turn lane along Sand Hill Road should both be considered when the intersection is relocated. Refer to Exhibit 7 (Pink Alternate).
- Centerview Drive and Campus Drive An eastbound left turn lane along Campus Drive should be considered.

Traffic Impacts

Providing the above improvements would significantly improve traffic flow and capacity throughout the Route 322 Corridor. Projected operational conditions with and without long-term improvements are documented in Table 4.

Right-of-Way Impacts

There are significant right-of-way impacts associated with the proposed Long-Term improvements throughout the Route 322 Corridor. The most significant impacts are associated with the intersection of Route 322 and Fishburn Road / Hockersville Road, specifically the Sunoco gas station. If a new roadway connection is installed between Cherry Drive and Fishburn Road, the right-of-way takes may include entire residential properties, depending on the proposed alignment. Additionally, significant impacts are envisioned to the Hershey Medical Center property along much of the corridor. Potential impacts to the existing barns are depicted on Exhibit 4. If necessary, these impacts could be reduced by shifting the alignment to the north side, though this will have additional right-of-way impacts and noise considerations to the residential properties north of Route 322.

Utility Impacts

There will be substantial utility impacts adjacent along the Route 322 corridor and various water / gas valves will need to be adjusted. Additionally, some underground utilities may need to be relocated, which may include the following:

- A medium sized gas line on the south side of Route 322 between Bullfrog Valley Road and Cherry Drive
- A high pressure gas line on the north side of Route 322 from Bullfrog Valley Road to Centerview Lane, crossing to the south side of Route 322 and then continuing along the south side of Route 322 to Cherry Drive

During design the depths of all underground facilities in the area of the proposed widening and responsibility for relocations, if necessary, will need to be verified.

Drainage Impacts

Several inlets / pipes will need to be installed in order to replace existing inlets / pipes for the Long-Term improvements. Additionally, if Hope Drive is realigned at Cherry Drive, the storm water detention basin currently located on the southwestern quadrant of this intersection will be impacted. This basin or part of this basin will likely need to be relocated to the northwestern quadrant of the intersection.

Constructability

"Constructability" is a measure of the difficulty in construction of a project and is an important aspect to consider. Typical roadway constructability issues include maintenance and protection of traffic, utility coordination, drainage and erosion control, geotechnical problems, and coordination between stakeholders, Municipal Officials, Federal and State Officials, and the local general public. The Long-Term improvements present significant constructability challenges, which are as follows:

- Due to physical constraints at the intersection of Route 322 and Fishburn Road / Hockersville Road, the alignment of Route 322 will need to be shifted to the south just west of Fishburn Road / Hockersville Road and to the north just east of Fishburn Road / Hockersville Road.
- Due to the proximity to Route 322, the intersection of Fishburn Road and Sand Hill Road should not be signalized until Sand Hill Road is relocated to the south.

Structures

The Long-Term improvements are not expected to impact any bridges or culverts.

Substandard Design Elements

There are no substandard design elements anticipated with the Long-Term improvements.

Additional Considerations

Due to the anticipated federal funding to be used as part of the implementation of the Long-Term Improvements, additional considerations were given to the anticipated Environmental requirements of the project.

Natural Resource Impacts -

- Wetlands The long-term improvements are not projected to have any impact to wetlands.
- <u>Flood Plains</u> The improvements are not located within a flood plain. Accordingly, there is no required permitting.

- <u>Hazardous Materials</u> There are potentially hazardous materials within the area of the potential improvements, specifically the following:
 - Sunoco gas station on the northwestern quadrant of the intersection of Route 322 and Fishburn Road / Hockersville Road.
 - Hummelstown Gulf / Texaco gas station on the northwestern quadrant of the intersection of Route 322 and Sipe Avenue

During design, additional investigation should be performed in order to verify mitigation is not required at any of the above locations.

- <u>Soils</u> Some of the soils in the Route 322 Corridor may be classified as "Prime Farmland", "Farmland of Statewide Importance", or "Farmland of Local Importance". If any of these soils are located within the area of the improvements, coordination with the U.S. Department of Agriculture will be required, but mitigation should not be necessary.
- Noise/Air Air and Noise analysis will be required, particularly with consideration to the adjacent and nearby residential neighborhoods. By adding capacity to reduce traffic congestion, positive impacts to air quality will be realized, through the reduction of exhaust fume emissions. The appropriate level of analysis will be conducted in accordance with PennDOT Publication 321. However, adding lanes to increase roadway capacity will move noise generation closer to sensitive receptors. A Quantitative noise analysis is anticipated to establish existing noise levels through monitoring and modeling at receptor sites. Based on modeling results, it will be determined if noise abatement is warranted, feasible, and reasonable, following criteria established through 23 CFR 772.13(c) and outlined in PennDOT Publication 24.
- <u>Endangered Species</u> Based on a PNDI Project Environmental Review search, there may be something related to Fish and Wildlife within the project limits. However, due to the developed nature of the area the need for mitigation is unlikely.

Socioeconomic Resources

- Parks and Public Recreation Areas The Jonathan Eshenour Memorial Trail is a recreational facility used by the public that extends along the south side of Route 322 between Cherry Drive and Bullfrog Valley Road. The Long Term (federal aid) improvements will likely require lateral relocation of this trail commensurate with the roadway widening improvements. For the federal aid project, this facility may need to be evaluated as a "Section 4(f) Property". In order to qualify as a "Section 4(f) Property" it must meet all of the following criteria:
 - o It must be open to the public
 - o Its major purpose must be for park, recreation, activities
 - o It must be significant as a park, recreation area
 - o It must be publicly owned

Clearly, the first three criterion apply to the trail. A determination will need to be made if the trail in this section is "Publicly Owned" by Derry Township or "Privately Owned" by HMC. Section 4(f) Public ownership is recognized as follows:

- Fee simple ownership the land is solely owned by a government entity for park, recreation or refuge purposes
- o **Permanent easement** the land is not necessarily owned by a government agency, but the agency possesses an easement for Section 4(f) activities
- Lease agreement similar to a public easement but with a lease agreement typically intended for the long-term.

If Derry Township possesses any of these types ownership interest in the trail, the relocation of the trail would constitute a "Section 4(f) use" on a federal aid project. Any impact to the trail will require a Section 4(f) evaluation that will need to be approved by the FHWA. This evaluation will need to determine that there is no feasible and prudent alternative that avoids the impact and that the project includes all possible planning to minimize harm to the Section 4(f) properties, including a mitigation and minimization plan for the impacts to the resource. This will be a significant environmental clearance component of a federal aid project, and could add significant time and effort to the environmental clearance process.

- <u>Community Facilities</u> Traffic operation and mobility throughout the Route 322 Corridor will be substantially improved.
- <u>Commercial Facilities</u> The proposed improvement will enhance and encourage development of the other potential commercial sites.
- Residential Facilities Traffic volumes are not expected to increase as a direct result of the
 proposed improvements; therefore, the improvements should not negatively impact residential
 properties. These residences will also benefit from improved operation conditions throughout the
 Route 322 Corridor.

Cultural Resources

The project study limits contain numerous above ground structures that are 50 years or older. Little to no previous investigations have occurred in this area; therefore, numerous above ground structures will require assessment and the completion of a Pennsylvania Historical Resource Survey forms documenting the findings. Assessments recommended are as follows:

- Penn State Hershey Medical Center Property there are two barns and associated houses
- AACA Library/Car Museum
- The Blue Barn
- Masonic Temple Brownstone Lodge No. 666 (dated 1956)
- Governors Road Brownstone
- Barn at SR 743/SR 322
- In addition to these individual properties, there are numerous individual homes that are older than 50 years, many of which will require individual assessments (approximately 40 structures)

In addition to the above ground structures, archaeological testing will be required along the entire corridor, particularly within the farmed properties owned by the Hershey Trust. Should the project involve state or federal funds, Section 106 compliance will be required. One component of Section 106 is public involvement/consulting party participation.

If the historic or archeologic assessment concludes that these are in fact qualified resources, then any impact will require a Section 4(f) evaluation that will need to be approved by the FHWA. This evaluation will need to determine that there is no feasible and prudent alternative that avoids the impact and that the project includes all possible planning to minimize harm to the Section 4(f) properties, including a mitigation and minimization plan for the impacts to the resource. This will be a significant environmental clearance component of a federal aid project, and could add significant time and effort to the environmental clearance process.

CONCEPTUAL IMPROVEMENT PLAN

Estimated Programming Costs and Timing

The following estimated programming costs are in order of magnitude based on planning level studies, photographs and investigations. These estimates are for planning purposes only and should be refined with detailed engineering designs, surveys, plans, and testing. In addition, estimates are in 2015 dollars and should be escalated to the appropriate year of expenditure.

TABLE 5: PROGRAMMING COSTS			
Potential Immediate and Short-Term Local-Aid Improvements (as depicted in Exhibit 2)			
Item	Immediate	Short-Term	
Anticipated Year of Construction	2015	2016	
Anticipated Design Life	N/A	5 years (2020 design year)	
Engineering	\$0	\$70k – \$80k	
Utilities	\$0	\$25k – \$35k	
Right-of-Way **	\$0	\$45k – \$60k	
Construction	\$15,000*	\$500k – \$600k	
Total Estimated Costs	\$15,000	\$640k – \$775k	

^{*} Materials only; construction anticipated via Township forces

^{**} ROW costs for land estimated at \$380,000 per acre for corner commercial, \$240,000 per acre for institutional, and \$100,000 per acre for residential. Note that ROW impacts may be lessened by cooperative property owners / stakeholders.

Potential Long-Term Federal-Aid Improvements (as depicted in Exhibits 3, 4 and 5)

	Long-Term – Route 322 Improvements
Item	•
Anticipated Year of Construction	2020
Anticipated Design Life	20 years (2040 design year)
Preliminary Engineering and Environmental Clearance	\$750k – \$850k
Final Design	\$600k – \$650k
Utilities	\$125k – \$175k
Right-of-Way**	\$500k – \$600k
Construction	\$4.5M – \$5.5M
Construction Observation	\$500k – \$550k
Total Estimated Costs	\$8.5M – \$10.5M

^{**} ROW costs for land estimated at \$380,000 per acre for corner commercial, \$240,000 per acre for institutional, and \$95,000 per acre for residential. Note that ROW impacts may be lessened by cooperative property owners / stakeholders.

Additional Long-Term Improvement Options (as depicted in Exhibits 7 and 8)

Item	Sand Hill Improvements (Pink Alternate)	Sand Hill Improvements (Blue Alternate)	HMC Campus Improvements
Engineering	\$100k – \$130k	\$175k – \$200k	\$15k – \$20k
Utilities	\$0	\$15k – \$25k	\$0
Right-of-Way**	\$25k – \$35k	\$300k – \$375k	\$0
Construction	\$900k – \$1.1M	\$1.2M – \$1.5M	\$110k – \$130k
Total Estimated Costs	\$1M – \$1.3M	\$1.7M – \$2.1M	\$125k – \$150k

^{**} ROW costs for land estimated at \$380,000 per acre for corner commercial, \$240,000 per acre for institutional, and \$100,000 per acre for residential. Note that ROW impacts may be lessened by cooperative property owners / stakeholders.

Funding

TABLE 6: POTENTIAL FUNDING SOURCES			
Improvement	Potential Funding Source		
Immediate Improvements (2015 Construction)	Township		
	Township, Local Stakeholders, Developers,		
Short Term Improvements (2016 Construction)	PennDOT Multi-Modal, Green Light-Go,		
	Dauphin County Infrastructure Bank		
Long-Term Improvements (Route 322 Corridor)	80% Federal Funding; 20% Non-Federal Funding (PennDOT, Township, Local Stakeholders, Developers, PennDOT and/or CFA Multi-Modal, Dauphin County Infrastructure Bank		
Long-Term Improvements (Sand Hill Road)	T.B.D.		
Long-Term Improvements (HMC Campus)	T.B.D.		

Immediate, Short-Term, and Long-Term improvement options have been identified in order to allow a phased implementation. The Immediate improvements have been developed in order to be low-cost, but have a dramatic and immediate impact on the operational and safety characteristics of the corridor. It is anticipated that the Immediate improvements will be installed using Township forces and funding for materials to be provided from the Township's General Fund.

The Short-Term improvements are more costly than the Immediate improvements. These improvements could be installed using Township funding, Dauphin County Infrastructure Bank funding, or with cooperation from local stakeholders. Some of these improvements could become the responsibility of a developer. When justified by the Municipal Land Development approval process, Traffic Impact Studies should be completed for each proposed land development in order to further evaluate the study intersections. If improvements are required, the applicability of the recommended Short-Term improvements should be considered.

The Long-Term improvements are by far the most costly. These improvements will require substantial funding. This section of the Route 322 Corridor has long been a focus of Derry Township and regional transportation planners (HATS). Through the HATS Planning Process, long term improvements to Route 322 from University Drive to Fishburn Road was the #2 ranked project on the 2040 Regional Transportation Plan adopted in 2014. This high ranking is very favorable that the project will be programmed in the next Transportation Improvement Plan (TIP) with 80% Federal, 20% Non-Federal funding. The next step in the TIP update process will begin in the last quarter of 2015 and adopted in June 2016. If added to the TIP, funding would likely be available in 2019/2020.

LIST OF REFERENCES

1.	2010 Highway	Capacity Manual	, Transportation	n Research Board	l, Washington D.C., 2010	Э.

2.	SYNCHRO 8	<u>8.0</u> ,	Traffic	Signal	Coordination	Software,	Transportation	Research	Board
	Washington D	D.C.,	2013.						



INTERSECTIONS W/ UNACCEPTABLE LOS

- **GOVERNOR ROAD (SR 0322) & UNIVERSITY DRIVE**
- GOVERNOR ROAD (SR 0322) & CENTERVIEW DRIVE
- GOVERNOR ROAD (SR 0322) & FISHBURN ROAD (SR 2011) / HOCKERSVILLE ROAD (SR 2011)
- CHERRY DRIVE & HOPE DRIVE / KINDERCARE DRIVEWAY
- FISHBURN ROAD (SR 2011) & SAND HILL ROAD
- **CENTERVIEW DRIVE & CAMPUS DRIVE**

INTERSECTIONS W/ ACCEPTABLE LOS

- GOVERNOR ROAD (SR 0322) & HILLVIEW LANE
- GOVERNOR ROAD (SR 0322) & AREBA AVENUE
- **GOVERNOR ROAD (SR 0322) & BEECH AVENUE**
- GOVERNOR ROAD (SR 0322) & GREENLEA ROAD
- GOVERNOR ROAD (SR 0322) & CHERRY DRIVE
- GOVERNOR ROAD (SR 0322) & ELM AVENUE
- **SAND HILL ROAD & CHERRY DRIVE**

LEGEND

AIR AND NOISE QUALITY CONCERNS



CULTURAL RESOURCES



HISTORIC RESOURCES

PUBLIC USE

UTILITIES OF CONCERN

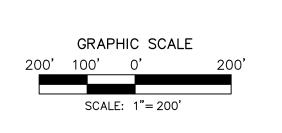
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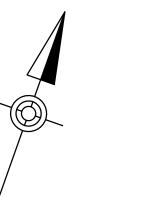
EXISTING LEVEL OF SERVICE (LOS) DETAIL (2015)

LOS - A, B, C, D



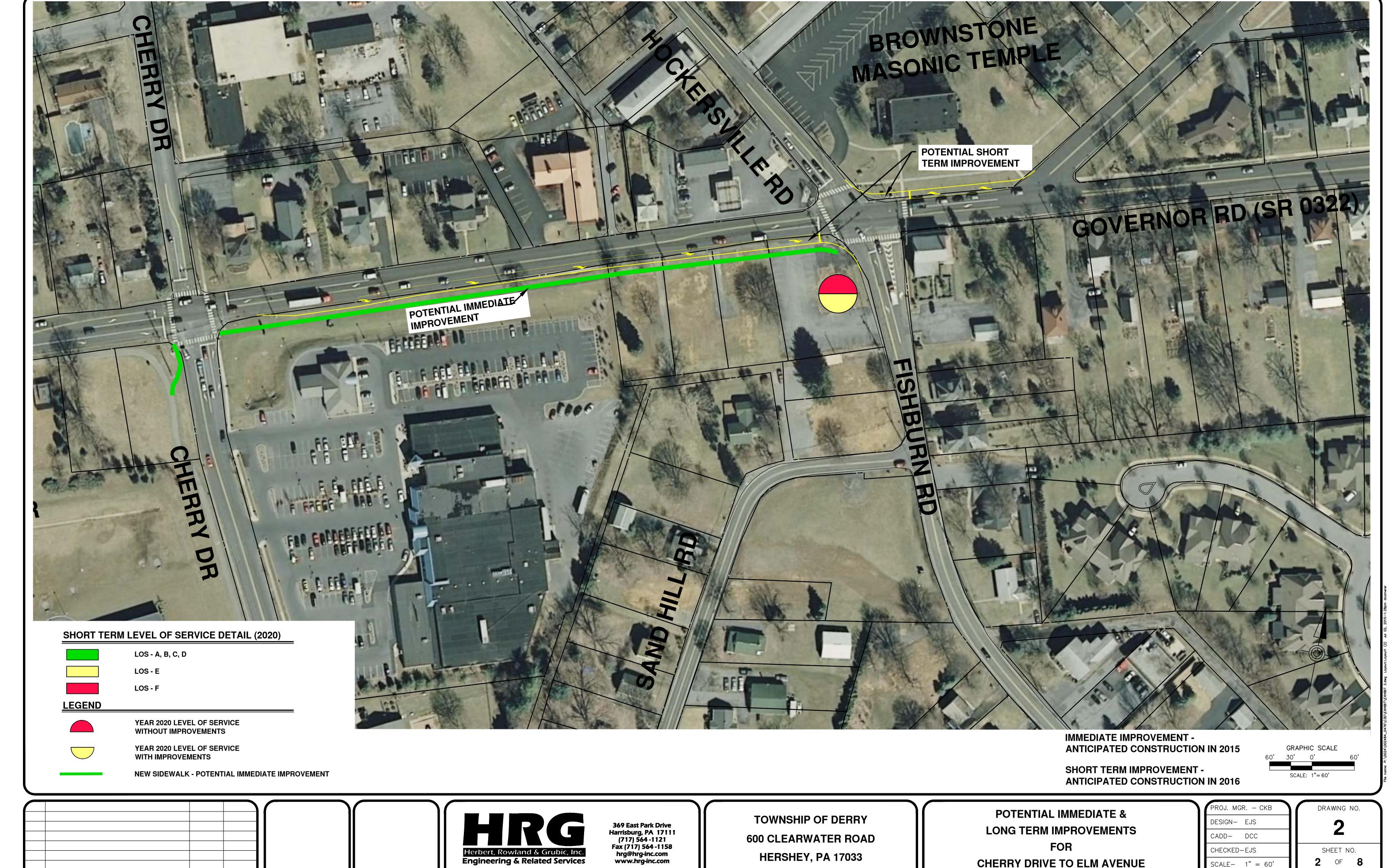
LOS - F





TOWNSHIP OF DERRY 600 CLEARWATER ROAD HERSHEY, PA 17033

ENVIRONMENTAL CONSTRAINTS MAP ROUTE 322 CORRIDOR BETWEEN UNIVERSITY DRIVE AND ELM AVENUE



DATE BY REVISION



HERSHEY, PA 17033

(717) 534-1915

PENNSYLVANIA

CHERRY DRIVE TO ELM AVENUE

DERRY TOWNSHIP DAUPHIN COUNTY

PROJ. MGR. – CKB	DR
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CADD- DCC	
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SCALE- 1" = 60'	2
DATE- JULY 2015	PROJEC

OF **8** CT 002484.0476



DATE BY

REVISION

Engineering & Related Services AN EMPLOYEE-OWNED COMPANY 369 East Park Drive Harrisburg, PA 17111 (717) 564-1121 Fax (717) 564-1158 hrg@hrg-inc.com www.hrg-inc.com

HERSHEY, PA 17033

(717) 534-1915

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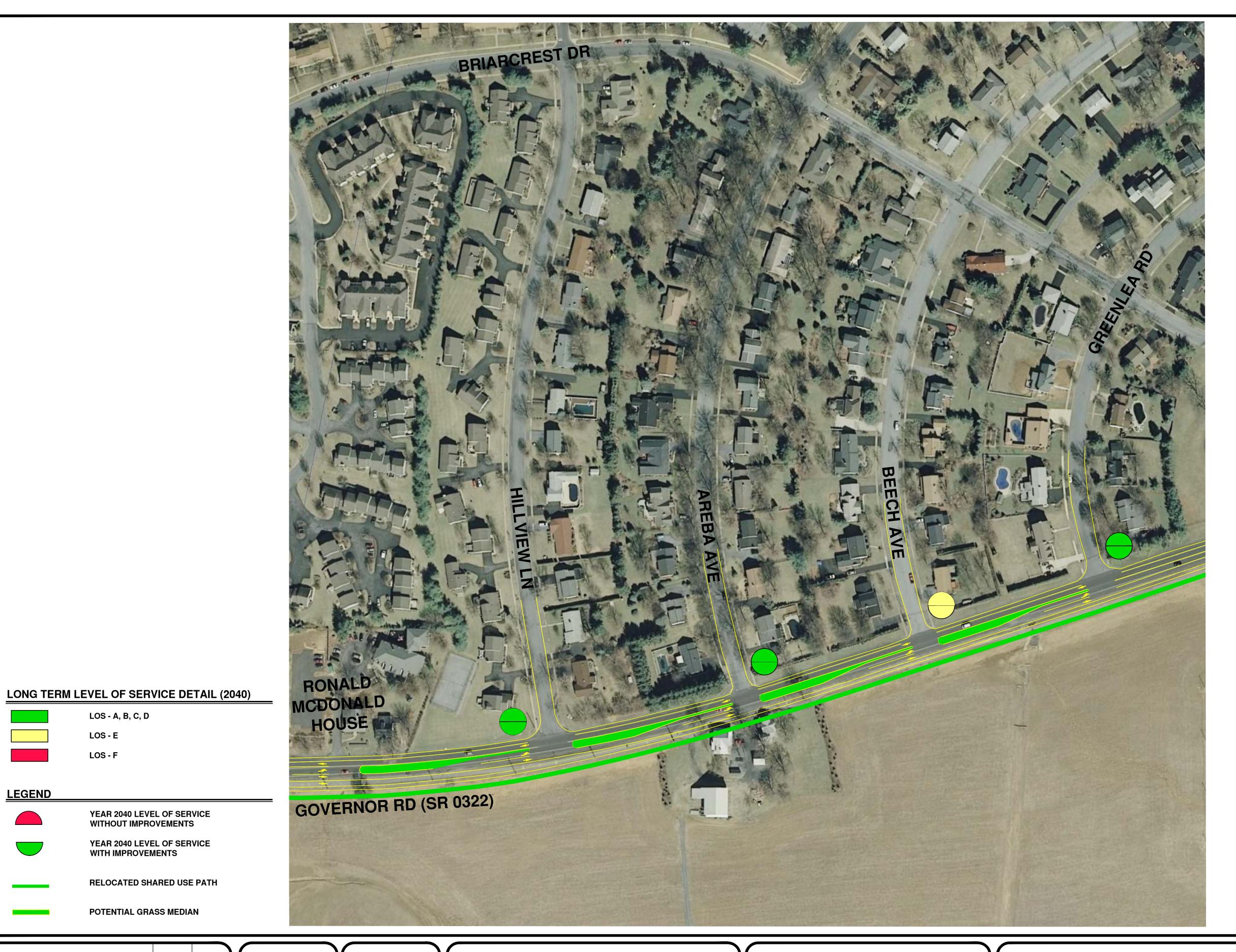
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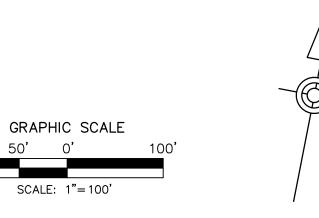
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DAUPHIN COUNTY

DERRY TOWNSHIP

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SCALE- 1" = 100'	3 OF 8
DATE- JULY 2015	PROJECT 002484.0476





LONG TERM IMPROVEMENTS -**ANTICIPATED CONSTRUCTION IN 2020**

DATE BY REVISION

LOS - A, B, C, D

YEAR 2040 LEVEL OF SERVICE WITHOUT IMPROVEMENTS

YEAR 2040 LEVEL OF SERVICE WITH IMPROVEMENTS

RELOCATED SHARED USE PATH

POTENTIAL GRASS MEDIAN

LOS - E

LOS - F

<u>LEGEND</u>



369 East Park Drive Harrisburg, PA 17111 (717) 564-1121 Fax (717) 564-1158 hrg@hrg-inc.com www.hrg-inc.com

TOWNSHIP OF DERRY 600 CLEARWATER ROAD HERSHEY, PA 17033

(717) 534-1915

POTENTIAL LONG	TERM IMPROVEMENTS

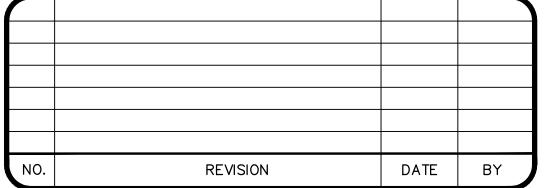
HILLVIEW LANE TO GREENLEA ROAD	

DAUPHIN COUNTY

DERRY TOWNSHIP

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	SCALE- 1" = 100'	4 OF 8
J	DATE- JULY 2015	PROJECT 002484.0476







369 East Park Drive Harrisburg, PA 17111 (717) 564-1121 Fax (717) 564-1158 hrg@hrg-inc.com www.hrg-inc.com

TOWNSHIP OF DERRY 600 CLEARWATER ROAD HERSHEY, PA 17033

(717) 534-1915

POTENTIAL LONG TERM IMPROVEMENTS

CHEDDY DDIVE TO ELM AVENITE

CHERRY	DKIVE	IO ELM	AVENUE

DERRY TOWNSHIP	DAUPHIN COUNTY	PENNSYLVANIA

DRAWING	NO.
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SHEET	NO.
5 OF	8

CADD- DCC

CHECKED-EJS

SCALE - 1" = 100'

DATE- MAY 2015

PROJECT 002484.0476



DATE BY REVISION



369 East Park Drive Harrisburg, PA 17111 (717) 564-1121 Fax (717) 564-1158 hrg@hrg-inc.com www.hrg-inc.com

TOWNSHIP OF DERRY 600 CLEARWATER ROAD HERSHEY, PA 17033

(717) 534-1915

CHERRY DRIVE TO ELM AVENUE

DAUPHIN COUNTY

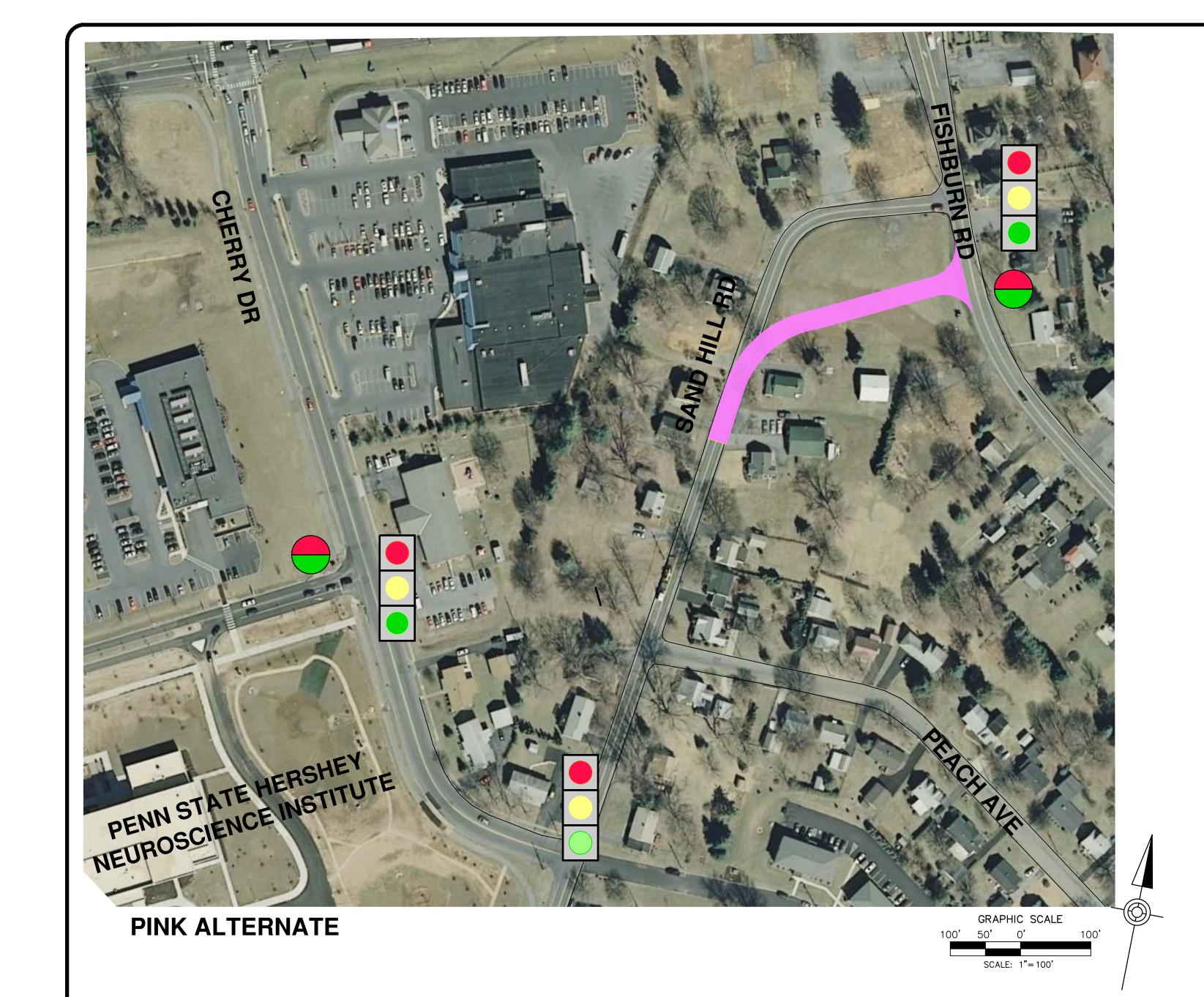
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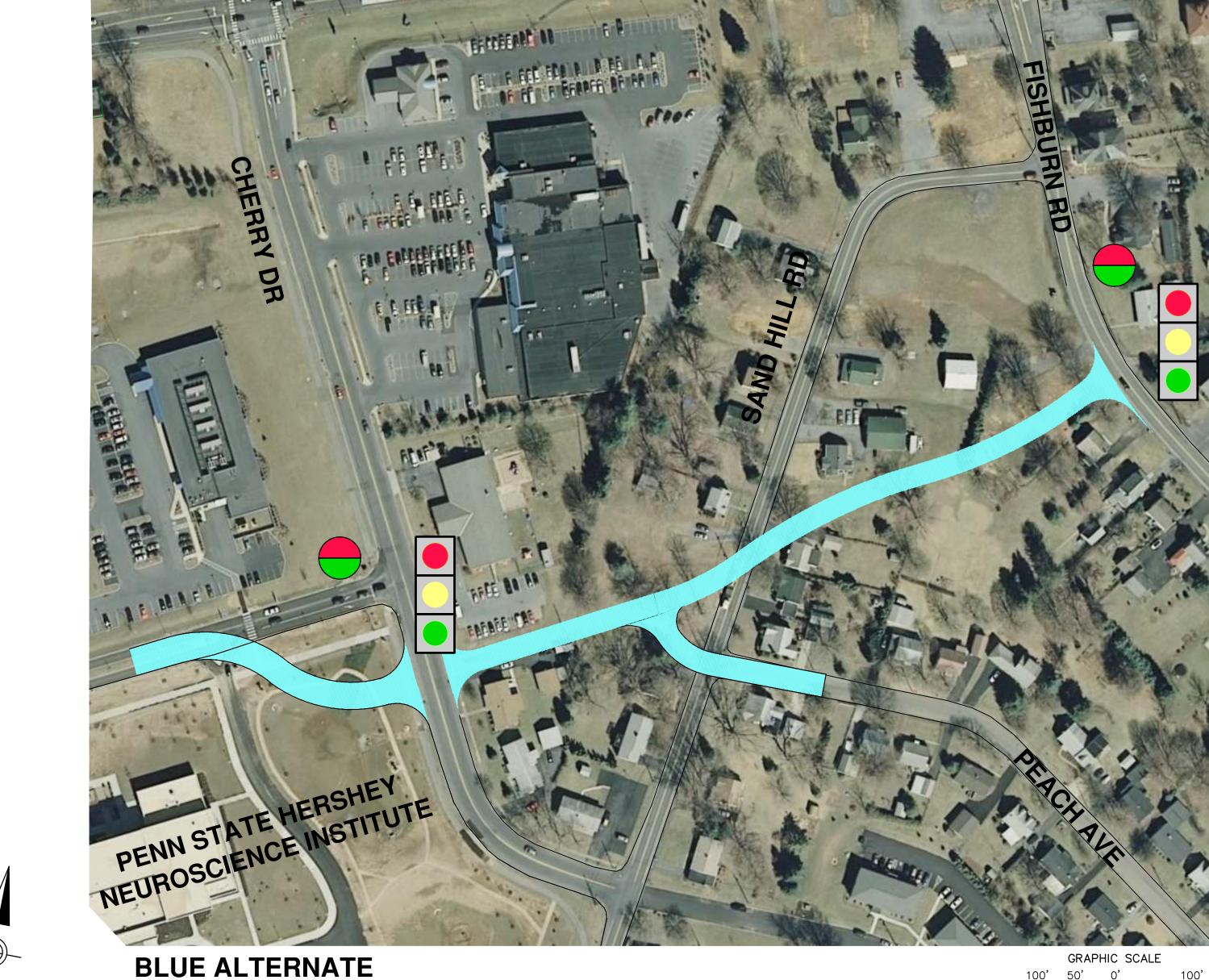
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CADD- DCC

PENNSYLVANIA

6 SHEET NO. OF **8** PROJECT 002484.0476





100' 50' 0' 100'

<u>LEGEND</u>

NEW SIDEWALK

POTENTIAL ALTERNATE ALIGNMENT NEW ROAD

POTENTIAL ALTERNATE ALIGNMENT **NEW ROAD**

YEAR 2040 LEVEL OF SERVICE WITHOUT IMPROVEMENTS

> YEAR 2040 LEVEL OF SERVICE WITH IMPROVEMENTS

POTENTIAL TRAFFIC SIGNAL LOCATION

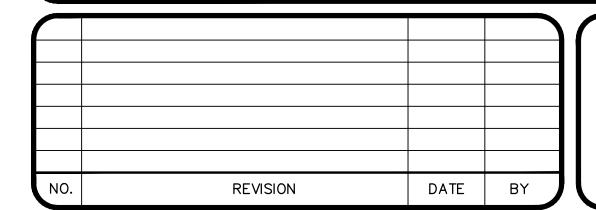
LONG TERM LEVEL OF SERVICE DETAIL (2040)

LOS - A, B, C, D

LOS - E

LOS - F

LONG TERM IMPROVEMENTS -ANTICIPATED CONSTRUCTION IN 2020 OR LATER.





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TOWNSHIP OF DERRY 600 CLEARWATER ROAD HERSHEY, PA 17033

(717) 534-1915

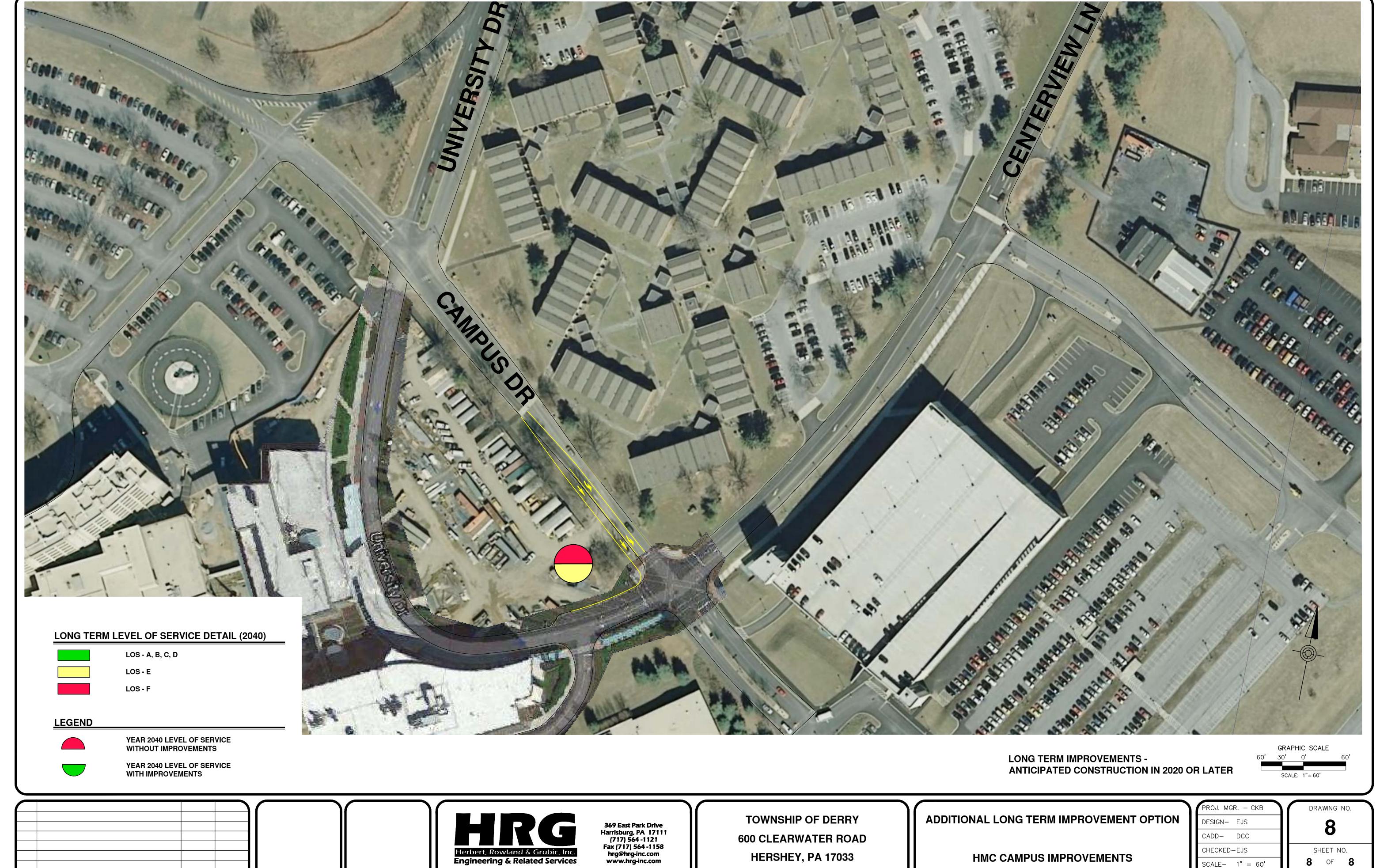
ADDITIONAL LONG TERM IMPROVEMENT OPTIONS

SAND HILL ROAD

DAUPHIN COUNTY DERRY TOWNSHIP

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DATE REVISION BY



HERSHEY, PA 17033

(717) 534-1915

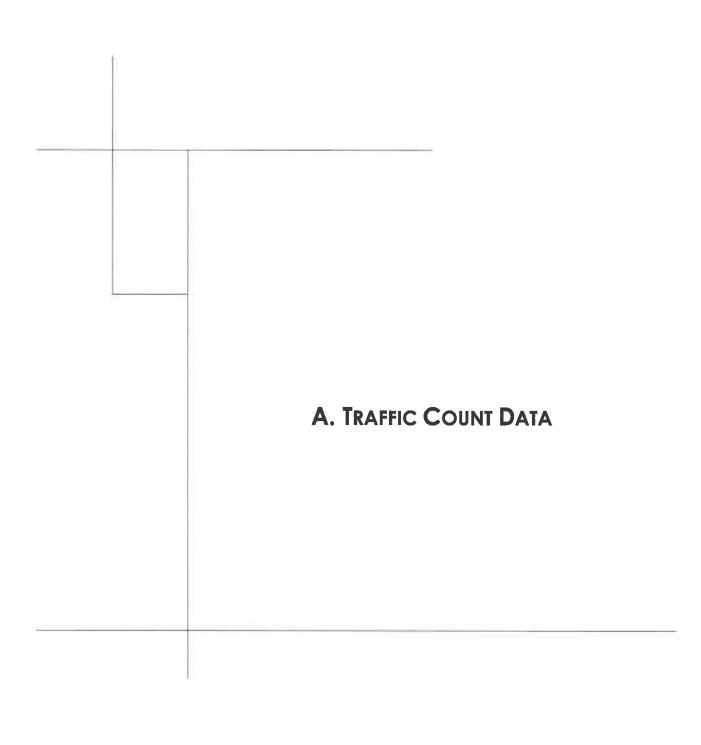
HMC CAMPUS IMPROVEMENTS

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DERRY TOWNSHIP	DAUPHIN COUNTY	PENNSYLVANIA

PROJ. MGR. — CKB	DRAWING NO.
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CADD- DCC	
CHECKED-EJS	SHEET NO.
SCALE- 1" = 60'	8 OF 8
DATE- JULY 2015	PROJECT 002484.0476

APPENDICES

- A. TRAFFIC COUNT DATA
- B. TRAFFIC SIGNAL PERMIT PLANS
- C. TRAFFIC FORECASTS
- D. CAPACITY ANALYSES



Tri-State Traffic Data, Inc.

184 Baker Road Coatesville, PA 19320 (610) 466-1469 TSTData.com

Road: Rt. 322 EB Location: 700 ft W of University Dr Counter: 22611 Weather: Clear

Site Code: 01 Station ID: 01 EB

Latitude: 40' 26806.0000 North

Average	100 C	30 🔤	43	69	228		688	1053	688 1053 893	688 1053 893 788	688 1053 893 724	688 1053 893 724 705	688 1053 893 788 705 822	688 1053 893 788 724 705 822 760	688 1053 893 788 705 822 760 687	688 1053 893 724 705 822 760 687 618	688 1053 893 724 705 822 760 687 618 618	688 1053 893 724 705 822 760 618 618 610	688 1053 893 724 705 822 760 618 610 610 606	688 1053 893 724 705 822 760 618 618 610 610 616	688 1053 893 724 705 822 760 610 610 610 610 610 610 610	688 1053 893 724 705 822 822 760 610 610 610 610 614 414 329	688 1053 893 724 705 822 760 687 610 610 610 610 610 610 610 610 610 610	688 1053 893 788 705 822 760 618 618 610 610 610 610 610 610 822 760 610 610 610 811 811 811 811 811 811 811 811 811 8	688 1053 893 786 705 822 760 618 618 610 610 610 610 610 822 760 610 610 87 1186 87	688 1053 893 724 705 822 760 618 618 610 610 606 414 329 259 186 87	688 1053 893 786 705 822 760 618 618 610 610 610 610 87 11255	688 1053 893 724 705 822 760 618 618 610 610 610 610 610 87 11255	688 1053 893 724 705 822 760 610 610 610 606 414 329 259 186 87	688 1053 893 724 705 822 822 610 610 610 610 610 610 610 610 610 610	688 1053 893 724 705 822 760 610 610 610 610 610 610 610 610 611 87	688 1053 893 724 705 822 760 610 610 610 610 610 610 610 87
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7	12:00 AM	02:00	03:00	04:00	02:00	00:90	02:00		99	88	<u> </u>	00000	08:00 09:00 10:00 11:00 12:00 PM	8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8	08:00 09:00 10:00 11:00 01:00 02:00	08:00 09:00 10:00 11:00 01:00 02:00 03:00	00000 M 000000			00000 M 00000 000000000000000000000000				00 00 00 00 00 00 00 00 00 00 00 00 00	1 00 00 00 00 00 00 00 00 00 00 00 00 00							

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11311

3259

Grand Total

Tri-State Traffic Data, Inc.
184 Baker Road
Coattesville, PA 19320
(610) 466-1469 TSTData.com

Road: Rt. 322 WB Location: 700 ft W of University Dr Counter: 22575 Weather: Clear

Latitude: 40' 26806.0000 North

Site Code: 01 Station ID: 01

														_																					
Week	Average	65	34	32	000	52	96	207	365	411	441	517	639	644	583	619	742	820	714	529	429	324	256	152	101	8810									
Sun	18-Jan-15	7.	22	59	33	9	41	99	166	168	233	343	392	504	477	424	479	479	368	319	287	259	210	104	æ	5558									
Sat	17-Jan-15	92	44	39	20	ষ্ঠ	63	118	215	304	352	479	290	592	478	535	513	566	269	220	402	271	270	200	128	7408									
Week Day	Average	09	ਲ	32	4	65	118	264	453	499	515	570	713	692	636	689	840	939	812	292	462	347	263	152	103	6986									
Ē	16-Jan-15	33	34	45	42	78	118	245	446	467	508	290	794	729	643	726	837	941	828	571	472	343	256	227	143	10133									
롣	15-Jan-15	61	41	27	20	29	125	286	440	505	526	270	209	675	639	723	820	948	72	290	489	374	270	127	9	9866									
Wed	14-Jan-15	67	32	28	42	20	115	264	462	542	514	524	671	682	632	627	917	266	819	588	470	343	221	137	8	9828									
Tue	13-Jan-15	61	34	26	43	2	115	262	463	481	512	294	8/9	684	631	681	882	920	859	561	450	344	384	142	101	9972	:								
Mon	12-Jan-15	*	*	*	*		٠	•	•	•	*	*	*	*	*	*	713	889	758	525	431	331	183	129	88	4047	Daily	Total	17630	19954	19669	19958	20251	14825	44400
Start	Time	12:00 AM	01:00	02:00	03:00	04:00	02:00	00:90	07:00	08:00	00:60	10:00	11:00	12:00 PM	01:00	05:00	03:00	04:00	02:00	00:90	00:20	08:00	00:60	10:00	11:00	Total		Date	12-Jan-15	13-Jan-15	14-Jan-15	15-Jan-15	16-Jan-15	17-Jan-15	18. lan. 15

Tri-State Traffic Data, Inc.

Road: Rt. 322 WB Location: 700 ft W of University Dr Counter: 22575 Weather: Clear

Site Code: 01 Station ID: 01 WB

Latitude: 40' 26806,0000 North

Week	75	34	34 🔳	35	61	<u></u>	252	430	469	501	604	681	706	642	723	816	936	692	574	556	442	262	174	123	9666		18806
Sun 25-Jan-15	*	*	41	*	*	*	*	*	•	*		•	ě	¥				*	*	*	*	*	*	*	0		5558
Sat 24-Jan-15	*	*	*	*	•	*	*	*	*	*	•		•	•	٠	•	•	34	257			•	*	•	0		7408
Week Day Average	75	ষ্ক	ষ্ক	35	61	26	252	430	469	501	604	681	200	642	723	816	936	769	574	556	442	262	174	123	9666		19865
Fri 23-Jan-15	*	*	*	•	•	•	**	•	**	*	*	*	*	*	*	×	•		•	•	•	•	•	*	0		10133
Thu 22-Jan-15	١.	*	*	*	*	*	4	*	*	*	*	*	*	•	•	*	#31	•	•	•	•	*	*	*	0		9866
Wed 21-Jan-15	107	39	38	43	8	120	270	443	495	514		*	*	*	#	*	\$27	•	•	•	•	•	٠		2129		11957
Tue 20-Jan-15		36	41	31	99	06	272	473	491	505	603	704	629	623	669	839	927	784	572	682	574	330	224	159	10464		20436
Mon 19-Jan-15	_	27	24	30	26	<u></u>	214	375	421	485	909	658	732	099	747	794	945	754	575	431	309	195	124	87	9389	Daily Total 18775 20929 18823	13436
Start	12:00 AM	01:00	02:00	03:00	04:00	02:00	00:90	02:00	08:00	00:60	10:00	11:00	12:00 PM	01:00	02:00	03:00	04:00	02:00	00:90	00:20	08:00	00:60	10:00	11:00	Total	Date 19-Jan-15 20-Jan-15 Average	Grand Total

Tri-State Traffic Data, Inc. 184 Baker Road Coatesville, PA 19320 (610) 466-1469 TSTData.com

Road: Rt. 322 Location: 700 ft W of Cherry Dr Counter: 22689 Weather: Clear

Site Code: 02 Station ID: A is EB B to A WB Latitude: 40' 27154.0000 North

12-Jan-15	.15	13-Jan-15	in-15	14-Jan-15	٦-15 ::	15-Jan-15	1-15 G::	16-Jan-15	n-15	Weekday Average	Average	17-Jan-15	n-15	18-Jan-15	15
WB MB	- 1	EB	MB.	EB	WB WB	EB	WB	EB	WB	EB	S A	8	W.B	8	æ ×
• ii		92	43	26	39	8	4	06	39	60	14	100	36	92	24
•		38	22	92	19	49	20	23	17	52	20	75	37	46	22
*		봈	27	23	36	27	5 8	33	4	53	32	43	26	31	10
*		40	45	49	25	23	4	51	33	48	4	32	4	53	00
*		99	102	23	125	38	1 <u>3</u>	52	118	52	112	28	12	21	7
•		100	252	110	244	126	276	121	252	114	256	51	9	17	s)
•		274	614	262	601	269	586	301	558	276	290	112	32	75	22
•		496	822	528	830	518	777	533	745	519	794	223	48	176	4
•		220	689	531	750	510	721	505	685	524	711	266	71	193	51
•		526	591	540	594	535	586	539	573	535	286	356	102	233	75
*		542	612	546	587	558	573	586	627	558	900	479	132	316	93
•		589	654	292	594	569	714	653	642	602	651	557	200	403	5
*		675	826	632	617	658	617	645	965	652	631	909	200	530	115
•		282	588	599	557	675	571	299	287	634	576	266	139	490	108
*		628	654	644	571	632	631	633	654	634	628	595	144	463	88
*8		699	651	689	675	635	613	999	633	665	643	550	133	209	121
430		572	585	632	646	573	629	588	671	566	592	508	101	451	109
476		645	561	599	537	564	564	611	598	598	547	476	119	374	68
467		591	487	578	552	614	930	582	569	568	521	497	127	341	68
363		526	335	469	34.1	508	316	499	333	489	338	437	100	360	92
248		366	286	356	249	408	290	394	287	371	272	335	71	250	45
147	_	292	311	302	167	260	213	350	215	286	211	294	78	156	8
101		142	142	168	127	188	137	246	205	172	4	276	78	92	18
74	_	121	83	139	80	134	78	172	72	134 45	74	159	46	9	30
2312		9175	9782	9206	9590	9191	9659	9570	9801	9171	9614	7594	2062	5726	1331
5045		18957	77	18796	9	1885	0	1937	1	18785	5	9656	(0)	7057	
Ċ		11:00	02:00	11:00	02:00	11:00	00:20	11:00	07:00	11:00	02:00	11:00	11:00	11:00	11:00
		589	822	595	830	569	777	653	745	602	794	557	200	403	101
17:00	_	12:00	14:00	15:00	15:00	13:00	14:00	13:00	16:00	15:00	15:00	12:00	12:00	12:00	15:00
476		675	654	689	675	675	631	299	671	992	643	900	200	530	121

Tri-State Traffic Data, Inc.

Road: Rt. 322 Location: 700 ft W of Cherry Dr Counter: 22689 Weather: Clear

Site Code: 02 Station ID: A is EB B to A WB Latttude: 40' 27154,0000 North

Start	19-Jan-15		20-Jan-15	2	21-Jan-15	15	22-Jan-15	15	23-Jan-15	15	Weekday	Weekday Average	24-Jan-15		25-Jan-15
Time	EB WB	œ	EB	₩B	89	æ X	8	WB MB	8	æ	8	WB.	EB	മ	EB
12:00 AM		24	*	*	*	*	*	*	* (*	54	24	* 1	*	* 1
01:00	6	4	•	٠	٠	*	•	*	*	•	50	4	٠	*	٠
05:00	24	10	*	*	٠	*	*	*		•	24	10	•	*	
03:00	31	12	*	*	*	*	*	*		*	31	74	٠	*	•
04:00	33	15	*	*	*	*	*	*	*	*	33	15	*	*	
02:00	79	20	*	*	*	*	*	*	*	*	79	20	*	*	
00:00	216	26	•	*	•	*	*	*	•	*	216	26	*	*	
07:00		135	٠	*	•	*	*	*	*	•	468	135	æ	*	
08:00		06		*	•	•	i?	*	•	(÷	348	290	•	÷	*
00:60	362	332	•	*	•	*	•	*	*	*	362	332	*	*	*
10:00		52	٠	*	*	*	*	*	*	•	435	352	•	٠	*
11:00		484	•	*	*	*	*	*	*	*	489	484		•	•
12:00 PM		435		*	•	*	*	*	*	*	466	435	*	*	*
01:00		475	•	*		*	*	*	*		538	475	*		*
02:00		409	•	*	*	*	*	*	*	*	397	409	*		*
03:00		439	•	*	*	•	*	*	*	*	200	439	*		*
94:00	•	*	•	*	*	*	*	*	*	*	*	*	*	*	*
02:00	•	*	٠	*	٠	•	*	*	*	٠	*	*	*	٠	*
06:00	٠	•	٠	*	•	(#)	٠	*	٠	٠	•	*			
02:00	*	*	•	*	*	*	*	*	*	•	•	*	•	*	*
08:00	•	*	*	*	*	*	*	*	*	*	•	*	•	*	
00:60	*	•	•	*	•	*	• ;	*	*	*	•	*	*	•	•
10:00		*	٠	*	*	i.		*	٠	٠	%	*	•		
11:00	•	*	•	*	•	•	*	*	*	•	*0	*	*	•	¥
Total	4458 3492	92	0	٥	0	٥	0	0	0	0	4458	3492	0	0	0
Day	7950		0		0		0		0		7950		0		0
AM Peak	1	00	,								11:00	11:00			
Vol.		484		1	-	•			,	•	489	484			-
PM Peak	13:00 13:00	8							,		13:00	13:00			
Vol.		475		,			•		•		538	475	•		
Comb. Total	12995		18957	15	18796	96	18850	20	19371	Σ-	M	26735	9996		7057
ADT	ADT 15,135	35	AADT 15,135	5,135											

Tri-State Traffic Data, Inc.

Road: Rt. 322 Location: 450 ft W of Fishbum Rd Counter: 2584 Weather: Clear

Site Code: 03
Station ID: 03
A is EB
B is WB
Latitude: 40' 27260.0000 North

77	12-Jan-15	13-Jan-15	In-15	14-Jan-15	<u>-1</u>	15-Jan-15	n-15	6-Jan-1	Ω.	Weekday Average	Average	7-Jan-1	ו מו	18-Jan-15
EB	WB	EB	WB MB	EB	WB	EB	WB	EB	200	8	AGE		S S	1
12:00 AM	*	92	4	95	38	91	94	*	*	82	43	*	*	*
	*	38	23	99	16	45	56	•	*	20	22	*	*	*
02:00	*	30	27	22	8	20	36	*	*	24	32	*	*	*
03:00	*	37	47	45	51	20	43	86	-tic	44	47	**	*	: ?
	*	62	101	45	122	32	110	÷	*	46	111	æ	*	*
_	*	103	276	110	270	7	308	*	*	108	285	*	*	*
	•	240	701	236	699	201	685	*	•	226	685	•	*	*
02:00	•	442	943	493	954	458	937	*	*	464	945	•	*	
0	*	488	765	492	794	447	789		*	476	783		•	*
	*	495	572	458	099	478	599	•	*	477	610	•	*	*
10:00	*	550	586	539	555	542	537	*	*	544	559	•	*	*
11:00	*	574	268	591	549	598	616	+	*	588	578	*	*	*
2	*	636	584	636	592	656	579	*	*	643	585	•	*	•
01:00		589	553	586	537	633	546	*	*	603	545	*	*	*
0	•	645	209	651	555	663	333		*	653	498		*	*
03:00		758	570	738	626	779	327	*	œ	758	508	• 1	*	*
04:00	•	767	516	777	554	782	61		*	775	377	œ.	*	
05:00 680	0 423	730	493	726	478	692	26	• ()	*	707	368	•	*	•
	404	614	451	581	492	412	92		*	526	360	•	*	•
0 444		535	309	473	324	*	*	•	*	484	321	•	*	•
		345	288	8 4	268	*	*		*	337	268		*	•
	_	270	296	293	157	*	*	*	*	259	195	•	*	*
10:00 115		130	131	1 8	119	*	*	*	÷	136	113	•	*	*
		105	86	137	74	*	*	*	*	115	94	*	*	*
Total 2377	7 1702	9275	9549	9295	9488	7690	6749	0	0	9135	8919	0	0	0
	4079	18824		18783		14439		0		18054		0		0
AM Peak		11:00	02:00	11:00	00:20	11:00	02:00	1	•	11:00	00:20	•	•	1
Vol.		574	943	591	954	598	937	•	•	588	945	•	•	
1	1	16:00	14:00	16:00	15:00	16:00	12:00			16:00	12:00	1		
Vol. 680	0 423	767	209	777	626	782	579	•	1	775	585	1	1	1
Comb.	4079	#	18824	181	8783	4	14439	o		4-	18054	0		C
ES .	2	•	1	2	2	[2	•		:		Þ		>

AADT 18,104

ADT 18,104

ADT

Tri-State Traffic Data, Inc.
184 Baker Road
Coatesville, PA 19320
(610) 466-1469 TSTData.com

Road: Hockersville Rd Location: 600 ft N of Maple Ave Counter: 22605 Weather: Clear

Site Code: 04 Station ID: 04 A is NB B is SB Latitude: 40' 27485,0000 North

12-Jan-15	n-15	13-Jan-15	n-15	4	Jan-15	15-Jan-15	1-15	16-Jan-15	-15	Weekday Average	Average	17-Jan-15	-15	18-Jan-15	15
S		9	SB	NB	SB	NB NB	SB	NB B	SB	NB	SB	BB	SB	SB B	SB
	*	26	16	14	17	12	16	15	21	17	18	24	34	25	8
	*	14	4	4	15	G	00	2	-	14	12	13	20	60	7
	*	9	0 0	z,	4	œ	4	9	Ξ	9	7	0	15	0 0	4
	*	13	+	G	4	9	00	29	7	17	2	თ	2	12	13
	*	4	21	39	12	35	4	42	13	30	1 5	8	12	19	12
	*	143	27	154	4	181	36	7 2	44	158	94	26	22	52	13
	*	336	190	331	179	330	176	319	160	329	176	68	99	20	51
	*	378	291	349	304	350	276	363	284	360	289	106	83	56	74
	*	324	206	310	\$	314	205	348	223	324	204	179	109	112	8
	*	260	194	236	176	265	175	282	185	261	182	219	138	151	110
	#	249	198	234	189	262	197	247	193	248	194	290	173	194	151
	*	272	223	267	220	315	204	303	258	289	226	305	257	238	203
	4	315	248	284	233	321	218	309	257	307	239	304	242	265	221
	4	274	275	271	219	277	274	308	269	282	259	268	232	254	219
	*	326	362	304	329	312	363	338	380	320	358	264	248	268	22
	*	349	466	239	326	346	461	354	444	322	424	297	267	283	218
	•	385	480	356	460	377	458	365	435	374	468	274	227	287	1 <u>8</u>
	*	332	440	362	449	362	423	338	446	348	440	311	221	185	130
	181	231	277	254	274	251	290	280	290	238	262	349	205	151	\$
	145	180	159	148	173	162	173	207	181	175	166	154	136	103	214
	110	115	151	136	160	<u>4</u>	162	133	142	130	145	86	5	06	120
	2	139	92	127	126	111	120	8	113	110	107	112	146	94	82
	8	92	26	101	92	88	121	112	127	94	105	88	203	89 69	28
	64	8	71	29	72	36	20	46	96	33	75	24	73	24	43
	663	4834	4550	4573	4274	4886	4455	5009	4590	4792	4417	3893	3240	3039	2640
1315		9384	4	8847		9341		9599		9209	_	7133	3	5679	
	•	02:00	02:00	07:00	07:00	02:00	02:00	02:00	07:00	02:00	02:00	11:00	11:00	11:00	11:00
	•	378	291	349	304	350	276	363	284	360	289	305	257	238	203
	18:00	16:00	16:00	17:00	16:00	16:00	15:00	16:00	17:00	16:00	16:00	18:00	15:00	16:00	12:00
	181	385	480	362	460	377	461	365	446	371	458	349	267	287	221

Tri-State Traffic Data, Inc.

Road: Hockersville Rd Location: 600 ft N of Maple Ave Counter: 22605 Weather: Clear

Site Code: 04
Station ID: 04
A is NB
B is SB
Latitude: 40' 27485,0000 North

Start	19-Jan-15	15	20-Jan-15	n-15	21-Jan-15	1-15	22~Jan-15	23-Jan-15	15-	Weekday	Weekday Average	4-Jan-1	25-Jan-15	ıc
Time	88	SB	R	SB	B N	SB	NB SB	NB	SB	RB	SB	NB SB	NB	SB
12:00 AM	13	တ	11	16	15	25	*	*	*	13	17	*	*	
01:00	4	o	12	9	11	4	*	*	*	o	9	*	*	
02-00	<u>1</u>	00	<u>+</u>	· o	4	00	*	*	*	10	00	#	**	
03:00		13	17	16	15	4	٠	(*)	*	6	4		•	
04-00	· č-	<u>e</u>	· 55	6	4	G	*		*	35	4	*	•	
02-00	127	9	133	37	151	52	*	*	*	137	43	•	•	
00-90	250	154	328	166	316	173	:*	*	*	298	164		:	
00:20	250	202	267	286	280	280	•	*	*	320	280		٠	
00.00	200	4 6	200	2 6	9 6	9 6	•	•	•	100	200	•		
08:00	9	1/3	320	200	808	750	. ,		. ,	/R7	107			
00:60	232	175	282	182	258	177	•::	• <u>%</u>	B .	258	178		•	
10:00	239	181	231	194	248	200	•	•3	*	239	192	•	•	
11:00	278	222	262	166	278	224	*	*	*	273	204		•	
12:00 PM	294	250	569	224	*	*	**	•	*	282	237		•	
01:00	293	209	276	251	٠	*	88	*	*	284	230		•	
00-20	330	314	330	371	*	*	*	8	*	330	342	•		
03:00	315	376	310	436	*	*	*	*	*	312	406	•	94	
04:00	328	417	343	428	•	*	*	*	*	336	422	*	ŧ.	
02-00	25	383	337	144	•	4	٠	(*)	*	320	412	•	•	
00:90	265	236	252	253	*	*		*	*	258	244	·		
02:00	133	152	190	100	•	*	*	*	*	162	166	a	*	
08:00	122	125	117	156	*	1	*	*	*	120	140	*	*	
00:60	06	73	129	110	•	•	**	•5	*	110	85	***	*3	
10:00	93	92	108	103	•	1	i.t	DR.	*	100	66	*	84	
11:00	22	92	31	80	*	*	*	*	*	26	79	*	*	
Total	4296	3989	4694	4339	2025	1405	0	0	0	4551	4199	0	0	
Dav	8285		9033		3430		0	0		8750		0	0	
AM Peak	11:00	02:00	02:00	07:00	02:00	02:00		,	ı	02:00	02:00			
Vol.	278	292	357	286	380	289		•		329	289			
PM Peak	14:00	16:00	16:00	17:00		•		•		16:00	16:00		•	
Vol.	330	417	343	44	•		•	•	•	336	422			
Comb. Total	0096		18	18417	12	12277	9341	36	9599	-	17959	7133	5679	
ADT	ADT	ADT 16,849	AADI	AADT 16,849										

Tri-State Traffic Data, Inc. 184 Baker Road Coatesville, PA 19320 (610) 466-1469 TSTData.com

Road: Fishburn Rd Location: 330 ft S of Sand Hill Rd Counter: 22601 Weather: Clear

Site Code: 05 Station ID: 05 A is NB B is SB Latitude: 40' 27138,0000 North

GNI GO GNI
22
33 48
35 33 48 18 19 26 13 46 29
13 35 35 37 14 13 13 14 13 15 15 15 15 15 15 15 15 15 15 15 15 15
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2008 888 84
20 21 20 20 32 43 43 43 133
19 9 20 16 4 4 16 21 138 394 322
25 2 2 2 2 2 2 2 4 5 4 5 4 5 4 5 5 5 5 5 5 5 5 5 5 5 5
88 8 0 47 150 88 88
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27 10 13 13 14 13 14 15 16 17 18 18 18 18 18 18 18 18 18 18 18 18 18
27 35 19 14 19 18 19 19 19 19 19 19 19 19 19 19 19 19 19

Tri-State Traffic Data, Inc.

Road: Fishbum Rd Location: 330 ft S of Sand Hill Rd Counter: 22601 Weather: Clear

Site Code: 05 Station ID: 05 A is NB B is SB Latitude: 40' 27138.0000 North

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5-Jan-1	NB SB	*	*	*	*	*	•		*	*	¥	•	8	•	*	•	•	*	•10	•	*	*		•		0	0	•	•	•	•	7562	
4-Jan-1	NB SB	*	•	*	*	*	*5		*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	•	0	0					9187	
Weekday Average	SB	40	12	12	17	19	37	127	235	241	263	285	275	323	330	388	523	628	564	356	261	204	122	06	88	5451	11703	10:00	285	16:00	628	23551	
Weekday	NB	18	13	16	10	4	125	416	623	484	374	391	363	446	409	402	408	393	366	328	217	146	118	8	35	6252	117	07:00	623	12:00	446	.,	
ਨ	SB	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	4	*	*	*	*	•	#	0			٠	١.	٠	38	
23-Jan-15	NB	*		*	*	*	•0	٠	*	*	•	*	*	*		*	٠		*		•	*	*	* ;	×	0	0	,	•		ı	12239	
2-Jan-1	3 SB	*	•	*	*	*	***		*	*	*	•	*	*	*	*	•	*	*		***	ŧ	*	*	*	0 0	0	1				11641	
	SB NB	64	22	4	4	4	47	123	244	261	258	289	222	*	*	*	*	*	*	*	*	ŧ	*	*	*	1572	7	10:00	289	•		16254	
21-Ja	NB	24	7	o	13	4	136	422	656	504	367	388	314	•	•	*	٠	*	٠	*	•	*	•	*		2885	4457	07:00	929			16	
715	SB	ষ্	00	12	20	21	36	119	225	239	257	274	304	303	336	418	554	663	564	362	248	213	133	100	102	5545	2	11:00	90 8	16:00	663	23835	AADT 11,016
20-Jan-15	NB	12	4	22	9	38	110	444	656	479	390	360	381	452	404	433	415	387	380	365	253	152	114	96	33	6397	11942	07:00	656	12:00	452	23	AADT
15	SB	22	~	+	0	77	23	140	235	222	274	291	300	343	324	380	492	594	563	350	274	195	110	79	73	5347		11:00	300	16:00	594	g	ADT 11,016
19-Jan-15	NB	18	15	16	Ξ	36	128	381	558	470	364	426	395	440	414	370	400	399	351	353	181	141	122	94	37	6093	11440	07:00	558	12:00	440	13396	ADT
Start	Time	12:00 AM	01:00	05:00	03:00	04:00	02:00	00:90	00:00	08:00	00:60	10:00	11:00	12:00 PM	01:00	05:00	03:00	04:00	02:00	00:90	02:00	08:00	00:60	10:00	11:00	Total	Day	AM Peak	Vol.	PM Peak	Vol.	Comb. Total	ADT

Tri-State Traffic Data, Inc.

Road: Sand Hill Rd Location: 550 ft S of Cherry Dr Counter: 22691 Weather: Clear

Site Code: 06 Station ID: 06 A to B NB B to A SB Latitude: 40' 26777.,0000 North

15	SB	20	00	71	е	9	0	ထ	22	4	75	80	128	163	144	140	139	121	110	95	74	89	53	4	15	1567		11:00	128	12:00 163
18-Jan-15	NB	9	4	7	ဖ	7	9	21	49	94	126	165	125	156	141	118	80	96	68	80	75	40	33	24	8	1554	3121	10:00	165	12:00 156
1-15	SB	17	00	ro.	က	7	7	6	36	£3	82	122	131	156	140	151	153	160	166	142	4	54	<u>~</u>	2	30	1872	6	11:00	131	17:00 166
17-Jan-15	NB	80	ო	2	ო	က	10	40	92	98	125	172	159	146	142	124	125	137	140	118	89	47	36	27	15	1827	3699	10:00	172	12:00 146
Average	SB	10	Ŋ	_	4	_	7	20	65	74	82	100	149	135	132	162	241	284	300	193	138	107	84	4	12	2347	8	11:00	149	17:00 300
Weekday	NB SB	4	ო	2	r	9	31	118	266	218	149	127	124	133	114	116	150	144	138	124	71	40	32	21	7	2141	448	07:00	266	15:00 150
16-Jan-15	SB	80	9	+	4	0	7	22	92	78	87	116	147	131	149	188	242	283	306	184	126	101	78	90	27	2416	3	11:00	147	17:00 306
16-Jz	8 <u>8</u>	3	2	ო	7	4	36	112	278	221	159	136	129	127	127	118	143	143	153	126	84	51	32	48	4	2257	4673	02:00	278	17:00 153
m-15	SB	7	2	-	4	0	œ	80	92	92	88	92	143	126	126	44	252	300	286	204	145	115	97	4	œ	2354		11:00	143	16:00 300
15-Jan-15	S S	7	7	ന	2	တ	30	118	273	211	139	138	141	137	109	110	153	150	126	131	76	35	36	17	O)	2165	4519	07:00	273	15:00 153
an-15	SB	10	60	0	4	_	_	22	53	63	\$	97	143	127	120	160	213	270	306	209	132	96	80	45	0	2259	=	11:00	143	17:00 306
14-Ja	R	4	2	7	ď	4	31	126	259	237	151	109	26	129	111	106	163	130	44	117	57	4	29	12	က	2072	433	00:20	259	15:00 163
In-15	SB	13	4	က	2	2	9	16	49	92	69	8	162	157	13	158	257	281	300	188	147	112	86	4	9	2409	9	11:00	162	17:00 300
13-Jan-15	8	4	2	-	ო	60	28	118	254	202	147	125	128	138	111	129	140	151	130	139	99	40	36	12	S	2117	4526	07:00	254	16:00 151
15	SB	*	*	*	*	*	*	*	*	*	æ	*	*	*	*	*	*	*	*	178	141	112	51	29	80	519			•	18:00 178
12-Jan-15	NB	*	•		٠	4		•			4	*		*	*	*	*	*	•	105	74	32	20	18	9	255	774			18:00 105
Start	Time	12:00 AM	01:00	05:00	03:00	04:00	02:00	00:90	02:00	08:00	00:60	10:00	11:00	12:00 PM	01:00	05:00	03:00	04:00	02:00	00:90	07:00	08:00	00:60	10:00	11:00	Total	Dav	AM Peak	Vol.	PM Peak Vol.

Tri-State Traffic Data, Inc.

Road: Sand Hill Rd Location: 550 ft S of Cherry Dr Counter: 22691 Weather: Clear

Site Code: 06
Station ID: 06
A to B NB
B to A SB
Latitude: 40' 26777,0000 North

25-Jan-15 IB SB 3121 24-Jan-15 \B SB 3699 11:00 17:00 294 Weekday Average NB SB 2286 8867 07:00 230 13:00 145 23-Jan-15 VB SB 4673 22-Jan-15 4519 11:00 526 5940 1609 1083 33 268 279 149 149 149 07:00 268 11:00 17:00 303 9016 07:00 248 15:00 155 11:00 157 17:00 286 19-Jan-15 4958 08:00 175 13:00 176 AM Peak Vol. PM Peak Vol. Start Time 12:00 AM 01:00 02:00 03:00 04:00 05:00 06:00 07:00 08:00 09:00 10:00 12:00 PM Comb. Total

AADT 8,408

ADT 8,408

ADT

Tri-State Traffic Data, Inc.

Road: University Dr NB Location: 400 ft N of Rt. 322 Counter: 22626 Weather: Clear

Site Code: 07 Station ID: 07 NB

Latitude: 40' 26944.0000 North

	22 20 28 8 8 9 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6	22 20 28 8 8 9 6 6 6 8 8 9 6 6 7 7 9 9 6 6 7 7 9 9 6 6 7 7 9 9 10 6 7 7 9 9 10 6 7 7 9 9 10 6 7 7 9 9 10 6 7 7 9 9 10 6 7 7 9 9 10 6 7 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	22 20 28 8 8 9 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6		16-Jan-	Average	İ	Average
12 17 13 8 17 9 6 8 8 9 77 42 29 10 77 42 28 170 94 62 170 94 62 170 105 63 170 105 63 170 105 117 246 172 117 258 185 134 249 199 124 259 109 124 253 122 130 346 222 130 44 6 63 44 40 55 45 44 40 30 3758 2393 1733 33	12 17 13	12 17 13 6 8 8 9 6 6 9 9 9 9 9 9 9 9 9 9 9 9 9 9	12 17 13 6 8 8 9 9 6 8 9 9 9 10 17 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		22 22	22	_	22 🗓
8 17 9 6 8 9 9 4 4 29 10 170 94 62 1170 94 62 1170 94 62 1170 1170 94 62 1170 1170 1170 1170 1170 1170 1170 117	8 17 9 6 8 9 9 4 4 29 10 170 94 62 1170 94 62 1170 94 62 1170 1170 1170 1170 1170 1170 1170 117	6 6 8 9 9 6 7 10 4 29 10 10 10 10 10 10 10 10 10 10 10 10 10	6 6 8 9 9 6 7 10 42 28 10 1191 91 91 57 110 94 62 110 110 94 62 110 110 110 110 110 110 110 110 110 11			12		13
6 8 8 9 20 44 44 29 10 77 42 28 110 94 62 1160 105 63 1176 163 96 1176 163 96 246 172 117 246 172 117 249 199 124 249 199 124 258 185 130 346 222 130 44 405 172 112 111 135 109 112 44 40 30 3758 2393 1733 32	6 8 8 9 44 29 10 77 42 28 10 191 91 57 11 170 94 62 11 170 94 62 11 170 105 63 11 246 1172 117 12 248 185 134 249 185 134 253 122 130 3758 223 1733 3758 2393 1733 32	6 8 8 9 44 29 10 77 42 28 10 191 91 57 11 170 94 62 11 170 94 62 11 170 94 62 11 170 105 63 11 246 1172 117 22 248 1185 1134 22 346 1199 124 22 346 1193 1131 22 405 1172 1124 33 44 44 40 30 3758 2393 1733 32	6 8 8 9 20 21 8 44 29 10 77 42 28 1191 91 57 170 94 62 176 163 96 177 105 63 177 105 63 178 134 22 249 179 124 22 249 172 117 2 249 199 124 249 172 112 223 130 346 222 130 346 122 112 44 40 40 30 3758 2393 1733 32		12 9	∞	17 9	10 [
20 21 8 44 29 10 10 101 101 101 101 101 101 101 101	20 21 8 10 10 10 10 10 10 10 10 10 10 10 10 10	20 21 8 44 29 10 101 101 101 101 101 101 101 101 101	20 21 8 4 29 10 101 101 101 101 101 101 101 101 101	•	4 6	9	8	7]
44 29 10 191 42 28 170 94 62 160 105 63 176 105 63 246 172 117 258 185 134 266 167 161 249 199 124 346 199 124 486 222 130 405 172 124 102 172 124 103 177 124 49 55 45 49 55 45 49 55 45 40 30 30 3758 2393 1733	44 29 10 77 42 28 191 91 57 170 94 62 160 105 63 176 105 63 246 172 117 258 185 134 266 167 161 249 199 124 346 193 131 405 172 124 405 172 124 107 77 46 63 49 55 45 40 55 45 40 30 30 3758 2393 1733	44 29 10 77 42 28 191 91 57 170 94 62 160 105 63 176 163 96 246 172 117 258 185 134 266 167 161 249 199 124 346 193 131 465 172 112 223 172 112 49 55 45 49 55 45 49 55 45 44 40 30 3758 2393 1733	44 29 10 77 42 28 191 91 57 170 94 62 160 105 63 176 105 63 246 172 117 258 185 134 266 167 161 249 199 124 346 199 124 405 172 112 405 172 112 40 109 172 40 30 44 40 30 44 40 30 3758 2393 1733	=	. 17	20	21 8	18 🗓
191 42 28 170 94 62 160 105 63 176 163 96 246 172 117 258 185 134 206 167 161 249 199 124 346 222 130 405 172 124 405 172 124 405 172 124 405 172 124 406 63 407 7 46 63 40 30 3758 233 1733	191 42 28 170 94 62 160 105 63 176 163 96 176 163 96 246 172 117 258 185 134 249 199 124 346 193 131 446 63 45 45 47 46 63 47 46 63 48 533 1733	77 42 28 191 91 57 170 94 62 160 105 63 176 176 163 96 246 172 117 117 258 185 134 266 167 161 249 199 124 346 193 131 486 222 130 405 172 124 405 172 112 107 77 46 63 49 55 45 49 55 45 40 30 30 3758 2393 1733	77 42 28 191 91 57 170 94 62 160 105 63 176 163 96 246 172 117 258 185 134 266 167 161 249 185 134 346 193 134 465 172 112 47 109 172 102 78 70 77 46 63 49 55 45 44 40 30 3758 2393 1733	46	46	4	29 10	36
191 91 57 170 94 62 160 105 63 176 163 96 246 172 117 258 185 134 206 167 161 249 193 124 346 193 131 405 172 124 405 172 174 405 172 174 406 172 174 407 172 174 408 222 130 107 172 174 406 172 174 407 172 174 408 172 174 409 172 174 40 30 30 44 40 30 45 63 45 46 63 45 47 40 30 48 63 45 49 55 45 44 40 30 46 63 45 47 40 30 48 66 63 49 66 <td>191 91 57 170 94 62 160 105 63 176 163 96 246 172 117 258 185 134 206 167 161 249 193 124 346 193 131 405 172 124 223 122 130 102 78 70 77 46 63 49 55 45 49 55 45 44 40 30 3758 2393 1733</td> <td>191 91 57 170 94 62 160 105 63 176 163 96 246 172 117 258 185 134 260 167 161 249 199 124 346 199 124 486 222 130 405 172 124 107 77 46 63 49 55 45 49 55 45 40 30 30 3758 2393 1733</td> <td>191 91 57 170 94 62 160 105 63 176 163 96 246 172 117 248 172 117 249 199 124 346 199 124 223 130 405 172 112 181 135 109 102 77 46 63 49 55 45 44 40 30</td> <td>7</td> <td>99</td> <td>11</td> <td></td> <td>63</td>	191 91 57 170 94 62 160 105 63 176 163 96 246 172 117 258 185 134 206 167 161 249 193 124 346 193 131 405 172 124 223 122 130 102 78 70 77 46 63 49 55 45 49 55 45 44 40 30 3758 2393 1733	191 91 57 170 94 62 160 105 63 176 163 96 246 172 117 258 185 134 260 167 161 249 199 124 346 199 124 486 222 130 405 172 124 107 77 46 63 49 55 45 49 55 45 40 30 30 3758 2393 1733	191 91 57 170 94 62 160 105 63 176 163 96 246 172 117 248 172 117 249 199 124 346 199 124 223 130 405 172 112 181 135 109 102 77 46 63 49 55 45 44 40 30	7	99	11		63
170 94 62 160 105 63 176 163 96 246 172 117 258 185 134 206 167 161 249 193 124 346 193 124 405 172 124 405 172 124 223 122 112 102 77 46 63 49 55 45 44 40 30 44 40 30 3758 2393 1733	170 94 62 160 105 63 176 163 96 246 172 117 258 185 134 206 167 161 249 193 124 346 193 124 405 172 124 405 172 124 102 172 124 77 46 63 49 55 45 44 40 30 44 40 30 3758 2393 1733	170 94 62 160 105 63 176 163 96 246 172 117 258 185 134 206 167 161 249 199 124 346 193 131 405 172 124 223 122 130 405 172 112 107 78 70 77 46 63 49 55 45 44 40 30 3758 2393 1733	170 94 62 160 105 63 246 172 117 258 185 134 206 167 161 249 199 124 346 199 124 486 222 130 405 172 124 223 122 112 102 77 46 63 49 55 45 49 55 45 49 55 45 49 55 45 49 55 45 49 55 45 40 30 30 3758 2393 1733	182	189	191		152
160 105 63 176 163 96 246 172 117 258 185 134 206 167 161 249 199 124 346 193 131 486 222 130 405 172 124 107 172 124 108 172 109 109 177 46 63 49 55 45 44 40 30 3758 2393 1733	160 105 63 176 163 96 246 172 117 258 185 134 206 167 161 249 199 124 346 193 131 405 172 124 405 172 124 107 172 124 108 172 109 109 177 46 63 49 55 45 44 40 30 3758 2393 1733	160 105 63 176 163 96 246 172 117 258 185 134 206 167 161 249 199 124 346 193 131 405 172 124 223 172 124 405 172 112 107 78 70 77 46 63 44 40 30 3758 2393 1733	160 105 63 246 172 117 258 185 134 206 167 161 249 199 124 346 193 131 486 222 130 405 172 172 107 78 70 77 46 63 49 55 45 40 30 3758 2393 1733	162	180	170		139
176 163 96 246 172 117 258 185 134 206 167 161 249 199 124 346 199 124 486 222 130 405 172 112 122 112 112 123 109 70 77 46 63 44 40 30 44 40 30 3758 2393 1733	176 163 96 246 172 117 258 185 134 206 167 161 249 199 124 346 199 124 486 222 130 405 172 112 122 112 112 123 109 70 77 46 63 44 40 30 44 40 30 3758 2393 1733	176 163 96 246 172 117 258 185 134 206 167 161 249 199 124 346 199 124 486 222 130 405 172 174 107 78 70 77 46 63 49 55 45 44 40 30 3758 2393 1733	176 163 96 246 172 117 258 185 134 206 167 161 249 199 124 346 199 124 486 222 130 405 172 124 107 172 124 108 172 109 109 173 109 49 55 45 40 30 30 3758 2393 1733	168	163	92		134
246 172 117 258 185 134 206 167 161 249 199 124 346 199 124 486 222 130 405 172 124 107 172 144 49 55 45 44 40 30 3758 2393 1733	246 172 117 258 185 134 206 167 161 249 169 124 346 199 124 486 222 130 405 172 124 223 172 124 102 77 46 63 49 55 45 49 55 45 49 55 45 49 55 45 49 55 45 49 55 45 40 30 3758 2393 1733	246 172 117 258 185 134 206 167 161 249 199 124 346 199 124 486 222 130 405 172 124 107 172 124 108 172 109 107 78 70 77 46 63 49 55 45 44 40 30 3758 2393 1733	246 172 117 258 185 134 206 167 161 249 199 124 346 199 124 486 222 130 405 172 124 107 172 124 108 172 112 109 172 109 77 46 63 49 55 45 40 30 3758 2393 1733	193	172	176		160
258 185 134 206 167 161 249 169 124 346 193 131 486 222 130 405 172 124 223 172 124 223 172 112 102 78 70 77 46 63 49 55 45 44 40 30 3758 2393 1733	258 185 134 206 167 161 249 169 124 346 193 124 486 222 130 405 172 124 223 172 124 223 172 112 102 78 70 77 46 63 49 55 45 44 40 30 3758 2393 1733	258 185 134 206 167 161 249 169 124 346 193 124 486 222 130 405 172 124 223 172 124 223 172 112 102 78 70 77 46 63 49 55 45 44 40 30 3758 2393 1733	258 185 134 206 167 161 249 199 124 346 193 131 486 222 130 405 172 124 223 122 112 181 135 109 77 46 63 49 55 45 44 40 30 3758 2393 1733	249	257	246		212
206 167 161 249 199 124 346 193 124 486 222 130 405 172 124 223 172 124 224 172 112 181 135 109 77 46 63 49 55 45 44 40 30 3758 2393 1733	206 167 161 249 199 124 346 193 124 486 222 130 405 172 124 223 172 124 223 172 112 102 78 70 77 46 63 49 55 45 44 40 30 3758 2393 1733	206 167 161 249 199 124 346 193 124 486 222 130 405 172 124 223 172 124 224 172 112 181 135 109 77 46 63 49 55 45 44 40 30 3758 2393 1733	206 167 161 249 199 124 346 193 124 486 222 130 405 172 124 223 122 112 181 135 109 77 46 63 49 55 45 44 40 30 3758 2393 1733	245	262	258		225
249 124 346 193 121 486 222 130 405 172 124 223 122 112 181 122 112 102 78 70 77 46 63 49 55 45 44 40 30 3758 2393 1733	249 124 346 193 121 486 222 130 405 172 124 223 122 112 181 125 112 102 78 70 77 46 63 49 55 45 44 40 30 3758 2393 1733	249 124 346 193 121 486 222 130 405 172 124 223 122 112 181 122 112 102 78 70 77 46 63 49 55 45 44 40 30 3758 2393 1733	249 124 346 193 121 486 222 130 405 172 124 223 122 112 181 122 112 102 78 70 77 46 63 49 55 45 44 40 30 3758 2393 1733	180	236	206		192
346 193 131 486 222 130 405 172 124 223 122 112 181 135 109 77 46 63 49 55 45 44 40 30 3758 2393 1733	346 193 131 486 222 130 405 172 124 223 172 142 181 135 109 77 46 63 49 55 45 44 40 30 3758 2393 1733	346 193 131 486 222 130 405 172 124 223 172 124 124 122 112 181 135 109 77 46 63 49 55 45 44 40 30 3758 2393 1733	346 193 131 486 222 130 405 172 124 223 172 124 181 135 109 77 46 63 49 55 45 44 40 30 3758 2393 1733	231	276	249		220
486 222 130 405 172 124 223 122 112 181 135 109 77 46 63 49 55 45 44 40 30 3758 2393 1733	486 222 130 405 172 124 223 122 112 181 135 109 77 46 63 49 55 45 44 40 30 3758 2393 1733	486 222 130 405 172 124 223 122 112 181 135 109 77 46 63 49 55 45 44 40 30 3758 2393 1733	486 222 130 405 172 124 223 122 112 181 135 109 102 78 70 77 46 63 49 55 45 44 40 30 3758 2393 1733	344	369	346		294
405 172 124 223 122 112 181 135 109 102 78 70 77 46 63 49 55 45 44 40 30 3758 2393 1733	405 172 124 223 122 112 181 135 109 102 78 70 77 46 63 49 55 45 44 40 30 3758 2393 1733	405 172 124 223 122 112 181 135 109 102 78 70 77 46 63 49 55 45 44 40 30 3758 2393 1733	405 172 124 223 122 112 181 135 109 102 78 70 77 46 63 49 55 45 44 40 30 3758 2393 1733	528	487	486	•	397
223 122 112 181 135 109 102 78 70 77 46 63 49 55 45 44 40 30 3758 2393 1733	223 122 112 181 135 109 102 78 70 77 46 63 49 55 45 44 40 30 3758 2393 1733	223 122 112 181 135 109 102 78 70 77 46 63 49 55 45 44 40 30 3758 2393 1733	223 122 112 181 135 109 102 78 70 77 46 63 49 55 45 44 40 30 3758 2393 1733	429	406	405		332
181 135 109 102 78 70 77 46 63 49 55 45 44 40 30 3758 2393 1733	181 135 109 102 78 70 77 46 63 49 55 45 44 40 30 3758 2393 1733	181 135 109 102 78 70 77 46 63 49 55 45 44 40 30 3758 2393 1733	181 135 109 102 78 70 77 46 63 49 55 45 44 40 30 3758 2393 1733	233	226	223		193
102 78 70 77 46 63 49 55 45 44 40 30 3758 2393 1733	102 78 70 77 46 63 49 55 45 44 40 30 3758 2393 1733	102 78 70 77 46 63 49 55 45 44 40 30 3758 2393 1733	102 78 70 77 46 63 49 55 45 44 40 30 3758 2393 1733	214	192	181		164
77 46 63 49 55 45 44 40 30 3758 2393 1733	77 46 63 49 55 45 44 40 30 3758 2393 1733	77 46 63 49 55 45 44 40 30 3758 2393 1733	77 46 63 49 55 45 44 40 30 3758 2393 1733	110	111	102		94
49 55 45 44 40 30 3758 2393 1733	49 55 45 44 40 30 3758 2393 1733	49 55 45 44 40 30 3758 2393 1733	49 55 45 44 40 30 3758 2393 1733	35	11	11		71
3758 40 30 3758 2393 1733	3758 40 30 3758 2393 1733	3758 40 30 3758 2393 1733	44 40 30 3758 2393 1733	49	61	49		49
3758 2393 1733	3758 2393 1733	3758 2393 1733	3758 2393 1733	36	51	4		41
				3821	3894	3758		3238

Tri-State Traffic Data, Inc.

Road: University Dr NB Location: 400 ft N of Rt. 322 Counter: 22626 Weather: Clear

Site Code: 07 Station ID: 07 NB

Latitude: 40' 26944,0000 North

week Average	\$ •	-	8		20	32	74	158	157	141	173	222	227	223	252	373	508	434	284	200	161	106	74	74	3952							7190
Sun 25-Jan-15	*	*	*	*	*	*	*	* 3	. 1		•	ı			•		•	•		e B	•	*	*	•	0							1733
Sat 24-Jan-15	*	ge ii		* II	•	•	• 1	•		• 1	•		•	•	•	**	•	*	*	4	*	*	*	**	0							2303
Week Day Average	æ	-	တ	9	20	32	74	158	157	141	173	222	227	223	252	373	208	434	784	200	161	106	74	74	3952							7740
Fri 23-Jan-15	*	*	37	13.				•		•	•		*	•	4		*	*	•23		*	*	*	•	0							7007
Thu 22-Jan-15	*	*	*	*	*	*	•	•	*	•	•	٠	*	*	*	ŧ	*	48	*	*	*	*	*	*	0							1000
Wed 21-Jan-15	2	17	-	7	23	ষ্ঠ	75	154	181	158	172	*	*	det.	ŧx	*	٠	*	*	*	*	*	*	*	902							1741
Tue 20-tan-15	2	-	œ	က	21	8	06	182	149	148	181	216	227	213	264	404	579	503	333	252	197	137	110	103	4383							0070
Mon 19-Jan-15	15	4	ιΩ	00	16	78	22	139	141	116	166	227	227	233	239	342	438	366	234	149	125	9/	37	45	3433	Daily	Total	3433	4383	3530	3782	6
Start	12:00 AM	01:00	05:00	03:00	04:00	02:00	06:00	02:00	08:00	00:60	10:00	11:00	12:00 PM	01:00	02:00	03:00	04:00	02:00	00:90	07:00	08:00	00:60	10:00	11:00	Total		Date	19-Jan-15	20-Jan-15	21-Jan-15	Average	Grand

Tri-State Traffic Data, Inc.

Road: University Dr SB Location: 400 ft N of Rt. 322 Counter: 22599 Weather: Clear

Site Code: 07 Station ID: 07 SB

Latitude: 40' 26944.0000 North

Marian Land 12 Jan Led Grant Land Average 17-Jan Led Land Led La	Start Mon			Ē	Ē	Week Day		_	Week
14 13 12 13 13 7 4 4 8 3 7 4 4 8 3 3 7 4 4 4 8 3 3 3 4 8 8 8 4 4 8 8 4 4 8 4 4 8 8 4 4 8 8 4 4 8 4 4 8 8 4 4 8 8 4 4 8 8 4 4 8 8 4 4 8 8 4 4 8 8 4 4 4 8 8 4 4 4 8 8 4 4 4 8 8 4 4 4 8 8 4 4 4 8 8 4 4 4 8 8 4 4 4 8 8 4 4 <th></th> <th>5 13-Jan-15</th> <th>14-Jan-15</th> <th>15-Jan-15</th> <th>16-Jan-15</th> <th>Average</th> <th>17-Jan-15 18-Ja</th> <th>n-15</th> <th>Average</th>		5 13-Jan-15	14-Jan-15	15-Jan-15	16-Jan-15	Average	17-Jan-15 18-Ja	n-15	Average
* 3 9 11 7 8 3 7 4 4 8 3 4 8 8 4 4 8 4 4 8 4 4 8 4 4 4 8 4 4 8 4 4 4 8 4 4 4 8 4	0 AM	+ 14	13	12	13	13	~	8	13 🔳
* 4 3 7 4 4 4 8 8 8 4 4 4 8 8 10 3 9 8 8 8 8 8 8 8 4 4 4 7 10 12 17 9 12 12 12 9 12 12 12 12 12 12 12 12 12 12 12 12 12	01:00	۳۰ *	တ	1	7	80	ຕ	9	9
* 10 3 9 8 8 4 * 12 17 9 12 12 9 4 * 45 39 35 35 38 12 9 4 * 160 92 94 91 94 47 12 9 4 * 185 196 184 201 192 34 45 47 * 16 149 162 149 45 45 45 45 * 16 14 125 119 162 149 45 45 * 107 91 129 151 112 141 126 150 134 80 * 107 91 129 151 112 123 148 117 90 * 105 114 126 118 117 123 148 144 128 <	02:00	*	က	7	4	4	80	7	9
* 12 17 9 12 12 94 47 * 45 39 35 35 38 12 12 17 94 47 * 100 92 94 91 192 34 47 * 185 196 184 201 192 45 * 160 149 186 162 149 45 * 16 144 125 149 45 45 * 107 91 129 151 112 80 45 * 107 91 129 150 143 143 143 143 144 <td>33:00</td> <td>* 10</td> <td>ო</td> <td>a</td> <td>00</td> <td>60</td> <td>4</td> <td>2</td> <td><u> </u></td>	33:00	* 10	ო	a	00	60	4	2	<u> </u>
* 45 39 35 35 38 12 * 100 92 94 91 94 47 * 160 92 94 91 94 47 * 160 196 184 201 192 34 * 160 149 162 162 149 45 * 16 149 145 113 120 86 * 107 91 129 151 120 143 * 107 91 129 150 143 80 * 108 149 149 140 80 * 105 114 126 112 123 80 * 105 141 132 148 117 96 * 105 140 16 16 16 16 80 * 105 140 16 16 <td>04:00</td> <td>* 12</td> <td>17</td> <td>ත</td> <td>12</td> <td>12</td> <td>တ</td> <td>2</td> <td>10</td>	04:00	* 12	17	ත	12	12	တ	2	10
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116 104 145 113 120 86 94 111 125 119 112 82 107 91 129 151 120 143 112 119 135 150 134 80 112 141 126 112 80 80 107 141 126 118 117 96 107 90 169 104 128 87 109 145 103 107 76 108 86 81 86 102 104 79 90 89 81 86 102 104 79 90 89 81 86 102 104 79 90 89 80 49 55 47 40 89 80 40 50 38 49 41 45 80 84 86 47	08:00	150	149	136	162	149	45	32	112
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* 112 141 126 112 123 80 71 95 271 99 104 17 96 107 90 169 116 116 120 87 109 145 103 107 76 108 85 81 86 102 104 79 90 89 53 57 64 65 47 57 40 60 49 39 56 54 57 40 29 40 50 38 49 41 45 24 31 25 34 46 32 25 47 20 24 23 25 43 27 50	0 PM	132	119	135	150	134	80	107	120
105 114 132 118 117 96 71 95 271 99 104 128 87 107 90 169 116 116 120 86 109 145 103 107 76 108 85 81 86 102 104 79 90 89 83 57 64 65 47 57 40 80 49 39 56 54 57 40 80 49 50 38 49 41 45 24 31 25 34 46 32 25 47 20 24 23 25 43 27 50	01:00	112	141	126	112	123	80	68	110
71 95 271 99 104 128 87 107 90 169 116 120 86 109 145 103 107 76 108 86 81 86 102 104 79 90 89 83 57 64 65 47 57 40 80 49 56 54 52 40 80 40 50 38 49 41 45 80 40 50 34 46 45 47 80 24 23 25 47 47 45 80 24 23 25 47 47 47 80 24 23 25 47 47 47 47 47 80 24 23 25 43 27 50 47 47 47 47 47 47	22:00	105	114	132	118	117	96	74	106
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1000 1000 1000 1000 1000 1000 1000 100			23	52	43	22		26	30
554 1806 2047 1933 1910 1899 1272		1806	2047	1933	1910	1899	1272	1069	1663

2	Total	1693	1806	2047	1933	1910	1272	1069	1676
	Date	12-Jan-15	13-Jan-15	14-Jan-15	15-Jan-15	16-Jan-15	17-Jan-15	18-Jan-15	Average

Tri-State Traffic Data, Inc.

> Road: University Dr SB Location: 400 ft N of Rt. 322 Counter: 22599 Weather: Clear

320 ata.com

Site Code: 07 Station ID: 07 SB

Latitude: 40' 26944,0000 North

Week	32 mm	1 +	1 =		4	18	38	106	195	159	137	112	118	117	142	116	100	102	111	96	120	134	53	78	27	2163							3826
Sun 25. lap. 15	**	*	•		*	44	*	*	*	*	*	*	*	*	*	*	*	*	4	*	*	æ	*	**	*	0							1069
Sat 24-120-15	* CI-100-47	٠		ă.	*	•	*	*	*	*	*	*	*	*	*	*	40	*	*	*	*	*	•	*	*	0							1272
Week Day	Avelaye 30	: :	- 1	,	4	18	88	106	195	159	137	112	118	117	142	116	100	102	111	96	120	134	53	2%	22	2163							4062
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Thu 22, 15, 15, 15, 15, 15, 15, 15, 15, 15, 15	**************************************	*	•	•	*	*	*	*	*	*	*	*	ė.	*	*	*	*	*	*	*	*	*	*	a	*	0							1933
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Tue	50-04 5	· «	1 ¢		2	13	36	108	213	165	135	110	114	121	152	108	102	106	133	106	<u>\$</u>	202	88	127	88	2429							4235
Mon 10, lan 15	00	, c	4 6	7	7	15	32	87	167	130	109	105	121	113	133	125	80	80	68	98	99	65	78	29	22	1715	Daily	Total	1715	2429	2127	2090	2269
Start	12:00 AM	00.10	000	07:00	03:00	04:00	02:00	00:90	07:00	08:00	00:60	10:00	11:00	12:00 PM	01:00	02:00	03:00	04:00	02:00	00:90	02:00	08:00	00:60	10:00	11:00	Total		Date	19-Jan-15	20-Jan-15	21-Jan-15	Average	Grand

Tri-State Traffic Data, Inc.

Road: University Dr Location: 200 ft N of Campus Dr Counter: 22694 Weather: Clear

Site Code: 08
Station ID: 08
A is NB
B is SB
Latitude: 40' 26641,0000 North

18-Jan-15	Z	69 0		6 22 7	6 23 7	2 24	6 12 4	23 8 13	75 26 47	50 127 37	71 46 24	98 43 53	22	109 87 76	106	105	120		149	138		189	110	28	61	1931	2913		127	
17~Jan-15	NB SB	6	83	22	52	23	9	20	36					139 10										77		2371 1252	3623	08:00 10:00		20:00 12:00
Weekday Average	SB.	15	7	4	4	8	15	62	164	285	270	254	224	190	228	204	178	140	103	8	96	46	38	24	25	2673	22	08:00	285	13:00
Weekda	SB R	96	56	4	19	58	17	31	71	206				260						443		258			92	4549	722	08:00	206	17:00
16-Jan-15	SB	16	5	3	-	4	15	53	163					191													7061	08:00		
16	R	3 87	5 45	5	3 21	5 23	0 2	0 23	4 75		5 172	_	_	3 272							3 251			9 122	9 84	9 4443				
15-Jan-15	SB	7	55	4	6	92	1	99	36 164	7 265											93					16 2699	7255	00:80 01		
	Z	14 10	- α ₀	5	4	0	23	71	52 e					176 252	_						_					45 4556		11:00		•
14-Jan-15	BS SB	88	58	45	16	26	16	8	69					264 1												4698 2745	7443	08:00 08:00		17:00 13:(
	ë	16	ආ	ო	_	4	12	25	179	289	263			198								32			32	2677 4			289	
13-Jan-15	NB	106	67	33	19	26	4	28	71	192	181	157	214	250	275	288	292	420	561	466	284	233	125	152	20	4524	7201	11:00		17:00
-15	SB	*	•	#	*	*	*	*	*	*	*	*	•	*	•		•	4	103	80	87	35	34	13	25	382	-		•	17:00
12-Jan-15	NB	*		٠	•	•	• 1	(*	• 1	•	×	• }		*	*	*	*	*	616	447	253	240	153	11	61	1881	2263			17:00
Start	TIme	12:00 AM	01:00	05:00	03:00	04:00	02:00	00:90	00:20	08:00	00:60	10:00	11:00	12:00 PM	01:00	05:00	03:00	04:00	09:00	00:90	02:00	08:00	00:60	10:00	11:00	Total	Day	AM Peak	Vol.	PM Peak

Tri-State Traffic Data, Inc.
184 Baker Road
Coatesville, PA 19320
(610) 466-1469 TSTData.com

Road: University Dr Location: 200 ft N of Campus Dr Counter: 22694 Weather: Clear

Site Code: 08 Station ID: 08 A is NB B is SB Latitude: 40' 26641,0000 North

Start	19-Jan-15	ស	20-Jan-15	n-15	21-Jan-15	1-15	2-Jan-1		23-Jan-15		Weekday Average	Average	24-Jan-15	15	25-Jan-15	5
Time	NB	SB	NB	SB	NB	SB	SB SB		NB S	SB	NB	SB	NB	SB	B	SB
12:00 AM	61	G	110	15	103	6	+	*	*	*	91	11	*	*	*	
01:00	42	7	4	က	69	80		*		*	58	4	*	*		
05:00	17	7	4	4	39	4	*	*	*	*	32	m	•	*	٠	
03:00	12	7	20	00	56	80	•	*	*	*	6	00	•	*		
94.00	24	7	24	8	21	en	*	*	*	*	23	m	*	*	*	
02:00	+	10	18	17	19	17	•		٠	*	19	60	*	*	•	
00:90	22	92	8	61	34	62	•		*	*	9	0.00	*	•	*	
02:00	22	162	72	195	73	159	*	3.	*	+	87	122	*	*	94	
08:00	186	334	201	62 62	214	276	*	*	•	*	200	308	,	*	•	
00:60	160	238	158	253	164	267	*	•	*	*	181	253	•	*	*	
10:00	168	253	5	232	178	248	*	*	•	*	178	244	*	*	*	
11:00	212	218	211	215	181	167	4	*	+	•	100	1 6		*	*	
12:00 PM	254	108	270	7 7 7	*	*	•	*		*	200	200	6.	•		
5	080	247	200	- 7.2	*	•				*	000	\$ i	•	- 4		
00.00	200	117	2 0	242	•	•	S •	8.	: 4	. ,	280	730			ď	
02.00	207	047	707	247						k -	268	246	•	ĸ	•	
03:00	303	1/8	307	201		*	• ;	*	• (*	305	190	•	*	• !	
04:00	404	158	419	159	*	*		*	•	*	412	158	•	*	٠	
02:00	562	24	585	113	•	*	*	*	*	*	564	100	*	*	•	
00:90	388	95	477	83	*	*	*	+	•	*	432	68	*	*	*	
02:00	331	108	295	5	*	*	*	*	٠	*	313	105	*	*	*	
08:00	258	28	281	68	•	*	٠	*	*	*	270	63	*	*	*	
00:60	178	26	183	90	٠	*	.*	*	*	*	180	43	*	*	*	
10:00	103	9	125	9		*	*	*	•	*	14	6	*	+	*	
11:00	79	8	77	22	*	*	*	*		*	78	200	•	#	*	
Total	4404	2753	4697	2788	1101	1228	0	0	0	0	4566	2745	c	6	c	
Day	7157		7485	1	2329		0		0		731	_		•	,	
AM Peak		08:00	11:00	08:00	08:00	08:00	•				08:00	08:00				
Vol.	212	334	211	313	214	276				,	200	308	•	,		
PM Peak		14:00	17:00	14:00							17:00	14:00	•			
Vol.	562	248	565	243	,	4		,	,	ı	564	246	•	,	,	
Comb. Total	9420		4	14686	6	9772	7255		7061		4	14533	3623	က	2913	
ADT	ADT 12,670	2,670	AADT	AADT 12,670												



Route 322 Corridor Evaluation AM PEAK HOUR

	_									Al V	ehicles				go	•					
			or Rd (S					or Rd (S					Iniversity					niversity			1
	 		<u>Eastboun</u> T		Арр.		,	Nestbour	na I	1 600	-	<u> </u>	<u>lorthbour</u>	nd	1 4	-	<u> </u>	outhbou	nd	l 4	l led
Start Time	Left	Thru	Right	Peds	Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
6:00 AM	1	55	28	0	84	21	38	9	0	68	6	3	1	0	10	1	8	0	0	9	171
6:15 AM	5	105	38	0	148	26	59	7	Ó	92	8	5	7	ŏ	20	5	12	3	Ö	20	280
6:30 AM		149	62	1	216	45	61	5	0	111	2	7	6	0	15	5	12	2	0	19	361
6:45 AM		180	73	0	254	49	81	11	0	141	7	9	5	0	21	16	29	1	0	46	462
Total	11	489	201	1	702	141	239	32	0	412	23	24	19	0	66	27	61	6	0	94	1274
7:00 AM	3	140	60	0	203	38	90	19	0	147	l 9	8	6	1	24	1 7	19	2	0	28	402
7:15 AM	8	179	64	0	251	60	83	26	2	171	13	18	13	1	45	13	35	3	ĭ	52	519
7:30 AM	_	182	90	0	278	46	83	20	3	152	22	28	31	0	79	16	31	5	Ó	52	561
7:45 AM		169	89	2	267	55	. 77	18	3	153	_19	19	26	0	64	14	34	8	0	56	540
Total	24	670	303	2	999	199	333	83	8	623	63	71	76	2	212	50	119	18	1	188	2022
8:00 AM	3	151	62	0	216	45	81	16	0	142	15	18	14	1	48	8	26	٥	0	34	440
8:15 AM		144	51	1	204	36	102	20	1	159	14	8	11	Ó	33	10	18	3	ŏ	31	427
8:30 AM		147	65	1	217	38	94	20	1	153	19	7	9	0	35	7	17	7	0	31	436
8:45 AM	18	142	87	1	248	37	96	16	0	149	10	. 8	9	2	29	7	28	9	0	44	470
Total	33	584	265	3	885	156	373	72	2	603	58	41	43	3	145	32	89	19	0	140	1773
Grand Total	68	1743	769	6	2586	496	945	187	10	1638	144	136	138	5	423	109	269	43	1	422	5069
Apprch %	2.6	67.4	29.7	0.2		30.3	57.7	11.4	0.6		34.0	32.2	32.6	1.2		25.8	63.7	10.2	0.2		
Total %	1.3	34.4	15.2	0.1	51.0	9.8	18.6	3.7	0.2	32.3	2.8	2.7	2.7	0.1	8.3	2.2	5.3	0.8	0.2	8.3	
				•••				•		OL.O	2.0			U. .	0.0		4.0	0.0	0.0	0.0	•
		Govern	or Rd (\$	B 03331			Cover	or Rd (S	D 03331			- 11	niversity	D:			- 11	niversity	D-		1
	1		Eastboun					Vestbour					lorthbour					outhbour			
Start Time	Left	Thru	Right	Peds	Арр.	Left	Thru	Right	Peds	App.	Left	Thru	Right	Peds	App.	Left	Thru	Right	Peds	App.	Int.
Peak Hou			5 AM	to	Total	AM		rugin	1 603	Total	Leit	1111111	Talgill	reus	Total	Leit	1111111	ragili	reus	Total	Total
reak nou	II FIOIII	7713	D MM	ю	0.10	AIVI															
Volume	24	681	305	2	1012	206	324	80	8	618	69	81	84	2	236	51	126	16	1	194	2060
Percent	2.4	67.3	30.1	0.2		33.3	52.4	12.9	1.3		29.2	34.3	35.6	8.0		26.3	64.9	8.2	0.5		"""
7:30 AM Volume																					
Peak	6	182	90	0	278	46	83	20	3	152	22	26	31	0	79	16	31	5	0	52	561
Factor	l															1					
High Int.		MAC				7:15						AM				7:45	AM				
Volume	6	182	90	0	278	60	83	26	2	171	22	26	31	0	79	14	34	8	0	56	
PHF	0.75	0.94	0.85	0.25	0.91	0.86	0.98	0.77	0.67	0.90	0.78	0.78	0.68	0.50	0.75	0.80	0.90	0.50	0.25	0.87	0.92
Heavy Vehicles %	0%	2%	0%			0%	3%	4%			0%	1%	1%			2%	2%	0%			
Misc.	U-Tum		RTOR	Bikes		U-Tum		RTOR	Bikes		U-Turn		RTOR	Blkes		U-Tum		RTOR	Bikes		
.21001	0		51	0		0		18	0		1		28	0		0		1	0		



AN EMPLOYEE-OWNED COMPANY
Route 322 Corridor Evaluation
AM PEAK HOUR

_									Hea	vy Vehic	les & Bic	ycles									
			or Rd (\$					or Rd (S					niversity				Ü	niversity	Dr		l
			Eastbour	nd			V	Vestbour	nd			N	lorthbour	nd			S	outhbou	nd		
Start Time	Left	Thru	Right	Bikes	App. Total	Left	Thru	Right	Bikes	App. Total	Left	Thru	Right	Bikes	App. Total	Left	Thru	Right	Bikes	App. Total	Int. Total
6:00 AM	0	3	0	0	3	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	4
6:15 AM	0	2	0	0	2	0	6	0	Q	6	0	0	0	0	0	0	1	0	0	1	9
6:30 AM	0	3	1	0	4	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	5
6:45 AM	0	3	2	0	5	-0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	8
Total	0	11	3	0	14	0	10	0	D	10	0	0	0	0	0	0	2	0	0	2	26
700 114				_			_	_													
7:00 AM		2	2	0	4	0	2	0	0	2 :	D	1	0	1	2	0	0	0	D	0	8
7:15 AM	0 0	3	1	0	4	0	1	2	D	3	0	0	0	0	0	0	2	0	0	2	9
7:30 AM	0	3	0	Ü	6	0	2	U	0	2	0	0	0	0	0	0	0	0	0	0	8
7:45 AM Total		14	3	0	3 17	0	0 5	2	0	7	0	0		0	1	0	0	0	0	0	4
TOTAL	U	14	3	U	17	0	9	- 4	U	1	0	1	1	1	3	0	2	0	0	2	29
8:00 AM	0	5	n	n	5	١ ٥	6	- 1	0	7	۱ ۵	4		0	4	l 4	4	0	0	2	15
8:15 AM	1	2	ñ	ñ	3	ŏ	1	,	ň	3	ŏ	'n	0	ŏ	ò	b	,	Ö	0	6	6
8:30 AM	ó	2	ñ	ñ	2	l ñ	Š	ñ	n	5	Ň	1	ň	0	1	0	^	Ö	0	Ď	8
8:45 AM	Ď	1	ā	ā	1	٥	5	Ď	ñ	5	ň	'n	ă	ā	ò	ő	1	ő	Õ	1	7
Total	1	10	Ö	ō	11	ŏ	17	3	Õ	20	ŏ	2	0	0	2	1	2	0	ő	3	36
			-	-				-	•	20		_	•	•	_	, ,	-			•	
_																					
Grand Total	1	35	6	0	42	0	32	5	0	37	0	3	1	1	5	1	6	0	0	7	91
Approh %	2.4	83.3	14.3	0.0		0.0	86.5	13.5	0.0		0.0	60.0	20.0	20.0		14.3	85.7	0.0	0.0		
Total %	1.1	38.5	6.6	0.0	46.2	0.0	35.2	5.5	0.0	40.7	0.0	3.3	1.1	1.1	5.5	1.1	6.6	0.0	0.0	7.7	
											3				- 1	į.					
Overall Peak Hour Volume	0	17	1	0	18	0	9	3	0	12	0	1	3	0	2	1	3	0	0	4	36



AN EMPLOYEE-OWNED COMPANY Route 322 Corridor Evaluation AM PEAK HOUR

													-go	•					
									& RTOR										_
			or Rd (S				Governor Rd (SR (0322)		Ur	niversity l	Dr			U	niversity [)r		
	L		Eastboun	ıd			Westbound	-		No	orthboun	id			S	outhboun	d		
Start Time	U-Tum		RTOR		App. Total	U-Tum	RTOR	App. Total	U-Turn		RTOR		App. Total	U-Tum		RTOR		App. Total	Int. Total
6:00 AM	0		1		1	0	0	0	0		1		1	0		D		0	2
6:15 AM	0		6		6	0	1	1	0		6		6	Ιŏ		2		2	15
6:30 AM	0		15		15	0	0	0	0		6		6	Ō		0		0	21
6:45 AM	0		6		6	0	1	1	0		2		2	Ō		1		Ĭ.	10
Total			28		28	0	2	2	0		15		15	0		3		3	48
	•					'			-							_		_	
7:00 AM	0		8		8	0	3	3	0		6		6	0		1		1	18
7:15 AM	0		11		11	0	8	8	ō		7		7	ŏ		ó		ò	26
7:30 AM	0		17		17	0	2	2	0		4		4	Ŏ		ō		ō	23
7:45 AM	0		19		19	0	4	4	1		10		11	0		1		1	35
Total	0		55		55	0	17	17	1		27		28	Ŏ		2		2	102
	•															_		_	
8:00 AM	0		4		4	0	4	4	0		7		7	0		0		0	15
8:15 AM	1		13		14	0	2	2	0		7		7	ō		1		1	24
8:30 AM	0		9		9	0	1	1	0		6		В	Õ		i .		1	17
8:45 AM	0		7		7	0	6	6	0		2		2	1		2		3	18
Total	1		33		34	0	13	13	0		22		22	1		4		5	74
	•																	•	
Grand Total	1		116		117	0	0	0	1		64		65	1		9		10	192
Apprch %	0.9	0.0	00.4	0.0					4 =					40.0					
	0.5	0.0	99.1	0.0	***	0.0	0.0		1.5	0.0	98.5	0.0		10.0	0.0	90.0	0.0		
Total %	J 0.5		60.4		60.9	0.0	0.0	0.0	0.5		33.3		33.9	0.5		4.7		5.2	
Overell					- 1	T)								1					1
Overall Peak Hour	Ιo		51		51	_	40	40	4		00		20					ایرا	
	ľ		91		91	0	18	18	- 1		28		29	0				1	99
Volume	ı							Į					ļ					ļ	



AN EMPLOYEE- OWNED COMPANY
Route 322 Corridor Evaluation
AM PEAK HOUR

AM PEAK H	OUR	All Vehicles																			
			or Rd (S Eastboun					nor Rd (S Westbour			enicies		enterview Jorthbour					enterview outhbour			
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	int. Total
6:00 AM	2	30	23	0	55	29	57	5	0	91	2	0	1	2	5	3	6	2	0	11	162
6:15 AM	0	56	48	0	104	52	86	6	0	144	3	1	4	0	8	3	10	0	0	13	269
6:30 AM	0	57	92	0	149	42	113	2	0	157	2	1	5	0	8	6	15	1	0	22	336
6:45 AM	0	81	108	0	189	59	133	11	0	203	3	1	6	0	10	11	17	. 1	0	29	431
Total	2	224	271	0	497	182	389	24	0	595	10	3	16	2	31	23	48	4	0	75	1198
7:00 AM	1 1	80	55	0	136	43	130	4	1	178	11	2	10	0	23	8	13	2	0	23	360
7:15 AM	1	108	87	0	196	45	142	9	0	196	13	2	14	0	29	12	25	1	0	38	459
7:30 AM	0	111	94	0	205	59	147	12	2	220	16	6	21	0	43	5	42	4	0	51	519
7:45 AM	3	113	88	0	204	81	148	11	3	243	12	. 6	24	0	42	. 8	74	1	1	84	573
Total	5	412	324	0	741	228	567	36	6	837	52	16	69	0	137	33	154	8	1	196	1911
8:00 AM	1	105	60	0	166	43	125	11	3	182	16	2	14	1	33	8	27	3	0	38	419
8:15 AM	2	105	51	2	160	26	123	9	4	162	18	6	9	0	33	10	14	4	0	28	383
8:30 AM	0	118	38	0	156	24	155	14	0	193	6	2	11	0	19	6	14	3	0	23	391
8:45 AM	4	100	26	0	130	40	145	14	0	199	12	2	16	2	32	5	8	5	0	18	379
Total	7	428	175	2	612	133	548	48	7	736	52	12	50	3	117	29	63	15	0	107	1572
Grand Total	14	1064	770	2	1850	543	1504	108	13	2168	114	31	135	5	285	85	265	27	1	378	4681
Apprch %	0.8	57.5	41.6	0.1		25.0	69.4	5.0	0.6		40.0	10.9	47.4	1.8		22.5	70.1	7.1	0.3		ľ
Total %	0.3	22.7	16.4	0.0	39.5	11.6	32.1	2.3	0.3	46.3	2.4	0.7	2.9	0.1	6.1	1.8	5.7	0.6	0.0	8.1	l
1		Govern	or Rd (S	R 03221			Govern	nor Rd (S	R 0322)			Cr	enterview	In			C	enterview	In		1
			Eastboun					Vestbour					orthbour					outhbour			
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hou	r From	7:1	5 AM	to	8:18	5 AM															
Volume	5	437	329	0	771	228	562	43	8	841	l 57	16	73	1	147	33	168	9	1	211	1970
Percent	0.6	56.7	42.7	0.0		27.1	66.8	5.1	1.0		38.8	10.9	49.7	0.7		15.6	79.6	4.3	0.5		1
7:45 AM	i										ı					i					
Volume Peak	3	113	88	0	204	81	148	11	3	243	12	6	24	0	42	8	74	1	1	84	573
Factor High Int.	7,90	AM C				7.45	AM .				7,20) AM				7.45	5 AM				
	ا ا	111	94	0	205	81	148	11	3	243	16	- AM	21	0	43	8'."	74	1	1	84	
Volume	0.42	0.97	0.88	U	0.94	0.70	0.95	0.90	0.67	0.87	0.89		0.76	0.25	0.85	0.69	0.57	0.56	0.25	0.63	0.86
PHF Heavy					0.94				U.07	0.07		0.67		Ų.25	CO.V				0.23	0.03	0.00
Vehicles %	0%	8%	0%			0%	3%	5%			4%	6%	0%			0%	0%	0%			
Misc.	U-Turn 0		RTOR 23	Bikes 0		U-Tum 0		RTOR 11	Bikes 0		U-Turn 0		RTOR 42	Bikes 0		U-Tum 0		RTOR 3	Blkes 0		
'				-				• •	-		, •			•				-	•		



AN EMPLOYES OWNED COMPANY
Route 322 Corridor Evaluation
AM PEAK HOUR

AM PEAK H	OUR													F	age No:	2					
		Cover	or Rd (S	D 02221			Cover	or Rd (S		vy Vehic	les & Bic		nterview	ıl n				interview	Lo		1
			Eastbour					Vestbour					lorthbour					outhbour			<u> </u>
Start Time	Left	Thru	Right	Bikes	App. Total	Left	Thru	Right	Bikes	App. Total	Left	Thru	Right	Blkes	App. Total	Left	Thru	Right	Bikes	App. Total	Int. Total
6:00 AM	0	3	0	0	3	0	1	0	0	1	0	Ö	0	0	0	1	0	0	0	1	5
6:15 AM	0	4	0	0	4	0	8	0	0	8	0	0	0	0	0	0	0	0	0	0	12
6:30 AM	0	5	0	0	5	1	6	0	0	7	0	1	0	0	1	1	0	0	0	1	14
6:45 AM	0	7	0	0	7	0	3	0	0	3	0	0	0	. 0	0	0	0	0	0	0	10
Total	0	19	0	D	19	1	18	0	0	19	0	1	0	0	1	2	0	0	0	2	41
7:00 AM	0	2	0	0	2	0	4	0	0	4	1	0	0	0	1	2	0	0	0	2	9
7:15 AM	0	4	0	0	4	0	5	0	0	5	1	0	0	0	1	0	0	0	0	0	10
7:30 AM	0	7	0	0	7	0	5	0	0	5	0	1	0	0	1	0	0	0	0	0	13
7:45 AM	0	10	0	0	10	0	1	0	0	1	0	0	. 0	0	0	0	0	0	0	0	11
Total	0	23	0	0	23	0	15	0	0	15	2	1	0	0	3	2	0	0	0	2	43
8:00 AM	0	13	0	0	13	1	6	2	0	9	1	0	0	0	1	0	0	0	0	0	23
8:15 AM	0	4	0	0	4	1	7	0	0	8	1	0	1	0	2	0	0	0	0	0	14
8:30 AM	0	5	0	0	5	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	10
8:45 AM	0	4	1	0	5	0	9	0	0	9	2	0	0	0	2	0	0	0	0	0	16
Total	0	26	1	0	27	2	27	2	0	31	4	0	1	0	5	0	0	0	0	0	63
Count Total	ا ه	68		0	69	3	60	2	0	65	6	2	4	0	9	1 4	0	D	0	4	147
Grand Total	٧	00	'	v	69	3	φu	2	U	00	٥١	2	- 1	U	9	4	U	U	U	4	197
Apprch %	0.0	98.6	1.4	0.0		4.6	92.3	3.1	0.0		66.7	22.2	11.1	0.0		100.0	0.0	0.0	0.0		1
Total %	0.0	46.3	0.7	0.0	46.9	2.0	40.8	1.4	0.0	44.2	4.1	1.4	0.7	0.0	6.1	2.7	0.0	0.0	0.0	2.7	1
Overall Peak Hour Volume	0	34	0	0	34	1	17	2	O	20	2	1	0	0	3	0	0	O	0	0	57



Route 322 Corridor Evaluation AM PEAK HOUR

WALL PURITY	OUR														ago ivo.						
										U-Tum	& RTOR										
		Govern	or Rd (SF	₹ 0322)		-	Governor	Rd (SR (0322)				nterview					enterview l			
			Eastbound					tbound				N N	lorthboun	ıd			S	outhbour	d		
Start Time	U-Tum		RTOR		App. Total	U-Tum	R	TOR		App. Total	U-Turn		RTOR		App. Total	U-Tum		RTOR		App. Total	Int. Total
6:00 AM	0		1		1	0		0		0	0		0		0	0		0		0	1
6:15 AM	0		0		0	0		1		1	0		1		1	0		0		0	2
6:30 AM	0		0		0	0		1		1	0		4		4	0		1		1	6
6:45 AM			2		2	0		1		1	0		6		6	0		1		1	10
Total			3		3	0		3		3	0		11		11	0		2		2	19
			_					•		-	, .										
7:00 AM	0		2		2	0		0		0	0		7		7	0		0		0	9
7:15 AM	0		6		6	0		3		3	0		12		12	0		1		1	22
7:30 AM	0		6		6	0		4		4	0		9		9	0		0		0	19
7:45 AM	0		6		6	0		3		3	0		12		12	0		1		1	22
Total	0		20		20	0		10		10	0		40		40	0		2		2	72
					_						•					•					
8:00 AM			5		5	0		1		1	0		9		9	0		1		1	16
8:15 AM	0		1		1	0		2		2	0		5		5	0		3		3	11
8:30 AM	0		5		5	0		0		0	0		6		6	0		1		1	12
8:45 AM	0		3		3	0		1		1	0		12		12	0		3		3	19
Total	0		14		14	0		4		4	0		32		32	0		8		8	58
	•					•															
Grand Total	0		37		37	0		0		0	0		83		83	۱ ،		12		12	132
	١															l					
Apprch %	0.0	0.0	100.0	0.0							0.0	0.0	100.0	0.0		0.0	0.0	100.0	0.0		
Total %	0.0		28.0		28.0	0.0		0.0		0.0	0.0		62.9		62.9	0.0		9.1		9.1	
											6										i
Overall Peak Hour	0		23		23	0		11		11	0		42		42	0		3		3	79
Volume	I															l					



Route 322 Corridor Evaluation AM PEAK HOUR

AM PEAR II	OUR														age No:	'					
			or Rd (S					or Rd (S		All Ve	hicles							fillview L			l
			Eastboun	d			V	Vestbour	ıd				lorthbour	<u>ıd</u>			S	outhbour	ıd		
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
6:00 AM	0	34	0	0	34	0	98	0	0	98	0	0	0	0	0	0	0	0	O	0	132
6:15 AM	0	61	0	0	61	0	135	0	0	135	0	0	0	0	0	1	0	4	0	5	201
6:30 AM	0	66	0	0	66	0	157	0	0	157	0	0	0	0	0	2	0	2	0	4	227
6:45 AM	0	94	0	0	94	0	197	1	0	198	0	0	0	0	0	0	0	0	0	0	292
Total	0	255	0	0	255	0	587	1	0	588	0	0	0	0	0	3	0	6	0	9	852
7:00 AM		99	0	0	99	0	175	1	0	176	0	0	0	0	0	1	0	0	0	1	276
7:15 AM	0	133	0	0	133	0	201	0	0	201	0	0	0	Q	0	1	0	1	0	2	336
7:30 AM	1	134	0	0	135	0	224	0	0	224	0	0	0	0	0	1	0	3	0	4	363
7:45 AM	1	143	0	0	144	0	226	0	0	226	0	0	0	0	0	0	0	3	0	3	373
Total	2	509	0	0	511	0	826	1	0	827	0	0	0	Q	0	3	0	7	0	10	1348
8:00 AM		124	0	0	126	0	180	1	0	181	0	0	0	0	0	0	0	2	0	2	309
8:15 AM	0	122	0	0	122	0	158	0	0	158	0	0	0	0	0	2	0	1	0	3	283
8:30 AM	1	132	0	0	133	0	201	3	0	204	0	0	0	0	0	0	0	2	0	2	339
8:45 AM	1	118	0	0	119	0	196	2	0	198	0	0	0	0	0	1	0	1	0	2	319
Total	4	496	0	0	500	0	735	6	0	741	0	0	0	0	0	3	0	6	0	9	1250
Grand Total	6	1260	0	0	1266	0	2148	8	D	2156	6	0	0	0	0	9	0	19	0	28	3450
0.0.10 100	1				1200				-			-	•	•	•		_		_		
Approh % Total %	0.5	99.5 36.5	0.0 0.0	0.0 0.0	36.7	0.0	99.6 62.3	0.4 0.2	0.0	62.5	0.0	0.0	0.0	0.0	0.0	32.1 0.3	0.0 0.0	67.9 0.6	0.0 0.0	0.8	
	•				•																
			nor Rd (S					or Rd (S Vestbour					Vorthbour					Hillyiew La Outhbour			
	-	1	Eastboun	la .	T 4	_	<u>v</u>	Vestoour	טו	I 4		г	401 (ribodii	10				OUUIDOUI	iu.	Арр.	Int.
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	Total	Total
Peak Hou	ir From	7:1	5 AM	to	8:15	AM															
Volume	1 4	534	0	0	538	Ιo	831	1	0	832	l o	0	0	0	0	2	0	9	0	11	1381
Percent	0.7	99,3	0.0	0.0		0.0	99.9	0.1	0.0							18.2	0.0	81.8	0.0		
7:45 AM	""																				ì
Volume	Ι.					ا ۔			Ce.	000	١ ,	_		2000		١,	0	•	0	3	373
Peak	1	143	0	0	144	0	226	٥	0	226	0	0	0	0	0	0	U	3	U	3	3/3
Factor						l															
High Int.	7:4	5 AM				7:45	AM				6:00	AM.				6:15	AM				
Volume	I 1	143	0	0	144	0	226	0	0	226	0	0	0	0	0	1	0	4	0	5	
PHF	0.50	0.93	_	_	0.93	Ī	0.92	0.25	-	0.92	1	-	_	195	-	0.50	-	0.75		0.69	0.93
Heavy	0%	6%	0%			0%	2%	100%			0%	0%	0%			0%	0%	11%			
Vehicles %	L		DTOD	Dilee-		L. Tures		DTOP	Blkes		L. T.		ртор	Bikes		U-Tum		RTOR	Bikes		
Misc.	U-Turr 0	•	RTOR 0	Bikes 0		U-Tum D		RTOR 0	BIKes 0		U-Turn 0		RTOR 0	0		0-14m		0	DIRES		



AN EMPLOYER-DWHED COMPANY
Route 322 Corridor Evaluation
AM PEAK HOUR

AM PEAK H	OUK														ego Ito.	_					
							-	D.1.00		avy Vehic	es & Bic	ycles						Hillview L	_		1
			or Rd (S			}		or Rd (S)			lorthbou	nd				outhbour			
			Eastbour	0		_	, Y	Vestbou	ng .	1 444		<u>r</u>	iorinbour T	10	3.00	_	1			Ann	Int.
Start Time	Left	Thru	Rìght	Bikes	App. Totaí	Left	Thru	Right	Bikes	App. Total	Left	Thru	Right	Bikes	App. Total	Left	Thru	Right	Bikes	App. Total	Total
6:00 AM	0	4	0	0	4	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	6
6:15 AM	0	4	0	0	4	0	7	0	0	7	0	0	0	0	0	0	0	0	0	0	11
6:30 AM	0	4	0	0	4	0	7	0	0	7	0	0	0	0	0	0	0	0	0	0	11
6:45 AM	0	4	0	0	4	_ 0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	8
Total	0	16	0	0	16	0	20	0	0	20	0	0	0	0	0	0	0	0	0	0	36
7:00 AM	0	4	0	0	4	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	9
7:15 AM	0	4	0	0	4	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	9
7:30 AM	0	7	0	0	7	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	12
7:45 AM	0	8	0	0	- 8	0	1	0	0	11	0	0	0	0	0	0	0	0	0	0	9
Total	0	23	0	0	23	0	16	0	0	16	0	0	0	Ö	0	0	0	0	0	0	39
8:00 AM	1 0	15	0	0	15	0	9	1	0	10	0	0	0	0	0	0	0	1	0	1	26
8:15 AM	0	6	0	0	6	0	10	0	0	10	0	0	0	0	0	0	0	0	0	0	16
8:30 AM	0	6	0	0	6	0	5	0	0	5	0	0	0	0	Ò	0	0	0	0	0	11
8:45 AM	0	3	0	0	3	0	7	0	0	7	0	0	0	0	0	0	0	0	0	0	10
Total	0	30	0	0	30	0	31	1	0	32	0	0	0	0	0	0	0	1	0	1	63
						L .							_			١.		4	•		
Grand Total	0	69	0	0	69	0	67	1	0	68	0	0	0	0	0	0	O	1	0	1	138
Appreh % Total %	0.0	100.0 50.0	0.0	0.0	50.0	0.0	98.5 48.6	1.5 0.7	0.0	49.3	0.0	0.0	0.0	0.0	0.0	0.0 0.0	0.0	100.0 0.7	0.0	0.7	
Overall Peak Hour	0	34	0	0	34	0	20	1	0	21	0	0	0	0	0	0	0	1	0	1	56
Volume	ı					1.					I					ı					4



Route 322 Corridor Evaluation AM PEAK HOUR

AWIT DAVI										All S.Z.	-bloton			•	ago 140.	'					
		Govern	or Rd (S	R 0322)			Govern	or Rd (S	R 0322)	Pul VI	ehicles	F	rivate Dv	w			We	st Areba	Ave		1
			Eastboun					Vestboun			i	N	Vorthbour	nd			8	outhbour	nd		
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
6:00 AM		34	0	0	34	0	97	0	0	97	0	0	0	1	1	0	0	2	0	2	134
6:15 AM	0	62	0	0	62	1 1	131	1	0	133	0	0	0	1	1	0	0	3	0	3	199
6:30 AM	0	67	0	0	67	0	156	0	0	156	0	0	0	0	0	1	0	2	0	3	226
6:45 AM	1	94 257	0	0	95 258	1	189 573	2	0	190 576	0	0	0	2	2	3	0	9 16	0	11 19	296 855
Total	' '	237	U	U	200	' '	3/3	2	v	2/0	0	U	U	2	2	l a	U	10	0	19	000
7:00 AM	0	97	5	0	102	2	174	1	0	177	2	0	0	0	2	0	0	7	0	7	288
7:15 AM	1	137	0	0	138	0	181	0	0	181	1	0	0	3	4	0	0	16	0	16	339
7:30 AM	1	134	0	0	135	0	212	0	0	212	0	0	0	1	1	0	0	15	0	15	363
7:45 AM	2	138	. 2	0	142	0	215	0	0	215	0	. 0	0	3	3	0	0	12	0	12	372
Total	4	506	7	0	517	2	782	1	0	785	3	0	0	7	10	0	0	50	0	50	1362
8:00 AM	0	124	0	0	124	0	169	3	D	172	1	0	0	3	4	1	0	7	0	8	308
8:15 AM		120	0	0	122	0	154	0	0	154	0	0	0	1	1	0	0	4	0	4	281
8:30 AM	0	133	0	0	133	0	198	0	0	198	0	1	0	0	1	0	0	4	0	4	336
8:45 AM	2	116	0	0	118	0	188	0	0	188	0	0	0	2	2	1	0	9	0	10	318
Total	4	493	0	0	497	0	709	3	0	712	1	1	0	6	8	2	0	24	0	26	1243
Grand Total	l e	1256	7	0	1272	l 3	2064	6	0	2073	4	1	0	15	20	5	0	90	0	95	3460
	1		-	_	1212	-				2010					LU	ı	_			•••	0400
Approh %	0.7	98.7	0.6	0.0	00.0	0.1	99.6	0.3	0.0		20.0	5.0	0.0	75.0		5.3	0.0	94.7	0.0		
Total %	0.3	36.3	0.2	0.0	36.8	0.1	59.7	0.2	0.0	59.9	0.1	0.0	0.0	0.4	0.6	0.1	0.0	2.6	0.0	2.7	
		Govern	nor Rd (S	R 0322)			Govern	or Rd (S	R 0322)			F	Private Dv	w			We	st Areba	Ave		1
			Eastboun			L		Vestbour					Vorthbour			L	S	outhbour	ıd		<u> </u>
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hou	r From	7:1	5 AM	to	8:18	AM															
Volume	1 4	533	2	0	539	l o	777	3	0	780	2	0	o	10	12	l 1	0	50	0	51	1382
Percent	0.7	98.9	0.4	0.0		0.0	99.6	0.4	0.0		18.7	0.0	0.0	83.3		2.0	0.0	98.0	0.0		
7:45 AM	1																				
Volume	1 2	138	2	0	142	٥	215	0	0	215	١٥	0	0	3	3	١٥	0	12	0	12	372
Peak	1 -	100	-	•	172	ľ	210	٧	•	210	ľ	٠	٠	3	3	Ιľ	•	12	·	12	OIL
Factor	l										l										
High Int.		5 AM	_	_			AM	_	_		7:15		_				AM				
Volume	2	138	2	0	142	0	215	0	0	215	1 1	0	0	3	4	0	0	16	0	16	0.00
PHF	0.50	0.97	0.25		0.95		0.90	0.25		0.91	0.50			0.83	0.75	0.25		0.78		0.80	0.93
Heavy Vehicles %	0%	6%	0%			0%	3%	67%			0%	0%	0%			0%	0%	2%			
MIsc.	U-Tum		RTOR	Bikes		U-Turn		RTOR	Bikes		U-Tum		RTOR	Bikes		U-Tum		RTOR	Bikes		
171100.	D		0	0		0		0	0		0		0	0		0		0	0		



Route 322 Corridor Evaluation AM PEAK HOUR

									Hea	vy Vehici	es & Bic	vcles			-						
		Govern	or Rd (S	R 0322)			Govern	or Rd (S		_		Р	rivate Dv					st Areba			
		5	astboun	d			٧	Vestbour	nd			N	orthbour	nd			\$	outhbour	nd		
Start Time	Left	Thru	Right	Bikes	App. Total	Left	Thru	Right	Bikes	App. Total	Left	Thru	Right	Bikes	App. Totai	Left	Thru	Right	Bikes	App. Total	Int. Total
6:00 AM	0	4	0	0	4	0	2	0	0	2	Ò	0	0	1	1	0	0	0	0	0	. 7
6:15 AM	0	5	0	0	5	0	7	0	0	7	0	0	0	0	0	0	0	0	0	0	12
6:30 AM	0	5	0	0	5	0	7	0	0	7	0	0	0	0	0	0	0	0	0	0	12
6:45 AM	.0	4	0	0	4	0	4	0	0	4	0	0	0	0	0	0	0	0_	0	0	8
Total	0	18	0	0	18	0	20	0	0	20	0	0	0	1	1	0	0	0	0	0	39
				_			_							•					•	0	I 40
7:00 AM		4	0	0	4	0	5	1	0	6	0	0	0	0	0	0	0	0	0	0	10 9
7:15 AM		4	0	0	4	0	5	Ü	U	5 6	0	0	0	0	0	0	n	0	0	0	13
7:30 AM		7	0	0	r	0	6	0	Ü	0	0	0	Ö	0	0	ŏ	0	0	Ö	D	9
7:45 AM		23	0	0	23	0	17	1	0	18	0	- 0	0	0	0	0	0	0	0	ŏ	41
Total	1 0	23	0	0	23	"	17	1	U	10	, ,	υ	v	U	0	U		0	U	•	1 41
8:00 AM	Ιo	15	0	٥	15	Ιo	8	2	٥	10	Ιo	D	0	0	0	0	0	1	0	1	26
8:15 AM		5	ň	õ	5	ا آ	9	ō	ō	9	٥	Ď	Ď	Ö	ō	ŏ	ō	Ó	ō	0	14
8:30 AM		5	ñ	ñ	5	۱ŏ	6	ŏ	ō	6	٥١	ŏ	ō	Ď	ā	ō	ō	ō	0	0	11
8:45 AM		4	ā	ō	4	١٥	7	ō	0	7	lo	Ö	Ó	Ó	Ó	0	0	0	0	0	11
Total		29	ō	Ō	29	0	30	2	0	32	0	0	0	0	0	0	0	1	0	1	62
						•															
Grand Total	ه ا	70	0	0	70	0	67	3	0	70	0	0	0	1	1	0	0	1	0	1	142
Grand Total	۱ ۳	70	U	U	70	,		_		70	ľ	-	_	'		1	_	'	-	•	'72
Apprch %	0.0	100.0	0.0	0.0		0.0	95.7	4.3	0.0		0.0	0.0	0.0	100.0		0.0	0.0	100.0	0.0		
Total %	0.0	49.3	0.0	0.0	49.3	0.0	47.2	2.1	0.0	49.3	0.0	0.0	0.0	0.7	0.7	0.0	0.0	0.7	0.0	0.7	l
	27															1					
Overall	Π.		90	_		١.					١				_	_		4			57
Peak Hour	0	34	0	0	34	0	20	2	0	22	D	0	0	0	0	0	0	1	0	1	"
Volume	L.					l					I					ı					I



AN EMPLOYEE-OWNED COMPANY Route 322 Corridor Evaluation

Intersection #: 5 Job Number: R002484.0476 Date: 1/15/2015

AM PEAK H		Evaluatio	ri											Р	age No:	1/15/20	15				
										All Ve	hicles										
			or Rd (S					or Rd (S										Beech Av			
	-	, '	Eastboun	d	A		· · · · · · · · ·	Vestboun	d	1 4		<u>N</u>	lorthbour	ıd	800		S	outhbour	1d	Ann	Int.
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Total
6:00 AM	0	32	0	0	32	0	99 135	0	0	99	0	0	0	0	0	0	0	0	0	0	131
6:15 AM 6:30 AM	0	66 62	0	0	66 62	a	152	0	0	135 152	١٥	0	0	0	ő	1 1	ő	ő	0	1	215
6:45 AM		94	ŏ	ŏ	94	ŏ	191	ō	ő	191	lő	ő	ő	ő	Ď	Ö	ŏ	2	ŏ	2	287
Total	-	254	0	0	254	. 0	577	0	0	577	0	0	0	0	0	1	0	2	0	3	834
7:00 AM	Ιo	92	0	٥	92	l o	172	0	0	172	Ιo	0	0	0	0	l 1	0	3	0	4	268
7:15 AM		141	ō	ō	141	Ö	182	Ö	Ö	182	Ö	0	0	0	0	1	0	0	0	1	324
7:30 AM	0	134	0	0	134	0	210	0	0	210	0	-0	0	0	0	0	0	1	0	1	345
7:45 AM	3	141	0	0	144	0	215	0	0	215	0	0	0	0	0	0	0	1	0	11	360
Total	3	508	0	0	511	0	779	0	0	779	0	0	0	D	0	2	0	5	0	7	1297
8:00 AM	0	122	0	0	122	0	174	1	0	175	D	0	0	0	0	0	0	1	0	1	298
8:15 AM	0	122	0	0	122	0	150	0	0	150	0	0	0	0	0	1	0	3	0	4	276
8:30 AM		131	0	0	131	0	198	0	0	198	0	0	0	0	0	0	0	1	0	1	330
8:45 AM	0	120 495	0	0	120 495	0	189 711	0	0	189 712	0	0	0	0 D	0	0	0	5	0	6	309 1213
Total	1 0	400	Ü	Ü	400		,,,		v	712	1 0	Ü	Ü	Ü			Ü	J	•	•	12.0
Grand Total	3	1257	0	0	1260	0	2067	1	0	2068	0	0	0	0	0	4	0	12	0	16	3344
Approh %	0.2	99.8	0.0	0.0		0.0	100.0	0.0	0.0							25.0	0.0	75.0	0.0		
Total %	0.1	37.6	0.0	0.0	37.7	0.0	61.8	0.0	0.0	61.8	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.4	0.0	0.5	J
		-	D-1 (O	D 00001			0	D4 (0	D 0000\									Beech Av			1
			nor Rd (S Eastboun					or Rd (S Vestbour				N	lorthbour	nd				outhbour			
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hou	r From	7:1	5 AM	to		5 AM				1001					1041						
Volume	1 3	538	0	0	541	1 0	781	1	0	782	Ιo	0	0	0	0	1 1	0	3	0	4	1327
Percent 7:45 AM	0.6	99.4	0.0	0.0		0.0	99.9	0.1	0.0							25.0	0.0	75.0	0.0		
Volume Peak	3	141	0	0	144	0	215	0	0	215	0	0	0	00	0	0	0	1	0.00	1	360
Factor																					
High Int.	7:4				444		5 AM	^		045		AM .		Ð		7:00	MAC		0	4	
Volume PHF	0.25	141 0.95	0	0	144 0.94	0	215 0.91	0 0.25	0	215 0.91	0	0	0	.0	0	0.25	0	3 0.75	u	1.00	0.92
Heavy	0%	6%	0%		0.07	0%	3%	0%		~·~·	0%	0%	0%			0%	0%	0%			
Vehicles %				D.11			φ		D''			U/8		Diller			U/0		Dileer		ł
Misc.	U-Turr 0	1	RTOR 0	Bikes 0		U-Tum 0		RTOR 0	Bikes 0		U-Tum 0		RTOR 0	Bikes 0		U-Turn 0		RTOR 0	Bikes 0		1



AN EMPLOYEE-OWNED COMPANY
Route 322 Corridor Evaluation
AM PEAK HOUR

Volume

Intersection #: 5 Job Number: R002484.0476 Date: 1/15/2015 Page No: 2

Heavy Vehicles & Bicycles
Governor Rd (SR 0322) Governor Rd (SR 0322) Eastbound Beech Ave Westbound Northbound Southbound App. Total Int. Арр. App. Start Time Left Thru Rìght Bikes Left Thru Right Bikes Left Thru Right Bikes Left Thru Right Bikes Total 2 Total Total Total 6:00 AM 5 Ď 13 6 ō 0 0 0 6:15 AM 0 0 0 0 0 D 0 0 0 0 0 ō 9 0 6:30 AM 2 0 0 2 0 0 0 6:45 AM 0 20 0 0 0 D 0 20 0 0 0 0 0 0 11 7:00 AM 6 0 0 0 4 5 0 0 0 0 0 0 0 0 0 7:15 AM 7:30 AM 0 0 2 5 0 0 0 0 0 8 0 0 ō ō 8 ٥ 0 ٥ 12 7:45 AM 0 8:00 AM 8:15 AM 11 10 0 0 0 n 0 n D 0 27 0 16 0 0 16 ٥ 11 10 0 0 0 0 ō ō Ö Ö ŏ 15 5 5 0 0 5 0 ō 8:30 AM ō Ö 5 0 0 Q 0 0 ۵ 0 0 10 8:45 AM 0 0 69 0 68 0 0 68 0 0 0 0 0 0 0 0 1 138 Grand Total 0 69 100.0 0.0 0.0 100.0 0.0 Apprch % 0.0 100.0 0.0 0.0 0.0 0.0 0.0 0.7 0.0 50.0 0.0 0.0 50.0 0.0 0.0 0.0 49.3 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.7 0.0 Overall 0 0 55 0 0 0 0 0 0 21 0 0 21 0 0 0 0 0 Peak Hour 34 0 34



Route 322 Corridor Evaluation AM PEAK HOUR

										All Ve	hicles										
- 1			or Rd (Si					or Rd (Si										reenlea F			
			astboun	d			V	Vestboun	d			N	lorthboun	d			S	outhbour	ıd		
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
6:00 AM	0	30	0	0	30	0	100	0	0	100	0	- 0	0	0	0	0	0	0	0	0	130
6:15 AM	0	64	0	0	64	0	129	1	0	130	0	0	0	0	0	0	0	1	0	1	195 228
6:30 AM	0	67	0	0	67	0	160	0	0	160	0	0	0	0	0	0	0	1	0	1	277
6:45 AM	0	89 250	0	0	89 250	0	187 576	1	0	187 577	0	0	0	0	0	0	0	3	0	3	830
Total			-	-								-	-		_		•				
7:00 AM	0	92	0	0	92	0	172	0	0	172	0	0	0	0	0	2	0	0	0	2	266
7:15 AM	0	139	0	0	139	0	175	0	0	175	0	0	0	0	0	0	0	2	0	2	316 347
7:30 AM	0	134	0	0	134	D	213 210	0	0	213 210	0	0	0	0	0	0	מ	1	Ö	1	346
7:45 AM	1	134 499	0 D	0	135 500	0	770	0	0	770	0	0	0	0	0	2	0	3	0	5	1275
Total	. '		v	U	500		770	-	U			•	-	_	_	. –	•	-	-		
8:00 AM	1	121	0	0	122	0	171	0	0	171	0	0	0	0	0	0	0	1	0	1 :	294
8:15 AM	0	122	0	0	122	0	159	0	0	159	0	0	0	0	0	0	0	0	0	0	281
8:30 AM	0	132	0	0	132	0	196	1	0	197	0	0	0	0	0	0	0	0	0	0 3	329 306
8:45 AM	0	119	0	0	119	0	184 710	1	0	184 711	0	0	0	0	0	1	0	3	0	4	1210
Total	1	494	0	0	495	0	/10	1	U	711	U	U	u	U	U	' '	v	3	U		1210
											ri.					60					ı
Grand Total	2	1243	0	0	1245	0	2056	2	0	2058	0	0	0	0	0	3	0	9	0	12	3315
Apprch %	0.2	99.8	0.0	0.0		0.0	99.9	0.1	0.0							25.0	0.0	75.0	0.0		
Total %	0.1	37.5	0.0	0.0	37.6	0.0	62.0	0.1	0.0	62.1	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.3	0.0	0.4	l
			or Rd (S					or Rd (S					Northbour		_			ireenlea f iouthbour			
		<u> </u>	astboun	a	Ann		¥	Vestbour		LApp		<u>_</u>			App.	-	s			App.	Int.
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	Total	Left	Thru	Right	Peds	Total	Total
Peak Hou	r From	7:1	AM	to		AM															
Volume	1 2	528	0	0	530	1 0	769	0	0	769	Ιo	0	0	0	0	Ιo	0	4	0	4	1303
Percent	0.4	99.6	0.0	0.0	000	0.0	100.0	0.0	0.0		ľ	-	•	_		0.0	0.0	100.0	0.0		
7:30 AM	V	00.0	0.0	0.0							l										
Volume	١.	404			404	۱۵	213	0	D	213	١،	0	0	0	0	١٥	0	0	0	0	347
Peak	0	134	0	0	134	ľ	213	160	U	213	ľ		U		v	, ,	٠	٠	U	·	J-77
Factor											l _					Į					
High Int.	7:19	5 AM				7:30		35				MA (5 AM	_	_	_	
Volume	0	139	0	0	139	0	213	0	0	213	0	0	0	0	0	1	0	2	0	3	١
PHF	0.50	0.95			0.95	I	0.90			0.90	Į.							0.50		0.50	0.94
Heavy Vehicles %	0%	6%	0%			0%	2%	0%			0%	0%	0%			0%	0%	0%			
Misc.	U-Turn		RTOR	Bikes		U-Tum		RTOR	Bikes		U-Tum		RTOR	Bikes		U-Tum		RTÓR	Bikes		1
MISC.	0		0	0		0		0	0		0		0	0		0		0	0		



AN EMPLOYEE-DWINED COMPANY
Route 322 Corridor Evaluation
AM PEAK HOUR

AM FEAR III	JUR														age 140.	_					
										vy Vehic	les & Bic	ycles									
			or Rd (S						R 0322)									reenlea l			l
		E	astboun	d			V	Vestbour	nd			N	Iorthbour	nd			S	outhbour	nd		<u> </u>
Start Time	Left	Thru	Rìght	Bikes	App. Total	Left	Thru	Right	Bikes	App. Total	Left	Thru	Right	Bikes	App. Total	Left	Thru	Right	Bikes	App. Total	int. Total
6:00 AM	0	2	0	0	2	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	5
6:15 AM	0	3	0	0	3	0	6	0	0	6	0	0	0	0	0	0	0	0	0	0	9
6:30 AM	0	4	0	0	4	0	6	0	0	6	0	0	0	0	0	0	0	0	0	0	10
6:45 AM	ō	3	ō	Ö	3	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	7
Total	ō	12	Ō	0	12	0	19	0	0	19	ā	0	0	0	Ö	0	0	0	0	0	31
			_	_				-			•					•					•
7:00 AM	0	4	0	0	4	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	9
7:15 AM	0	4	0	0	4	Ó	4	0	D	4	0	0	0	0	0	0	0	0	0	0	8
7:30 AM	0	7	ō	0	7	Ó	5	Ö	0	5	0	0	0	0	0	0	0	D	0	0	12
7:45 AM	0	8	0	0	8	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	9
Total	0	23	0	0	23	0	15	0	0	15	0	0	Ó	- 0	0	0	0	0	0	0	38
	,										•										•
8:00 AM	0	14	0	0	14	D	8	0	0	8	0	0	0	0	0	0	0	0	0	0	22
8:15 AM	0	4	0	0	4	0	10	0	0	10	0	0	0	0	0	0	0	0	0	0	14
8:30 AM	0	5	0	0	5	0	7	0	0	7	0	0	0	0	0	0	0	0	0	0	12
8:45 AM	0	4	0	0	4	0	6	0	0	6	0	0	0	0	0	0	0	0	0	0	10
Total	0	27	0	0	27	0	31	0	0	31	0	0	0	0	0	0	0	0	0	0	58
	,										•										
											41										
Grand Total	0	62	0	0	62	0	65	0	0	65	0	0	0	0	0	0	0	0	0	0	127
Approh %	0.0	100.0	0.0	0.0		0.0	100.0	0.0	0.0												l
Total %	0.0	48.8	0.0	0.0	48.8	0.0	51.2	0.0	0.0	51,2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	l
10tal 76	0.0	40.0	0.0	0.0	40.0	0.0	31.2	0.0	0.0	31,2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Overall	ł					1					1					ĺ.					1
Peak Hour	ه ا	33	0	0	33	l o	18	0	0	18	0	0	0	0	0	١٥	0	0	0	0	51
Volume	ľ	-		J	50	l	,,,	•	•			•	-	-	-	"	-	•	_	_	-
70/11110	ı					ı															



Route 322 Corridor Evaluation AM PEAK HOUR

AM PEAK H	OUR									A II 3.4-	tala.				age Ivo.	•					
			Rt. 322	4				Rt. 322 Vestboun	4	All Ve	hicles		Cherry D					Cherry Di]
		t	astboun		App.					App.	-				Арр.	. 1				Арр.	Int.
Start Time	Left	Thru	Right	Peds	Total	Left	Thru	Right	Peds	Total	Left	Thru	Right	Peds	Total	Left	Thru	Right	Peds	Total	Total
6:00 AM	0	27	8	0	35	24	90	0	0	114	5	0	0	0	5	0	1	2	0	3	157
6:15 AM	0	61	2	0	63	25	119	1	D	145	12	0	0	0	12	0	2	0	0	2	222
6:30 AM	0	53	15	0	68	37	140	1	0	178	15	1	1	0	17	0	6 7	5 3	0	11 11	274 336
6:45 AM	0	74 215	19 44	0	93 259	40 126	170 519	2	0	210 647	16	1	<u>6</u> 7	0	22 56	1	16	10	0	27	989
Total	0	215	44	O	258	120	519	2	U	047	40		,	U	50	' '	10	10	•		1 200
7:00 AM	1	75	17	0	93	37	148	2	1	188	17	1	10	0	28	2	5	3	D	10	319
7:15 AM	1	114	25	0	140	69	161	3	0	233	21	4	9	0	34	7	10	0	0	17	424
7:30 AM	1 1	99	31	1	132	66	184	2	1	253	27	4	10	0	41	7	16	1 2	1	25	451 483
7:45 AM	0	108	30	1	138 503	75 247	191 684	9	3	269 943	27 92	5 14	18 47	0	50 153	6 22	18 49	6	1	26 78	1677
Total	3	396	103	1	503	241	684	9	3	943	92	14	41	U	100	22	40	0	'	10	1 1077
8:00 AM	2	88	33	0	123	53	142	0	0	195	28	5	8	0	41	11	6	0	0	17	376
8:15 AM	0	89	35	0	124	42	119	1	0	162	27	2	16	0	45	4	11	4	0	19	350
8:30 AM	3	87	40	0	130	39	166	4	0	209	28	2	17	0	47	7	5	3	0	15	401
8:45 AM	7	77 341	28 136	0	107 484	46 180	153 580	5 10	0	770	29 112	13	13 54	0	46 179	26	8 30	10	0	15 66	372 1499
Total	'	341	130	U	404	100	500	10	·	***	1 112	10	04	Ü	110	1 -0	50	10			,
Grand Total	10	952	283	1	1246	553	1783	21	3	2360	252	28	108	0	388	49	95	26	1	171	4165
Approh %	0.8	76.4	22.7	0.1		23.4	75.6	0.9	0.1		64.9	7.2	27.8	0.0		28.7	55.6	15.2	0.6		
Total %	0.2	22.9	6.8	0.0	29.9	13.3	42.8	0.5	0.1	56.7	6.1	0.7	2.6	0.0	9.3	1.2	2.3	0.6	0.0	4.1	İ
			Rt. 322					Rt. 322					Cherry D	r				Cherry D			1
			Eastboun	d			\	Vestbour	nd		ļ		orthbou	nd		L		outhbour	nd		1 1-1
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hou	r From	7:1	5 AM	to	8:18	S AM															
Volume	I 4	409	119	1	533	263	678	7	2	950	103	18	45	3	169	31	50	3	1	85	1737
Percent 7:45 AM	0.8	76.7	22.3	0.2		27.7	71.4	0.7	0.2		60.9	10.7	26.6	1.8		36.5	58.8	3.5	1.2		
Volume Peak	0	108	30	0	138	75	191	2	1	269	27	5	18	1	51	6	18	2	0	26	484
Factor	1					7.46	AM.				7.46	5 AM				7:46	5 AM				l .
High Int. Volume	1 17:15	5 AM 114	25	0	140	7:4:	191	2	1	269	27	5 AWI 5	18	1	51	6.45	18	2	0	26	
PHF	0.50	0.90	0.90	0.25	0.95	0.88	0.89	0.58	0.50	0.88	0.92	0.90	0.63	0.38	0.83	0.70	0.69	0.38	0.25	0.82	0.90
Heavy	0.50	7%	4%	0.20	0.00	2%	3%	0%	0.00		2%	0%	2%	0.00		0%	0%	0%			
Vehicles %	"	.,.		Blkes		ļ -·		RTOR	Bikes		U-Tum		RTOR	Bikes		U-Tum		RTOR	Bikes		
Misc.	U-Turn 0		RTOR 37	0 Bikes		U-Turn 0		0	0		0-1011		24	3		0		2	0		J.



AN EMPLOYEE-OWNED COMPANY Route 322 Corridor Evaluation AM PEAK HOUR

VIALL PARK L	0011													•	ago ivo.	-					
										vy Vehic	les & Blc										
			Rt. 322					Rt. 322					Cherry D					Cherry D			
			Eastboun	ıd			V	Vestbour	nd			N	lorthbour	nd			S	outhbou	nd		
Start Time	Left	Thru	Right	Bikes	App. Total	Left	Thru	Right	Bikes	App. Total	Left	Thru	Right	Bikes	App. Total	Left	Thru	Right	Bikes	App. Total	Int. Total
6:00 AM	0	3	1	0	4	1	3	0	0	4	0	0	0	0	0	0	0	0	0	0	8
6:15 AM	0	4	0	1	5	0	4	0	0	4	2	0	0	0	2	0	0	0	0	0	11
6:30 AM	0	4	1	1	6	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	11
6:45 AM	0	3	0	0	3	0	4	0	0	4	1	0	0	0	1	0	0	0	1	1	9
Total	0	14	2	2	18	1	16	0	0	17	3	0	0	0	3	0	0	0	1	1	39
7:00 AM	0	5	0	0	5	1	3	0	0	4	1	0	Q	1	2	0	0	0	0	0	11
7:15 AM	0	3	1	0	4	2	4	0	0	6	0	0	0	0	0	0	0	0	0	0	10
7:30 AM	0	6	2	0	8	3	4	0	D	7	2	0	0	0	2	0	0	0	0	0	17
7:45 AM	0	9	1	0	10	0	4	0	0	4	0	0	1	1	2	0	0	0	0	0	16
Total	0	23	4	0	27	6	15	0	0	21	3	0	1	2	6	0	0	0	0	0	54
8:00 AM	0	12	1	0	13	0	6	0	0	6	0	0	0	2	2	0	0	0	0	0	21
8:15 AM	0	2	1	0	3	0	7	0	0	7	1	0	2	0	3	0	0	0	0	0	13
8:30 AM	0	4	0	0	4	1	4	0	0	5	2	0	0	0	2	0	0	0	0	0	11
8:45 AM	0	3	1	0	4	0	7	0	0	7	0	0	0	0	0	0	0	0	0	0	11
Total	0	21	3	0	24	1	24	0	0	25	3	0	2	2	7	0	0	0	0	Ö	56
Grand Total	l o	58	9	2	69	8	55	0	0	63	9	0	3	4	16	0	0	D	1	1	149
	ı		_		00	-		_	_	-	_	-	_		10	-	-	-	•		1
Apprch % Total %	0.0	84.1 38.9	13.0 6.0	2.9 1.3	46.3	12.7 5.4	87.3 36.9	0.0	0.0	42.3	56.3 6.0	0.0 0.0	18.8 2.0	25.0 2.7	10.7	0.0	0.0	0.0	100.0 0.7	0.7	
IOIAI 76	0.0	30.8	0.0	1.3	46.3	5.4	30.9	0.0	0.0	42.3	0.0	0.0	2.0	2.1	10.7	0.0	0.0	0.0	0.7	Ų. <i>j</i>	
Overall Peak Hour Volume	0	30	5	0	35	5	18	0	0	23	2	0	1	3	6	0	0	0	0	0	64



AN EMPLOYEE-OWNED COMPANY Route 322 Corridor Evaluation AM PEAK HOUR

AM PEAK H	IOUR												Pag	ge No:	3					
									U-Tum	& RTOR										
			Rt. 322					322				herry Dr					Cherry Dr			
		<u>Ea</u>	stbound	<u></u>			West	bound			No.	orthboune			<u> </u>	Ş	outhboun	<u>d , </u>		
Start Time	U-Turn		RTOR		App. Total	U-Turn	RT	OR	App. Total	U-Turn		RTOR		App. Total	U-Tum		RTOR		App. Total	Int. Total
6:00 AM	0		1		1	0		0	0	0		0		0	0		1		1	2
6:15 AM			0		0	0		0	0	0		0		0	0		0		0	0
6:30 AM			3		3	0		1	1	0		1		1	0		4		4	9
6:45 AM			7		7	0		0	0	0		5		5	0		2		2	14
Total	0		11		11	0		1	1	0		6		6	0		7		7	25
7:00 AM	1 0		5		5	0		0	0	0		7		7	0		3		3	15
7:15 AM			8		8	0		0	0	0		5		5	0		0		0	13
7:30 AM	0		10		10	0		0	D	0		4		4	0		1		1	15
7:45 AM	0		8		8	0		0	0	0		9		9	0		1		1	18
Total	0		31		31	0		D	0	0		25		25	0		5		5	61
8:00 AM			11		11	0		0	0	0		6		6	0		0		0	17
8:15 AM			10		10	0		0	0	0		8		8	0		1		1	19
8:30 AM			5		5	0		1	1	0		6		6	0		0		0	12
8:45 AM			10		10	0		1	1	0		9		9	0		1		0	20
Total	0		36		36	0		2	2	0		29		29	0		1		1	68
Grand Total	ه ا		78		78	0		0	0	0		60		60	0		13		13	151
	1					_		•									400.0			
Approh % Total %	0.0	0.0	100.0 51.7	0.0	51.7	0.0	(.0	0.0	0.0	0.0	100.0 39.7	0.0	39.7	0.0	0.0	100.0 8.6	0.0	8.6	
Overall Peak Hour Volume	0		37		37	0		0	0	0		24		24	o		2		2	63



Route 322 Corridor Evaluation AM PEAK HOUR

AM PEAK H	OUR													Р	age No:	1					
			or Rd (SI					or Rd (Si Vestbour		All Ve	hicles		m Rd (SF Iorthboun					/ille Rd (8 outhbour)	
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
6:00 AM	0	18	5	Ó	23	4	94	32	0	130	21	23	6	0	50	6	11	5	0	22	225
6:15 AM	2	42	12	0	56	3	110	31	0	144	24	25	6	0	55	7	16	7	0	30	285
6:30 AM	0	39	12	0	51	7	135	53	0	195	40	44	10	0	94	23	15	4	0	42	382
6:45 AM	2	68	16	0	86	13	170	46	0	229	39	50	13	0	102	53	31	6	0	90	507
Total	4	167	45	0	216	27	509	162	0	698	124	142	35	0	301	89	73	22	0	184	1399
7:00 AM	0	65	20	0	85	13	146	37	0	196	37	50	24	0	111	32	25	7	0	64	456
7:15 AM	3	103	27	0	133	7	159	40	0	206	64	43	25	0	132	45	24	7	0	76	547
7:30 AM	5	73	32	0	110	8	197	27	0	232	52	52	13	0	117	26 25	33 28	11 12	0	70 65	529 528
7:45 AM	8	84	29	0	121	15	180	33	0	228	59	30	25	0	114		110	37	0	275	2060
Total	16	325	108	0	449	43	682	137	0	862	212	175	87	0	474	128	110	3/	U	2/0	2060
8:00 AM	4	78	32	0	114	13	128	19	0	160	56	51	15	0	122	18	22	11	0	51	447
8:15 AM	3	81	23	0	107	10	121	34	0	165	49	41	23	0	113	25	23	5	0	53	438
8:30 AM	3	71	35	0	109	19	165	25	0	209	46	38	13	0	97	12	18	4	0	34	449
8:45 AM	6	71	23	0	100	15	142	19	. 0	176	54	38	19	0	111	12	39	15	0	66	453
Total	16	301	113	0	430	57	556	97	0	710	205	168	70	0	443	67	102	35	0	204	1787
Grand Total	36	793	266	0	1095	127	1747	396	0	2270	541	485	192	0	1218	284	285	94	0	663	5246
Approh %	3.3	72.4	24.3	0.0		5.6	77.0	17.4	0.0		44.4	39.8	15.8	0.0		42.8	43.0	14.2	0.0		
Total %	0.7	15.1	5.1	0.0	20.9	2.4	33.3	7.5	0.0	43.3	10.3	9.2	3.7	0.0	23.2	5.4	5.4	1.8	0.0	12.6	l
		Govern	or Rd (S	R (1322)			Govern	or Rd (S	R 0322)		Ι	Fishbu	m Rd (SI	R 2011)			Hockers	ville Rd (SR 2011)	1
			Eastboun					Vestbour					orthbour					outhbou			1
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total_	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hou	r From	7:0	MA C	to	8:00) AM															
Volume	l 16	325	108	0	449	43	682	137	0	862	212	175	87	0	474	128	110	37	0	275	2060
Percent 7:15 AM	3.6	72.4	24.1	0.0		5.0	79.1	15.9	0.0		44.7	36.9	18.4	0.0		46.5	40.0	13.5	0.0		
Volume						l _					l			•	400			-		70	F47
Peak	3	103	27	0	133	7	159	40	0	206	64	43	25	0	132	45	24	7	0	76	547
Factor	1																				l
High Int.		5 AM		_) AM		_			AM		_	400		5 AM			00	
Volume	3	103	27	0	133	8	197	27	0	232	64	43	25	0	132	53	31	6	0	90 0.90	0.94
PHF	0.50	0.79	0.84		0.84	0.72	0.87	0.86		0.93	0.83	0.84	0.87		0.90	0.71	0.83	0.77		0.90	0.84
Heavy Vehicles %	6%	6%	1%			7%	2%	3%			2%	6%	5%			1%	4%	3%			
Misc.	U-Turn 0		RTOR 12	Bikes 0		U-Tum 0		RTOR 6	Bikes 0		U-Tum 0		RTOR 48	Bikes 0		U-Tum 0		RTOR 11	Bikes 0		1



Route 322 Corridor Evaluation

AM PEAK H	OUR													Р	age No:	2					
			or Rd (S Eastbour					or Rd (S Vestbour	R 0322)	vy Vehic	es & Blc	Fishbu	rn Rd (Si					ville Rd ()	
Start Time	Left	Thru	Right	Bikes	App. Total	Left	Thru	Right	Bikes	App. Total	Left	Thru	Right	Bikes	App. Total	Left	Thru	Right	Bikes	App. Total	int. Total
6:00 AM	0	3	0	0	3	0	1	2	0	3	3	1	0	0	4	0	0	0	0	0	10
6:15 AM	0	2	0	0	2	0	3	0	0	3	1	2	0	0	3	1	1	0	0	2	10
6:30 AM	0	0	2	0	2	1	4	1	0	6	2	1	0	0	3	0	2	0	0	2	13
6:45 AM	0	5	0	0	5	0	3	2	0	5	1	2	0	0	3	0	2	. 0	0	2	15
Total	0	10	2	0	12	1	11	5	0	17	7	6	0	0	13	1	- 5	0	0	6	48
7:00 AM	0	5	0	0	5	1	3	1	0	5	2	7	1	0	10	0	0	0	0	0	20
7:15 AM	0	2	0	0	2	0	4	1	0	5	1	2	1	0	4	0	0	D	0	0	11
7:30 AM	0	5	1	0	6	0	4	1	0	5	1	1	1	0	3	0	0	1	D	1	15
7:45 AM	1	8	0	0	9	2	4	1	0	7	0	1	1	0	2	1	4	0	0	5	23
Total	1	20	1	0	22	3	15	4	0	22	4	11	4	0	19	1	4	1	0	6	69
8:00 AM	1	11	5	0	17	0	5	0	0	5	2	0	0	0	2	0	0	1	0	1	25
8:15 AM	1	5 6	0	0	6	0	5	0	0	5	3	2	2	0	7	1 1	2	0	0	3	21
8:30 AM	0		0	0	6	1 1	4	0	0	5	1 1	2	0	D	3	0	1	0	0	1	15
8:45 AM	0	3	0	0	3	0	5	0	0	5	3	3	0	0	6	2	2	0	0	4 .	18
Total	2	25	5	0	32	[1	19	0	0	20	9	7	2	0	18	[3	5	1	0	9	79
Grand Total	l ₃	55	8	o	66	5	45	9	0	59	20	24	6	0	50	5	14	2	0	21	196
	ı		_	-	-	_		-	•				_			I -					
Apprch % Total %	4.5 1.5	83.3 28.1	12.1 4.1	0.0 0.0	33.7	8.5 2.6	76.3 23.0	15.3 4.6	0.0 0.0	30.1	40.0 10.2	48.0 12.2	12.0 3.1	0.0	25.5	23.8 2.6	66.7 7.1	9.5 1.0	0.0 0.0	10.7	•
Overall Peak Hour Volume	1	20	1	0	22	3	15	4	0	22	4	11	4	0	19	1	4	1	0	6	69



Route 322 Corridor Evaluation

AM PEAK H	IOUR											Page	ю: з				
			nor Rd (SP Eastbound			G	Sovernor Rd (SR 0322) Westbound		& RTOR	Fishbum Nor	Rd (SR		Т	Hoc	kersville Rd (S	d	
Start Time	U-Turn		RTOR		App. Total	U-Tum	RTOR	App. Total	U-Turn	F	RTOR	Ap _i Tot	U-Tu	ırn	RTOR	Ap _l Tot	
6:00 AM	0		1		1	0	0	0	0		3	3	0		1	1	5
6:15 AM			3		3	0	2	2	0		3	3	0		1	1	9
6:30 AM	0		1		1	0	3	3	0		3	3	0		1	1	8
6:45 AM	0		1		_1	0	1	1	0		11	11			0	0	13
Total	0		6		6	0	6	6	0		20	20	0		3	3	35
7:00 AM	0		2		2	0	0	0	0		14	14			5	5	21
7:15 AM			5		5	0	1	1	0		15	16			2	2	23
7:30 AM	0		3		3	0	4	4	0		7	7	0		1	1	15
7:45 AM	0		2		2	0	1	1	0		12	12			3	3	18
Total	0		12		12	0	6	6	0		48	48	0		11	11	77
8:00 AM			1		1	0	0	0	0		9	9	0		3	3	13
8:15 AM			2		2	0	1	1	0		15	18			0	0	18
8:30 AM			5		5	0	0	0	0		7	7	0		1	1	13
8:45 AM			1		1	0	11	1_	0		11	1			2	2	15
Total	0		9		9	0	2	2	0		42	42	0		6	6	59
Grand Total	٥		27		27	 0	0	0	0		110	11	0 0		20	20	157
A	0.0	0.0	100.0	0.0					0.0	0.0	100.0	0.0	0.		0.0 100.0	0.0	
Approh % Total %	0.0	0.0	17.2	0.0	17.2	0.0	0.0	0.0	0.0	0.0	70.1	70			12.7	12.	7
Overall Peak Hour Volume	o		12		12	o	6	6	0		48	4	0		11	1	77



AN EMPLOYEE-OWNED COMPANY

Route 322 Corridor Evaluation AM PEAK HOUR

AM FEAR III	OUN									All Ve	hiclae			-							
1		Govern	or Rd (Si	3 03221			Govern	or Rd (SF	R 0322)	VII AC	IIIÇICŞ					!		Elm Ave			1
		E	astboun	d ,				estboun				N	lorthboun	d		<u> </u>	S	outhboun	d		
Start Time	Left	Thru	Right	Peds	App. Totat	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
6:00 AM	7	23	0	0	30	0	122	0	0	122	D	0	0	0	0	0	0	12	0	12	164
6:15 AM	2	52	0	0	54	0	136	0	0	136	0	0	0	0	0	0	0	11	0	11 12	201 268
6:30 AM	10	64	0	0	74	0	182	0	0	182	0	0	0	0	0	0	0	12 20	0	20	362
6:45 AM	6	127	0	0	133 291	0	209 649	0 D	0	209 649	0	0	0	0	0	0	0	55	0	55	995
Total	25	266	U	U	291	U	049	U	U	049		u	v	0	U	1 0		50		00	1 550
7:00 AM	9	115	0	0	124	0	179	0	0	179	0	0	0	0	0	0	0	17	0	17	320
7:15 AM	9	162	Ŏ	ō	171	Ö	171	0	0	171	0	0	0	0	0	0	0	31	0	31	373
7:30 AM	10	105	0	0	115	0	199	0	0	199	0	0	0	0	0	0	0	29	0	29	343
7:45 AM	24	113	0	0	137	0	196	0	0	196	0	0	Q	0	0	0	0	31	0	31	364
Total	52	495	0	0	547	0	745	0	0	745	D	0	0	0	0	0	0	108	0	108	1400
8:00 AM	1 17	97	0	0	114	0	135	0	0	135	0	0	0	0	0	1	0	24	0	25	274
8:15 AM	18	111	ō	0	129	0	145	0	0	145	0	0	0	0	0	0	0	22	1	23	297
8:30 AM	16	83	0	0	99	0	190	0	0	190	0	0	0	0	0	0	0	22	0	22	311
8:45 AM	30	72	0	0	102	. 0	153	11	0_	154	0	0	0	0	0	0	0	25	0	25	281
Total	81	363	0	0	444	0	623	1	0	624	0	0	0	0	0] 1	0	93	1	95	1163
Grand Total	158	1124	0	0	1282	0	2017	1	0	2018	0	D	0	0	0	Ť 1	0	256	1	258	3558
	1		_		1202				_		•	_	-	•		0.4	-	00.0	0.4		
Apprch %	12.3	87.7	0.0	0.0	20.0	0.0	100.0 56.7	0.0 0.0	0.0	56.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	99.2 7.2	0.0	7.3	
Total %	4.4	31.6	0.0	0.0	36.0	0.0	30.7	0.0	0.0	50.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7.2	0.0	1.0	•
		Govern	nor Rd (S	R 0322)		Г		or Rd (S			Ι							Elm Ave			1
	ļ		Eastboun	d				Vestbour	d			1	lorthbour	nd		-		outhbour	nd	1 400	Int.
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Total
Peak Hou	ir From	7:0	0 AM	to	8:00	AM					,										
Volume	52	495	0	0	547	Ιo	745	0	0	745	I 0	0	0	0	0	J 0	0	108	0	108	1400
Percent	9.5	90.5	0.0	0.0	•	0.0	100.0	0.0	0.0							0.0	0.0	100.0	0.0		1
7:15 AM																					
Volume	l 9	162	0	0	171	ا ا	171	0	0	171	0	0	0	0	0	Ιo	0	31	0	31	373
Peak	ľ	102	٠	J		ľ		•	•		101	_	_	-	_	-	-				
Factor	l					٠					۰.۵					7.45	AM				
High int.		5 AM	0		171	0 6:45	5 AM 209	0	0	209	ان ا	MA 0	0	0	0	۰۰۰۱ ا	0	31	0	31	
		162	LI	0		ľ		v	U	0.94	ľ	v	u	U	•	"	J	0.87	-	0.87	0.94
Volume	9		_		0.80																
Volume PHF	0.54	0.76			0.80		0.94			Q.D.						0.00	00/	201			1
Volume PHF Heavy			976		0.80	0%	3%	0%		4.5 1	0%	0%	0%			0%	0%	2%			
Volume PHF	0.54	0.76		Bikes	0.80	0% U-Turn		0% RTOR	Bikes	Q.5 1	0% U-Tum		0% RTOR 0	Bikes 0		0% U-Tum 0	0%	2% RTOR 0	Bikes 0		



ANEMPLOYER-OWNED COMPANY
Route 322 Corridor Evaluation
AM PEAK HOUR

23

3

Peak Hour Volume 0

0

Intersection #: 9 Job Number: R002484.0476 Date: 1/15/2015 Page No: 2

Heavy Vehicles & Bicycles
Governor Rd (SR 0322) Governor Rd (SR 0322) Elm Ave Eastbound Westbound Northbound Southbound App. Total App. Total Int App. App. Start Time Right Thru Bikes Left Thru Right Bikes Left Right Bikes Left Thru Left Thru Right Bikes Total Total Total 6:00 AM Ω 5 8 0 6:15 AM 5 3 0 Ö ٥ ŏ 0 5 0 0 3 0 0 0 D Q 0 D a 6:30 AM 6:45 AM Total 0 0 10 5 14 0 Q 16 7:00 AM 7:15 AM 0 ٥ ۵ 0 12 6 0 Û 0 5 0 0 5 0 n 0 0 Ö 5 ō Ö ō Ö ō 0 0 Ō 0 0 7:30 AM 0 6 0 0 0 5 5 0 0 0 0 0 ٥ 0 0 11 7:45 AM Total 8:00 AM 10 0 ۵ 12 0 5 ٥ ٥ 5 ٥ ٥ ۵ ۵ 0 ٥ 0 0 18 8:15 AM 10 10 0 ō Ď 4 ō 8:30 AM 6 ۵ 6 0 0 0 D 0 0 0 0 n 0 0 10 8:45 AM Grand Total 5 68 0 0 73 0 52 0 0 52 0 0 0 0 0 Q 0 3 0 3 128 Apprch % 0.0 0.0 100.0 0.0 0.0 0.0 100.0 0.0 57.0 2.3 Total % 3.9 53.1 0.0 0.0 0.0 40.6 0.0 0.0 40.6 0.0 0.0 0.0 0.0 0.0 0.0 0.0 2.3 0.0 Overali

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47



AN EMPLOYEE-OWNED COMPANY

Route 322 Corridor Evaluation AM PEAK HOUR

										All Ve	hicles										
ſ	-		Hope Dr					ler Care I					Cherry D					Cherry Dr			
			astboun				V	Vestboun	<u>d</u>	A		N	lorthbour	ıd	A		5	outhboun	id	Ann	Int.
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Total
6:00 AM	1	0	1	0	2	0	0	0	0	0	21	4	0	0	25	0	1	22	D	23	50
6:15 AM	2	D	2	0	4	0	0	0	0	0	28	10	0	0	38	1	1	26	0	28	70
6:30 AM	0	0	2	0	2	0	0	0	0	0	47	11	0	0	58	2	5 8	39 56	0	46 64	106 151
6:45 AM	1	_1_		0	3	0	0	0 _	0	0	67 163	17 42	0	0	84 205	3	15	143	- ö -	161	377
Total	4	1	6	0	11	U	U	U	v	U	100	42	v	U	200			140	-		
7:00 AM	1	0	1	0	2	0	0	0	0	0	52	26	3	0	81	2	9	45	0	56	139
7:15 AM	3	0	6	1	10	0	0	0	D	0	72	34	0	0	106	4	10	75	0	89	205
7:30 AM	2	0	9	1	12	0	0	0	0	0	84	27	4	D D	115	8	13 8	87 107	0	108 118	235 276
7:45 AM	4	0	4	2	10	1	0	2 2	1	4	105 313	35 122	11	0	144 446	17	40	314	. 0	371	855
Total	10	0	20	4	34	1	0	2	1	4	1 313	122	11	U	440	. ''					
8:00 AM	6	0	2	2	10	D	1	1	12	14	61	27	4	0	92	8	8	70	0	86	202
8:15 AM	9	0	6	2	17	1	1	2	8	12	57	25	4	0	86	5	13	70	0	88	203
8:30 AM	20	0	9	0	29	0	0	0	1	1	37	19	4	0	60	4	12	68	0	84 82	174 169
8:45 AM	28	0	6	0	34	0		3	22	28	33 188	19 90	12	0	52 290	21	44	67 275	0	340	748
Total	63	0	23	4	90	1	2	3	22	20	1 100	30	12	v	250	21	44	213	U	J-10	1 170
Grand Total	77	1	49	8	135	2	2	5	23	32	664	254	23	0	941	41	99	732	0	872	1980
Apprch %	57.0	0.7	36.3	5.9		6.3	6.3	15.6	71.9		70.6	27.0	2.4	0.0		4.7	11.4	83.9	0.0		
Total %	3.9	0.1	2.5	0.4	6.8	0.1	0.1	0.3	1.2	1.6	33.5	12.8	1.2	0.0	47.5	2.1	5.0	37.0	0.0	44.0	
											•										
			Hope Di				Kin	der Care	Dwy				Cherry D	r				Cherry D			1
			Eastboun	d			\	Vestbour	ď				orthbour	nd			s	outhbour	nd		
Start Time	Left	Thru	Right	Peds	App.	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hou	r From	7:1	5 AM	to		AM															
Volume	15	0	21	6	42	l 1	1	3	13	18	322	123	12	Q	457	23	39	339	0	401	918
Percent	35.7	0.0	50.0	14.3		5.6	5.6	16.7	72.2		70.5	26.9	2.6	0.0		5.7	9.7	84.5	0.0		Į.
7:45 AM																					1
Volume	₄	0	4	2	10	1	0	2	1	4	105	35	4	٥	144	3	8	107	0	118	276
Peak	"	v	4	~	10	l '	v	-	•	-	'**	-	•	•	1-7-4	•	•				
Factor											1					- 4-					
High Int.		AM	_	_		8:00			40	4.4		5 AM			444		AM	107	0	118	
Volume	28	0	6	0	34	0	1	1	12 0.27	14 0.32	105 0.77	35 0.88	4 0.75	0	144 0.79	3 0.72	8 0.75	0.79	U	0.85	0.83
PHF	0.63		0.58	0.75	88.0	0.25	0.25	0.38	0.27	0.32	1	-			0.79					0.00	0.00
Heavy Vehicles %	7%	0%	0%			0%	0%	0%			0%	2%	0%			0%	13%	0%			
Misc.	U-Turn		RTOR	Bikes		U-Turn		RTOR	Bikes 0		U-Tum D		RTOR 0	Bikes 0		U-Tum 0		RTOR 0	Bikes 0		1
	10		0	0		0		0			1 0		U	U							ı



AN EMPLOYEE-DWNED COMPANY Route 322 Corridor Evaluation AM PEAK HOUR

AM PEAN II	OUR														age No.	2					
										vy Vehic	les & Bic										
			Hope D					der Care					Cherry D			l		Cherry D			
			Eastbour	ıd			V	Vestbour	nd			- 1	lorthbour	nd			S	outhbour	ıd		
Start Time	Left	Thru	Right	Bikes	App. Total	Left	Thru	Right	Bikes	App. Total	Left	Thru	Right	Bikes	App. Total	Left	Thru	Right	Bikes	App. Total	Int. Total
6:00 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	2	0	0	2	3
6:45 AM	0	0	_ 0	. 0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	1	0	1	0	0	0	0	0	0	2	0	0	2	0	2	1	0	3	6
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	1	0	D	1	3
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	3	0	0	3	4
7:45 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	3
Total	1	0	0	0	1	0	0	0	0	0	0	3	0	0	3	0	6	1	0	7	11
8:00 AM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	0	0	0	D	0	2
8:15 AM	0	0	0	0	0	1	0	2	0	3	0	1	0	0	1	1	0	0	0	1	5
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	2
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	11	1
Total	0	0	0	0	0	1	0	2	0	3	1	3	1	0	5	2	0	0	0	2	10
Grand Total	1	0	1	0	2	1	0	2	0	3	1	8	1	0	10	2	8	2	0	12	27
Ammont 0/	50.0	0.0	E0.0	0.0		22.2	0.0	207	0.0		10.0	80.0	10.0	0.0		16.7	66.7	16.7	0.0		
Apprch % Total %	3.7	0.0	50.0 3.7	0.0 0.0	7.4	33.3 3.7	0.0	66.7 7.4	0.0	11.1	3.7	29.6	3.7	0.0	37.0	7.4	29.6	7.4	0.0	44.4	l
Overall Peak Hour Volume	1	0	0	0	1	0	0	0	0	0	1	2	0	0	3	D	5	1	0	6	10



Route 322 Corridor Evaluation AM PEAK HOUR

AM PEAK H	OUR													1	age No:	1					
[Cherry Di					rivate Dri		All Ve	hicles		and Hill F					and Hill F]
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
6:00 AM	0	1	1	0	2	0	0	0	0	0	13	6	0	0	19	1	5	11	0	17	38
6:15 AM	2	0	1	0	3	0	0	0	0	0	15	13	0	0	28	0	2	23	0	25	56
6:30 AM	1	1	5	0	7	0	0	0	0	0	21	12	0	0	33	4	7	37	0	48	88
6:45 AM	0	2	6	0	8	0	0	0	0	0	23	16	0	0	39	3	12	61	0	76	123
Total	3	4	13	0	20	0	0	0	0	0	72	47	0	0	119	8	26	132	0	166	305
7:00 AM	0	1	10	0	11	0	0	1	0	1	34	32	0	0	66	5	10	47	0	62	140
7:15 AM	4	1	9	0	14	0	0	0	0	0	42	32	0	0	74	0	11	62	0	73	161
7:30 AM	11	1	9	0	21	0	0	0	0	0	47	20	1	0	68	0	11	76	0	87	176
7:45 AM	4	0	10	0	14	0	0	0	0	0	59	36	0	0	95	1	21	77	0	99	208 685
Total	19	3	38	0	60	0	0	1	0	1	182	120	1	0	303	6	53	262	0	321	[685
8:00 AM	3	0	7	0	10	0	0	D	0	0	44	19	0	0	63	2	12	45	0	59	132
8:15 AM	6	0	14	0	20	0	0	0	0	D	39	28	0	0	67	4	13	46	0	63	150
8:30 AM	12	2	7	0	21	0	0	0	0	0	28	17	0	0	45	2	20	35	0	57	123
8:45 AM	5	<u>3</u>	10 38	0	18 69	0	0	0	0	0	23 134	16 80	1	0	40 215	7 15	13 58	31 157	0	51 230	109 514
Total	26	5	50	Ü	00		•	•	Ü		1 104	00		Ů	2.0		00				
Grand Total	48	12	89	0	149	0	0	1	0	1	388	247	2	0	637	29	137	551	0	717	1504
Apprch % Total %	32.2 3.2	8.1 0.8	59.7 5.9	0.0 0.0	9.9	0.0 0.0	0.0 0.0	100.0 0.1	0.0 0.0	0.1	60.9 25.8	38.8 16.4	0.3 0.1	0.0	42.4	4.0 1.9	19.1 9.1	76.8 36.6	0.0 0.0	47.7	1
			Cherry D					rivate Dri Nestbour				-	and Hill !			1		and Hill F]
		T	Eastboun	<u> </u>	I 400		'	Westbour	10	Ann			lorthbour	10 I	App					App.	Int
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	Total	Total
Peak Hou	r From	7:0	0 AM	to	8:00	AM															
Volume	19	3	38	0	60	0	0	1	0	1	182	120	1	0	303	6	53	262	0	321	685
Percent 7:45 AM	31.7	5.0	63.3	0.0		0.0	0.0	100.0	0.0		60.1	39.6	0.3	0.0		1.9	16.5	81.6	0.0		
Volume	4	0	10	0	14	0	0	0	0	0	59	36	0	0	95	1	21	77	0	99	208
Peak Factor																					
High Int.	7:3	0 AM				7:00	AM C				7:45	AM				7:45	5 AM				
Volume	11	1	9	0	21	0	0	1	0	1	59	36	0	0	95	1	21	77	0	99	I
PHF	0.43	0.75	0.95	-	0.71		-	0.25		0.25	0.77	0.83	0.25		0.80	0.30	0.63	0.85		0.81	0.82
Heavy Vehicles %	0%	0%	11%			0%	0%	0%			1%	3%	0%			0%	2%	0%			l
Misc.	U-Tum 0		RTÓR 0	Bikes O		U-Tum 0		RTOR 0	Bikes 0		U-Tum 0		RTOR 0	Bikes 0		U-Tum 0		RTOR 0	Bikes 0		



AN EMPLOYES-OWNED COMPANY
Route 322 Corridor Evaluation
AM PEAK HOUR

AM PEAN IN	JUK													-	age No.	~					
										vy Vehic	les & Bic										
			Cherry D					rivate Dr					and Hill F			l		and Hill F			
\longrightarrow		1	Eastboun	a		_	. V	Vestbou	na		_		orthbour	10	۸		<u>\$</u>	outhbour	10		Int.
Start Time	Left	Thru	Right	Bikes	App. Total	Left	Thru	Right	Bikes	App. Total	Left	Thru	Right	Bikes	App. Total	Left	Thru	Right	Bikes	App. Total	Total
6:00 AM	0	0	1	0	1 .	0	Ō	0	0	0	0	0	0	0	0	0	0	0	0	0	1
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
6:30 AM	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
6:45 AM	0	0	0	0	0	0	. 0	. 0	Û	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	3	0	3	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	4
7:00 AM	0	0	0	0	0	0	0	0	0	0	1	3	0	0	4	0	0	1	0	1	5
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
7:45 AM	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	1	<u> </u>	0	1	3
Total	0	0	4	0	4	0	0	0	0	0	1	3	0	0	4	0	1	1	0	2	10
8:00 AM		0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	D	0	0	2
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	- 1	0	0	1	0	0	1	D	1	2
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	D	0	1	0	0	0	0	0	1
8:45 AM	. 0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	0	1	0	1	5
Grand Total	0	0	7	0	7	0	0	0	0	0	ľ.	8	0	0	9	۱ ،	1	2	0	3	19
Grand Total		_	r	•	1	١ ٠	U	U	v	v	h '	•	-		9	_		_		•	19
Apprch %	0.0	0.0	100.0	0.0							11.1	88.9	0.0	0.0		0.0	33.3	66.7	0.0		
Total %	0.0	0.0	36.8	0.0	36.8	0.0	0.0	0.0	0.0	0.0	5.3	42.1	0.0	0.0	47.4	0.0	5.3	10.5	0.0	15.8	l
Overall Peak Hour Volume	o	0	4	0	4	0	0	0	0	0	ī	3	0	0	4	0	1	1	0	2	10



Route 322 Corridor Evaluation AM PEAK HOUR

AM PEAK H	OUR										1-1-1			P	age No:	1					
			and Hill F				v	Vestboun	ıd	All Ve	hicles		m Rd (Sf Iorthbour					rn Rd (Sf			
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
6:00 AM	7	0	0	0	7	0	0	0	0	0	12	43	0	0	55	0	16	2	0	18	80
6:15 AM	13	0	4	0	17	0	0	0	0	0	25	46	0	0	71	0	29	2	0	31	119
6:30 AM	11	0	3	0	14	0	0	0	0	0	38	88	0	0	126	0	26	12	0	38	178
6:45 AM	17	0	3	0	20	0	0	0	0	0	56	89	0	0	145	0	46	16	.0	62	227
Total	48	0	10	0	58	0	0	0	0	0	131	266	0	0	397	0	117	32	0	149	604
7:00 AM	32	0	5	0	37	D	0	0	0	0	46	87	0	D	133	0	41	13	0	54	224
7:15 AM	26	0	10	0	36	0	0	0	0	0	71	108	0	0	179	0	53	8	0	61	276
7:30 AM	14	0	16	D	30	0	0	0	0	0	77	92	0	0	169	0	63	10	0	73	272
7:45 AM	25	0	16	0	41	0	D	0	0	0	78	102	0	0	178	0	54	22	0	76	295
Total	97	0	47	0	144	0	0	D	0	0	270	389	0	0	659	0	211	53	0	264	1067
MA 00:8	14	0	7	0	21	0	0	0	0	0	51	100	0	0	151	0	53	11	0	64	236
8:15 AM	25	0	15	0	40	0	0	0	0	0	42	93	0	0	135	0	42	14	D	56	231
8:30 AM	17	0	14	0	31	0	0	0	0	0	40	73	0	0	113	0	56	18	0	74	218
8:45 AM Total	15 71	0	7 43	0	22 114	0	0	0	0	0	35 168	99 365	0	0	134 533	0	55 206	18 61	0	73 267	229 914
Grand Total	216	0	100	0	316	0	0	0	0	0	569	1020	0	0	1589	0	534	146	0	680	2585
Apprch % Total %	68.4 8.4	0.0	31.6 3.9	0.0 0.0	12.2	0.0	0.0	0.0	0.0	0.0	35.8 22.0	64.2 39.5	0.0 0.0	0.0	61.5	0.0 0.0	78.5 20.7	21.5 5.6	0.0	26.3	
			and Hill F										rn Rd (Si					m Rd (Si		-	1
			Eastboun	d			1	Vestbour	10		ļ.,	^	orthbour	nd				outhbou	na	1 000	l loa
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hou	r From	7:1	5 AM	to	8:18	5 AM															
Volume	79	0	49	0	128	1 0	0	0	0	0	275	402	0	0	677	0	223	51	0	274	1079
Percent 7:45 AM	61.7	0.0	38.3	0.0							40.6	59.4	0.0	0.0		0.0	81.4	18.6	0.0		
Volume Peak	25	0	16	0	41	0	0	0	0	0	76	102	0	0	178	0	54	22	0	76	295
Factor	7:4	5 AM				6:00	MA C				7:16	5 AM				7.4	5 AM				ì
High Int. Volume	25	D AIM	16	0	41	0.00	O	0	0	0	71	108	0	0	179	آن ا	54	22	0	76	
PHF	0.76	U	0.77	•	0.78	ľ	U	v	·	Ü	0.89	0.93	~	•	0.95	ľ	0.88	0.58	-	0.90	0.91
Heavy Vehicles %	1%	0%	0%			0%	0%	0%			1%	2%	0%			0%	4%	8%			
Misc.	U-Tum 0		RTOR 0	Bikes 0		U-Tum 0		RTOR 0	Bikes 0		U-Turn 0		RTOR 0	Bikes 0		U-Tum 0		RTOR 0	Bikes 0		



AN EMPLOYEE-OWNED COMPANY

Route 322 Corridor Evaluation AM PEAK HOUR

Peak Hour Volume Intersection #: 12 Job Number: R002484.0476 Date: 1/15/2015 Page No: 2

Heavy Vehicles & Bicycles
Fishburn Rd (SR 2011) Sand Hill Rd Fishburn Rd (SR 2011) Westbound Eastbound Northbound Southbound Int. App. Total App. Total App. App. Right Start Time Right Bikes Left Bikes Left Thru Rìght Bikes Left Thru Right Bikes Left Thru Thru Total Total 6:00 AM 0 'n n a 0 0 ō ō ō ō ō ō Ö 6:15 AM 0 0 0 2 0 0 6:30 AM 0 0 0 0 0 0 0 0 0 0 0 3 0 0 8 6:45 AM Total 7:00 AM 0 0 0 0 0 0 0 0 0 0 0 12 0 4 0 0 0 7:15 AM 0 0 0 7:30 AM 7:45 AM Total Ö 0 3 Ð 0 0 0 n n 0 0 0 0 0 n 2 2 0 30 5 2 2 8:00 AM 0 0 Q 1 0 ٥ 0 0 0 2 0 4 0 10 4 2 2 8:15 AM 0 0 3 0 0 0 0 0 0 5 0 0 5 0 0 0 10 8:30 AM 0 0 2 0 0 0 0 0 0 0 0 0 0 6 8:45 AM 13 10 32 0 0 27 Grand Total 9 0 2 0 11 0 0 0 0 0 5 40 0 0 45 0 21 6 83 11.1 6.0 0.0 0.0 22.2 7.2 88.9 0.0 77.8 0.0 Apprch % 81.8 0.0 18.2 0.0 0.0 32.5 13.3 0.0 0.0 0.0 54.2 0.0 0.0 48.2 0.0 25.3 0.0 Total % 10.8 0.0 24 0.0 Overall 0 0 0 1 0 0 0 0 0 4 10 0 0 14 0 9: 0 13 28



Route 322 Corridor Evaluation

Intersection #: 13 Job Number: R002484.0476 Date: 1/15/2015 Page No: 1

AM PEAK H	OUR													P	age No:	1					
		-	ampus D)r			-	Campus D)r	All Ve	hicles	Ce	enterview	Ln			Ce	nterview	Ln		1
			astboun					Vestboun					lorthbour					outhbour			<u> </u>
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
6:00 AM	7	16	0	0	23	0	5	1	52	58	5	2	2	0	9	3	0	8	0	11	101
6:15 AM 6:30 AM	15 24	22 33	0	0	37 57	0	5 3	4	64 87	73 94	8	3	2 5	1 3	14 15	3 4	0	4 9	0	7 14	131 180
6:45 AM	29	35	ŏ	ő	64	٥	4	3	136	143	7	3	11	0	21	5	Ö	17	ó	22	250
Total	75	106	ő	Ö	181	Ö	17	12	339	368	26	9	20	4	59	15	Ō	38	1	54	662
7:00 AM		35	0	0	51	0	10	5	77	92	8	5	5	1	19	5	0	7	0	12	174
7:15 AM	46	45	0	0	91	0	14	9	98	121	5	5	7	0	17	11	0	12	0	23	252
7:30 AM	41	48	0	0	89	0	20	6	103	129	7	0	8 6	3	18	7	0	17 20	0	24 34	260 346
7:45 AM	62 165	55 183	0	0	117 348	0	22 66	8 28	140 418	170 512	11 31	6 16	26	6	25 79	37	0	20 56	0	93	1032
lotal	100	103	U	U	340		00	20	410	312	[31	10	20	0	19	31	U	30	v		
8:00 AM	35	46	0	0	81	0	9	6	83	98	9	8	10	5	32	12	0	17	0	29	240
8:15 AM	33	42	0	0	75	0	10	14	58	82	13	5	5	1	24	11	0	17	0	28	209
8:30 AM 8:45 AM	21 22	51 59	0	0	72 81	0	1 9 21	8 12	53 51	80 84	16	2	7 7	0	25 33	8 24	0	16 13	0	24 37	201 235
Total		198	0	0	309	0	59	40	245	344	59	18	29	8	114	55	0	63	0	118	885
Grand Total Approh % Total %	351 41.9 13.6	487 58.1 18.9	0 0.0 0.0	0.0 0.0	838 32.5	0 0.0 0.0	142 11.6 5.5	80 6.5 3.1	1002 81.9 38.9	122 4 47.5	116 46.0 4.5	43 17.1 1.7	75 29.8 2.9	18 7.1 0.7	252 9.8	107 40.4 4.1	0.0 0.0	157 59.2 6.1	1 0.4 0.0	265 10.3	2579
	···-		Campus [Campus [Π		enterview					nterview			1
		,	astboun	d	Ann	<u> </u>	<u> </u>	Vestbour	d	App			lorthbour	nd	Ann	-	<u>s</u>	outhbour	nd	App.	Int.
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	Total	Total
Peak Hou	r From	7:1	5 AM	to	8:15	5 AM															
Volume	184	194	0	0	378	l 0	65	29	424	518	32	19	31	12	94	44	0	66	3	113	1103
Percent 7:45 AM	48.7	51.3	0.0	0.0		0.0	12.5	5.6	81.9		34.0	20.2	33.0	12.8		38.9	0.0	58.4	2.7		
Volume Peak	62	55	0	0	117	0	22	8	140	170	11	6	6	3	26	14	0	20	0	34	347
Factor High Int.		5 AM			447	7:45	AM 22		140	170	8:45 21	S AM 3	7		35	8:45 24	AM 0	13	0	37	
Volume PHF Heavy	62 0.74	55 0.88	0	0	117 0.81	0	0.74	8 0.81	0.76	0.76	0.73	0.59	0.78	4 0.60	0.73	0.79	-	0.83	0.38	0.83	0.79
Vehicles %	3%	1%	0%			. 0%	14%	0%			0%	0%	26%			2%	0%	3%	D.11.		
Misc.	U-Tum 0		RTOR 0	Bikes 0		U-Turn 0		RTOR 2	Bikes 0		U-Tum 0		RTOR 10	Bikes 2		U-Tum 0		RTOR 50	Bikes 3		



Route 322 Corridor Evaluation AM PEAK HOUR

Heavy Vehicles & Bicycles

	Heavy Vehicles & Bicycles											_									
		(Campus I	Or				ampus [)r			Ce	nterview	'Ln			Ċe	nterview	Ln		1
		- 1	Eastboun	id		 	V	Vestbour	nd			N	lorthbour	nd			S	outhboui	nd		
Start Time	Left	Thrụ	Right	Bikes	App. Total	Left	Thru	Right	Bikes	App. Total	Left	Thru	Right	Bikes	App. Total	Left	Thru	Right	Bikes	App. Total	Int. Total
6:00 AM		0	0	0	0	0	2	0	0	2	0	0	1	0	1 :	0	0	0	0	0	3
6:15 AM	1	0	0	0	1	D	1	0	0	1	D	1	2	0	3	0	0	0	0	0	5
6:30 AM	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	0	0	0	1	1	3
6:45 AM	0	0	0	0	0	0	2	0	0	2	0	0	1	0	1	1	0	0	0	1	4
Total	1	0	D	D	1	0	6	0	0	6	0	1	5	0	6	1	0	0	1	2	15
7:00 AM	1 1	0	0	0	1	Ιo	4	0	0	4	l n	0	2	0	2	Ιo	0	0	D	a	l 7
7:15 AM	3	1	ñ	Ď	4	ı ŏ	3	ő	Õ	3	ň	ō	2	Õ	2	Ιĭ	ŏ	ŏ	Ď	Ť	10
7:30 AM	1	1	ō	ñ	2	ا آ	3	ā	ñ	3	n	ō	1	1	2	l i	0	1	1	2	9
7:45 AM		ó	ŏ	Ď	ō	Ιŏ	2	ŏ	Õ	2	Ď	ŏ	2	1	3	lõ	ō	1	Ď	1	6
Total		2	Ö	0	7	0	12	0	0	12	Ô	0	7	2	9	1	0	2	1	4	32
8:00 AM	1 1	0	0	٥	1	1 0	1	0	0	1	۵ ا	0	3	0	3	Ιo	D	0	2	2	l 7
8:15 AM	Ó	ō	ō	ō	Ó	lō	2	ō	0	2	ō	1	1	1	3	٥	ō	Ö	0	0	5
8:30 AM	0	1	0	Ō	1	lo	4	0	0	4	a	D	2	1	3	l o	0	1	1	2	10
8:45 AM		1	0	0	2	Õ	2	0	0	2	0	1	1	2	4	Ō	0	1	Ó	1	9
Total		2	0	0	4	0	9	0	0	9	0	2	7	4	13	0	0	2	3	5	31
						21															7
Grand Total	8	4	0	0	12	0	27	0	0	27	0	3	19	6	28	2	0	4	5	11	78
Apprch %	66.7	33.3	0.0	0.0		0.0	100.0	0.0	0.0		0.0	10.7	67.9	21.4		18.2	0.0	36.4	45.5		1
Total %	10.3	5.1	0.0	0.0	15.4	0.0	34.6	0.0	0.0	34.6	0.0	3.8	24.4	7.7	35.9	2.6	0.0	5.1	6.4	14.1	l
Overall	1					1										ı					ĺ
Peak Hour Volume	5	2	0	0	7	0	9	0	0	9	0	0	8	2	10	1	0	2	3	6	32
ACIDITIO	1					I					l					ı					•



AN EMPLOYEE-OWNED COMPANY

Route 322 Corridor Evaluation AM PEAK HOUR

AM PEAK H	OUR					D. Torre	4 DTOO		Page No.	3			
!		Campus Dr Eastbound			Campus Dr Westbound	U-Tum	& RTOR	Centerview Ln Northbound			Centerview Ln Southbound		
Start Time	U-Tum	RTOR	App. Total	U-Turn	RTOR	App. Total	U-Tum	RTOR	App. Total	U-Turn	RTOR	App. Total	Int. Total
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM		0	0	0	1	1	0	0	0	0	3	3	4
6:30 AM		0	0	0	4	4	0	2	2	0	2	2	8
6:45 AM		0	0	0	0	0	0	4	4	0	6	6	10
Total		0	0	0	5	5	0	6	6	0	11	11	22
7:00 AM	0	О	0	0	0	0	0	1	1	0	6	6	7
7:15 AM	0	0	0	0	1	1	0	3	3	0	10	10	14
7:30 AM	0	0	0	0	0	0	0	2	2	0	13	13	15
7:45 AM	D	0	0	D	1	11	0	_2	2	0	15	15	18
Total	0	0	0	0	2	2	0	8	8	0	44	44	54
8:00 AM	0	0	0	0	0	0	0	3	3	0	12	12	15
8:15 AM		0	0	0	4	4	0	2	2	0	10	10	16
8:30 AM		0	0	0	1	1	0	1	1	0	7	7	9
8:45 AM		0	0	0	5	5	0	4	4	0	7	7	16
Total	0	0	0	0	10	10	0	10	10	0	36	36	56
Grand Total	0	0	0	0	0	0	0	24	24	0	91	91	115
Approh % Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0 100.0 0.0 20.9	20.9	0.0	0.0 100.0 0.0 79.1	79.1	
Overall Peak Hour Volume	0	0	0	0	2	2	o	10	10	0	50	50	62



AN EMPLOYEE- OWNED COMPANY

Route 322 Corridor Evaluation PM PEAK HOUR

PM PEAK IX	JUK									411.54				r	age No.	'					
Г			or Rd (SI					or Rd (S		All Ve	hides		niversity I					niversity I			1
			astboun	<u>d</u>				Vestbour	d				lorthboun	d			- 8	outhbour	nd		<u> </u>
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
3:00 PM	14	127	49	0	190	19	154	23	3	199	36	40	17	2	95	9	4	9	0	22	506
3:15 PM	16	137	32	0	185	19	129	33	7	188	37	31	24	1	93	8	10	13	0	31	497
3:30 PM	19	122	21	0	162	18	179	39	0	236	54	49	23	2	128	7	12	8	0	27	553
3:45 PM	10	94	29	. 0	133	12	184	31	9	236	53	43	12	1	109	9	4	12	0	25	503
Total	59	480	131	0	670	68	646	126	19	859	180	163	76	6	425	33	30	42	0	105	2059
4:00 PM	15	108	29	0	152	15	180	52	3	250	53	53	23	4	133	10	10	10	0	30	565
4:15 PM	16	113	25	0	154	16	156	60	2	234	59	56	20	2	137	7	8	9	0	24	549
4:30 PM	17	92	25	0	134	18	166	57	2	243	66	66	36	0	168	12	17	10	0	39	584
4:45 PM	28	102	27	0	157	13	176	58	0	247	55	43	20	2	120	6	18	15	0	39	563
Total	76	415	106	0	597	62	678	227	7	974	233	218	99	8	558	35	53	44	Ô	132	2261
5:00 PM	21	121	24	1	167	10	175	60	1	246	43	52	27	1	123	5	10	9	0	24	560
5:15 PM	15	89	32	0	136	17	163	45	5	230	52	43	17	0	112	14	7	15	0	36	514
5:30 PM	11	105	26	2	144	14	115	43	0	172	43	39	23	1	106	10	8	7	0	25	447
5:45 PM	17	124	34	0	175	10	138	33	1	182	31	31	18	11	81	10	18	7	0	35	473
Total	64	439	116	3	622	51	591	181	7	830	169	165	85	3	422	39	43	38	0	120	1994
Grand Total	199	1334	353	3	1889	181	1915	534	33	2663	582	546	260	17	1405	107	126	124	0	357	6314
Apprch %	10.5	70.6	18.7	0.2		6.8	71.9	20.1	1.2		41.4	38.9	18.5	1.2		30.0	35.3	34.7	0.0		1
Total %	3.2	21.1	5.6	0.0	29.9	2.9	30.3	8.5	0.5	42.2	9.2	8.6	4.1	0.3	22.3	1.7	2.0	2.0	0.0	5.7	Į.
		Covers	or Rd (S	B 03331			Cover	nor Rd (S	D 03331				niversity I	Dr			- 11	niversity	Dr		1
			Eastboun					Nestbour					Northboun					iouthbour			L
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour	From	4:00	0 PM	to		PM				1042		-			1000					T O MAI	1000
Volume 1	76	415	106	0	597	62	678	227	7	974	233	218	99	8	558	35	53	44	0	132	2261
Percent 4:30 PM	12.7	69.5	17.8	0.0		6.4	69.6	23.3	0.7		41.8	39.1	17.7	1.4		26.5	40.2	33.3	0.0		
Volume Peak	17	92	25	0	134	18	166	57	2	243	66	66	36	0	168	12	17	10	0	39	584
Factor											4.00					4.00					
High Int.		PM		_			PM				4:30			•	400	4:30		40	_	20	
Volume	14	127	49	0	190	15	180	52	3	250	66	66	36	0	168	12	17	10	0	39	
PHF	0.68	0.92	0.91		0.95	0.86	0.94	0.95	0.58	0.97	0.88	0.83	0.69	0.50	0.83	0.73	0.74	0.73		0.85	0.97
Heavy Vehicles %	0%	2%	1%			0%	1%	1%			0%	0%	0%			0%	4%	0%			
Misc.	U-Turn 0		RTOR 19	Bikes 0		U-Tum 0		RTOR 70	Bikes 0		U-Tum 2		RTOR 42	Bikes 0		U-Tum 1		RTOR 10	Bikes 0		



AN EMPLOYEE-OWNED COMPANY

Route 322 Corridor Evaluation PM PEAK HOUR

FINITEARTIC	, OI (mg- 1	_					
_										vy Vehicl	es & Bic										1
		Govern	or Rd (S	R 0322)				or Rd (S					niversity					niversity			
		E	astboun	d			V	Vestbour	nd			N	orthbour	ıd			\$	outhbou	nd		
Start Time	Left	Thru	Right	Bikes	App. Total	Left	Thru	Right	Blkes	App. Total	Left	Thru	Right	Bikes	App. Total	Left	Thru	Right	Bikes	App. Total	Int. Total
3:00 PM	0	2	1	0	3	0	4	1	0	5	Ō	0	0	0	0	0	0	0	0	0	8
3:15 PM	ō	3	Ď	1	4	1	0	0	0	1	0	1	1	٥	2	0	0	0	1	1	8
3:30 PM	0	Ĭ.	ò	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
3:45 PM	ō	Ö	ā	Ö	0	0	3	0	0	3	0	0	0	0	0	. 0	0	0	0	0	3
Total	0	6	1	1	8	1	8	1	0	10	0	1	1	0	2	0	0	0	1	1	21
4:00 PM	0	2	0	0	2	0	0	1	0	1	0	1	0	0	1	0	1	0	0	1	5
4:15 PM	0	4	0	0	4	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	7
4:30 PM	0	2	0	0	2	0	2	0	0	2	0	0	0	0	0	0	1	0	0	7	5
4:45 PM	0	1	1	0	2	0	1_	1	0	2	0	0	0	0	0	0	0	0	0	0	4
Total	0	9	1	0	10	0	6	2	0	8	0	1	0	0	1	D	2	0	0	2	21
5:00 PM	0	0	0	0	D	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
5:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1 1
5:30 PM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	4
5:45 PM	0_	1	0	0	1_	0	3	4	0	7	0	0	0	0	0	0	1	0	0	1	9 16
Total	0	1	0	Ó	1	0	10	4	0	14	0	0	0	0	0	0	1	0	0	7	1 10
Grand Total	n	16	2	1	19	Ϊı	24	7	0	32	0	2	1	0	3	0	3	0	1	4	58
	-		_			l					١					0.0	75.0	0.0	25.0		
Apprch % Total %	0.0 0.0	84.2 27.6	10.5 3.4	5.3 1.7	32.8	3.1	75.0 41.4	21.9 12.1	0.0	55.2	0.0	66.7 3.4	33.3 1.7	0.0 0.0	5.2	0.0	75.0 5.2	0.0	1.7	6.9	l .
Overall	_			20,000	40						۱ ,	4	0	0	4	0	2	0	0	2	21
Peak Hour Volume	0	9	1	0	10	0	6	2	0	8	1 0		U	U	ı	ľ	2	U		2	[-



AN EMPLOYEE-OWNED COMPANY

Route 322 Corridor Evaluation PM PEAK HOUR

Intersection #: 1 Job Number: R002484.0476 Date: 1/15/2015 Page No: 3

U-Tum & RTOR

								U-	-lum ë	KIOR									
		Covern	or Rd (Si	2 03221			Governor Rd (S	SR 03221		•	Uni	iversity C	ĎΓ		U	niversity D)r	- 1	
			astbound				Westbou		- 1			rthboun		1	S	outhboun	d	- 1	
Start Time	U-Tum		RTOR	_	App.	U-Tum	RTOR	P	Арр.	U-Tum		RTOR	App.	U-Turn		RTOR		App.	Int
State Tillie	U-Tuin		RIOR		Total	0-10111		<u> </u>	Total	0 10311			Total					Total	Total
3:00 PM	0		11		11	0	8		8	0		11	11	0		4		4	34
3:15 PM	0		6		6	0	8		8	0		13	13	0		6		6	33
3:30 PM	Ó		4		4	0	18		18	1		10	11	0		2		2	35
3:45 PM			6		6	Ó	7		7	0		5	. 5	0		3		3	21
Total			27		27	0	41		41	1		39	40	0		15		15	123
4:00 PM	l 0		3		3	0	19		19	0		11	11	1 0		2		2	35
4:00 PM			6		6	ŏ	15		15	2		6	8	i		2		2	31
4:15 PM 4:30 PM	٥		8		8	ő	13		13	ō		14	14	1		5		6	41
4:30 PM 4:45 PM	0		2		2	٥	23		23	ő		11	11	l i		1		1	37
			19		19	0	70		70	2		42	44	1 1		10		11	144
Total	1 0		19		19	, ,	70		70 1	2		72				10			
5:00 PM	I 0		5		5	0	22		22	0		7	7	0		0		0	34
5:15 PM			7		7	0	13		13	0		6	6	1		5		6	32
5:30 PM			4		4	0	15		15	0		14	14	0		3		3	36
5:45 PM			4		4	0	9		9	1		9	10	0		0_		0	23
Total			20		20	0	59		59	1		36	37	1		8		9	125
Grand Total	ه ا		66		66	0	0		0	4		117	121	2		33		35	222
	l .											00.7		6.7	0.0	94.3	0.0		
Approh %	0.0	0.0	100.0	0.0	20.7	0.0	0.0		0.0	3.3 1.8	0.0	96.7 52.7	0.0 54.5	5.7 0.9	0.0	14.9	0.0	15.8	
Total %	0.0		29.7		29.7	0.0	0.0		U.U	1.0		UE.1	54.0	0.0					
Overall	Ti .					1				l				1					l
Peak Hour	0		19		19	1 0	70		70	2		42	44	1		10		11	144
Volume														1					l
						•				•									



AN EMPLOYEE-OWNED COMPANY

Route 322 Corridor Evaluation PM PEAK HOUR

										All Ve	hicles										
Г			or Rd (SI					or Rd (SF			·		nterview					nterview			
		E	astboun	1			٧	estboun/	<u>d</u>				lorthboun	<u>d</u>	A		S	puthboun		App.	Int.
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total_	Left	Thru	Right	Peds	Total	Total 386
3:00 PM	3	121	18	0	142	16	126	11	0	153	39	9	24 27	0	72 76	11 12	4	4 7	0	22	402
3:15 PM	4	140	10	0	154	12	122	15	1	150 146	40 100	7 15	52	0	167	14	5	4	Ď	23	478
3:30 PM	8	120	14	0	142	13 11	117 151	15 23	1	186	59	19	32	1	111	6	4	8	ŏ	18	422
3:45 PM	19	94 475	9 51	0	545	52	516	64	3	635	238	50	135	3	426	43	16	23	ō	82	1688
Total	19	410	Ð1	•	9 7 5	UZ.	010	01		000				•						· ·	
4:00 PM	5	110	14	0	129	12	154	11	1	178	69	17	41	3	130	10	5	7	0	22	459
4:15 PM	3	121	6	0	130	10	130	18	1	159	85	12	47	3	147	12	1	3	0	16	452
4:30 PM	3	107	15	0	125	16	121	17	2	156	89	23	58	0	170	8	3	10	D	21	472
4:45 PM	3	101	9	2	115	10	134	23	4	171	81	25	37	1	144	6	8	10	3	27	457 1840
Total	14	439	44	2	499	48	539	69	8	664	324	77	183	7	591	36	17	30	3	88	1840
5:00 PM	. 6	120	9	0	135 I	11	135	21	1	168	79	18	28	0	125	13	4	9	0	26	454
5:15 PM	6	103	5	ō	114	17	110	22	1	150	61	21	22	0	104	8	5	6	0	19	387
5:30 PM	1	110	5	1	117	10	101	14	0	125	54	23	27	0	104	14	3	7	0	24	370
5:45 PM	6	110	10	0	126	11	120	19	0	150	42	6	26	1	75	8	6	. 9	0	23	374
Total	19	443	29	1	492	49	466	76	2	593	236	68	103	1	408	43	18	31	0	92	1585
Grand Total Approh %	52 3.4	1357 88.3	124 8.1	3 0.2	1536	149 7.9	1521 80.4	209 11.0	13 0.7	1892	798 56.0	195 13.7	421 29.5	11 0.8	1425	122 46.9	51 19.6	84 32.3	3 1.2	260	5113
Total %	1.0	26.5	2.4	0.1	30.0	2.9	29.7	4.1	0.3	37.0	15.6	3.8	8.2	0.2	27.9	2.4	1.0	1.6	0.1	5.1	
1021 70	1.0	20.0	-,-	0	00.0																
		Cover	nor Rd (S	B 03221			Govern	or Rd (S	R 0322)			C	enterview	Ln			Ce	enterview	Ln		1
			Eastbour					Vestbour				1	Northbou	nd		L	S	outhbour	nd		
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hou	r From	4:0	0 PM	to	5:00	PM															
Volume	I 14	439	44	2	499	l 48	539	69	8	664	I 324	77	183	11	595	36	17	30	3	86	1844
Percent	2.8	88.0	8.8	0.4	700	72	81.2	10.4	1.2		54.5	12.9	30.8	1.8		41.9	19.8	34.9	3.5		
3:30 PM	1.0	QQ. Q	0.0	ψ		'-															
Volume Peak	8	120	14	0	142	13	117	15	1	146	100	15	52	3	170	14	5	4	0	23	481
Factor		c DM				3.44	5 PM				4.3	0 PM				4:4	5 PM				1
High Int.	4	5 PM 140	10	0	154	11	151	23	1	186	89	23	58	1	171	6	8	10	3	27	I
Volume PHF	0.70	0.91	0.73	0.25	0.96	0.75	0.88	0.75	0.50	0.93	0.91	0.77	0.79	0.55	0.87	0.75	0.53	0.75	0.25	08.0	0.97
Heavy				V.EU	0.00				4.00	5.50						3%	0%	D%			I
Vehicles %	0%	4%	5%			2%	3%	0%			1%	1%	0% RTOR	Bikes		U-Tum		RTOR	Bikes		
Misc.	U-Tum 0	ı	RTOR 4	Bikes 0		U-Tum 0		RTOR 15	Bikes 0		U-Turn 0		79	4		0-14m		9	0		1



AN EMPLOYEE-OWNED COMPANY

Route 322 Corridor Evaluation PM PEAK HOUR

									Llos	vy Vehicl	oe & Ric	urles			•						
1		Cover	or Dd /Q	R 0322)			Covern	or Rd (S	R 0322)	A A A GUILLO	GG 01 1010		nterview	l n			Ce	nterview	i.n		1
			Eastbour			į .		Vestbour					lorthbour					outhbour			l
Start Time	Left	Thru	Right	Bikes	App. Total	Left	Thru	Right	Bikes	App. Total	Left	Thru	Right	Bikes	App. Total	Left	Thru	Right	Bikes	App. Total	Int. Total
3:00 PM	0	3	0	0	3	1	7	0	0	8	1	1	1	4	7	0	0	0	0	0	18
3:15 PM	ō	5	ō	Ö	5	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	7
3:30 PM	ō	2	0	0	2	1	4	0	0	5	1	1	0	3	5	1	0	0	0	1	13
3:45 PM	0	3	0	0	3	1	3	1	0	5	1	0	0	0	1	0	0	0	0	0	9
Total		13	0	0	13	3	16	1	0	20	3	2	1	7	13	1	0	0	0	1	47
4:00 PM	0	6	1	0	7	1 1	2	0	0	3	1	0	0	2	3	0	0	0	0	0	13
4:15 PM	0	6	0	0	6	0	3	0	0	3	0	0	0	0	0	1	0	0	0	1	10
4:30 PM	0	2	1	0	3	0	4	0	0	4	0	0	0	1	1	0	0	0	0	0	8
4:45 PM	0	2	0	0	2	0	6	0	0	6	2	1	0	1	4	0	0	0_	0	0	12
Total	D	16	2	0	18	1	15	Ö	0	16	3	1	0	4	8	1	0	0	0	1	43
5:00 PM	0	2	0	0	2	0	2	0	0	2	0	0	2	1	3	0	0	0	0	0	7
5:15 PM	0	2	0	0	2	1	3	0	0	4	0	0	0	0	0	0	0	0	0	0	6
5:30 PM	0	0	0	0	0	1	7	0	0	8	0	1	0	1	2	0	0	0	0	0	10
5:45 PM	0	3	0	0	3	0	5	0	0	5	0	1	0	0		0	1	0	0	1	10
Total	0	7	0	0	7	2	17	0	0	19	0	2	2	2	6	0	1	0	0	1	33
Grand Total	l o	36	2	0	38	6	48	1	0	55	6	5	3	13	27	2	1	0	0	3	123
												40.5	44.4	40.4		66.7	00.0	0.0	0.0		
Apprch % Total %	0.0	94.7 29.3	5.3 1.6	0.0 0.0	30.9	10.9 4.9	87.3 39.0	1.8 0.8	0.0 0.0	44.7	22.2 4.9	18.5 4.1	11.1 2.4	48.1 10.6	22.0	1.6	33.3 0.8	0.0	0.0	2.4	!
Overall Peak Hour Volume	0	16	2	0	18	1	15	0	0	16	3	1	0	4	8	1	o	0	0	1	43



AN EMPLOYEE-OWNED COMPANY

Route 322 Corridor Evaluation PM PEAK HOUR

Intersection #: 2 Job Number: R002484.0476 Date: 1/15/2015 Page No: 3

							U-Tum	& RTOR						
		Govern	or Rd (SR	(0322)		Governor Rd (SR 032)	2)		Centerview Ln			Centerview Ln		
		E	Eastbound	1		Westbound			Northbound		<u> </u>	Southbound		
Start Time	U-Turn		RTOR	App. Total	U-Tum	RTOR	App. Total	U-Tum	RTOR	App. Total	Ų-Turn	RTOR	App. Total	Int. Total
3:00 PM	0		3	3	0	0	0	0	14	14	0	3	3	20
3:15 PM	0		0	0	0	1	1	0	19	19	0	1	1	21
3:30 PM	0		3	3	0	1	1	0	25	25	0	2	2	31
3:45 PM	0		0	0	0	3	3	0	21	21	0	4	4	28
Total	0		6	6	0	5	5	0	79	79	0	10	10	100
4:00 PM	1 0		1	1	Ιo	4	4	Ιo	16	16	0	3	3	24
4:15 PM			ó	Ď	0	2	2	Ó	16	16	0	0	0	18
4:30 PM			1	1	Ŏ	5	5	0	24	24	0	3	3	33
4:45 PM			2	2	0	4	4	0	23	23	0	3	3	32
Total			4	4	0	15	15	0	79	79	0	9	9	107
5:00 PM	Ιo		o	0	Ιo	4	4	Ιo	14	14	1 0	5	5	23
5:15 PM			2	ž	۱ŏ	2	2	0	12	12	0	4	4	20
5:30 PM			0	ō	Ö	4	4	0	13	13	0	4	4	21
5:45 PM			0	ō	0	3	3	_0	16	16	0	2	2	21
Total			2	2	0	13	13	0	55	55	0	15	15	85
								_			v.			V.
Grand Total	0		12	12	0	0	0	0	213	213	0	34	34	259
Ammanla 9/	0.0	0.0	100.0	0.0				0.0	0.0 100.0 0.0)	0.0	0.0 100.0 0.0		1
Apprch % Total %	0.0	0.0	4.6	4.6	0.0	0.0	0.0	0.0	82.2	82.2	0.0	13.1	13.1	ţ
Overall	i				ľ.			1				101		1
Peak Hour Volume	0		4	4	0	15	15	0	79	79	0	9	9	107



AN EMPLOYEE-OWNED COMPANY Route 322 Corridor Evaluation PM PEAK HOUR Intersection #: 3 Job Number: R002484.0476 Date: 1/15/2015 Page No: 1

PM PEAK H	OUR													-	age No.	•					
		Govern	or Rd (Si	B 03221	_		Govern	or Rd (SI	R 03221	All Ve	hicles							Hillview L	1		1
			Eastboun					Vestboun				١	lorthbour	nd			s	outhbour	ıd		
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
3:00 PM	0	161	0	0	161	0	147	2	D	149	0	0	0	0	0	0	0	0	0	0	310
3:15 PM	1	176	0	0	177	0	141	1	0	142	0	0	0	0	0	0	0	1	0	1	320 333
3:30 PM	3	184	0	0	187	0	144	1	0	145	0	0	0	0	0	0	0	4	0	5	322
3:45 PM Total	2 6	133 654	0	0	135 660	0	182 614	4	0	182 618	0	0	0	0	0	1	0	6	0	7	1285
		001	•	-	'	_		·	-	-											
4:00 PM		156	0	0	160	0	170	1	0	171	0	0	0	0	0	1	0	0	D	1	332
4:15 PM	2	175	0	0	177	0	151	2	0	153	0	0	0	0	0	1	0	3 1	0	1	334 332
4:30 PM	3	170	0	0	173	0	156	2	0	158 168	0	0	0	0	0	0	0	- 1	Ö	1	316
4:45 PM Total	6 15	141 642	0	0	147 657	0	165 642	8	0	650	0	0	- 0	0	0	2	- 0	5	- 0	7	1314
TOTAL	, ,,	U-12	•	J	001		0-12	·				•	_		_		_	_	-	-	
5:00 PM		158	0	0	158	0	172	0	0	172	0	0	0	0	0	0	0	1	0	1	331
5:15 PM	7	124	0	0	131	0	141	4	D	145	0	0	0	0	0	1	0	1	0	2	278
5:30 PM	1 1	157	0	0	158	0	127	1	0	128	0	0	0	0	0	1 1	0	0	0	1 3	287 296
5:45 PM Total	8	145 584	0	0	145 592	0	146 586	7	0	148 593	0	0	0	0	0	3	0	4	0	7	1192
Grand Total	29 1.5	1880 98.5	0 0.0	0 0.0	1909	o.o	1842 99.0	19 1.0	0 0.0	1861	0	0	0	0	0	6 28.6	0 0.0	15 71.4	0 0.0	21	3791
Total %	0.8	49.6	0.0	0.0 R 0322)	50.4	0.0	48.6 Govern	0.5 nor Rd (S	0.0 R 0322)	49.1	0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.4 Hillview L	0.0 n	0.6	1
			Eastboun					Vestbour			<u> </u>		Vorthbour	nd			S	outhbour	nd		100
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hou	r From	3:3	0 PM	to	4:30	PM															
Volume	11	648	0	0	659	0	647	4	0	651	0	0	0	0	0	3	0	8	0	11	1321
Percent 4:15 PM	1.7	98.3	0.0	0.0		0.0	99.4	0.6	0.0							27.3	0.0	72.7	0.0		
Volume Peak	2	175	0	0	177	0	151	2	0	153	0	0	0	0	0	1	0	3	0	4	334
Factor High Int.	3:3	0 PM				3:45	PM				3:00	PM (3:45	5 PM				
Volume	3	184	0	0	187	ا ه	182	0	0	182	0	0	0	0	0	1 1	0	4	0	5	
PHF	0.69	0.88	•	•	0.88	~	0.89	0.50	-	0.89	l Ť	•	_	=	_	0.75	-	0.50		0.55	0.99
Heavy Vehicles %	0%	4%	0%			0%	2%	0%			0%	0%	0%			0%	0%	13%			
Misc.	U-Turr 0	1	RTOR 0	Bikes 0		U-Turn 0		RTOR 0	Bikes 0		U-Tum 0		RTOR 0	Bikes 0		U-Tum D		RTOR 0	Bikes 0		



AN EMPLOYES-CAPMED COMPANY Route 322 Corridor Evaluation PM PEAK HOUR Intersection #: 3 Job Number: R002484.0476 Date: 1/15/2015 Page No: 2

Heavy Vehicles & Bicycles

_										VY VEINCE	92 01 DIC	YU100									
Γ		Govern	or Rd (S	R 0322)				or Rd (S										Hillview L			
		E	astboun	ıd			V	vestbour	id			N	lorthbour	nd			S	outhbour	ndí		
Start Time	Left	Thru	Right	Bikes	App. Total	Left	Thru	Right	Bikes	App. Total	Left	Thru	Right	Bikes	App. Total	Left	Thru	Right	Bikes	App. Total	Int. Total
3:00 PM	0	6	0	0	6	0	7	0	0	7	0	0	0	0	0	0	0	0	0	0	13
3:15 PM	0	6	0	0	6	0	2	0	Q	2	0	0	0	0	0	0	0	0	0	0	8
3:30 PM	0	7	0	0	7	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	12
3:45 PM	0	3	0	0	3	0	4 _	0	0	4	0	0	0	0	0	0	0	1	0	1	8
Total	0	22	0	0	22	0	18	0	0	18	0	0	0	0	0	0	0	1	0	1	41
4:00 PM	0	6	0	0	6	О	3	0	0	3	0	0	0	0	0	0	0	0	0	0	9
4:15 PM	Ō	7	Ö	Ó	7	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	10
4:30 PM	0	3	0	0	3	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	8
4:45 PM	0	2	0	0	2	0	7	0	0	7	0	0	0	0	0	0	0	0	. 0	0	9
Total	0	18	0	0	18	0	18	0	0	18	0	0	0	0	0	0	0	0	0	0	36
5:00 PM	0	4	0	0	4	0	1	0	0	1	D	0	0	0	0	0	Q	0	0	0	5
5:15 PM	0	2	0	0	2	0	3	0	0	3	0	0	0	0	0	0	0	0	D	0	5
5:30 PM	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	0	0	0	0	7
5:45 PM	0	5	0	0	5	0	3	0	0	3	O_	0	0	0	0	0	0	0	0	0	8
Total	0	11	0	0	11	0	14	0	0	14	0	0	0	0	0	0	0	0	0	0	25
Grand Total	0	51	D	0	51	0	50	0	0	50	0	0	0	0	0	0	0	1	0	1	102
Grano rotal	U	Ş1	U	U	91	U	50	v	٠	50	·	U	U	٠	•	ľ	v	•	٠	'	102
Approh % Total %	0.0 0.0	100.0 50.0	0.0 0.0	0.0 0.0	50.0	0.0 0.0	100.0 49.0	0.0 0.0	0.0 0.0	49.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0 0.0	100.0 1.0	0.0	1.0	
Overall Peak Hour Volume	0	23	0	o	23	0	15	0	a	15	0	0	0	0	0	o	D	1	0	1	39



AN EMPLOYEE-OWNED COMPANY Route 322 Corridor Evaluation PM PEAK HOUR Intersection #: 4 Job Number: R002484.0476 Date: 1/15/2015 Page No: 1

PM PEAK H	OUR													Р	age No:	7					
			or Rd (S Eastboun					or Rd (Si		All Ve	hicles		Private Dv					st Areba			
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Rìght	Peds	App. Total	Int. Total
3:00 PM	3	156	0	0	159	0	145	0	0	145	0	0	0	0	0	1	0	3	0	4	308
3:15 PM	4	173	0	0	177	0	140	0	0	140	0	0	0	1	1	1	0	0	0	1	319
3:30 PM	8	172	0	0	180	0	143	0	0	143	0	0	0	1	1	1	0	2	0	3	327
3:45 PM	5	124	0	0	129	0	177	4	0	181	1	0	0	1	2	0	0	4	0	4	316
Total	20	625	0	0	645	0	605	4	0	609	1	0	0	3	4	3	0	9	0	12	1270
4:00 PM	8	152	0	0	160	0	165	3	0	168	0	0	0	1	1	1	0	3	1	5	334
4:15 PM	7	168	0	0	175	0	149	4	0	153	1	0	0	2	3	0	0	2	0	2	333
4:30 PM	23	145	0	0	168	0	155	1	0	156	0	0	0	2	2	0	0	3	0	3	329
4:45 PM	15	125	0	0	140	0	167	2	0	169	0	0	0	5	5_	0	0	2	0	2	316
Total	53	590	0	Q	643	0	636	10	0	646	1	0	0	10	11	1	0	10	1	12	1312
5:00 PM		153	0	0	158	0	165	1	0	166	0	0	0	2	2	0	0	6	0	6	332
5:15 PM	6	122	0	0	128	0	138	0	0	138	0	0	0	0	0	0	0	7	0	7	273
5:30 PM	8	153	0	0	161	0	125	1	0	126	0	D	0	2	2	0	0	2	0	2	291 298
5:45 PM	22	142 570	0	0	145 592	0	147 575	2	0	147 577	0	0	<u>1</u>	7	8	0	0	2 17	0	17	1194
Grand Total	95	1785	0	0	1880	٥	1816	16	0	1832	2	0	1	20	23	4	0	36	1	41	3776
	1		_	_			00.4				0.7		4.3			9.8	0.0	87.8	2.4		
Apprch % Total %	5.1 2.5	94.9 47.3	0.0	0.0 0.0	49.8	0.0	99.1 48.1	0.9 0.4	0.0	48.5	8.7 0.1	0.0	0.0	87.0 0.5	0.6	0.1	0.0	1.0	0.0	1.1	
			nor Rd (S			Γ.		nor Rd (S Westbour					Private Di					st Areba]
Start Time	Left	Thru	Right	Peds	Арр.	Left	Thru	Right	Peds	Арр.	Left	Thru	Right	Peds	App.	Left	Thru	Right	Peds	App.	Int.
Peak Hou			5 PM	to	Total 4:46	5 PM			1	Total			1		Total_					Total	Total
Mahama	l 43	589	0	0	632	1 0	646	12	0	658	1 2	0	0	7	9	l 1	0	12	1	14	1313
Volume Percent	6.8	93.2	0.0	0.0	032	0.0	98.2	1.8	0.0	000	22.2	0.0	0.0	77.8	9	7.1	0.0	85.7	7.1	1-4	1313
4:00 PM						l					l .										l l
Volume	8	152	0	0	160	1 0	165	3	0	168	۱ ۵	0	0	1	1	1 1	0	3	1	5	334
Peak	l °	152	· ·	U	100	ľ	100	3	U	100	ľ	•	٠	•		1 '	•		•	-	"
Factor	1										1										1
High Int.		PM		_			PM					5 PM	_	_			5 PM	_	•	~	1
Volume	8	172	0	0	180	0	177	4	0	181	0	0	0	6	6	0	0	7	0 0.25	7 0.70	0.98
PHF	0.47	88.0			0.90		0.91	0.75		0.91	0.50			88.0	0.75	0.25		0.75	0.25	0.70	0.98
Heavy Vehicles %	2%	3%	0%			0%	2%	17%			0%	0%	0%			0%	0%	8%			
Misc.	U-Turn		RTOR 0	Bikes 0		U-Tum		RTOR 0	Bikes 0		U-Turn		RTOR 0	Bikes 0		U-Tum		RTOR 0	Bikes 0		
			v	v				•	•				•	•				•	•		



AN EMPLOYEE-OWNED COMPANY
Route 322 Corridor Evaluation
PM PEAK HOUR

Intersection #: 4
Job Number: R002484.0476
Date: 1/15/2015
Page No: 2

PM PEAK H	OUR													Р	'age No:	2					
									Hea	vy Vehic	les & Bic	ycles									
		Govern	nor Rd (S	R 0322)			Govern	or Rd (S	R 0322)			P	rivate D	Ny			We	st Areba	Ave		
			Eastbour	nd			V	Vestbour	nd			N	lorthbour	nd			S	outhbou	nd		
Start Time	Left	Thru	Right	Bikes	App. Total	Left	Thru	Right	Bikes	App. Total	Left	Thru	Right	Bikes	App. Total	Left	Thru	Right	Bikes	App. Total	Int. Total
3:00 PM	0	4	0	0	4	0	7	0	0	7	0	0	0	3	3	0	0	0	0	0	14
3:15 PM	0	5	0	0	5	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	7
3:30 PM	0	4	0	0	4	0	5	0	0	5	0	0	0	1	1	0	0	0	0	0	10
3:45 PM	0	_ 3	0	.0	3	0	3	2	0	5	0	0	0	1	1	0	0	1	0	1	10
Total	0	16	0	0	16	0	17	2	0	19	0	0	0	5	5	0	٥	1	0	1	41
											-										
4:00 PM	0	5	0	0	5	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	9
4:15 PM	1	6	0	0	7	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	10
4:30 PM	0	3	0	0	3	0	4	0	0	4	0	0	0	0	Ð	0	0	0	0	0	7
4:45 PM	0	2	0	0	2	_ 0	6	0	0	6	0	0	0	1	1	0	0	0	0	0	9
Total	1	16	0	0	17	0	17	0	0	17	0	0	0	1	1	0	0	0	0	0	35
											-										
5:00 PM	0	3	0	0	3	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	4
5:15 PM	0	2	0	0	2	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	5
5:30 PM	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	0	0	0	0	7
5:45 PM	IΛ	3	0	0	9	Ι Λ	5		n	5	l n	n	Δ.	Λ		Ι Λ	n	n	n	0	

Grand Total Approh % Total %	1 2.4 1.0	40 97.6 40.0	0.0 0.0	0.0 0.0	41 41.0	0.0 0.0	50 96.2 50.0	2 3.8 2.0	0 0.0 0.0	52 52.0	0.0 0.0	0 0.0 0.0	0.0 0.0	6 100.0 6.0	6 6.0	0.0 0.0	0.0 0.0	1 100.0 1.0	0.0 0.0	1.0	100
Overall Peak Hour Volume	1	17	0	0	18	0	14	2	0	16	0	0	0	1	$\widehat{\mathfrak{i}!}$	0	0	1	0	4	36



ANEMPLOYEE-OWNED COMPANY
Route 322 Corridor Evaluation
PM PEAK HOUR

Intersection #: 5
Job Number: R002484.0476
Date: 1/15/2015

PM PEAK H	OUR	Eraidaba												F	age No:	1					
										All Ve	hicles								-		
			nor Rd (Si Eastboun					or Rd (Si Vestbour				N	lorthbour	nd				Seech Avo			
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
3:00 PM	2	159	0	0	161	0	147	1	0	148	0	0	0	0	0	1	0	1	0	2	311
3:15 PM	1	171	0	0	172	0	141	0	0	141	0	0	0	0	0	0	0	0	0	0	313 319
3:30 PM 3:45 PM	0	174 124	0	0	174 125	0	144 181	1	0	145 181	0	0	0	0	0	0	0	0	0	Ö	306
Total		628	0	0	632	0	613	2	0	615	0	0	0	0	0	1	0	1	0	2	1249
4:00 PM	I 2	154	0	0	156	1 0	171	1	0	172	1 0	0	0	0	o	Ιo	0	0	0	0	328
4:15 PM	1 1	159	0	Ö	160	ŏ	153	1	ő	154	lő	ŏ	ő	ŏ	ŏ	۱ŏ	Ď	ŏ	ŏ	Ö	314
4:30 PM	l i	146	ő	ō	147	ŏ	156	3	ŏ	159	lő	Ö	Ď	ō	ŏ	ŏ	ŏ	Ö	ŏ	ō	306
4:45 PM	7	115	ő	ŏ	122	ŏ	168	ō	ā	168	l ŏ	ō	ō	ō	ō	ŏ	ō	Ď	0	Ö	290
Total	11	574	0	0	585	Ö	648	5	0	653	0	0	0	Ō	0	Q	0	0	0	0	1238
5:00 PM	Ιo	154	0	0	154	0	166	0	0	166	0	0	0	0	0	0	0	0	0	0	320
5:15 PM	1	124	0	0	125	0	137	0	0	137	0	0	0	0	0	0	0	0	0	0	262
5:30 PM	1	153	0	0	154	0	127	1	0	128	0	0	0	0	0	0	0	0	0	0	282
5:45 PM	0	137	0	0	137	0	147	2	0	149	0	0	0	0	0	0	0	0	0	0	286
Total	2	568	0	0	570	0	577	3	0	580	0	0	0	0	0	0	0	0	0	0	1150
																477					
Grand Total	17	1770	0	0	1787	0	1838	10	0	1848	0	0	0	0	0	1	0	1	0	2	3637
Apprch %	1.0	99.0	0.0	0.0		0.0	99.5	0.5	0.0		Į.					50.0	0.0	50.0	0.0		1
Total %	0.5	48.7	0.0	0.0	49.1	0.0	50.5	0.3	0.0	50.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	ļ.
			nor Rd (S Eastboun					or Rd (S Vestbour			1		Vorthbour	nd		1		Beech Av Southbour			
		1			App.					Арр.	-	I		T	App.					Арр.	Int.
Start Time	Left	Thru	Right	Peds	Total	Left	Thru	Right	Peds	Total	Left	Thru	Right	Peds	Total	Left	Thru	Right	Peds	Total	Total
Peak Hou	ir From	3:3	0 PM	to	4:30	PM															
Volume	4	611	0	0	615	0	649	3	0	652	03	0	0	0	0	0	0	0	0	0	1267
Percent 4:00 PM	0.7	99.3	0.0	0.0		0.0	99.5	0.5	0.0												
Volume Peak	2	154	0	0	156	0	171	1	0	172	0	0	0	0	0	0	0	0	0	0	328
Factor						1					l										
High Int.		30 PM					PM					PM					PM		_		
Volume	0	174	0	0	174	D	181	0	0	181	0	0	0	0	0	1	0	1	0	2	0.07
PHF	0.50	88.0			0.88		0.90	0.75		0.90	1										0.97
Heavy Vehicles %	0%	4%	0%			0%	2%	0%			0%	0%	0%			0%	0%	0%			
Misc.	U-Tun	n	RTOR	Bikes		U-Turn		RTOR	Bikes		U-Turn		RTOR	Bikes		U-Turn		RTOR	Bikes		
MISC.	0		0	0		0		0	0		0		0	0		0		0	0		į.



AN EMPLOYES-OWNED COMPANY

Route 322 Corridor Evaluation

Intersection #: 5 Job Number: R002484.0476 Date: 1/15/2015 Page No: 2

PM PEAK H	OUR													F	age No:	2					
										vy Vehicl	es & Blc	ycles _									
- 1		Govern	or Rd (S	R 0322)			Govern	or Rd (S	R 0322)									Beech Av			l
			Eastboun				V	Vestbour	nd			N	torthbour	nd			S	outhbou	nd		
Start Time	Left	Thru	Right	Bikes	App. Total	Left	Thru	Right	Bikes	App. Total	Left	Thru	Right	Bikes	App. Total	Left	Thru	Right	Bikes	App. Total	Int. Total
3:00 PM	0	5	0	0	5	0	7	0	0	7	0	0	0	0	0	0	0	0	0	0	12
3:15 PM	0	8	0	0	8	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	10
3:30 PM	0	7	0	0	7	0	5	0	0	5	0	0	0	O	0	0	0	0	0	0	12
3:45 PM	0	5	0	0	5	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	10_
Total	0	25	0	0	25	0	19	0	0	19	0	0	0	0	0	0	0	0	0	0	44
	_			_	_				•		1 .		0			١ ،		0	0		lα
4:00 PM		6	0	0	6	0	3	0	U	3	l v	0	ů ů	0	0	l i	0	Ö	Ď	ň	۵
4:15 PM		6	0	0	6	0	3	0	v	3 4	١ ،	0	0	0	Ö	l n	0	ő	D	ő	7
4:30 PM		3	0	Ü	3	0	7	0	0	7	"	0	ő	0	ă	١٥	n	ŏ	ŏ	ő	۱
4:45 PM	0	2	0	0	17	0	17	- 0	0	17	0	0	0	0	0	ő	0	0	Ö	ŏ	34
Total	0	17	U	U	17	, 0	17	U	U	- 17		U	U	U	•		•	•	•	•	1 04
5:00 PM	0	3	Ð	0	3	1 0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	5
5:15 PM	0	2	Ö	0	2	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	5
5:30 PM	ŏ	ō	ō	ō	0	0	7	0	0	7	0	0	0	0	0	0	0	0	0	0	7
5:45 PM	Ö	3	0	0	3	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	8
Total	0	8	0	0	8	0	17	0	0	17	0	0	0	0	0	0	0	0	0	0	25
						•															
																1					
Grand Total	0	50	D.	G	50	0	53	0	0	53	0	0	0	0	0	0	0	0	0	0	103
Approh %	0.0	100.0	0.0	0.0		0.0	100.0	0.0	0.0							1					1
Total %	0.0	48.5	0.0	0.0	48.5	0.0	51.5	0.0	0.0	51.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1
IO(a) %	0.0	40.5	0.0	0.0	70.0	1 0.0	\$1.5	0.0	0.0	01.0	0.0	0.0	0.0			10	•				
Overall Peak Hour Volume	0	24	0	0	24	900	16	0	0	16	0	0	0	0	0	0	0	0	0	0	40



AN EMPLOYEE-OWNED COMPANY

Route 322 Corridor Evaluation PM PEAK HOUR

Intersection #: 6 Job Number: R002484.0476 Date: 1/15/2015 Page No: 1

All Vehicles

										All Ve	hides										
Γ			or Rd (S					or Rd (SI										reenlea F			
		E	<u>astboun</u>	d			V	Vestboun	d		L		lorthboun	d		L	S	outhbour	nd		
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Totai	Int. Total
3:00 PM	0	162	0	0	162	0	147	1	0	148	0	0	0	0	0	0	0	1	0	1	311
3:15 PM	1	170	0	0	171	0	138	0	0	138	0	0	0	0	0	1	0	1	0	2	311
3:30 PM	1	172	0	0	173	0	144	3	0	147	0	0	0	0	0	0	0	0	0	0	320
3:45 PM	0	125	0	0	125	0	182	1	0	183	0	0	0	0	0	0	0	1	0	1	309
Total	2	629	0	0	631	0	611	5	0	616	0	0	0	0	0	1	0	3	0	4	1251
4:00 PM	0	150	0	0	150	0	172	0	0	172	0	0	0	0	0	0	0	0	0	0	322
4:15 PM	3	162	0	0	165	0	151	1	0	152	0	0	0	0	0	0	0	1	0	1	318
4:30 PM	3	141	0	O.	144	0	163	1	0	164	0	0	0	0	0	0	0	0	0	0	308
4:45 PM	1	118	0	0	119	0	168	1	0	169	0	0	_ 0	0	0	0	0	1	0	1	289
Total	7	571	0	0	578	0	654	3	0	657	0	0	0	0	0	0	0	2	0	2	1237
5:00 PM	1	151	0	0	152	0	162	0	0	162	0	D	0	0	0	0	0	2	0	2	316
5:15 PM	2	120	0	0	122	0	139	0	0	139	0	0	0	0	0	0	0	0	0	0	261
5:30 PM	1	148	0	0	149	0	143	0	0	143	0	0	0	0	0	0	0	0	0	0	292
5:45 PM	2	141	0	0	143	0	144	0	0	144	D	0	0	0	0	0	0	1	0	1	288
Total	6	560	0	0	566	0	588	0	0	588	0	0	0	0	0	0	0	3	0	3	1157
Grand Total	15	1760	0	0	1775	0	1853	8	D	1861	0	0	0	0	0	1	0	8	0	9	3645
Apprch %	0.8	99.2	0.0	0.0		0.0	99.6	0.4	0.0							11.1	0.0	88.9	0.0		l
Total %	0.4	48.3	0.0	0.0	48.7	0.0	50.8	0.2	0.0	51.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.2	l
,				T				B-1 (O	D 0000									reenlea l	24		1
			nor Rd (S Eastboun					or Rd (S Nestbour				Þ	lorthboun	ıd				ceeniea i			
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour	From	3:36	D PM	to		PM				TOtal		1			10001					10,00	T O LOS
Volume I	4	609	0	0	613	ΙD	649	5	0	654	1 0	0	0	0	0	Ιo	0	2	0	2	1269
Percent 4:00 PM	0.7	99.3	0.0	0.0	0.0	0.0	99.2	0.8	0.0	004		500	_	Ī	•	0.0	0.0	100.0	0.0		
Volume Peak	0	150	0	0	150	0	172	0	0	172	0	0	0	0	0	٥	0	0	0	0	322
Factor High Int. Volume PHF	3:3 1 0.33	0 PM 172 0.89	0	0	173 0.89	3:45 0	5 PM 182 0.89	1 0.42	0	183 0.89	3:00 0	0 PM 0	0	0	0	3:18 1	5 PM 0	1 0.50	0	2 0.50	0.99
Heavy	0%	3%	0%		0.00	0%	2%	0%			0%	0%	0%			0%	0%	0%			
Vehicles % Misc.	U-Turn 0	-	RTOR 0	Bikes 0		U-Turn 0		RTOR 0	Bikes 0		U-Tum 0		RTOR 0	Bikes 0		U-Tum 0		RTOR 0	Bikes 0		



AN EMPLOYEE-OWNED COMPANY

Route 322 Corridor Evaluation PM PEAK HOUR

Intersection #: 6 Job Number: R002484.0476 Date: 1/15/2015 Page No: 2

Heavy Vehicles & Bicycles

			or Rd (S astboun					or Rd (S	R 0322)				ortinbour	nd				reenlea l			
Start Time	Left	Thru	Right	Bikes	App. Total	Left	Thru	Right	Bikes	App. Total	Left	Thru	Right	Bikes	App. Total	Left	Thru	Right	Bikes	App. Total	Int. Total
3:00 PM	0	5	0	0	5	0	7	0	0	7	0	0	0	0	0	0	0	0	0	0	12
3:15 PM	0	5	0	0	5	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	7
3:30 PM	0	5	0	0	5	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	10
3:45 PM	0	3	0	0	3	0	5	- 0	0	5	0	0	0	0	0	. 0	0	0	0	0	8
Total	0	18	0	0	18	0	19	0	0	19	0	0	Q	0	0	0	0	0	0	0	37
4:00 PM	0	6	0	0	6	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	10
4:15 PM	0	6	0	0	6	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	8
4:30 PM	0	3	0	0	3	0	4	0	0	4	0	0	0	0	0	O.	0	0	0	0	7
4:45 PM	0	2	0	0	2	0	6	0	0	6	0	0	0	0	0	0	0	0	0	0	8
Total	0	17	0	0	17	0	16	0	0	16	0	0	0	0	0	0	0	0	-0	0	33
5:00 PM	0	2	0	0	2	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	3
5:15 PM	0	1	0	0	1	0	3	0	D	3	0	0	0	0	0	0	0	0	0	0	4
5:30 PM	0	1	0	0	1	0	7	0	0	7	0	0	0	0	0	0	0	0	0	0	8
5:45 PM	0	3	0	0	3	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	8
Total	0	7	0	0	7	0	16	0	0	16	0	0	0	0	0	0	0	0	0	0	23
Grand Total	0	42	0	0	42	0	51	0	0	51	0	0	0	0	0	0	0	0	0	0	93
Approh % Total %	0.0 0.0	100.0 45.2	0.0 0.0	0.0	45.2	0.0 0.0	100.0 54.8	0.0 0.0	0.0 0.0	54.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Overall Peak Hour Volume	0	20	0	0	20	0	16	0	0	16	o	0	0	0	0	0	0	0	0	0	36



AN EMPLOYEE-OWNED COMPANY

Route 322 Corridor Evaluation PM PEAK HOUR

Intersection #: 7 Job Number: R002484.0476 Date: 1/15/2015 Page No: 1

										All Ve	ehicles										
Γ			Rt. 322					Rt. 322					Cherry D					Cherry Dr			
	,		astboun	d	Ann		V	Vestboun	d	Ann			iorthbour	ıd	App.	 		outhboun		App.	Int.
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Rìght	Peds	App. Total	Left	Thru	Right	Peds	Total	Left	Thru	Right	Peds	Total	Total
3:00 PM	0	122	33	0	155	24	117	9	1	151	27	6	51	1	85	8	9	0	0	17	408
3:15 PM	1	118	43	0	162	27	102	7	0	136	37	4	62	0	103	5	8	5	0	18	419
3:30 PM	5	127	36	0	168	28	99	3	0	130	37	15	77	0	129 122	7	9 8	2 5	0	15 20	442 438
3:45 PM Total	2 	102 469	24 136	0	128 613	20 99	133 451	15 34	1	168 585	47 148	33	257	1	439	24	34	12	0	70	1707
rotarj	٥	409	130	U	913	39	401	344	1	565	140	33	201	'	405	24	-	12	Ü		1101
4:00 PM	3	121	25	0	149	16	127	11	0	154	41	16	75	0	132	8	13	1	0	22	457
4:15 PM	4	120	22	0	146	9	95	1	0	105	48	15	60	0	123	2	17	4	0	23	397
4:30 PM	4	102	24	0	130	19	115	4	0	138	50	23	90	0	163	7	12	3	0	22	453
4:45 PM	2	108	23	0	133	30	122	9	1	162	42	19	64	1	126 544	6	15 57	11	0	24 91	445 1752
Total	13	451	94	0	558	74	459	25	1	559	181	73	289	1	044	23	57	11	U	91	1/52
5:00 PM	4	114	26	0	144	14	123	7	0	144	36	17	74	1	128	7	10	3	0	20	436
5:15 PM	Ö	106	29	ō	135	17	108	6	1	132	26	15	61	0	102	5	8	2	0	15	384
5:30 PM	4	114	30	0	148	13	93	5	0	111	39	18	62	0	119	7	7	0	0	14	392
5:45 PM	3	114	29	0	146	15	104	5	0	124	36	8	35	0	79	4	5	3	0	12	361
Total	11	448	114	0	573	59	428	23	1	511	137	58	232	1	428	23	30	8	0	61	1573
انتسانا	ا ۔۔	4000		_	4744		4000	80		4855	466	164	778	3	1411	l 70	121	31	0	222	5032
Grand Total	32	1368	344	0	1744	232	1338	82	3	1655					1411				-	222	5032
Apprch %	1.8	78.4	19.7	0.0		14.0	80.8	5.0	0.2		33.0	11.6	55.1	0.2		31.5	54.5	14.0	0.0 0.0	4.4	
Total %	0.6	27.2	6.8	0.0	34.7	4.6	26.6	1.6	0.1	32.9	9.3	3.3	15.5	0.1	28.0	1.4	2.4	0.6	0.0	4.4	
į			Rt. 322					Rt. 322			П		Cherry D			T		Cherry D			1
			Eastboun	d				Vestbour	d			11	lorthbour	nd		_	S	outhbour	nd	I 4	1-6
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour	From	3:1	5 PM	to	4:1:	PM															
Volume I	11	468	128	2	609	l 91	461	36	0	588	162	43	281	1	487	24	38	13	0	75	1759
Percent	1.8	76.8	21.0	0.3	•-•	15.5	78.4	6.1	0.0		33.3	8.8	57.7	0.2		32.0	50.7	17.3	0.0		
4:00 PM																					
Volume Peak	3	121	25	0	149	16	127	11	0	154	41	16	75	0	132	8	13	1	0	22	457
Factor											1					4.45					
High Int.		PM	0.5	4	400		PM	45	0	400		PM (00	0	163	6	5 PM 15	3	0	24	l
Volume PHF	5 0.55	127 0.92	36 0,74	1 0.50	169 0.90	20 0.81	133 0.87	15 0.60	U	168 0.88	50 0.86	23 0.67	90 0.91	0.25	0.92	0.75	0.73	0.65	٠	0.85	0.96
Heavy				0.50	0.90					0.00				0.20	V.02					0.00	0.00
Vehicles %	0%	3%	1%			3%	3%	3%			1%	0%	0%			0%	3%	8%			
Misc.	U-Turn 0		RTOR 49	Bikes 2		U-Turn 0		RTOR 6	Bikes 0		U-Tum 0		RTOR 80	Bikes 1		U-Turn 0		RTOR 5	Bikes 0		



AN EMPLOYEE-OWNED COMPANY

Route 322 Corridor Evaluation PM PEAK HOUR

Intersection #: 7 Job Number: R002484.0476 Date: 1/15/2015 Page No: 2

PM PEAK H	OUR													P	age No:	2					
										vy Vehicl	es & Bic										
			Rt. 322					Rt. 322					Cherry D					Cherry D			
			Eastboun	d			\	Vestbour	<u>nd</u>			N	<u>lorthbour</u>	ıd			<u> </u>	outhbour	10	Ann	Int.
Start Time	Left	Thru	Right	Bikes	App. Total	Left	Thru	Right	Bikes	App. Total	Left	Thru	Right	Bikes	App. Total	Left	Thru	Right	Bikes	App. Total	Total
3:00 PM	0	2	0	0	2	0	4	1	0	5	1	0	0	0	1	0	0	0	0	0	8
3:15 PM	0	4	1	0	5	0	2	1	0	3	0	0	1	1	2	0	0	1	0	1	11
3:30 PM	0	2	0	1	3	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	6
3:45 PM	0	1	0	1	2	3	5	0_	0	8	1	0	0	0	11	0	1	0	0		12
Total	0	9	1	2	12	3	14	2	0	19	2	0	1	1	4	0	1	1	0	2	37
4:00 PM	1 0	6	0	0	6	0	2	0	0	2	1	0	0	0	1	0	0	0	0	0	9
4:15 PM	0	5	0	0	5	0	1	0	0	1	1	1	1	0	3	0	0	0	0	0	9
4:30 PM	0	2	0	0	2	0	6	0	0	6	0	0	0	0	D	0	0	D	0	0	8
4:45 PM	0	2	0	0	2	0	5	0	0	5	0	0	0	0	0	0	0_	0	0	0	7
Total	0	15	0	0	15	0	14	0	0	14	2	1	1	0	4	0	0	0	0	0	33
5:00 PM	0	2	1	0	3	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	5
5:15 PM	0	3	0	0	3	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	6
5:30 PM		0	0	0	0	0	7	0	0	7	0	0	0	1	1	0	0	0	0	0	8
5:45 PM		4	0	0_	4	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	28
Total	0	9	1	0	10	0	17	0	0	17	0	0	0	1	1	0	0	0	0	0	20
Grand Total	ه ا	33	2	2	37	3	45	2	0	50	4	1	2	2	9	0	1	1	0	2	98
		00.0		- 4		6.0	90.0	4.0	0.0		44.4	11.1	22.2	22.2		0.0	50.0	50.0	0.0		Į
Approh % Total %	0.0	89.2 33.7	5.4 2.0	5.4 2.0	37.8	3.1	45.9	2.0	0.0	51.0	4.1	1.0	2.0	2.0	9.2	0.0	1.0	1.0	0.0	2.0	
Overall Peak Hour Volume	0	13	3.	2	16	3	12	.1	0	16	2	0	1	Ī	4	0	1	1	0	2	38



AN EMPLOYEE-OWNED COMPANY

Route 322 Corridor Evaluation PM PEAK HOUR

Intersection #: 7 Job Number: R002484.0476 Date: 1/15/2015 Page No: 3

PM PEAK H	OUR										Page No:	3			
			Rt. 322	-			Rt. 322	U-Tum	& RTOR	Cherry D			Cherry Dr	- -	1
			rt. 322 astbound	1			Westbound			Northbour			Southbound		<u></u>
Start Time	U-Tum		RTOR		App. Total	U-Tum	RTOR	App. Total	U-Turn	RTOR	App. Total	U-Tum	RTOR	App. Total	Int. Total
3:00 PM	0		10		10	0	0	0	0	28	28	0	0	0	38
3:15 PM	0		15		15	0	1	1	0	15	15	0	2	2	33
3:30 PM	0		14		14	0	1	1	0	9	9	0	1	1	25
3:45 PM	0		10		10	0	2	2	0	34	34	0	2	2	48
Total			49		49	0	4	4	0	86	86	0	5	5	144
4:00 PM	0		10		10	0	2	2	0	22 3	22	0	0	0	34
4:15 PM	0		5		5	0	0	0	0	3	3	0	1	1	9
4:30 PM	0		11		11	0	0	0	0	10	10	0	3	3	24
4:45 PM	0		7		7	0	. 0	0	0	9	9	0	22	2	18
Total	0	-	33		33	0	2	2	0	44	44	0	6	6	85
5:00 PM	0		11		11	0	0	0	0	13	13	0	1	1	25
5:15 PM	0		20		20	0	0	0	0	19	19	0	0	0	39
5:30 PM			10		10	0	0	0	0	36	36	0	0	0	46
5:45 PM	0		11		11	0	1	1	0	24	24	0	2	2	38
Total	0		52		52	0	1	1	0	92	92	0	3	3	148
	1 _		40.4		40.4	1 .	•		۱.	222	222	۱ ۵	14	14	370
Grand Total	0		134		134	0	0	0	0	222	277	0	14	14	3,0
Apprch %	0.0	0.0	100.0	0.0		1			0.0	0.0 100.0	0.0	0.0	0.0 100.0	0.0	
Total %	0.0		36.2		36.2	0.0	0.0	0.0	0.0	60.0	60.0	0.0	3.8	3.8	J.
Overall	1					ĺ	_	_	1				_		1
Peak Hour Volume	0		49		49	0	6	6	0	80	80	00	5	(5)	140



AN EMPLOYEE - OWNED COMPANY

Route 322 Corridor Evaluation

Intersection #: 8 Job Number: R002484.0476 Date: 1/15/2015 Page No: 1

PM PEAK H	OUR													Р	age No:	1					
[or Rd (SI					or Rd (Si Vestboun		All Ve	hicles		rn Rd (SF Jorthbour			1		ville Rd (S)	
Start Time	Left	Thru	astboun Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
3:00 PM	16	125	43	0	184	28	112	29	0	169	40	35	20	0	95	49	48	7	0	104	552
3:15 PM	12	130	40	0	182	18	90	23	0	131	37	32	29	0	98	66	56	11	0	133	544
3:30 PM	14	147	33	0	194	17	90	28	0	135	30	57	30	0	117	39	45	7	0	91	537
3:45 PM	19	124	39	0	182	31	125	31	0	187	32	41_	30	0	103	.51	62	12	0	125	597
Total	61	526	155	0	742	94	417	111	0	822	139	165	109	0	413	205	211	37	0	453	2230
4:00 PM	13	147	40	0	200	19	111	37	0	167	38	51	23	0	112	47	59	7	0	113	592
4:15 PM	13	125	36	0	174	24	68	24	0	116	28	55	21	0	104	39	57	7	0	103	497
4:30 PM	15	158	23	0	196	22	100	35	0	157	30	39	25	0	94	60	54	10	0	124	571
4:45 PM	10	134	40	0	184	24	113	31	0	168	34	44	30	<u>D</u>	108	49	64	9 33	0	122 462	582 2242
Total	51	564	139	0	754	89	392	127	0	608	130	189	99	0	418	195	234	33	U	402	2242
5:00 PM	11	149	31	0	191	29	93	42	0	164	44	45	28	0	117	47	49	7	0	103	575
5:15 PM	13	140	25	0	178	16	90	34	0	140	33	53	26	0	112	49	67	3	0	119	549
5:30 PM	10	130	29	0	169	12	73	26	0	111	38	43	15	0	96	42	48	7	0	97	473
5:45 PM	13	120 539	35 120	0	168 706	17 74	74 330	26 128	0	117 532	37 152	38 179	14 83	0	89 414	36 174	38 202	<u>8</u> 25	0	82 401	456 2053
Total	47	000	120	Ů	,,,,		000		-							w.					
Grand Total	159	1629	414	0	2202	257	1139	366	0	1762	421	533	291	D	1245	574	647	95	0	1316	6525
Approh %	7.2	74.0	18.8	0.0		14.6	64.6	20.8	0.0		33.8	42.8	23.4	0.0		43.6	49.2	7.2	0.0		1
Total %	2.4	25.0	6.3	0.0	33.7	3.9	17.5	5.6	0.0	27.0	6.5	8.2	4.5	0.0	19.1	8.8	9.9	1.5	0.0	20.2	ı
1		Govern	or Rd (S	R 0322)			Govern	or Rd (S	R 0322)			Fishbu	ım Rd (Si	R 2011)			Hockers	ville Rd (SR 2011)	1
			Eastbour				١	Vestbour	ıd	1 4==			Northbour	nd	App.	ļ		outhbour		App.	Int
Start Time	Left	Thru	Right	Peds	App. Total_	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	Total	Left	Thru	Right	Peds	Total	Total
Peak Hou	r From	4:3	0 PM	to	5:30	PM (
Volume	49	581	119	0	749	91	396	142	0	629	141	181	109	0	431	205	234	29	0	468	2277
Percent 3:45 PM	6.5	77.6	15.9	0.0		14.5	63.0	22.6	0.0		32.7	42.0	25.3	0.0		43.8	50.0	6.2	0.0		
Volume Peak	19	124	39	0	182	31	125	31	0	187	32	41	30	0	103	51	62	12	0	125	597
Factor High Int.	4.0	0 PM				3-46	5 PM				3:3	0 PM				3:15	PM				
Volume	13	147	40	0	200	31	125	31	0	187	30	57	30	0	117	66	56	11	0	133	Į.
PHF	0.82	0.92	0.74	•	0.98	0.78	0.88	0.85	-	0.94	0.80	0.85	0.91	-	0.92	0.85	0.87	0.73		0.94	0.98
Heavy						1		1%			1%	1%	0%			0%	2%	0%			
Vehicles %	0%	1%	1%			0%	4%										2.70		Dika-		
Misc.	U-Tum 0	ı	RTOR 7	Blkes 0		U-Tum 0		RTOR 13	Bikes 0		U-Tum 0	ı	RTOR 66	Bikes 0		U-Tum 0		RTOR 7	Bikes 0		



Route 322 Corridor Evaluation PM PEAK HOUR Intersection #: 8 Job Number: R002484.0476 Date: 1/15/2015 Page No: 2

Heavy Vehicles & Bicycles

										vy venici	es & Bic										
		Govern	or Rd (S	R 0322)			Govern	or Rd (S	R 0322)			Fishbu	rn Rd (SI	₹ 2011)			Hockersy	/ille Rd (SR 2011)	1
			Eastboun					Vestbour				N N	lorthbour	nd .			S	outhboui	nd		
Start Time	Left	Thru	Right	Bikes	App. Total	Left	Thru	Right	Bikes	App. Total	Left	Thru	Rìght	Bikes	App. Total	Left	Thru	Right	Bikes	App. Total	Int. Total
3:00 PM	0	4	0	0	4	0	6	2	0	- 8	1	2	2	0	5	0	4	0	0	4	21
3:15 PM	Ď	4	2	Ď	6	5	1	1	0	7	1	0	2	0	3	0	6	1	0	7	23
3:30 PM	ō	3	1	0	4	0	1	0	0	1	2	1	1	0	4	0	1	0	0	1	10
3:45 PM	ő	2	i	Ď	3	2	7	ō	ō	9	1	3	o	0	4	0	1	0	0	1	17
Total	0	13	4	Ö	17	7	15	3	0	25	5	6	5	0	16	0	12	1	0	13	71
4:00 PM	la	4	n	0	4	Ιn	1	1	n	2	l 1	2	0	0	3	1 2	٥	0	0	2	l 11
4:15 PM	ŏ	6	ň	õ	6	۱ň	1	ò	ň	1	l 'n	3	ñ	ō	3	ō	ŏ	ō	ō	ō	10
4:30 PM	ŏ	1	1	0	2	۱ň	6	ŏ	ñ	6	1 1	ñ	ŏ	ō	1	ľ	3	Ŏ	Ď	3	12
4:45 PM	ő	2	ó	0	2	l n	6	ĭ	ň	7	ا أ	1	ō	ō	i	l ō	1	ō	ŏ	1	11
Total	0	13	1	0	14	Ö	14	2	0	16	2	6	0	Ö	8	2	4	0	0	6	44
											_										
5:00 PM	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	D	0	0	0	2
5:15 PM	0	4	0	0	4	0	2	0	0	2	1	0	D	0	1	0	0	0	0	0	7
5:30 PM	0	0	0	0	0	0	6	1	0	7	1	0	0	1	2	0	0	0	0	0	9
5:45 PM	0	2	1	0	3	0	3	0	0	3	2_	0	0	0	2	1	0	0	0	1	9
Total	0	7	1	0	8	0	12	1	0	13	4	0	0	1	5	1	0	0	0	1	27
Grand Total	0	33	6	0	39	7	41	6	0	54	11	12	5	1	29	3	16	1	0	20	142
Approh %	0.0	84.6	15.4	0.0		13.0	75.9	11.1	0.0		37.9	41.4	17.2	3.4		15.0	80.0	5.0	0.0		
Total %	0.0	23.2	4.2	0.0	27.5	4.9	28.9	4.2	0.0	38.0	7.7	8.5	3.5	0.7	20.4	2,1	11.3	0.7	0.0	14.1	
1001 70	1 0.0	20.2		5.0			_5.0	74	2.0	-3.4	1	3.0			_ 2 , ,	_,,,					2
Overall	ı					1					11										l'
Peak Hour	٥	8	1	0	9	0	15	1	0	16	2	1	0	0	3	0	4	0	0	4	32
Volume											L										
	•					•					M.					•					



Route 322 Corridor Evaluation PM PEAK HOUR

Intersection #: 8 Job Number: R002484.0476 Date: 1/15/2015 Page No: 3

U-Turn & RTOR

1	_		- D 1 (C)	2 00000			0	6476	3-1 UIII	a KIUK	Falak	Dal /05	1 20441			laeker:	dia na 70	D 20441		
1	1		or Rd (SF				Governor!					m Rd (SR		İ	'		rille Rd (S			
			astbound				Wes	stboun		L		lorthboun				5	outhboun		_	
Start Time	U-Tum		RTOR		App. Total	U-Tum	R	TOR	App. Total	U-Tum		RTOR		App. Total	U-Tum		RTOR		App. Total	Int. Total
3:00 PM	0		3		3	0		1	1	0		8		8	0		2		2	14
3:15 PM	0		1		1	0		0	0	0		8		8	0		1		1	10
3:30 PM	0		1		1	0		1	1 '	0		7		7	0		0		0	9
3:45 PM	0		0		0	0		2	2	0		14	_	14	0		1		1	17
Total	0		5		5 -	0		4	4	0		37	_	37	Q.		4		4	50
	•					•														
4:00 PM	0		9		9	0		0	0	0		11		11	0		1		1	21
4:15 PM	0		0		0	0		1	1	0		8		8	0		0		0	9
4:30 PM	0		0		0	0		5	5	0		20		20	0		3		3	28
4:45 PM	0		4		4	0		3	3	0		15		15	0		2		2	24
Total	0		13		13	0	***	9	9	0		54		54	0		6		6	82
	•																			
5:00 PM	0		0		0	0		4	4	0		17		17	0		1		1	22
5:15 PM	0		3		3	0		1	1	0		14		14	0		1		1 '	19
5:30 PM	0		2		2	0		0	0	0		7		7	0		1		1	10
5:45 PM	0		1		1	0		3	3	Q		11		11	0		2		2	17
Total	0		6		6	0		8	8	0		49		49	0		5		5	68
	•					•														
						201														
Grand Total	0		24		24	0		0	0	0		140		140	0		15		15	179
0/	١		400.0	0.0						0.0	0.0	100.0	0.0		0.0	0.0	100.0	0.0		
Approh %	0.0	0.0	100.0	U.U	40.4	0.0		0.0	0.0	0.0	0.0	78.2	0.0	78.2	0.0	0.0	8.4	0.0	8.4	
Total %	0.0		13.4		13.4	0.0		0.0	0.0	J 0.0		10.2		10.2	0.0		0.4		0.4	ı
Overell	1					ř.				ı					ı					l
Overall Peak Hour	o		7		7	0		13	13	١٥		66		66	l٥		7		7	93
Volume	"				•					ľ		50			*		•			
AOIOUIG						5				ı				-	•					l



AN EMPLOYES-OWNED COMPANY
Route 322 Corridor Evaluation
PM PEAK HOUR

Intersection #: 9 Job Number: R002484.0476 Date: 1/15/2015

PM PEAK H	IOUR													F	age No:	1					
			D.1.00				<u> </u>		D 0000	All Ve	hicles							F1 4			
			ior Rd (Si Eastboun					or Rd (Si Vestbour				N	lorthbour	nd			S	Elm Ave	d		
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
3:00 PM	23	171	0	0	194	0	142	0	0	142	0	0	0	0	0	0	0	26	0	26	362
3:15 PM		204	0	0	227	0	113	0	0	113	0	0	0	0	0	0	0	18	0	18	358
3:30 PM 3:45 PM		199 182	0	0	222 207	0	126 150	1	0	127 150	0	0	0	0	0	0	0	12 38	1	13 38	362 395
		756	0	0	850	ő	531	1		532	0	0	0	- 0	0	0	0	94	1	95	1477
4:00 PM		186	0	0	216	0	156	0	0	156	0	0	0	0	0	0	0	10	0	10	382
4:15 PM		167	0	0	189	ő	98	0	0	98	0	0	0	0	0	0	0	17 28	0	17	304
4:30 PM 4:45 PM	31 20	214 191	0	0	245 211	0	135 141	0	0	135 142	0	0	0	0	0	0	0	26	0	28 26	408 379
Total		758	0	0	861	0	530	-	0	531	ŏ	- 0	0	0	0	0	Ö	81	ŏ	81	1473
			_									-									
5:00 PM		203	0	0	232	0	145	0	0	145	0	0	0	0	0	0	0	19	2	21	398
5:15 PM		195	0	0	219	0	121	0	0	121	0	0	0	D	0	0	0	23	0	23	363
5:30 PM 5:45 PM		167 153	0	0	192 171	0	108 110	0	0	108 110	0	0	0	0	0	0	0	13 11	0	13 11	313 292
Total		718	0	0	814	0	484	0	0	484	0	0	0	0	0	0	0	66	2	68	1366
	1					ii.															1
Grand Total	293	2232	0	0	2525	0	1545	2	0	1547	0	0	0	0	0	0	0	241	3	244	4316
Apprch %	11.6	88.4	0.0	0.0		0.0	99.9	0.1	0.0							0.0	0.0	98.8	1.2		
Total %	6.8	51.7	0.0	0.0	58.5	0.0	35.8	0.0	0.0	35.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5.6	0.1	5.7	J
			nor Rd (S					or Rd (S					والمالية والمالية والمالية والمالية والمالية والمالية والمالية والمالية والمالية والمالية والمالية والمالية و					Élm Ave			
	-		<u>Eastboun</u> T	a .	App.			Vestbour	iq	App.			iorthbour I	<u> </u>	Арр.			outhbour		App.	Int.
Start Time	Left	Thru	Right	Peds	Total	Left	Thru	Right	Peds	Total	Left	Thru	Right	Peds	Total	Left	Thru	Right	Peds	Total	Total
Peak Hou	ır From	4:3	0 PM	to	5:30	PM															
Volume	1 104	803	0	0	907	1 0	542	1	0	543	Ιo	0	0.0	0	0	l 0	0	96	2	98	1548
Percent	11.5	88.5	0.0	0.0		0.0	99.8	0.2	0.0]					0.0	0.0	98.0	2.0		
4:30 PM	1					t					1										
Volume	31	214	0	0	245	0	135	0	0	135	lo	0	0	0	D	0	0	28	0	28	408
Peak	l										Į.										
Factor High Int.	4.90	D PM				4-00	PM				3:00	PM				3.45	PM				
Volume	31	214	0	0	245	0	156	0	0	156	0.00	0	0	0	0	0	0	38	0	38	
PHF	0.84	0.94	•		0.93	`	0.93	0.25	-	0.94		-	550	_	_	•	•	0.86	0.25	0.88	0.95
Heavy Vehicles %	0%	1%	0%			0%	3%	0%			0%	0%	0%			0%	0%	0%			
	U-Turn		RTOR	Bikes		U-Turn		RTOR	Bikes		U-Tum		RTOR	Bikes		U-Turn		RTOR	Bikes		
Misc.	0		0	0		0		0	0		0		0	0		0		0	0		



Route 322 Corridor Evaluation PM PEAK HOUR

Intersection #: 9 Job Number: R002484.0476 Date: 1/15/2015 Page No: 2

Heavy Vehicles & Bicycles

			D4 (O	D 00001				a- Dd (C		VY VOING	00 W DNO	y 0.100						Elm Ave			1
			or Rd (S					or Rd (S Vestbour				N.	orthbour	ad				outhbour			
		, '	Eastboun	u	800		<u>v</u>	Yesthori		Ann		<u>``</u>			App.					Арр.	Int.
Start Time	Left	Thru	Right	Bikes	App. Total	Left	Thru	Right	Bikes	App. Total	Left	Thru	Right	Bikes	Total	Left	Thru	Right	Bikes	Total	Total
3:00 PM	1	6	0	0	7	0	7	0	0	7	0	0	0	0	0	0	0	1	0	1	15
3:15 PM	0	6	0	0	6	0	4	0	0	4	0	0	0	0	0	0	0	2	0	2	12
3:30 PM	0	4	0	0	4	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	5
3:45 PM	0	2	0	Q	2	0	9	0	. 0	9	0	0	0	0	0	0	0	0	0 .	0	11
Total	1	18	0	0	19	0	21	0	Ō	21	0	0	0	0	0	0	0	3	0	3	43
4:00 PM	0	6	0	Q	6	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	8
4:15 PM	0	6	0	0	6	0	1	0	0	1	0	0	0	0	0	0	D.	0	0	0	7
4:30 PM	0	1	0	0	1	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	6
4:45 PM	0	2	0	0	2	0	5	0	0	5	0	0	0	0	0	0	0	0	0	00	7
Total	0	15	0	0	15	0	13	0	0	13	0	0	0	0	0	0	0	0	0	0	28
5:00 PM	0	3	0	0	3	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	4
5:15 PM	0	5	0	0	5	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	8
5:30 PM	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	0	0	0	0	0	8
5:45 PM	0	3	0	0	3	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	6
Total	0	11	0	0	11	0	15	0	0	15	0	0	0	0	Ö	0	0	0	0	0	26
Count Total	١.	44		D	45	١٥	49	0	0	49	٥	0	0	0	a	٥	0	3	0	3	97
Grand Total	1	44	U	U	40	ľ	40	·	v	73	١٠	•	•	v	•		•		-	•	
Apprch %	2.2	97.8	0.0	0.0		0.0	100.0	0.0	0.0	E0 E	0.0	0.0	0.0	0.0	0.0	0.0	0.0 0.0	100.0 3.1	0.0	3.1	
Total %	1.0	45.4	0.0	0.0	46.4	0.0	50.5	0.0	0.0	50.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.1	0.0	3.1	8
Overall Peak Hour Volume	0	11	0	0	11	0	14	0	٥	14	0	0	0	0	0	o	0	0	0	0	25
Volume	1					ı					ı					ļ.					ļ



AN EMPLOYEE-OWNED COMPANY Route 322 Corridor Evaluation PM PEAK HOUR Intersection #: 10 Job Number: R002484.0476 Date: 1/15/2015 Page No: 1

										All Ve	hicles				-3+						
			Hope Dr					der Care Vestboun					Cherry Dr					Cherry D]
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
3:00 PM	51	0	42	0	93	0	0		D	0	9	21	0	0	30	2	40	25	<u> </u>	67	190
3:15 PM	70	1	51	ŏ	122	1 1	ŏ	ĭ	ō	2	8	23	1	ō	32	1	33	41	ō	75	231
3:30 PM	93	0	71	1	165	0	0	0	1	1	10	17	0	1	28	1	31	35	0	67	261
3:45 PM	68	0	46	1	115	0	0	0	1	1	4	39	0	0	43	5	27	11	0	43	202
Total	282	1	210	2	495	1	ō	1	2	4	31	100	1	1	133	9	131	112	0	252	884
4:00 PM	100	3	85	1	189	0	0	1	D	1	6	26	1	0	33	0	36	10	0	46	269
4:15 PM	81	1	59	1	142	0	0	0	0	0	3	31	1	0	35	5	30	6	0	41	218
4:30 PM	123	1	113	2	239	0	0	0	0	0	7	20	0	0	27	3	35	6	0	44	310
4:45 PM	92	1	82	0	175	. 0	0	0	0	0	3	29	0	0	32	2	37	9	0	48	255
Total	396	6	339	4	745	0	0	1	0	1	19	106	2	0	127	10	138	31	0	179	1052
5:00 PM	78	3	58	1	140	l p	0	0	0	0	1 2	20	1	0	23	6	38	11	0	55	218
5:15 PM	63	1	76	ō	140	Ō	ō	1	1	2	3	29	3	1	36	5	38	10	Ö	53	231
5:30 PM	57	1	54	1	113	O	Ö	2	0	2	4	26	1	0	31	6	24	8	0	38	184
5:45 PM	35	2	28	1	66	0	0	0	0	0	5	25	1	0	31	2	36	12	0	50	147
Total	233	7	216	3	459	0	0	3	1	4	14	100	6	1	121	19	136	41	0	196	780
استعمار	911	44	765	9	1699	Ιı	0	5	3	9	64	306	9	2	381	38	405	184	0	627	2716
Grand Total		14		_	1099		-	_	_	9			-		301			-		021	2710
Apprch %	53.6	8.0	45.0	0.5		11.1	0.0	55.6	33.3		16.8	80.3	2.4	0.5		6.1	64.6	29.3	0.0		
Total %	33.5	0.5	28.2	0.3	62.6	0.0	0.0	0.2	0.1	0.3	2.4	11.3	0.3	0.1	14.0	1.4	14.9	6.8	0.0	23.1	
1			Hope Di					der Care					Cherry D					Cherry D			1
		T	Eastboun T	i	App.			Vestbour		Арр.			lorthboun		Арр.			outhbour		App.	Int.
Start Time	Left	Thru	Right	Peds	Total	Left	Thru	Right	Peds	Total	Left	Thru	Right	Peds	Total	Left	Thru	Right	Peds	Total	Total
Peak Hour	From	4:0) PM	to	5:00) PM															
Volume 1	396	6	339	4	745	1 0	0	1	0	1	19	106	2	0	127	l 10	138	31	O	179	1052
Percent	53.2	8.0	45.5	0.5		0.0	0.0	100.0	0.0		15.0	83.5	1.6	0.0		5.6	77.1	17.3	0.0		1
4:30 PM						ŀ					l					l					1
Volume Peak	123	1	113	2	239	0	0	0	0	0	7	20	0	0	27	3	35	6	00	44	310
Factor						l										l					1
High Int.) PM					PM			_		PM	_	_			PM		_		1
Volume	123	1	113	2	239	1	0	1	0	2	4	39	0	0	43	1 .1.	33	41	0	75	
PHF	0.80	0.50	0.75	0.50	0.78	I		0.25		0.25	0.68	0.85	0.50		0.91	0.50	0.93	0.78		0.93	0.85
Heavy Vehicles %	0%	0%	0%			0%	0%	0%			0%	2%	0%			0%	0%	0%			
	U-Turn		RTOR	Bikes		U-Turn		RTOR	Bikes		U-Turn		RTOR	Bikes		U-Tum		RTOR	Bikes		
Misc.	0-10III		IV I OIV	DIVES		0-1011		NON	DINOS		10-1011		KIOK	DINCO		U-luii			-Inco		



Route 322 Corridor Evaluation PM PEAK HOUR

Intersection #: 10 Job Number: R002484.0476 Date: 1/15/2015 Page No: 2

	00.1								Hee	vy Vehicl	0 101-	alaa									
			Hees 5				Vi-	las Carr		vy venic	ies or Bic		Cherry D	-				Cherry D	le .		1
			Hope Dr					er Care			1		orthbour					outhbou			
		, ,	astboun	<u>a</u>	4	_	v	Vestbour	10	1.00	_	N	Olulbour	<u> </u>	800					App.	Int.
Start Time	Left	Thru	Right	Bikes	App. Total	Left	Thru	Right	Bikes	App. Total	Left	Thru	Right	Bikes	App. Total	Left	Thru	Right	Bikes	Total	Total
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	1	0	0	0	1	0	1	0	0	1	0	1	0	0	1	3
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Q	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	3	2	0	0	5	6
Total	0	0	0	0	0	1	0	0	0	1	0	2	0	0	2	3	3	0	0	6	9
4:00 PM	0	0	0	0	D	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	Q	0	0	0	0	2
4:30 PM	0	Q	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	-0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
																		_			
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1 1
5:15 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	D	U	1 1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	D	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0_	0	0	0
Total	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2
Grand Total	0	0	1	0	1	1	0	0	0	1	0	4	D	0	4	3	4	0	0	7	13
Approh %	0.0	0.0	100.0	0.0		100.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		42.9	57.1	0.0	0.0		
Total %	0.0	0.0	7.7	0.0	7.7	7.7	0.0	0.0	0.0	7.7	0.0	30.8	0.0	0.0	30.8	23.1	30.8	0.0	0.0	53.8	l
1000, 10	, 0.0	0.0														•					•
Overall Peak Hour	ا ا	0	0	0	0	0	0	o	0	0	۱ 。	2	o	0	2	a	0	D	0	0	2
Volume	ľ	•		•	•	•	•	_	-	•	•				_						



Route 322 Corridor Evaluation PM PEAK HOUR Intersection #: 11 Job Number: R002484.0476 Date: 1/15/2015 Page No: 1

PM PEAK H	IOUR									A II 5 6	hicles			P	age No:	1					
			Cherry D					rivate Dri Vestbour		All VE	nicles	_	and Hill f					and Hill F]
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Rìght	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
3:00 PM	34	0	35	0	69	0	0	0	0	0	18	24	0	0	42	2	31	13	0	46	157
3:15 PM	44	1	38	0	83	0	0	0	0	0	21	32	1	0	54	1	30	8	0	39	176
3:30 PM	64	1	38	0	103	0	1	0	0	1	14	24	0	0	38	2	27	12	0	41	183
3:45 PM	41	0	33 144	0	74	0	- 1	0	00	<u>0</u>	29 82	23 103	2	0	53 187	5	38 126	15 48	0	53 179	180 696
Total	183	2	144	0	329	U	7	U	U	1	02	103	2	U	101	l a	120	40	v	179	1 090
4:00 PM		1	39	1	111	0	0	0	0	0	24	30	0	2	56	2	35	8	0	45	212
4:15 PM	50	2	34	0	86	0	1	1	0	2	22	28	0	0	50	0	39	10	0	49	187
4:30 PM		3	41	D	137	0	0	0	0	0	15	18	0	2	35	2	37	11	0	50	222
4:45 PM	74	0	54	0	128	0	0	1	0	1	20	25	0	0	45	0	30	10	0	40	214
Total	287	6	168	1	462	0	1	2	Q	3	81	101	0	4	186	4	141	39	0	184	835
5:00 PM		1	46	0	95	0	2	3	0	5	16	28	0	0	44	0	48	7	0	55	199
5:15 PM	62	0	43	0	105	0	3	2	0	5	21	22	0	0	43	2	23	10	0	35	188
5:30 PM	51	1	27	0	79	0	1	0	0	1	15	22	0	0	37	0	23	13	0	36	153
5:45 PM	25	1	41	0	67	0	0	0	0	0	25	20	0	0	45	0	33	6	0	39	151
Total	186	3	157	0	346	0	6	5	0	11	77	92	0	0	169	2	127	36	0	165	691
Grand Total	656	11	469	1	1137	0	8	7	0	15	240	296	2	4	542	11	394	123	0	528	2222
Apprch %	57.7	1.0	41.2	0.1		0.0	53.3	46.7	0.0		44.3	54.6	0.4	0.7		2.1	74.6	23.3	0.0		
Total %	29.5	0.5	21.1	0.0	51.2	0.0	0.4	0.3	0.0	0.7	10.8	13.3	0.1	0.2	24.4	0.5	17.7	5.5	0.0	23.8	l
								1 -1- 51			,					,		d 1 2 1 1 F	2.4		1
			Cherry D Eastboun					rivate Dri Vestbour			Ì		and Hill I					and Hill F outhbour			
Start Time	Left	Thru	Right	Peds	App.	Left	Thru	Right	Peds	Арр.	Left	Thru	Right	Peds	App.	Left	Thru	Right	Peds	App.	Int.
Peak Hou	r From	4:0	0 PM	to	Total 5:00	PM				Total					Total		L			Total	Total
	1								•		1 4	404			400		444			404	1 005
Volume	287	6	168	1	462	0	1	2	0	3	81	101	0	4	186	4	141	39	0 0.0	184	835
Percent	62.1	1.3	36.4	0.2		0.0	33.3	66.7	0.0		43.5	54.3	0.0	2.2		2.2	76.6	21.2	0.0		
4:30 PM Volume																					
Peak	93	3	41	0	137	0	0	0	0	0	15	18	0	2	35	2	37	11	0	50	222
Factor	l																				
High Int.	4:30	D PM				5:00	PM				4:00	PM (5:00	PM				l
Volume	93	3	41	0	137	ا ه	2	3	0	5	24	30	0	2	56	0	48	7	0	55	1
PHF	0.77	0.50	0.78	0.25	0.84	-	0.25	0.50	-	0.38	0.84	0.84	-	0.50	0.83	0.50	0.90	0.89		0.92	0.94
Heavy Vehicles %	0%	0%	0%	- /	- 3-	0%	0%	0%			2%	1%	0%			0%	0%	0%			
	U-Turn		RTOR	Bikes		U-Tum		RTOR	Bikes		U-Tum		RTOR	Bikes		U-Turn		RTOR	Bikes		
Misc.	0-10111		0	0		0		0	0		0		0	0		0		0	0		



Route 322 Corridor Evaluation PM PEAK HOUR Intersection #: 11 Job Number: R002484.0476 Date: 1/15/2015 Page No: 2

Heavy Vehicles & Bicycles

			Cherry D					rivate Dri Vestbour	VÐ	vy vermo	CS & Dio	Ş	and Hill F					and Hill F outhbour			
Start Time	Left	Thru	Right	Blkes	App. Total	Left	Thru	Right	Bikes	App. Total	Left	Thru	Right	Bikes	App. Total	Left	Thru	Right	Bikes	App. Total	Int. Total
3:00 PM	0	0	0	0	0	0	0	ő	0	0	0	1	0	0	1	0	1	0	0	1	2
3:15 PM	1	0	Ö	Ó	1	0	0	0	0	0	1	1	0	0	2	0	3	0	0	3	6
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	Q	0	0	0	0	0	0	0
3:45 PM	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	3
Total	1	0	2	0	3	0	0	0	0	0	1	2	0	0	3	0	4	1	0	5	11
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	2	1	0	0	3	0	0	0	0	0	3
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	. 0	0	0	0	0	0	0
Total	0	0	0	Ō	0	0	0	0	0	0	2	1	0	0	3	0	0	0	0	0	3
5:00 PM		0	D	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	D	0	0	Ü
5:45 PM	0	D	0	0	0	0	0	_ 0 _	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	1	0	2	0	3	0	0	0	0	0	3	3	0	0	6	0	4	1	0	5	14
Approh % Total %	33.3 7.1	0.0 0.0	66.7 14.3	0.0	21.4	0.0	0.0	0.0	0.0	0.0	50.0 21.4	50.0 21.4	0.0 0.0	0.0 0.0	42.9	0.0 0.0	80.0 28.6	20.0 7.1	0.0 0.0	35.7	
Overall Peak Hour Volume	o	0	0	o	o	o	0	0	0	0	2	1	o	ø	3	0	0	0	0	0	3



Route 322 Corridor Evaluation PM PEAK HOUR

Intersection #: 12 Job Number: R002484.0476 Date: 1/15/2015 Page No: 1

1 101 1 12 4 1 1										4057	-4-1				age INU.	•					
		8	and Hill F	3d						All Vi	ehicles T	Fiehhu	m Rd (Şi	2 20111			Éichhu	rn Rd (SI	2011		1
			Eastboun				V	Vestbour	nd		l		Northbour			l		outhbour			
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
3:00 PM	18	0	45	0	63	0	0	0	0	0	13	82	0	0	95	0	82	35	0	117	275
3:15 PM	32	0	53	0	85	0	0	0	0	0	13	64	0	0	77	0	86	26	0	112	274
3:30 PM	26	0	61	0	87	0	0	0	0	0	15	94	0	0	109	0	66	29	0	95	291
3:45 PM	21 97	0	45 204	0	66	0	0	0	0	0	20	79	0	0	99	0	104	31	0	135	300
Total	97	U	204	U	301	l o	U	0	0	0	61	319	0	D	380	0	338	121	0	459	1140
4:00 PM	23	0	63	0	86	0	0	0	0	0	20	92	0	0	112	1 0	89	27	0	116	314
4:15 PM	29	0	64	0	93	0	0	0	0	0	26	84	0	0	110	0	85	24	0	109	312
4:30 PM	19	0	89	0	108	0	0	0	0	0	22	75	0	Q	97	0	76	27	0	103	308
4:45 PM	_ 24	0	78	0	102	0	0	0	0	0	16	78	0	0	94	0	98	21	0	119	315
Total	95	0	294	0	389	0	0	0	0	0	84	329	0	0	413	1 0	348	99	0	447	1249
5:00 PM	25	0	56	0	81	1 0	0	0	0	o	21	98	0	0	119	. 0	81	36	0	117	I 317
5:15 PM	24	0	62	0	86	0	0	0	0	0	11	85	ō	Ö	96	0	83	22	ō	105	287
5:30 PM	17	0	54	0	71	0	0	0	0	0	22	74	0	D	96	0	73	14	2	89	256
5:45 PM	17	0	25	2	44	0	0	0	0	0	18	70	0	0	88	0	74	19	0	93	225
Total	83	0	197	2	282	0	0	0	0	0	72	327	0	0	399	0	311	91	2	404	1085
Grand Total Approh % Total %	275 28.3 7.9	0.0 0.0	695 71.5 20.0	2 0.2 0.1	972 28.0	0.0	0.0	0.0	0.0	0.0	217 18.2 6.2	975 81.8 28.1	0 0.0 0.0	0 0.0 0.0	1192 34.3	0 0.0 0.0	997 76.1 28.7	311 23.7 9.0	2 0.2 0.1	1310 37.7	3474
			Sand Hill f Eastboun					Vestbour	ıd				rn Rd (SF Iorthbour		-			rn Rd (Si			
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hou	From	4:1	5 PM	to		5 PM									TOM					TOtal	TOTAL
14-1		_	007		004		-	_	_				_	_							
Volume Percent	97 25.3	0.0	287 74.7	0.0	384	0	0	0	0	0	85	335	0	0	420	0	340	108	0	448	1252
5:00 PM	20.5	0.0	14.1	0.0							20.2	79.8	0.0	0.0		0.0	75.9	24.1	0.0		
Volume	25	0	56	0	81	٥	0	0	0	0	21	98	0	0	119	0	81	36	0	117	317
Peak Factor						i															
High Int.	4:30	PM				3:00	РМ				5:00	PM				3:45	S PM				
Volume	19	0	89	0	108	0.00	0	0	0	0	21	98	0	0	119	ا ٥٠٠٠	104	31	0	135	
PHF	0.84		0.81		0.89	1	-	-	-	-	0.82	0.85	•	-	0.88	1	0.87	0.75	-	0.94	0.99
Heavy	2%	0%	0%			0%	0%	0%			0%	1%	0%			0%	2%	0%			
Vehicles % Misc.	U-Tum 0		RTOR 0	Bikes 0		U-Turn 0		RTOR 0	Bikes 0		U-Tum		RTOR 0	Bikes 0		U-Tum 0		RTOR	Bikes 0		
	, ,		v	U		, ,		v	U		ΙV		U	U		U		0	U		



Route 322 Corridor Evaluation PM PEAK HOUR Intersection #: 12 Job Number: R002484.0476 Date: 1/15/2015 Page No: 2

									Hea	vy Vehic	es & Blc										
			and Hill F										n Rd (SF					m Rd (SI			
			Eastboun	d			1	Vestbour	ıd			N	orthbour	nd			s	outhbour	nd		
Start Time	Left	Thru	Right	Bikes	App. Total	Left	Thru	Right	Bikes	App. Total	Left	Thru	Right	Bikes	App. Totai	Left	Thru	Right	Bikes	App. Total	Int. Total
3:00 PM	2	0	0	0	2	0	0	0	0	0	1	3	0	0	4	0	3	2	0	5	11
3:15 PM	3	0	1	0	4	0	0	0	0	0	0	0	0	0	0	0	5	₿	0	11	15
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	2	0	0	2	5
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	3	1	0	4	88
Total	5	0	1	0	6	0	0	0	0	0	1	10	0	Ö	11	0	13	9	0	22	39
			_	_	_												4	•		4	
4:00 PM	0	0	0	D	0	0	0	0	0	0	ı v	3	v	0	3	0	1	0	U	2	4
4:15 PM	1	0	0	0	1	١	0	n	U	0	0	2	Ü	0	2	0	2	0	0	3	4 -
4:30 PM	0	0		0	0	ı v			Ü	-	ı -	0	0	0	0	Ö	3	0	0	3	3
4:45 PM	0	0	<u>D</u>	0	1	0	0	0	0	0	0	6	0	0	6	0		0	0	7	14
Total	1	0	- 0	0	1	0	0	U	U	0	0	0	U	U	•	U	,	U	U	- 1	14
5:00 PM	1	0	0	0	1	0	0	0	0	0	0	1	D	0	1	١ ٥	0	0	0	0	2
5:15 PM	Ó	ō	ō	ō	ò	ō	ō	ō	ō	ō	ō	2	0	0	2	0	0	0	0	0	2
5:30 PM	ō	ō	ō	Õ	0	0	0	ō	0	Ō	0	1	Ö	0	1	Ó	0	0	0	0	1
5:45 PM	0	D	Ö	ō	0	Ó	Ó	0	0	0	0	3	0	0	3	0	1	0	Q	1	4
Total	1	0	0	0	1	0	0	0	0	0	0	7	0	0	7	0	1	0	0	1	9
	'				·										·						
Grand Total	7	0	1	0	8	0	0	0	0	0	1	23	0	0	24	0	21	9	0	30	62
Apprch %	87.5	0.0	12.5	0.0							4.2	95.8	0.0	0.0		0.0	70.0	30.0	0.0		
Total %	11.3	0.0	1.6	0.0	12.9	0.0	0.0	0.0	0.0	0.0	1.6	37.1	0.0	0.0	38.7	0.0	33.9	14.5	0.0	48.4	
70001 70		0.0	1.0	0.0	12.0	0.0	0.0		•.•		N	•		2.0			00.0		•••		J
Overall Peak Hour Volume	2	0	0	0	2	0	0	0	0	0	0	4	0	0	4	0	6	0	0	6	12



AN EMPLOYEE-OWNED COMPANY Route 322 Corridor Evaluation PM PEAK HOUR Intersection #: 13 Job Number: R002484.0476 Date: 1/15/2015 Page No: 1

3:00 PM 21 26 0 0 47 0 39 16 76 131 17 6 6 2 31 10 0 22 3:15 PM 15 20 0 0 35 0 47 21 81 149 20 15 2 1 38 11 0 20 30 3:45 PM 23 15 0 0 38 0 54 23 83 160 20 6 2 1 29 6 0 31 Total 83 79 0 0 162 0 181 88 322 591 82 37 17 5 141 37 0 103 4:50 PM 19 16 0 0 35 0 42 25 78 145 26 14 6 0 46 7 0 35 4:45 PM 26 22 0 0 48 0 49 17 61 127 11 11 7 1 30 6 0 45 11 0 63 4:45 PM 26 22 0 0 48 0 49 17 61 127 11 11 7 1 30 6 0 45 11 0 63 4:50 PM 30 11 0 0 0 44 0 39 22 75 13 83 131 16 4 0 24 8 0 35 15 PM 27 13 0 0 40 0 35 13 83 131 16 4 1 2 23 5 0 36 5:30 PM 23 13 0 0 36 0 28 13 83 131 16 4 1 2 23 5 0 36 5:30 PM 27 13 0 0 40 0 35 13 83 131 16 4 1 2 23 5 0 36 5:30 PM 27 13 0 0 40 0 35 13 83 131 16 4 1 2 23 5 0 36 5:30 PM 27 13 0 0 40 0 35 13 83 131 16 4 1 2 23 5 0 36 5:30 PM 27 13 0 0 40 0 35 13 83 131 16 4 1 2 23 5 0 36 5:30 PM 27 13 0 0 40 0 35 13 83 131 16 4 1 2 23 5 0 36 5:30 PM 27 13 0 0 36 0 28 15 69 112 18 9 1 4 32 2 4 03 0 21 Total 109 48 0 0 167 0 165 81 50 0 167 0 125 69 283 477 69 25 13 6 113 18 0 122 0 12 0 12 0 12 0 12 0 12 0 12	Total Tota	Int. Total 241 254 277 265 1037 317 269 360 256 1202
Start Time Left Thru Right Peds App. Total Start Time Start Time Left Thru Right Peds App. Total Left Thru Right Peds App. Left Thru Right Peds App. Total Left Thru Right Peds App. Total Left Thru Right Peds App. Left Thru Right Peds App. Total Left Thru Right Peds App. Left Thru Right Peds App. Total Left Thru Right Peds App. Left Thru Right Peds App. Left Thru Right Peds App. Total Left Thru Right Peds App. Total Left Thru Right Peds App. Left Thru Right Peds App. Left Thru Right Peds App. Total Left Thru Right Peds App. Left Thru Right Peds App. Total Left Thru Right Peds App. Total Left Thru Right Peds App. Left Thru Right Peds App. Total Left Thru Right Peds App. Total Left Thru Right Peds App. Total Left Thru Right Peds App. Left Thru Right Peds App. Total Left Thru Right Peds App. Total Left Thru Right Peds App. Left Thru Right Peds Thru Total Total Total No.	Total Tota	70tal 241 254 277 265 1037 317 269 360 256
Size Time Left Time Right Peos Total Left Time Right Peos Time Right Peos Total Left Time Right Peos Total Left Time Right Peos Time Right Peos Total Right Peos Time Right Peos Total Right Peos Time Right Peos Time Right Peos Total Right Peos Time Right Peos Time Right Peos Time Right Peos Time Right Peos Right Peos Time Right Peos Right Peos Time Right Right Peos Time Right Peos Time Right Right Peos Time Right Righ	Total Tota	70tal 241 254 277 265 1037 317 269 360 256
3:15 PM 15 20 0 0 35 0 47 21 81 149 20 15 2 1 38 11 0 20 30 33.9 PM 24 18 0 0 42 0 41 28 82 151 25 10 7 1 43 10 0 30 30 33.45 PM 23 15 0 0 38 0 54 23 83 160 20 6 2 1 29 6 0 31 Total 83 79 0 0 162 0 181 88 322 591 82 37 17 5 141 37 0 103 4:00 PM 40 20 0 0 60 0 52 28 87 167 18 13 2 4 37 7 0 45 4:15 PM 19 16 0 0 35 0 42 25 78 145 26 14 6 0 46 7 0 35 4:30 PM 30 11 0 0 41 0 69 28 113 210 20 6 3 6 35 11 0 63 4:45 PM 25 22 0 0 48 0 49 17 61 127 11 11 7 1 30 6 0 45 Total 115 69 0 0 184 0 212 98 339 649 75 44 18 11 148 31 0 188 5:45 PM 27 13 0 0 40 0 35 13 83 131 16 4 1 2 2 23 5 0 38 5:45 PM 27 13 0 0 40 0 35 13 83 131 16 4 1 2 2 23 5 0 38 5:45 PM 27 13 0 0 36 0 28 15 69 112 18 9 1 4 32 4 0 30 5:45 PM 27 12 0 0 37 0 23 19 56 98 21 10 4 32 4 0 30 13 18 0 122 12 10 109 48 0 0 167 0 165 8.1 30.1 54.8 77 69 25 13 6 113 18 0 122 12 18 9.8 6.3 0.0 0.0 16.1 0.0 16.5 8.1 30.1 54.8 7.2 3.4 1.5 0.7 12.8 2.7 0.0 13.2	1 32 2 1 41 38 2 3 143 1 1 53 3 1 43 2 0 74 3 0 51 2 2 221 1 5 46 2 2 43 2	254 277 265 1037 317 269 360 256
3:30 PM 24 18 0 0 42 0 41 28 82 151 25 10 7 1 43 10 0 30 34 575 0 0 38 0 54 23 83 160 20 6 2 1 29 6 0 31 Total 83 79 0 0 162 0 181 88 322 591 82 37 17 5 141 37 0 103 4:00 PM 40 20 0 60 0 52 28 87 167 18 13 2 4 37 7 0 45 4:15 PM 19 16 0 0 35 10 42 25 78 145 26 14 6 0 46 7 0 35 4:30 PM 30 11 0 0 41 0 69 28 113 210 20 6 3 6 35 11 0 63 4:45 PM 26 22 0 0 48 0 49 17 61 127 11 11 7 1 30 6 0 45 Total 115 69 0 0 184 0 212 98 339 649 75 44 18 11 148 31 0 188 5:00 PM 34 10 0 0 44 0 39 22 75 136 14 6 4 0 24 6 0 35 5:30 PM 23 13 0 0 40 0 35 13 83 131 16 4 1 2 23 5 0 36 5:30 PM 23 13 0 0 36 0 28 15 69 112 18 9 1 4 32 4 0 30 5:45 PM 25 12 0 0 37 0 23 19 56 98 21 6 7 0 34 3 0 21 Total 109 48 0 0 167 0 125 69 283 477 69 25 13 6 113 18 0 122 Centerview Ln Grand Total 307 196 0 0 503 0 518 255 944 1717 226 106 48 22 402 86 0 413 Apprch % 61.0 39.0 0.0 0.0 16.1 0.0 16.5 8.1 30.1 54.8 7.2 3.4 1.5 0.7 12.8 2.7 0.0 13.2	1 41 2 1 38 2 3 143 1 1 53 3 1 43 2 0 74 2 2 221 1 5 46 2 2 43 2	277 265 1037 317 269 360 256
3:45 PM 23 15 0 0 38 0 54 23 83 160 20 6 2 1 29 6 0 31 Total 83 79 0 0 162 0 181 88 322 591 82 37 17 5 141 37 0 103 4:00 PM 40 20 0 0 60 0 52 28 87 167 18 13 2 4 37 7 0 45 4:15 PM 19 16 0 0 35 0 42 25 78 145 26 14 6 0 46 7 0 35 4:30 PM 30 11 0 0 41 0 69 28 113 210 20 6 3 6 35 11 0 63 4:46 PM 26 22 0 0 48 0 49 17 61 127 11 11 7 1 30 6 0 45 Total 115 69 0 0 184 0 212 98 339 649 75 44 18 11 148 31 0 188 5:00 PM 34 10 0 0 44 0 39 22 75 136 14 6 4 0 24 6 0 35 5:15 PM 27 13 0 0 40 0 35 13 83 131 16 4 1 2 23 5 0 36 5:30 PM 23 13 0 0 36 0 28 15 69 112 18 9 1 4 32 4 0 30 5:45 PM 25 12 0 0 37 0 23 19 56 98 21 6 7 0 34 3 0 21 Total 109 48 0 0 157 0 125 69 283 477 69 25 13 6 113 18 0 122 Grand Total 307 196 0 0 503 0 518 255 944 1717 226 106 48 22 402 86 0 413 Approh % 61.0 39.0 0.0 0.0 16.1 0.0 16.5 8.1 30.1 54.8 7.2 3.4 1.5 0.7 12.8 2.7 0.0 13.2	1 38 2 3 143 1 1 53 3 1 43 2 0 74 3 0 51 2 2 221 1 5 46 2 2 43 2	265 1037 317 269 360 256
Total 83 79 0 0 162 0 181 88 322 591 82 37 17 5 141 37 0 103 4:00 PM 40 20 0 0 60 0 52 28 87 167 18 13 2 4 37 7 0 45 4:15 PM 19 18 0 0 35 0 42 25 78 145 26 14 6 0 46 7 0 35 4:30 PM 30 11 0 0 41 0 69 28 113 210 20 6 3 6 35 11 0 63 4:45 PM 26 22 0 0 48 0 49 17 61 127 11 11 7 1 30 6 0 45 Total 115 69 0 0 184 0 212 98 339 649 75 44 18 11 148 31 0 188 5:00 PM 34 10 0 0 44 0 39 22 75 136 14 6 4 0 24 6 0 35 5:15 PM 27 13 0 0 40 0 35 13 83 131 16 4 1 2 23 5 0 38 5:30 PM 23 13 0 0 36 0 28 15 69 112 18 9 1 4 32 4 0 30 5:45 PM 25 12 0 0 37 0 23 19 56 98 21 16 7 0 34 3 0 21 Total 109 48 0 0 157 0 125 69 283 477 69 25 13 6 113 18 0 122 Grand Total 307 196 0 0 503 0 518 255 944 1717 226 106 48 22 402 86 0 413 Apprch % 61.0 39.0 0.0 0.0 16.1 0.0 16.5 8.1 30.1 54.8 7.2 3.4 1.5 0.7 12.8 2.7 0.0 13.2	3 143 1 1 53 3 1 43 2 0 74 3 0 51 2 2 221 1 5 46 2 2 43 2	317 269 360 256
4:00 PM	1 53 3 1 43 2 0 74 3 0 51 2 2 221 1 5 46 2 2 43 2	317 269 360 256
4:15 PM 19 18 0 0 35 0 42 25 78 145 26 14 6 0 46 7 0 35 430 PM 30 11 0 0 41 0 69 28 113 210 20 6 3 6 35 11 0 63 445 PM 26 22 0 0 48 0 49 17 61 127 11 11 7 7 1 30 6 0 45 PM 15 69 0 0 184 0 212 98 339 649 75 44 18 11 148 31 0 188 PM 15 15 PM 27 13 0 0 40 0 35 13 83 131 16 4 1 2 23 5 0 36 5:15 PM 27 13 0 0 40 0 35 13 83 131 16 4 1 2 23 5 0 36 5:45 PM 23 13 0 0 36 0 28 15 69 112 18 9 1 4 32 4 0 30 5:45 PM 25 12 0 0 37 0 23 19 56 98 21 6 7 0 34 3 0 21 PM 16 109 48 0 0 157 0 125 69 283 477 69 25 13 6 113 18 0 122 PM 16 109 48 0 0 157 0 125 69 283 477 69 25 13 6 113 18 0 122 PM 16 109 48 0 0 0 16.1 0.0 16.5 8.1 30.1 54.8 7.2 3.4 1.5 0.7 12.8 2.7 0.0 13.2 PM 13.2 PM 15.5 PM 15.	1 43 2 0 74 3 0 51 2 2 221 1 5 46 2 2 43 2	269 360 256
4:30 PM 30 11 0 0 41 0 69 28 113 210 20 6 3 6 35 11 0 63 4:45 PM 26 22 0 0 48 0 49 17 61 127 11 11 7 1 30 6 0 45 Total 115 69 0 0 184 0 212 98 339 649 75 44 18 11 148 31 0 188 5:00 PM 34 10 0 0 44 0 39 22 75 136 14 6 4 0 24 6 0 35 5:15 PM 27 13 0 0 40 0 35 13 83 131 16 4 1 2 23 5 0 38 5:30 PM 23 13 0 0 36 0 28 15 69 112 18 9 1 4 32 4 0 30 5:45 PM 25 12 0 0 37 0 23 19 56 98 21 6 7 0 34 3 0 21 Total 109 48 0 0 157 0 125 69 283 477 69 25 13 6 113 18 0 122 Grand Total 307 196 0 0 503 0 518 255 944 1717 226 106 48 22 402 86 0 413 Apprch % 61.0 39.0 0.0 0.0 16.1 0.0 16.5 8.1 30.1 54.8 7.2 3.4 1.5 0.7 12.8 2.7 0.0 13.2	0 74 3 0 51 2 2 221 1 5 46 2 2 43 2	360 256
4:45 PM 26 22 0 0 48 0 49 17 61 127 11 11 7 1 30 6 0 45 Total 115 69 0 0 184 0 212 98 339 649 75 44 18 11 148 31 0 188 5:00 PM 34 10 0 0 44 0 39 22 75 136 14 6 4 0 24 6 0 35 5:15 PM 27 13 0 0 40 0 35 13 83 131 16 4 1 2 23 5 0 36 5:30 PM 23 13 0 0 36 0 28 15 69 112 18 9 1 4 32 4 0 30 5:45 PM 25 </td <td>0 51 2 2 221 1 5 46 2 2 43 2</td> <td>256</td>	0 51 2 2 221 1 5 46 2 2 43 2	256
Total 115 69 0 0 184 0 212 98 339 649 75 44 18 11 148 31 0 188 5:00 PM 34 10 0 0 44 0 39 22 75 136 14 6 4 0 24 6 0 35 5:15 PM 27 13 0 0 40 0 35 13 83 131 16 4 1 2 23 5 0 36 5:30 PM 23 13 0 0 36 0 28 15 69 112 18 9 1 4 32 4 0 30 5:45 PM 25 12 0 0 37 0 23 19 56 98 21 6 7 0 34 3 0 21 Total 109 48 0 0 157 0 125 69 283 477 69 25 13 6 113 18 0 122 Grand Total 307 196 0 0 503 0 518 255 944 1717 226 106 48 22 402 86 0 413 Apprich % 61.0 39.0 0.0 0.0 0.0 16.1 0.0 16.5 8.1 30.1 54.8 7.2 3.4 1.5 0.7 12.8 2.7 0.0 13.2	2 221 1 5 46 2 2 43 2	
5:00 PM 34 10 0 0 44 0 39 22 75 136 14 6 4 0 24 6 0 35 5:15 PM 27 13 0 0 40 0 35 13 83 131 16 4 1 2 23 5 0 36 5:30 PM 23 13 0 0 36 0 28 15 69 112 18 9 1 4 32 4 0 30 5:45 PM 25 12 0 0 37 0 23 19 56 98 21 6 7 0 34 3 0 21 Total 109 48 0 0 157 0 125 69 283 477 69 25 13 6 113 18 0 122 Grand Total 307 196 0 0 503 0 518 255 944 1717 226 106 48 22 402 86 0 413 Apprch % 61.0 39.0 0.0 0.0 0.0 30.2 14.9 55.0 56.2 26.4 11.9 5.5 16.8 0.0 80.8 Total % 9.8 6.3 0.0 0.0 16.1 0.0 16.5 8.1 30.1 54.8 7.2 3.4 1.5 0.7 12.8 2.7 0.0 13.2	5 46 2 2 43 2	1202
5:15 PM 27 13 0 0 40 0 35 13 83 131 16 4 1 2 23 5 0 36 5:30 PM 23 13 0 0 36 0 28 15 69 112 18 9 1 4 32 4 0 30 21 5 5 98 21 6 7 0 34 3 0 21 7 0 34 3 0 21 7 0 34 3 0 21 7 0 34 3 0 21 7 0 34 3 0 21 7 0 34 3 0 21 7 0 34 3 0 21 22 13 6 113 18 0 122 12 12 12 14 30 12 14 14 17 <td< td=""><td>2 43 2</td><td></td></td<>	2 43 2	
5:30 PM 23 13 0 0 36 0 28 15 69 112 18 9 1 4 32 4 0 30 5:45 PM 25 12 0 0 37 0 23 19 56 98 21 6 7 0 34 3 0 21 Total 109 48 0 0 157 0 125 69 283 477 69 25 13 6 113 18 0 122 Grand Total 307 196 0 0 503 0 518 255 944 1717 226 106 48 22 402 86 0 413 Apprch % 61.0 39.0 0.0 0.0 0.0 30.2 14.9 55.0 56.2 26.4 11.9 5.5 16.8 0.0 80.8 Total % 9.8 6.3 0.0 0.0 16.1 0.0 16.5 8.1 30.1 54.8 7.2 3.4 1.5 0.7 12.8 2.7 0.0 13.2		250
5:45 PM 25 12 0 0 37 0 23 19 56 98 21 6 7 0 34 3 0 21 Total 109 48 0 0 157 0 125 69 283 477 69 25 13 6 113 18 0 122 Grand Total 307 196 0 0 503 0 518 255 944 1717 226 108 48 22 402 86 0 413 Apprch % 61.0 39.0 0.0 0.0 0.0 30.2 14.9 55.0 56.2 25.4 11.9 5.5 16.8 0.0 80.8 Total % 9.8 6.3 0.0 0.0 16.1 0.0 16.5 8.1 30.1 54.8 7.2 3.4 1.5 0.7 12.8 2.7 0.0 13.2		237
Total 109 48 0 0 157 0 125 69 283 477 69 25 13 6 113 18 0 122 Grand Total 307 196 0 0 503 0 518 255 944 1717 226 106 48 22 402 86 0 413 Apprch % 61.0 39.0 0.0 0.0 0.0 0.0 30.2 14.9 55.0 56.2 26.4 11.9 5.5 16.8 0.0 80.8 Total % 9.8 6.3 0.0 0.0 16.1 0.0 16.5 8.1 30.1 54.8 7.2 3.4 1.5 0.7 12.8 2.7 0.0 13.2 Campus Dr Campus Dr Centerview Ln Centerview Ln		214
Grand Total 307 196 0 0 503 0 518 255 944 1717 226 106 48 22 402 86 0 413 Approh % 61.0 39.0 0.0 0.0 0.0 0.0 30.2 14.9 55.0 56.2 26.4 11.9 5.5 16.8 0.0 80.8 Total % 9.8 6.3 0.0 0.0 16.1 0.0 16.5 8.1 30.1 54.8 7.2 3.4 1.5 0.7 12.8 2.7 0.0 13.2		193 894
Apprch % 61.0 39.0 0.0 0.0 0.0 0.0 30.2 14.9 55.0 56.2 26.4 11.9 5.5 16.8 0.0 80.8 Total % 9.8 6.3 0.0 0.0 16.1 0.0 16.5 8.1 30.1 54.8 7.2 3.4 1.5 0.7 12.8 2.7 0.0 13.2		00 1
Total % 9.8 6.3 0.0 0.0 16.1 0.0 16.5 8.1 30.1 54.8 7.2 3.4 1.5 0.7 12.8 2.7 0.0 13.2 Campus Dr Campus Dr Centerview Ln Centerview Ln	12 511 3	3133
Campus Dr Campus Dr Centerview Ln Centerview Ln	2.3	
	0.4 16.3	
Eastbound Westbound Northbound Southbound		1
Start Time Left Thru Right Peds App. Left Thru Right Peds App. Left Thru Right Peds App. Left Thru Right Inches App. Left		Int. Total
Peak Hour From 3:45 PM to 4:45 PM		
Volume 112 62 0 0 174 0 217 104 361 682 84 39 13 14 150 31 0 174	5 210 T 1	1216
Percent 64.4 35.6 0.0 0.0 0.0 31.8 15.2 52.9 56.0 26.0 8.7 9.3 14.8 0.0 82.9	2.4	
4:30 PM		
Volume 30 11 0 0 41 0 69 28 113 210 20 6 3 8 37 11 0 63	0 74 3	362
Factor		
High Int. 4:00 PM 4:30	0 74	
		0.84
Heave	.72 0.71	V.UT
Treaty 3% 3% 0% 0% 4% 0% 4% 3% 46% 3% 0% 2% Vehicles %		
	ikes 2	



Route 322 Corridor Evaluation PM PEAK HOUR Intersection #: 13 Job Number: R002484.0476 Date: 1/15/2015 Page No: 2

Heavy Vehicles & Bicycles

			ampus I astboun					Campus (Vestbour)r	vy vania		Ce	nterview					nterview outhbour			
Start Time	Left	Thru	Right	Bikes	App. Total	Left	Thru	Right	Blkes	App. Total	Left	Thru	Right	Bikes	App. Total	Left	Thru	Right	Bikes	App. Total	Int. Total
3:00 PM	0	0	Ō	0	0	0	1	0	0	1	2	0	2	1	5	0	0	2	1	3	9
3:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	1	1	0	0	1	0	1	3
3:30 PM	3	0	D	0	3	0	3	0	0	3	3	0	4	0	7	0	0	1	0	1	14
3:45 PM	2	1	0	0	3	0	3	0	0	3	0	D	1	1	2	0	0	1	0	1	9
Total	5	1	0	0	6	0	8	0	0	8	5	0	7	3	15	0	0	5	1	6	35
4:00 PM		1	0	0	2	0	1	0	0	1	0	1	2	0	3	0	0	1	0	1	7
4:15 PM	0	0	0	0	0	0	3	0	0	3	3	0	3	0	6	0	0	0	2	2	11
4:30 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	2	2	1	0	1	0	2	6
4:45 PM	2	2	0	0	4	0	3	0	0	3	0	1	2	0	3	0	0	1	0	1	11
Total	3	3	0	0	6	0	9	0	0	9	3	2	7	2	14	1	0	3	2	6	35
5:00 PM	0	0	0	0	D	D	0	1	0	1	2	1	1	0	4	0	0	0	0	0	5
5:15 PM	1	0	0	0	1	0	1	0	0	1	1 1	Ü	Ü	1	2	0	Ü	0	0	0	4
5:30 PM	1 1	0	0	0	1	0	1	0	0	7	3	Ü	0	0	3	0	U	0	0	0	1 5
5:45 PM	1	. 0	0	U	1	0	1	0	U	- 1	0	- 0	- 0	<u>,</u>	1	0	<u> </u>	0	1 4	1	18
Total	3	0	0	0	3	0	3	1	D	4	6	1	1	2	10	0	0	0	,	'	1 10
Grand Total	11	4	0	0	15	0	20	1	0	21	14	3	15	7	39	1	0	8	4	13	88
Apprch %	73.3	26.7	0.0	0.0		0.0	95.2	4.8	0.0		35.9	7.7	38.5	17.9		7.7	0.0	61.5	30.8		l
Total %	12.5	4.5	0.0	0.0	17.0	0.0	22.7	1.1	0.0	23.9	15.9	3.4	17.0	8.0	44.3	1.1	0.0	9.1	4.5	14.8	l
Overall Peak Hour Volume	3	2	0	0	5	o	9	0	0	9	3	1	6	3	13	1	0	3	2	6	33



Route 322 Corridor Evaluation PM PEAK HOUR Intersection #: 13 Job Number: R002484.0476 Date: 1/15/2015 Page No: 3

11-7	Turn	2	RT	'OR

		Campus Dr			Campus Dr		Centerview Ln Centerview Ln					l	
		Eastbound			Westbound			Northbound			Southbound		
	U-Turn	RTOR	App. Total	U-Turn	RTOR	App. Total	U-Tum	RTOR	App. Total	U-Turn	RTOR	App. Total	Int. Total
3:00 PM		0	0	0	1	1	0	2	2	0	4	4	7
3:15 PM		0	0	0	1	1	0	0	0	0	5	5	6
3:30 PM		0	0	0	13	13	0	0	0	0	6	6	19
3:45 PM		0	0	0	. 4	4	0	1	1	0	11	11	.16
Total	0	0	0	0	19	19	0	3	3	0	26	26	48
4:00 PM		0	0	0	7	7	0	0	0	0	23	23	30
4:15 PM		0	0	0	3	3	0	0	0	0	13	13	16
4:30 PM		0	0	0	5	5	0	1	1	0	40	40	46
4:45 PM		0	0	0	5	5	0	0	0	0	17	17	22
Total	0	0	0	0	20	20) 0	1	1	0	93	93	114
5:00 PM		0	0	0	5	5	0	2	2	0	17	17	24
5:15 PM		0	0	0	5	5	0	0	0	0	14	14	19
5:30 PM		0	0	0	0	0	0	0	0	0	20	20	20
5:45 PM		0	0	0	0	0	0	3	3	0	13	13	16
Total	0	0	0	0	10	10	0	5	5	0	64	64	79
Grand Total	0	0	0	0	0	0	0	9	9	0	183	183	192
Apprch % Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0 0.0	0.0 100.0 4.7	0.0	0.0	0.0 100.0 0.0 95.3	95.3	
Overali Peak Hour Volume	o	0	0	0	19	19	O	2	2	0	87	87	108

EXISTING 2015 TRAFFIC VOLUMES - RAW COUNT DATA

Route 322 Corridor Evaluation R002484.0476 BJB 02/12/15

JOB NAME: JOB NUMBER: ANALYST: DATE:

INTERSECTION #1: Governor Rd (SR 0322) and University Dr
INTERSECTION #2: Governor Rd (SR 0322) and Cantandew Ln
INTERSECTION #3: Governor Rd (SR 0322) and Tente Dwy / West Areba Ave
INTERSECTION #4: Governor Rd (SR 0322) and Phrate Dwy / West Areba Ave
INTERSECTION #5: Governor Rd (SR 0322) and Bleach Ave
INTERSECTION #5: Governor Rd (SR 0322) and Bleach Ave
INTERSECTION #5: Governor Rd (SR 0322) and Bleach Ave
INTERSECTION #5: Governor Rd (SR 0322) and Flat Bloom Rd (SR 2011) / Hockersville Rd (SR 2011)
INTERSECTION #5: Governor Rd (SR 0322) and Elahourn Rd (SR 2011) / Hockersville Rd (SR 2011)
INTERSECTION #5: Governor Rd (SR 0322) and Elahourn Rd (SR 2011) / Hockersville Rd (SR 2011)
INTERSECTION #5: Sand Hill Rd and Cherry Dr / Powde Drive
INTERSECTION #5: Sand Hill Rd and Cherry Dr / Powde Drive
INTERSECTION #5: Sand Hill Rd and Cherry Dr / Powde Drive
INTERSECTION #5: Sand Hill Rd and Cherry Dr / Powde Drive
INTERSECTION #5: Sand Hill Rd and Cherry Dr / Powde Drive
INTERSECTION #5: Sand Hill Rd and Cherry Dr / Powde Drive
INTERSECTION #5: Sand Hill Rd and Cherry Dr / Powde Drive
INTERSECTION #5: Sand Hill Rd and Cherry Dr / Powde Drive
INTERSECTION #5: Sand Hill Rd and Cherry Dr / Powde Drive
INTERSECTION #5: Sand Hill Rd and Cherry Dr / Powde Drive

	-	AM	PEAK H	OUR	PM	PEAK H	OUR
INTERSECTION	MOVEMENT	EXISTING 2015 TRAFFIC VOLUMES	TRUCK	HEAVY VEHICLE PERCENTAGES	EXISTING 2016 TRAFFIC VOLUMES	TRUCK	HEAVY VEHICLE PERCENTAGES
	EBL	24	0	0%	76	0	6%
	EBT	881	17	2%	415	0	2%
INTERSECTION #1:	EBR WBL	905	1	0% 0%	108	1	1%
	WBT	208 324	9	3%	62	0	G%
Governor Rd (SR 0322) and University Dr	WBR	80	3	4%	227	2	1%
	NBL	MO	0	0%	233	0	0%
	NBT	81	1	1%	218	1	0%
	NBR	84	1	1%	99	0	0%
	SBL	51	1	2%	35	0	0%
	SBT	128	3	2%	53	2	4%
	SBR	16	0	0%	44	0	0%
	EBL	2047	36	0%	2246	21	- avv
	EBT	437	0		439		0%
	EBR	329	34	8%	44	18	4% 5%
INTERSECTION #2:	WBL	228	1	0%	48	1	2%
Governor Rd (SR 0322) and Centerview	WBT	562	17	3%	530	15	3%
Ln	WBR	43	2	5%	89	0	0%
	NBL	57	2	4%	324	3	1%
	NBT	16	1	8%	77	1	1%
	NBR	73	0	0%	183	0	3%
	SBT	10B	0	0%	17	1	9%
	SBR	9	0	0%	30	0	0%
	OVERALL	1980	57	0.0	1820	39	4,0
	EBĹ	4	0.0	0%	11	0.00	6%
	EBT	534	34	6%	64B	20	4%
	EBR	0	0	0%	0	0	0%
INTERSECTION #3:	WEL	0	0.0	0%	0	.0	0%
Governor Rd (SR 0322) and Hill/lew Ln	WBT	831	- 30	2% 100%	647	15	2%
	NEL	0	.0.	0%	0	11	0%
	NBT	0	1	0%	a	0	0%
	NBR	0	. 0	0%	0	- 20	0%
	SBL	2	1.61	0%	3	-10	0%
	SBT	0	(0)	0%	0	· U	0%
	SBR	9	C.D.	11%	8	00	13%
	OVERALL	1381	60	0%	1321	39	2%
	EBL	533	34	O'c	589	4.2	3%
	EBR	2	0	0%	0	11	0%
INTERSECTION #4:	WBL	0	_ 0	0%	0	0	0%
Governor Rd (SR 0322) and Private Dwy /	WBT	777	20	34	646	74	2%
West Areba Ave	WBR	3	2	675e	12	7	17%
	NBL	0	0	0%	0	0	0%
	NBR	0	0	0%	0	- 0	0%
	SBL	1	o o	0%	1	-11	0%
	SBT	0	0	05,	0	11	0%
	9BR	60	1	2%	12		8%
	OVERALL	1372	67		1305	35	
	EBL	538	0	0% 6%	4	24	6%
	EBR	038	34	0%	011	.0	4%
INTERSECTION #5:	WBL	0	0	0%	0	0	0%
Governor Rd (SR 0322) and Beech Ave	WBT	781	21	3%	849	16	2%
	WBR	1	0	0%	3	D	0%
	NBL	0	0	0%	0	. 0	0%
	NBT	0	0	0%	0	- 0	0%
	NBR_ SBL	0	0	0%	0	11	0%
	SBT	0	0	0%	0	-11	0%
	SBR	3	0	0%	0	- 17	0%
	OVERALL	1327	55		1207	40	
	EBL	2	0	0%	4	7.0	0%
	EBT	628	33	8%	609	20	3%
INTERSECTION #6:	WBL	0	0	0%	0	D	0% 0%
Governor Rd (SR0322) / Governor Rd	WBT	789	18	2%	849	100	2%
(SR 0322) and Greenlee Rd	WBR	0	0	0%	5	0	0%
	NBL	0	0	0%	0	- 11	0%
	NBT	0	0	0%	_0	70	0%
	NBR	0	0	0%	0	U	0%
	SBL	0	0	0%	0	-11	0%
	DOY	~					
	\$BT \$BR	4	0	0%	0	-0	0%

	_	AM	PEAK H	OUR	PM	PEAK H	DUR
INTERSECTION	MOVEMENT	EXISTING 2018 TRAFFIC VOLUMES	TRUCK	HEAVY VEHICLE PERCENTAGES	EXISTING 2015 TRAFFIC VOLUMES	TRUCK	HEAVY VEHICLE PERCENTAGES
	EBL	400	30	0% 7%	11 488	13	3%
	EBR	110	5	4%	128	1	1%
INTERSECTION #7:	WBL	263	5	2%	91	3	3%
Rt. 322 and Cherry Dr	WBT	678	18	3%	481 36	12	3%
	NBL	103	2	2%	182	2	1%
	NET	18	0	0%	43	0	0%
	NBR_ SBL	45 31	0	2%	281	0	0%
	SBT	50	0	0%	38	1	2%
	OVERALL	1730	81	0%	13	1	8%
	EBL	18	1	6%	1766 49	35	0%
	EBT	325	20	6%	581	8	1%
INTERSECTION #8:	EBR WBL	108	3	1% 7%	110	0	1%
Governor Rd (SR 0322) and Fishburn Rd	WBT	682	15	21%	398	15	0% 4%
(8R 2011) / Hockersville Rd (8R 2011)	WBR	137	4	3%	142	1	1%
	NBL	212 175	11	2% 8%	181	1	1%
	NBR	87	4	8%	109	0	0%
	SBL	128	1	1%	205	0	0%
	SBR	110 37	1	4% 3%	234	0	2%
	OVERALL	2080	69		2277	92	
	EBL	52 495	3	61.	104	0	9%
	EBR	0	23	0%	0	11	1% 0%
INTERSECTION #9:	WBL	0	0	0%	0	0	0%
Governor Rd (SR 0322) and Elm Ave	WBT	745	10	3%	542	14	3%
	WBR	0	0	0%	0	0	0%
	NBT	0	0	054	. 0	0	0%
	NBR	0	0	0%	0	0	
	SBT	0	0	0%	0	0	0% 0%
	SBR	108	2	25;	98	D	0%
	OVERALL:	1400	47	7%	1548 398	25	0%
	EBT	0	0.	04	8	0	0%
	EBR	21	00	0%	339	0	0% 0% 0%
INTERSECTION #10: Cherry Dr and Hope Dr / Kinder Care Dwy	WBL	1		0%	0	0	0%
Oriony or and hope of a Care of a Day	WBR	3	1	04.	1	O O	9%
	NBL	322		0%	19	0	0%
	NBR	123	- 11	2% 0%	108	0	2% 0%
	SBL	23	0	000	10	0	0%
	SBT	39	N.	18%	138	0	0%
	SBR	339	10	00,4	1048	2	D'%
	EBL	10	0.77	0%	287	.9	0%
	EBR	38	07	1196	6	1/0	0%
INTERSECTION #11:	WBL	0		00,	168 D	19	0%
Sand Hill Rd and Cherry Dr / Private Drive	WBT	0	U.	05,	1	1.0	0%
	WBR NBL	182	00	15.	81	UII.	2%
	NBT	120	9	35e	101	-9	1%
	NBR	1	D-1	Q*;	0	10	0%
	SBL	63	0	0% 2%	141	0	0%
	SBR	262	1	0%	39		0%
	OVERALL	685	10		830	3	
	EBT	79	1	1% 0%	97	0	2% 0%
	EBR	49	-	0%	287	0	0%
NTERSECTION #12: Fishburn Rd (SR 2011) and Sand Hill Rd	WBL	0		0%	. 0	0	0%
to the location and sand hill Kd	WBR	0	6.1	0,24	0	0	0% 0%
	NBL	275		15%	85	0	6%
	NBT NBR	402	- 11	25,	335	4	1%
	SBC	0	0	955	0	0	0%
	SBT	223 51	9	44	340	6	2%
	OVERALL	1079	28	812	108	12	0%
	EBL	184	4	3%	112	3	3%
	EBR	194	-	1%	62	2	3%
NTERSECTION #13:	MBI	0	0	0%	0	0	0%
Centerview Ln and Campus Dr	WBT	85	191	14%	217	ġ.	4%
	WBR	32	9	0%	104 84	0	0%
	NBT	19	-9	0%	39	3	4% 3%
	NBR	31	*	26%	13	8	48%
	SBL	0	0	2%	0	0	3%
	SBR	86	1	3%	174	3	2%
	OVERALL	684	27		836	28	

EXISTING 2015 TRAFFIC VOLUMES - ADJUSTED BY MONTH

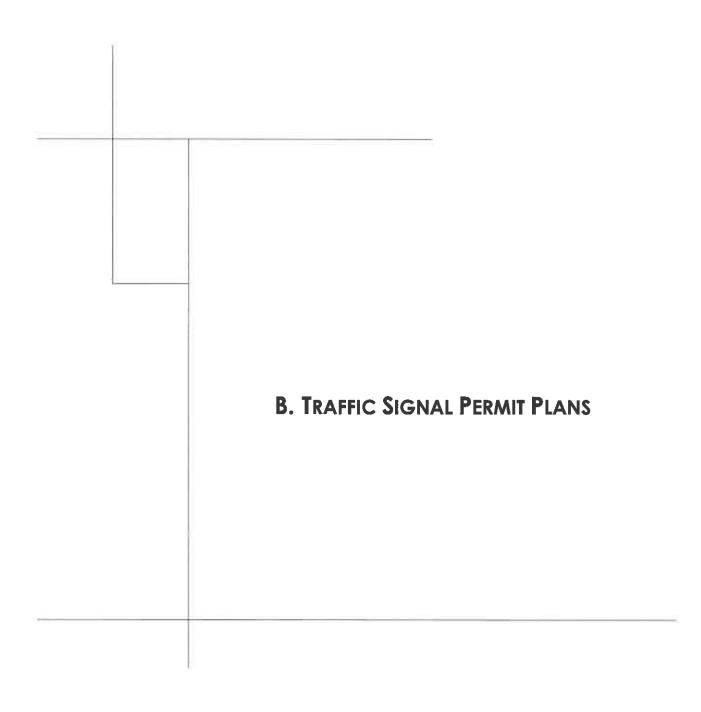
Route 322 Corridor Evaluation R002484.0476 BJB 02/12/15

JOB NAME: JOB NUMBER: ANALYST: DATE:

INTERSECTION #1: Governor Rd (SR 0322) and University Dr
INTERSECTION #2: Governor Rd (SR 0322) and Centerview In
INTERSECTION #3: Governor Rd (SR 0322) and Frishe Dwy / West Areba Ave
INTERSECTION #6: Governor Rd (SR 0322) and Frishe Dwy / West Areba Ave
INTERSECTION #6: Governor Rd (SR 0322) and Beech Ave
INTERSECTION #6: Governor Rd (SR 0322) and Beech Ave
INTERSECTION #6: Governor Rd (SR 0322) and Beech Ave
INTERSECTION #6: Governor Rd (SR 0322) and Fishburn Rd (SR 0322) and Greenies Rd
INTERSECTION #6: Governor Rd (SR 0322) and Fishburn Rd (SR 2011) / Hockersville Rd (SR 2011)
INTERSECTION #6: Governor Rd (SR 0322) and Elm Ave
INTERSECTION #6: Governor Rd (SR 0322) and Elm Ave
INTERSECTION #6: Chart Dr earl Hope Dr / Pilvate Drive
INTERSECTION #6: Sand Hill Rd and Cherry Dr / Pilvate Drive
INTERSECTION #6: Sand Hill Rd and Cherry Dr / Pilvate Drive
INTERSECTION #6: Chart Md (SR 2011) and Sand Hill Rd
INTERSECTION #6: Chart Md (SR 2011) and Sand Hill Rd
INTERSECTION #6: Chart Md (SR 2011) and Sand Hill Rd
INTERSECTION #6: Chart Md (SR 2011) and Sand Hill Rd

	_	AM	PEAK H	DUR	PM	PEAK H	DUR
INTERSECTION	MOVEMENT	ADJUSTED 2016 TRAFFIC VOLUMES	TRUCK	HEAVY VEHICLE PERCENTAGES	ADJUSTED 2015 TRAFFIC VOLUMES	TRUCK	HEAVY VEHICLE PERCENTAGES
	EBL	24	0	0%	76	0	0%
	EBT	740	17	2%	457	9	2%
	EBR	306	1	0% 0%	106	1	1%
INTERSECTION #1:		208	0	0%	62	0	0%
Governor Rd (SR 0322) and University Dr	WBT	350	0	3%	746	6	1%
	WBR	80	3	4% 0%	237	2	1%
	NBT	81	1	1%	218	1	097
	NBR	84	1	1%	99	0	0%
	SBL	51	1	2%	35	0	0%
	SBT	120	3	2%	53	2	4%
	SBR	16	0	0%	44	0	0%
	OVERALL	2147	36		2366	21	
	EBL	6	0	0%	14	0	0%
	EBT	481	34	7%	483	16	3%
INTERROPORTION NO.	EBR	329	0		44	2	5% 2%
INTERSECTION #2	WBL	228	1 17	0%	48	1	2%
Governor Rd (SR 0322) and Centerview	WBR	818	17	3%	593	15	3%
HI.	NBL	57	2	4%	324	3	194
	NBT	18	1	6%	77	1	1%
	NBR	73	o.	0%	183	0	0%
	SBL	33	0	0%	38	1	3%
	SBT	168	0	0%	17	0	0%
	SBR	9	0	0%	30	0	0%
	OVERALL	2060	57		1918	39	
	EBL	4	. 0	0%	11	0	0%
	EBT	587	34	6% 0%	713	23	3% 0%
	EBR	0	0		a	0	0%
INTERSECTION #3:	WBL	0	0	0%	0	0	0%
Governor Rd (SR 0322) and Hillview Ln	WBR	914	20	2% 100%	712	15	2%
	NBL	0	0	0%	0	0	0%
	NBT	0	0	0%	0	0	0%
	NBR	0	0	0%	0	0	0%
	SBL	2	0	C%a	3	0	0%
	SBT	0	0	0%	Ō	0	0%
	SBR	9	1	11%	В	1	13%
	OVERALL	1617	60		1451	30	
	EBT EBT	4	0	0%	43	1	2%
		580	34	0%	648	17	3%
INTERSECTION #4:	EBR	2	0	0%	0	0	0%
Governor Rd (SR 0322) and Private Dwy /	WBL	855	20	0% 2%	711	14	0%
West Areba Ave	WBR	3	2	67%	12	2	2% 17%
FF GGL FUGDIG PLYG	MBI	2	D	0%	2	0	0%
	NBL	0	0	0%	ō	Ö	0%
	NBR	0	0	0% 0%	0	0	0%
	SBL	1	0	0%	1	0	0%
	SBT	0	0	0%	0	0	0%
	SBR	50	1	2%	12	1	8%
	OVERALL	1503	67		1429	35	
	EBL	592	0	0% 8%	4	0	045
	EBT	592	34		872	24	444
INTERSECTION #5:	WBL	0	0	0%	0	0	09.
Governor Rd (SR 0322) and Beach Ave	WBT	859	21	2%	714	16	2%
	WBR	1	0	0%	3	0	0°a
	NBL	0	ő	0%	0	0	0%
	NBT	0	0	0%	0	0	0%
	NBR	0	0	0%	0	0	0%
	SBL		0	0%	0	0	0%
	SBT	3	0	0%	0	0	0%
	SBR	1459	55	0%	1393	40	0%
	EBL	2	00	0%	1393		0%
	EBT	581	33	0%	870	20	3%
	EBR	0	0	0%	010	0	0%
INTERSECTION #8:	WBL	0	0	0%	0	0	0%
Governor Rd (SR0322) / Governor Rd	WBT	848	18	2%	714	18	2%
(SR 0322) and Greenles Rd	WBR	0	0	0%	5	0	0%
	NBL	0	0	0%	0	0	0%
	NBT	0	0	0%	0		0%
	NBR	0	0	0%	0	0	0%
				0%	0	0	0%
	SBL	0	0				
	SBL SBT SBR	0	0	0%	0 2	0	0%

		AM	PEAK H	OUR	PM	PEAK H	CUR
INTERSECTION	MOVEMENT	ADJUSTED 2015 TRAFFIC VOLUMES	TRUCK	HEAVY VEHICLE PERCENTAGES	ADJUSTED 2016 TRAFFIC VOLUMES	TRUCK	HEAVY VEHICLE PERCENTAGES
	EBT	4 450	30	0% 7%	11 515	13	0%
MITTOGERATION AT	EBR	110	5	4%	128	1	1%
INTERSECTION #7: Rt. 322 and Cherry Dr	WBL	283 748	18	2% 2%	91 507	12	2%
	WBR	103	2	0% 2%	36 182	1 2	
	NBT	18	0	0%	43	0	0%
	NBR SBL	45 31	0	2%	281	0	
	SBT	50	0	0% 0%	38	1	3%
	OVERALL	1839	. 01		1840	35	
	EBT	18 368	20	6%	64 639	0	1%
NITEROFICIAL MA	EBR	119	1	1%	131	1 1	1%
NTERSECTION #8: Sovernor Rd (SR 0322) and Fishburn Rd	WBT	47 750	15	8% 2%	100	15	12 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
(SR 2011) / Hockersville Rd (SR 2011)	WBR	151 233	4	3% 2%	156 155	1 2	1%
	NBT	193	11	8%	199	- 1	1%
	NBR SBL	141	1	1%	120 228	0	0%
	SBT SBR	121 41	4	3% 2%	257 32	4	2%
	OVERALL	2268	69		2505	32	
	EBL	52 545	23	8% 4%	104 883	0	0%
NTERSECTION #0:	EBR	_ 0	0	0%	0	0	0%
Governor Rd (SR 0322) and Elm Ave	WBY	820	19	2%	598	0 14	2%
, , ,	WBR	0	0	0%	1	0	0%
	NBT	0	0	0%	0	D	0%
	NBR SBL	0	0	0%	0	0	0%
	SBT	0	0	0%	0	0	0%
	SBR OVERALL	108 1525	47	2%	96 1080	0 25	
	EBL	15	1	7%	300	0	
	EBR	21	0	0% 0%	339	0	0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0%
NTERSECTION #10: Cherry Dr and Hope Dr / Kinder Care Dwy	WeL	1	0	0%	0	0	0%
,	WBR	3	0	0%	1	0	0%
	NBL NBT	322 123	2	2%	19 106	2	2%
	NBR SBL	12	0	0%	10	0	
	SBT	39	- 6	13%	138	0	0%
	SBR OVERALL	339	10	0%	31 1048	2	0%
	EBT	19	0	6% 19%	287	0	0%
	EBR	38	4	11%	188	0	G*0
NTERSECTION #\$1: Sand Hill Rd and Cherry Dr / Private Drive	WBL	0	0	0%	0	0	0%
	WBR	1	0	0%	2	0	0%
	NBL NBT	182 120	3	3%	81 101	1	1%
	NBR SBL	1	0	0% 0%	0 4	0	04,
	SBT	53	1	2%	141	0	0%
	SBR	202 685	10	0%	39 B30	3	
	EBL	79	0	1%	97	2	
TERRETON ALA	EBR	40	0	0%	287	0	0%
ITERSECTION #12: Ishburn Rd (SR 2011) and Sand Hill Rd	WBL	0	0	0%	0	0	
The second of th	WBR	0	0	0%	0	0	0%
	NOL	275 442	10	1%	85 369	4	
	NBR SBL	0	0	0%	0	0	
	SBT	245	9	4%	374	6	2%
	SBR	1141	28	8%	1320	12	0%
	ĖBL	184	5	3%	112	3	
	EBR	194	0	1% 0% 0%	62 D	0	
NTERSECTION #13: Centerview Ln and Campus Dr	WBL	0 86	0	D% 14%	217	0	0%
Zerser view Lin end Campus Lif	WBR	29	0	0%	104	0	0.4
	NBL	32 19	0	0%	84	3	
	MBR	31	8	28%	13		46%
	SBL	44	1	2%	91 D	1	3% 0%
	SBR	0	0	0%	174	Û	U%



 PERMIT NO.:
 6767
 SHEET
 2
 OF
 3

 DATE ISSUED:
 9/18/1986
 DATE REVISED: 7/11/2007

COORDINATION PROGRA

EVENT			DAY	OF W	EEK							
NO.	М	T	W	Τ	F	S	S	TIME	CYCLE	SPLIT	OFFSET	REMARKS
1	х	х	х	х	х			0000				Free
2	Х	х	Х	х	х			0600	1	1	1	100 sec
3	Х	x	Х	х	х			0900				Free
4	Х	Х	х	X	х			1100	2	1	1	80 sec
5	Х	Х	х	х	х			1500	1	2	2	100 sec
6	Х	Х	х	х	х			1900				Free
7						Х	х	1000	3	1	1	115 sec
8						Х	х	1500				Free
9												
10												
11												
12												
13												

OFFSETS (SEC.) Reference to Beginning of main street Green (phase 2+6)

						3	
	CYCLE NO.:	1	2	3	4	5	6
	LENGTH: (SEC.)	100	80	115			
	1	94	47	35			
<u> </u>	2	60					
E.	3						
l 5	4						

SPLITS (SEC) Phase includes clearance interval times

					PHA	SE			
CYCLE	SPLIT	1	2	3	4	5	6	7	8
1	1	12	51	12	25	12	51		37
1	2	12	51	25	12	12	51		37
2	1	12	44	12	12	12	44		24
<u> </u>									
3	1	12	77	12	14	12	77		26
	_								

OFFSET REFERENCED TO: BEGINNING OF PHASE 2 & 6 YELLOW

T-041

Master controller located at Governor Rd SR 0322 & Fishburn Rd / Hockersville Rd SR 2011

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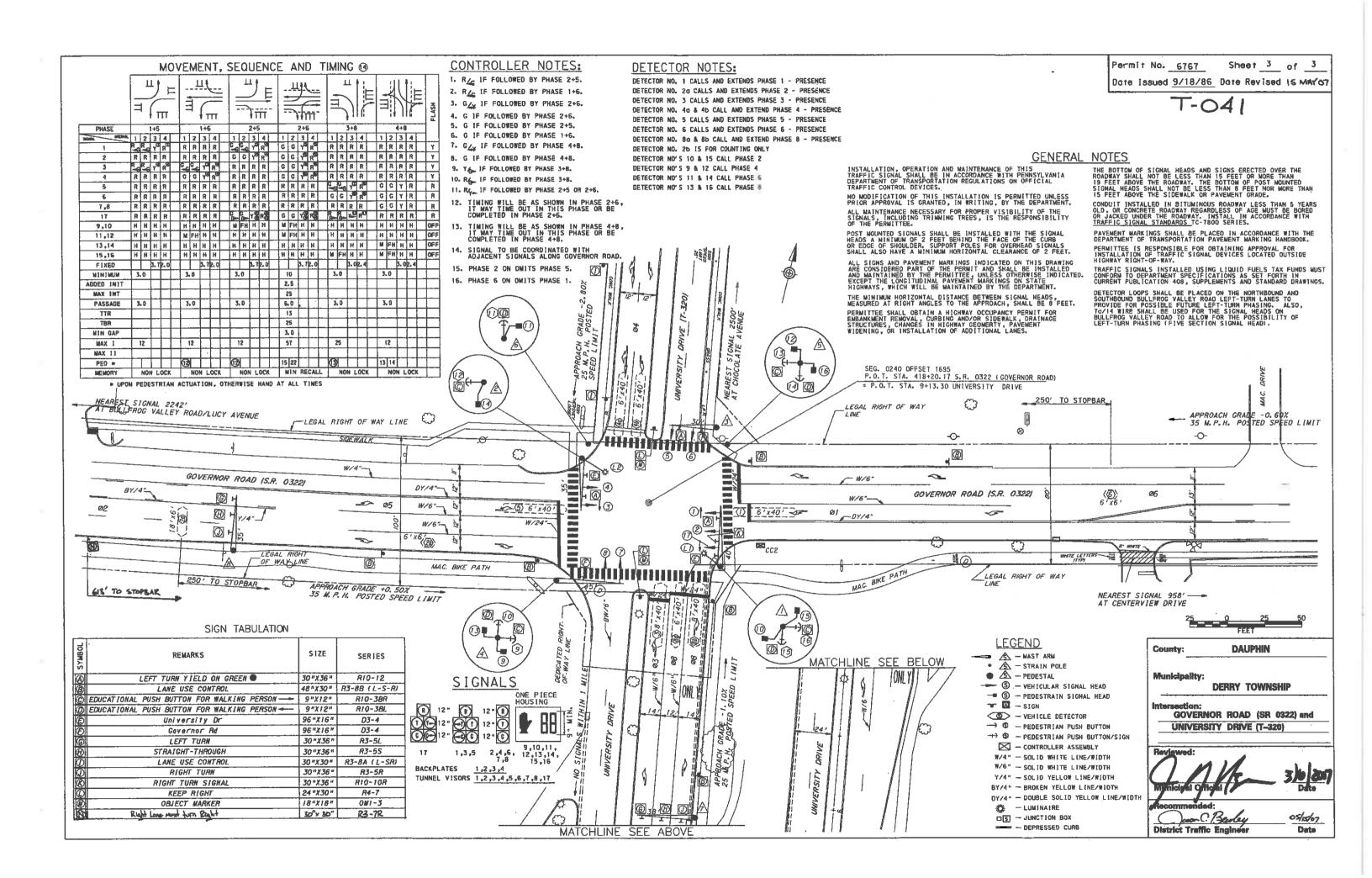
Dauphin County

MUNICIPALITY:

Derry Township

INTERSECTION:

Governor Rd SR 0322 & University Dr



PERMIT NO.:	85-126	SHEET 2	OF OF	3
DATE ISSUED:	2/23/2007	DATE REVISE	:D:	
COORDII	NATION PROCES	М		

	COORDINATIO						1 PROGRA	IVI				
EVENT			DAY	OF W	EEK							
NO.	М	Т	W	T	F	S	S	TIME	CYCLE	SPLIT	OFFSET	REMARKS
1	х	х	х	Х	х			0000				Free
2	х	х	х	х	х			0600	1	1	1	100 sec
3	Х	Х	х	х	х			0900				Free
4	х	Х	Х	Х	х			1100				Free
5	х	х	х	х	х			1500	1	2	2	100 sec
6	х	х	х	Х	х			1900				Free
7						х	х	1000				Free
8						х	х	1500				Free
9												
10												
11												
12												

Reference to Beginning of main street Green (phase 2+6) OFFSETS (SEC.)

	CYCLE NO.:	1	2	3	4	5	6
	LENGTH: (SEC.)	100	80	115			
	1	12					
Ш	2	99					
FSE	3						
占	4						

13

SPLITS (SEC) Phase includes clearance interval times PHASE

OFFSET REFERENCED TO:
BEGINNING OF PHASE 2 & 6 YELLOW

CYCLE SPLIT 30 1 19 51 30 70 34 34 66

T-161

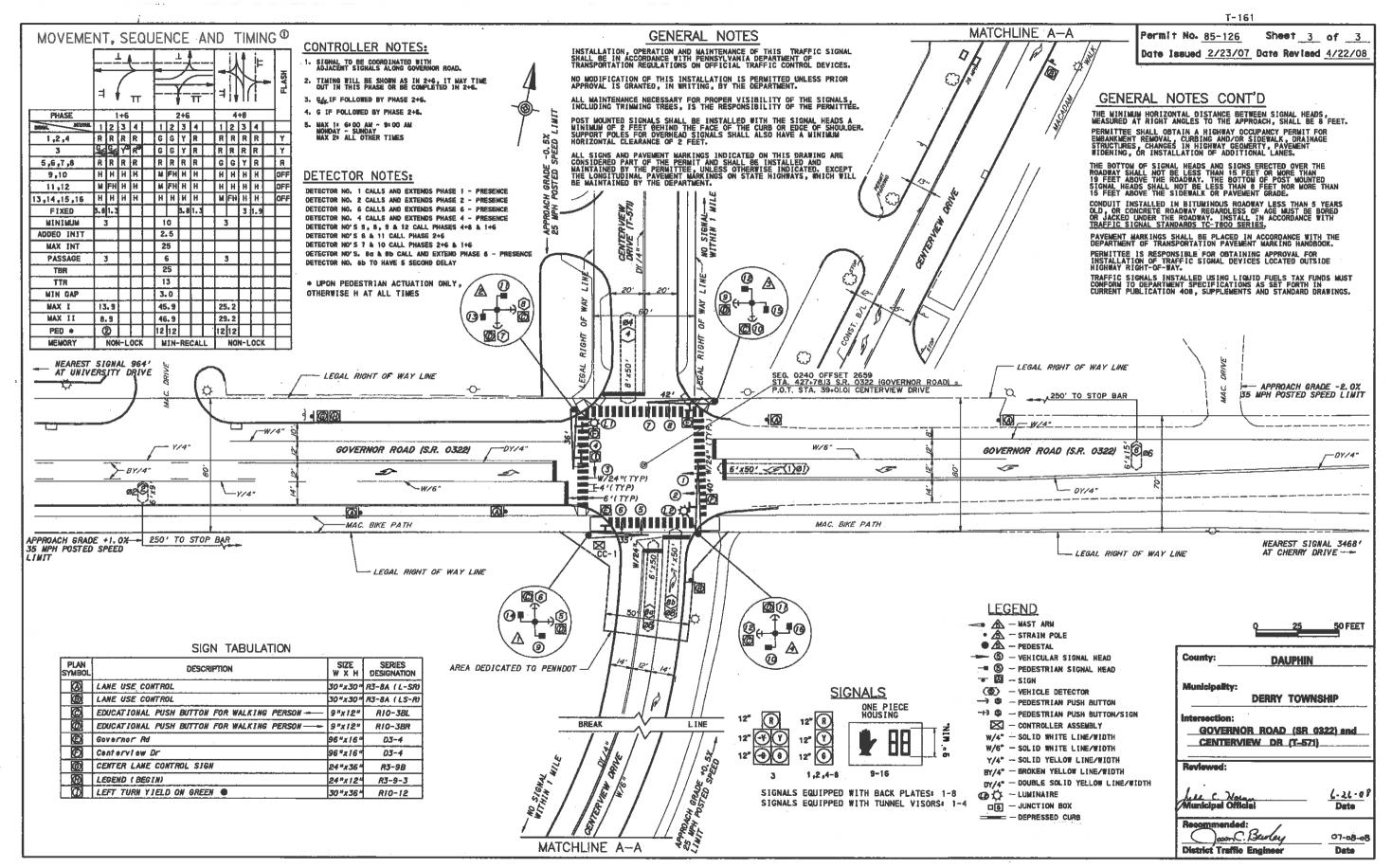
Derry Township

Master controller located at Governor Rd SR 0322 & Fishburn Rd / Hockersville Rd SR 2011

COUNTY:	
Dauphin County	
MUNICIDALITY.	

INTERSECTION:

Governor Rd SR 0322 & Centerview Dr



PROATESH-00/Trans/v6dan/signale/center_persit/Persit Cent

6/24/2008 emf*

 PERMIT NO.:	85-3	SHEET 2	OF	3
DATE ISSUED:	11/2/1984	DATE REVISED:	2/22/2006	
00000	MATION PROCES			

	PROG	

EVENT			DAY	OF W	EEK							
NO.	М	Т	W	Т	F	S	S	TIME	CYCLE	SPLIT	OFFSET	REMARKS
1	×	х	Х	Х	х			0000				Free
2	х	х	х	х	Х			0600	1	1	1	100 sec
3	Х	х	х	Х	Х			0900				Free
4	х	х	Х	Х	х			1100	2	1	1	80 sec
5_	Х	Х	Х	Х	х			1500	1	2	2	100 sec
6	Х	х	х	х	х			1900				Free
7						х	х	1000	3	1	1	115 sec
8						Х	Х	1500				Free
9												
10												
11												
12												
13												

OFFSETS (SEC.) Reference to Beginning of main street Green (phase 2+6)

Phase includes clearance interval times

	CYCLE NO.:	1	2	3	4	5	6
	LENGTH: (SEC.)	100	80	115			
	1	3	59	5			
Ш	2	8					
FS	3						
Ь	4						

SPLITS (SEC)

PHASE CYCLE SPLIT

OFFSET REFERENCED TO: BEGINNING OF Main St. green (Phase 2+6)

T-048

Master controller located at Governor Rd SR 0322 & Fishburn Rd / Hockersville Rd SR 2011

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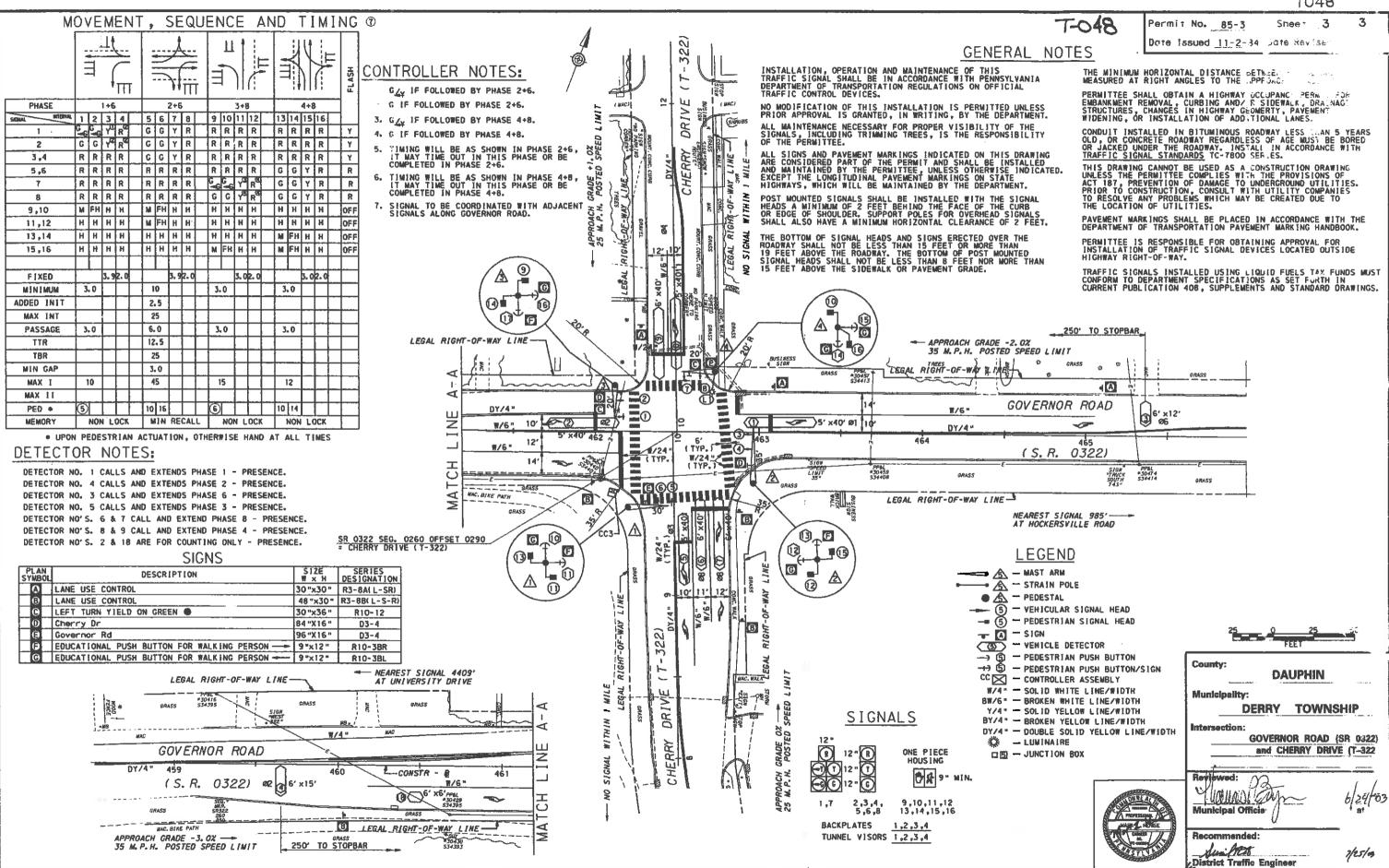
Dauphin County

MUNICIPALITY:

Derry Township

INTERSECTION:

Governor Rd SR 0322 & Cherry Drive



PERMIT NO.: 6476 SHEET 2 OF 4

DATE ISSUED:

8/21/1969

DATE REVISED: 12/27/2013

COORDINATION PROGRAM

								11100101				
EVENT			DAY	OF W	EEK							
NO.	М	T	W	Т	F	S	S	TIME	CYCLE	SPLIT	OFFSET	REMARKS_
1	Х	х	х	Х	х			0000				Free
2	х	х	х	х	X			0600	1	1	1	100 sec
3	х	х	х	х	х			0900				Free
4	Х	х	Х	х	х			1100	2	1	11	80 sec
5	Х	х	Х	Х	х			1500	1	2	2	100 sec
6	х	х	х	х	х			1900				Free
7						х	х	1000	3	1	1	115 sec
8						х	Х	1500				Free
9												
10												
11												
12												
13												

OFFSETS (SEC.) Reference to Beginning of main street Green (phase 2+6)

	CYCLE NO.:	1	2	3	4	5	6
	LENGTH: (SEC.)	100	80	115			
	1	0	0	0			
Ы	2	0					
FS	3						
片	4						

SPLITS (SEC) Phase includes clearance interval times

		PHASE									
CYCLE	SPLIT	1	2	3	4	5	6	7	8		
1	1	12	51	21	16	12	51	13	24		
1	2	12	48	16	24	12	48	21	19		
2	1	12	35	15	18	12	35	18	15		
3	1	12	57	25	21	12	57	13	33		

OFFSET REFERENCED TO: BEGINNING OF Main St. green (Phase 2+6)

T-004

Master controller located at Governor Rd SR 0322 & Fishburn Rd / Hockersville Rd SR 2011

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	~	•	11		

Dauphin County

MUNICIPALITY:

Derry Township

INTERSECTION:

Governor Rd SR 0322 &

Hockersville Road (SR 2011)/ Fishburn Road (SR 2011)

PRGs Ch/IDMP/Nocker%22.prf DGM Nypro}\7\$600-00\codd\constructon\permit drawings\Nocker%22.dgn - L^{id}el MOVEMENT, SEQUENCE AND TIMING 19

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PHASE	Т		1+5					1+(5				2+5	,				2+	6				3+	7		Г		3+	8		Г		4+	7				4+8	j	\neg	
SIGNAL HTENNAL	1	2	3			4	5	6	7		8	9	10	11		12	13	14			16	17	18			19	20	21	22		23	24	25	26		27	28	29	30		
1	R _{-G}	RU	R			C G	G G	Ya	R		R	R	R	R		G	G	Y	R		R	R	R			R	R	R	R		R	R	R	R		R	R	R	R		Y
2	R	R	R			G	G	Y	R		R	R	R	R		G	G	Y			R	R	R			R	R	R	R		R		R	R		R	R	R	R		Y
3	F-6	13	R			R	R	R	R		G-6	G G	Y			G	G		R		R	R	R	П	Г	R	R	R	R	Г	R	R	R	R		Ř	R	R	R		Y
4	R	R	R			R	R	R	R		G	G	Y	R	1	G	G	Y	R	1	R	R	R	П	П	R	R	R	R	П	R	R	R	R		R	R	R	R		Y
5	R	R	R		П	R	R	R	R		R	R	R	R	Г	R	R		R		-6	4	R			R	R	R	R	Г	-6	-6	8			R			R		R
6,7	R	R	R	П	П	R	R	R	R		R	R	R	R	П	R	Я	R	R	Г	R	R	R			R	R	R	R	Г	G	G	YES	R	Г	G	G	YU	R		R
8	R	R	R		Г	R	R	R	R	Г	R	R	R	R	Γ	R	R	R	R	T	-6	7	R	П	Г	-6	-6	Y.	R	Г	R	R	R	R	Г	R	R		R		R
9,10	R	R	R		Г	R	R	R	R		R	R	R	R	Г	R	R	R	R	Т	R	R	R	П		G	G	Y	RG		R	R	R	R	П	G	G	Y	R		R
11,12	Н	Н	Н	Г	П	Н	Н	Н	H		M	FH	н	Н		М	FH	Н	н	Т	Н	Н	Н			Н	Н	Н	Н	Г	Н	Н	н	Н	П	н	Н	Н	Н	\Box	OFF
13,14	Н	Н	Н	П		W	FH	Н	Н	П	н	Н	Н	Н	П	М	FH	Н	Н	П	H	Н	Н			H	Н	Н	Н	П	Н	Н	Н	Н	Г	н	H	Н	Н	П	OFF
15,16	н	Н	Н			Н	н	Н	Н		Н	н	H	Н	Т	Н	Н	Н	Н	Г	Н	н	Н			Н	Н	н	Н	Π	M	FH	н	Н		М	FH	Н	Н		OFF
17,18	Н	н	Н		_	Н	Н	Н	H	Г	H	Н	Н	Н		Н	Н	Н	Н	Т	Н	Н	Н	П		М	FH	Н	Н	П	Н	Н	Н	Н	П	М	FH	Н	Н		0FF
	Г	П			Г	П	Г	Г	Г		Г	Г	Г	Г	Т	Γ	Г	Т	Г	Т		П	Г									Г	Г		Г	П	Г	\Box	П	\Box	
FIXED	П		3.6	2.0	П	П		3. €	2.0		П		3. 6	2.0	┰	П		3. €	2.0	1	Т	_	3. 7	2.0		Г		3, 7	2.0		П		3. 7	2.0				3. 7	2.0		
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MAX 1NT	П					Г		Г	Г		Г		Г		Г	1	25	П	Г	Т	П				Г				П	П	Г		Г			П					
PASSAGE	3.	. 0		Г		3.	. 0	Т	Г		3.	. 0	Г	Г	Г	6	.5	Т	Г	Т	3	.0			П	3.	0	П		П	3	.0		Г		3.	. 0				
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MIN GAP				Г	Г			Г	Π	П				Π	Г	3	. 0			Τ	Т					Г		Г	Г	Г	Г		Г		Г	Г		Г	П		
MAX 1	ī	0	Г	Г	Г	1	0	Γ				0	Г	\Box	T	1	10	Т	Т	T		15		Г		1	15	Г	Г		Г	15		Г		2	0		П		
MAX II			Г	Г		Γ		Г	Γ	Г	Г		Г	Γ	T	Γ			Г	Τ	Т			Г		Г		Г	Г	Г	Г		Γ								
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. UPON PEDESTRIAN ACTUATION, OTHERWISE HAND AT ALL TIMES

SIGNS

PLAN SYMBOL	DESCRIPTION	SIZE W x H	SERIES DESIGNATION
0	LEFT TURN YIELD ON GREEN	30"x36"	R10-12
3	LEFT TURN SIGNAL	30"x36"	R10-10L
•	EDUCATIONAL PUSH BUTTON FOR WALKING PERSON	9*x12"	R10-3BL
0	EDUCATIONAL PUSH BUTTON FOR WALKING PERSON	9"x12"	R10-3BR
	LANE USE CONTROL	30"x30"	R3-8A(L-SR)
G	LANE USE CONTROL	48 "×30"	R3-88(L-S-R)
G	Governor Rd	96"X16"	03-4
(3)	- Fishburn Rd/Hockersville Rd -	96 "X28 "	D3-5
0	SIGNAL AHEAD	36 "x36"	W3-3
0	Hockersville Rd/Fishburn Rd	96 "X28 "	D3-5

DETECTOR NOTES:

DETECTOR NO. 1 CALLS AND EXTENDS PHASE 1 - PRESENCE DETECTOR NO. 2 CALLS AND EXTENDS PHASE 5 - PRESENCE DETECTOR NO. 3 CALLS AND EXTENDS PHASE 6 - PRESENCE DETECTOR NO. 4 CALLS AND EXTENDS PHASE 2 - PRESENCE DETECTOR NO. 5 CALLS AND EXTENDS PHASE 7 - PRESENCE DETECTOR NO. 6 CALLS AND EXTENDS PHASE 4 - PRESENCE DETECTOR NO. 7 CALLS AND EXTENDS PHASE 3 - PRESENCE DETECTOR NO'S. 8 & 9 CALL AND EXTEND PHASE 8 - PRESENCE

CONTROLLER NOTES:

- 1. RAG IF FOLLOWED BY PHASE 1+6.
- 2. RZG IF FOLLOWED BY PHASE 2+5.
- 3. GZ IF FOLLOWED BY PHASE 2+6.
- 4. G IF FOLLOWED BY PHASE 2+6.
- 5. G IF FOLLOWED BY PHASE 1+6.
- 6. G IF FOLLOWED BY PHASE 2+5.
- 7.-6 IF FOLLOWED BY PHASE 4+7.
- 8.-6 IF FOLLOWED BY PHASE 3+8.
- 9.-6 IF FOLLOWED BY PHASE 3+7.
- 10. G IF FOLLOWED BY PHASE 4+8.
- 11. G IF FOLLOWED BY PHASE 4+7.
- 12. G IF FOLLOWED BY PHASE 3+8.
- 13. TIMING WILL BE AS SHOWN IN PHASE 2+6, IT MAY TIME OUT IN THIS PHASE OR BE COMPLETED IN PHASE 2+6.
- 14. TIMING WILL BE AS SHOWN IN PHASE 4+8, IT MAY TIME OUT IN THIS PHASE OR BE COMPLETED IN PHASE 4+8.
- 15. SIGNAL TO BE COORDINATED WITH ADJACENT SIGNALS ALONG GOVERNOR ROAD.
- 16. PHASE 6 ON ONITS PHASE 1.
- 17. PHASE 2 ON OMITS PHASE 5.

County:

DAUPHIN

DERRY TOWNSHIP

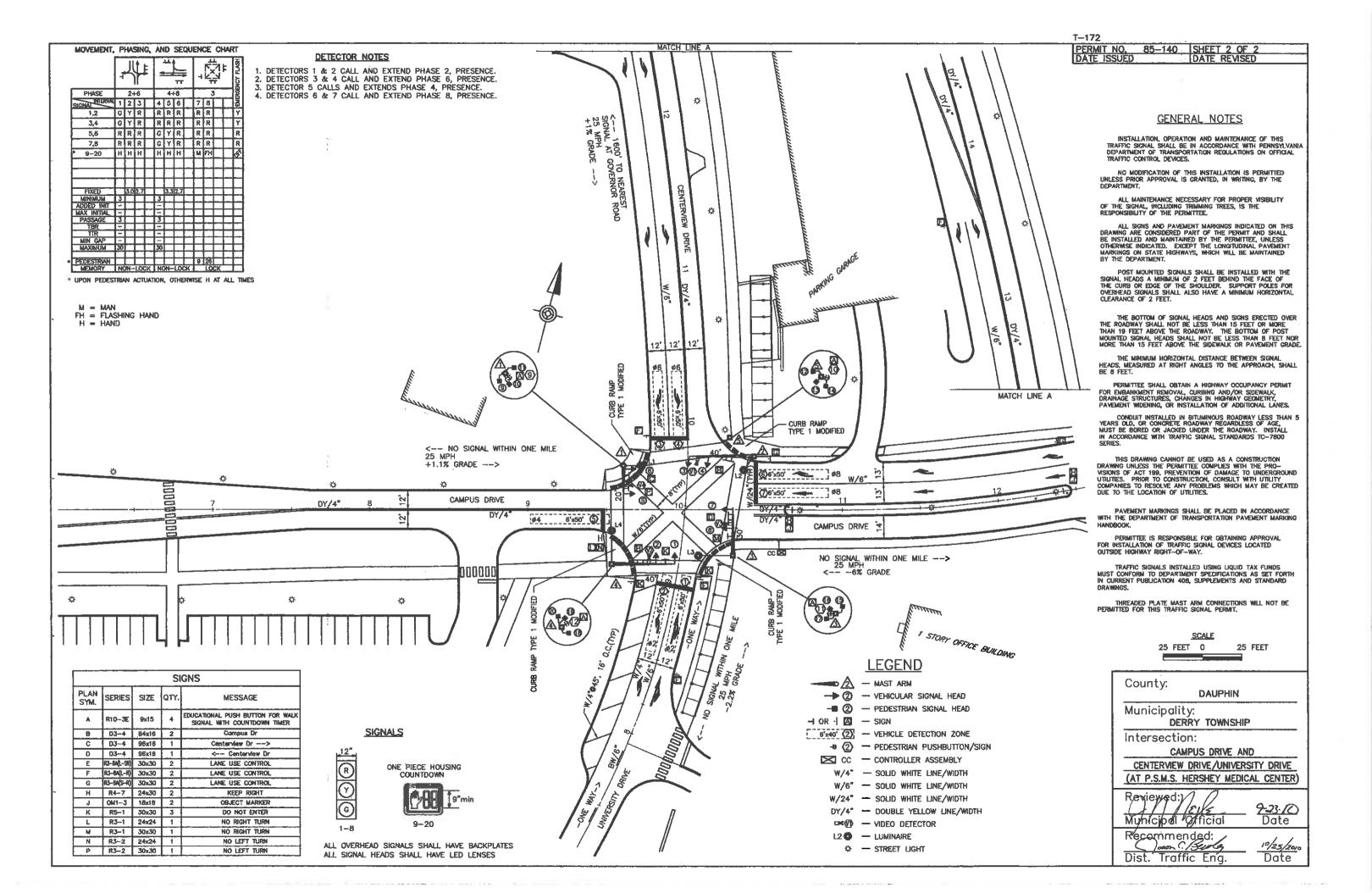
intersection:

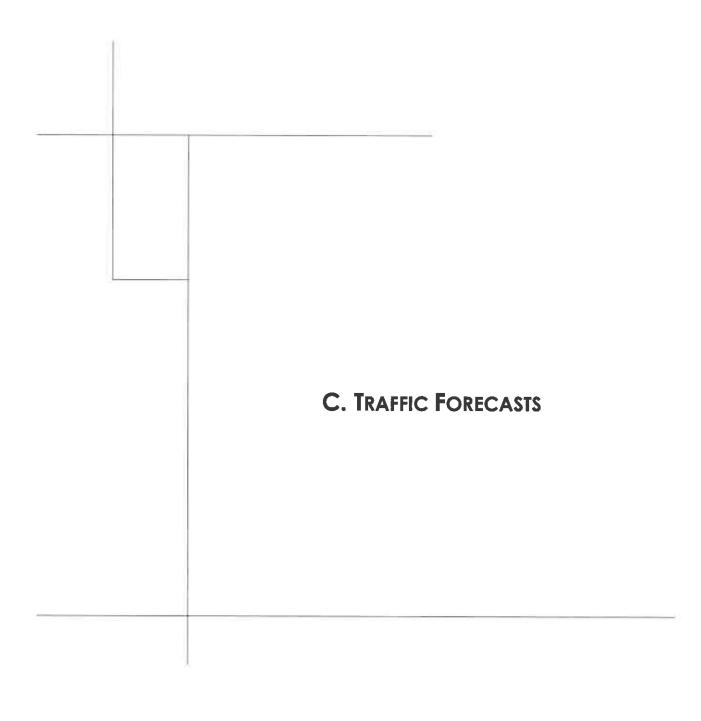
GOVERNOR ROAD (SR 0322) and FISHBURN ROAD (SR 2011) HOCKERSVILLE ROAD (SR 2011)

624/03

Recommended:

Swail At District Treffic Engineer 7/25/3 Date





218,000 SF Clinical Addition

GENERAL OFFICE BUILDING LAND-USE 710

EXISTING	1000 SQ FT GROSS FLOOR AREA =	333,158

EXISTING	1000 SQ FT	GROSS FLOOR AF	REA =	333.15	8
	24-HOUR	WEEKDAY		EQN =	Ln(T) = 0.76 Ln(X) + 3.68
	50%	ENTER	1638	3	
	50%	EXIT	1638	3	
		TOTAL	3276	6	
		AM		EQN =	Ln(T) = 0.80 Ln(X) + 1.57
	88%	ENTER	441	I	, , , , , ,
	12%	EXIT	60)	
		TOTAL	501	I	
		РМ		EQN =	T = 1.12(X) + 78.45
	17%	ENTER	77		122111 2 (1)
		EXIT	375		
		TOTAL	452	2	
PROPOSED	1000 SQ FT	GROSS FLOOR AF	REA =	551.158	3
	24-HOUR	WEEKDAY		EQN =	Ln(T) = 0.76 Ln(X) + 3.68
	50%	ENTER	2402	2	
	50%	EXIT	2402	2	
		TOTAL	4804	ļ.	
		AM		EQN =	Ln(T) = 0.80 Ln(X) + 1.57
	88%	ENTER	660		
	400/	EVIT	00		

	AM	EQN =	Ln(T) = 0.80 Ln(X) + 1.57
88%	ENTER	660	
12%	EXIT	90	
	TOTAL	750	

	PM	EQN =	T = 1.12(X) + 78.45
17%	ENTER	118	
83%	EXIT	577	
	TOTAL	695	

EXPANSION		Weekday	AM	РМ
	Enter	764	219	41
	Exit	764	30	202
	Total	1528	249	243

135,000 SF Research Building

RESEARCH AND DEVELOPMENT CENTER

LAND-USE 760

1000 SQ FT GROSS FLOOR AREA = 135

50%	WEEKDAY ENTER EXIT TOTAL	RATE = 644 644 1288	Ln (T) = 0.83 Ln (X) + 3.09
	AM ENTER EXIT TOTAL	EQN= 140 29 169	Ln (T) = 0.87 Ln (X) + 0.86
	PM ENTER EXIT TOTAL	EQN= 25 144 169	Ln (T) = 0.83 Ln (X) + 1.06

114,000 SF Children's Hospital Expansion

HOSPITAL LAND-USE 610

EVICTING	4000 00 FT 00000 FLOOD 40F4	040.045
EXISTING	1000 SQ FT GROSS FLOOR AREA =	246.615

EXISTING	1000 SQ FT	GROSS FLOOR AR	REA =	246.615	5
	50%		2314 2314 4628		T = 6.91 (X) + 2923.63
		AM ENTER EXIT TOTAL	197 116 313		Ln(T) = 0.66 Ln(X) + 2.11
		PM ENTER EXIT TOTAL	119 194 313		Ln(T) = 0.64 Ln(X) + 2.22
PROPOSED	1000 SQ FT	GROSS FLOOR AF	REA =	360.61	5
	50%		2708 2708 5416		T = 6.91 (X) + 2923.63
		AM ENTER EXIT TOTAL	253 149 402		Ln(T) = 0.66 Ln(X) + 2.11

	PM	EQN =	Ln(T) = 0.64 Ln(X) + 2.22
38%	ENTER	152	, ,
62%	EXIT	247	
	TOTAL	399	

EXPANSION		Weekday	AM	РМ
	Enter	394	56	33
	Exit	394	33	53
	Total	788	89	86

50,000 SF Outpatient Facilities

MEDICAL-DENTAL OFFICE BUILDING

LAND-USE 720

1000 SQ FT GROSS FLOOR AREA = 50

24-HOUR	WEEKDAY	EQN=	T = 40.89 (X) - 214.97
50%	ENTER	915	
50%	EXIT	915	
	TOTAL	1830	
	AM	RATE=	2.39
79%	ENTER	94	
21%	EXIT	25	
	TOTAL	119	
	PM	EQN=	T = 0.90 Ln (X) + 1.53
28%	ENTER	44	
72%	EXIT	112	
	TOTAL	156	

75,000 SF Academic Support Building Addition

GENERAL OFFICE BUILDING LAND-USE 710

EXISTING	1000 SQ FT GROSS FLOOR AREA =	155.264

EXISTING	1000 SQ FT	GROSS FLOOR AF	REA =	155.264	ŀ
		WEEKDAY		EQN =	Ln(T) = 0.76 Ln(X) + 3.68
	50%	ENTER	917		
	50%	EXIT	917		
		TOTAL	1834		
		AM		FON -	1 = (T) = 0.00 1 = (V) + 4.57
	000/	AM	220	EQN =	Ln(T) = 0.80 Ln(X) + 1.57
		ENTER	239		
	12%	EXIT	33		
		TOTAL	272		
		PM		EQN =	T = 1.12(X) + 78.45
	17%	ENTER	43		7 - 1.12(X) / 70.40
		EXIT	209		
	0078	TOTAL	252		
		TOTAL	202		
PROPOSED	1000 SQ FT	GROSS FLOOR AR	REA =	230.264	
PROPOSED		GROSS FLOOR AR	REA =		
PROPOSED	24-HOUR		REA = 1237	EQN =	Ln(T) = 0.76 Ln(X) + 3.68
PROPOSED	24-HOUR 50%	WEEKDAY		EQN =	
PROPOSED	24-HOUR 50%	WEEKDAY ENTER	1237	EQN =	
PROPOSED	24-HOUR 50%	WEEKDAY ENTER EXIT TOTAL	1237 1237	EQN =	
PROPOSED	24-HOUR 50%	WEEKDAY ENTER EXIT	1237 1237	EQN =	
PROPOSED	24-HOUR 50% 50%	WEEKDAY ENTER EXIT TOTAL	1237 1237	EQN =	Ln(T) = 0.76 Ln(X) + 3.68
PROPOSED	24-HOUR 50% 50%	WEEKDAY ENTER EXIT TOTAL	1237 1237 2474	EQN =	Ln(T) = 0.76 Ln(X) + 3.68
PROPOSED	24-HOUR 50% 50%	WEEKDAY ENTER EXIT TOTAL AM ENTER	1237 1237 2474 328	EQN =	Ln(T) = 0.76 Ln(X) + 3.68
PROPOSED	24-HOUR 50% 50%	WEEKDAY ENTER EXIT TOTAL AM ENTER EXIT TOTAL	1237 1237 2474 328 45	EQN =	Ln(T) = 0.76 Ln(X) + 3.68 Ln(T) = 0.80 Ln(X) + 1.57
PROPOSED	24-HOUR 50% 50% 88% 12%	WEEKDAY ENTER EXIT TOTAL AM ENTER EXIT TOTAL PM	1237 1237 2474 328 45 373	EQN = EQN =	Ln(T) = 0.76 Ln(X) + 3.68
PROPOSED	24-HOUR 50% 50% 88% 12%	WEEKDAY ENTER EXIT TOTAL AM ENTER EXIT TOTAL	1237 1237 2474 328 45	EQN = EQN =	Ln(T) = 0.76 Ln(X) + 3.68 Ln(T) = 0.80 Ln(X) + 1.57

336

EXPANSION	Weekday	AM	PM
Ente	er 320	89	14
Exit	320	12	70
Tota	al 640	101	84

TOTAL

AM Peak - Hershey Medical Center Expansion- Trip Distribution and Assignment

Route 322 Corridor Evaluation R002484.0476 BJB 02/12/15

JOS NAME: JOS NUMBER: ANALYST: DATE:

NEW SITE TRIPS (ENTER):	598
NEW SITE TRIPS (EXIT):	129
NEW SITE TRIPS (TOTAL):	727

INTERSECTION #1:
INTERSECTION #2:
Governor Rd (SR 0322) and University Dr
INTERSECTION #2:
Governor Rd (SR 0322) and Centarview Ln
INTERSECTION #2:
INTERSECTION #2:
INTERSECTION #3:
INTERSECTION #6:
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INTERSECTIO

INTERSECTION	MOVEMENT	NEW TRIP DISTRIBUTION (INBOUND)	NEW TRIP DISTRIBUTION (OUTBOUND)	NEW SITE TRIPS
	EBL	0%	0%	0
	EBT	18%	0%	96
	EBR	10%	0%	60
NTERSECTION #1:	WBL	6%		30
N TERSECTION WT: Sovernor Rd (SR 0322) and University Dr	WBT	0%	18%	21
SOVERHOL KG (SK 0022) and Only energy Of	WBR	0%	6%	В
				13
	NBI. NBT	0% 0%	10%	19
		0%	10%	13
	NBR	5%	5%	30
		0,4	0%	80
	SBT _	10%	0%	B0 D
	SBR	0%	0%	
	OVERALL	48%	48%	335
	EBL	0%	0%	0
	EBT	4%	5%	30
	EBR	17%	0%	102
NTERSECTION #2:	WBL	R96	0%	54
Sovemor Rd (SR 0322) and Centerview Ln	WBT	5%	4%	35
	WBR	D%	1%	1
	NBL	0%	17%	22
	NBT	ρ%	4%	5
	NBR	0%	P%	12
	SBL	1%	0%	- 6
	SBT	4%	0%	24
	\$BR	0%	0%	0
	OVERALL	40%	40%	291
	EBL	0%	0%	0
	EBT	5%	14%	48
	EBR	0%	0%	0
INTERSECTION #3:	WBL	0%	0%	0
Governor Rd (SR 0322) and Hill/sew Ln	WBT	14%	5%	90
Governor Ra (ort 0022) etta Filitime Ett	WER	0%	0%	0
	NBL	0%	0%	0
	NBT	0%	0%	0
	NBR	0%	0%	0
	SBL	0%	0%	0
	SBT	0%	0%	
	SBR	0%	0%	0
	OVERALL	1996	19%	138
	EBL	0%	0%	0
	EBT	6%	14%	48
	EBR	0%	0%	0
INTERSECTION #4:	WBL	0%	0%	0
Governor Rd (SR 0322) and Private Dwy / Weet	TBW	14%	5%	90
Arebe Ave	WBR	0%	0%	0
	NBL	0%	0%	0
	NBT	0%	0%	0
	NBR	0%	0%	0
	SBL	0%	0%	0
	SBT	0%	0%	0
	SBR	0%	0%	0_
	OVERALL	19%	10%	136
	EBL	0%	0%	0
	EBT	5%	14%	48
	EBR	0%	0%	0
INTERSECTION #6;	WBL	0%	0%	0
Governor Rd (SR 0322) and Beech Ave	WBT	14%	5%	90
,	WBR	0%	0%	0
	NBL	0%	0%	0
	NBT	0%	0%	. 0
	NBR	0%	0%	0
	SBL	0%	0%	0
	SBT	0%	0%	0
		1070	V70	
				F 6
	S9R OVERALL	0% 19%	19%	138

INTERSECTION	MOVEMENT	NEW TRIP DISTRIBUTION (INBOUND)	NEW TRIP DISTRIBUTION (OUTBOUND)	NEW SITE TRIPS
	EaL	0%	0%	0
	EBT	6%	14%	48
NTEROCOTION &C.	EBR WBL	0%	0%	0
NTERSECTION #6: Bovernor Rd (SR0322) / Governor Rd (SR 0322)	WBI	14%	5%	90
and Greenies Rd	WBR	0%	0%	0
	NBL	0%	D%	0
	NBT	0%	0%	0
	NBR	0%	0%	
	SBL	0%	0%	0
	SBR	0%	0%	0
	OVERALL	19%	19%	138
	EBL	0%	0%	0
	EBT	D%	14%	16
	EBR	5%	0%	30
NTERSECTION #7: Rt, 322 and Cherry Dr	WBL	10%	0%	84
AL SEE MIN CHAIN DI	WBR	0%	0%	D
	NBL	0%	5%	6
	NBT	0%	1%	. 1
	NBR	0%	10%	13
	88L 88T	1%	0%	0
	SBR	0%	0%	0
	OVERALL	30%	30%	218
	EBL	0%	5%	6
	EBT	0%	17%	22
NTEROCOTION Se.	EBR	0%	2%	3
NTERSECTION #8: Bovernor Rd (SR 0322) and Fishburn Rd (SR	WBL	17%	0%	102
2011) / Hockersville Rd (SR 2011)	WBR	0%	0%	0
	NBL	2%	0%	12
	NOT	0%	0%	0
	NBR	0%	0%	0
	SBL	0%	0%	0
	SBR	5%	0%	30
	OVERALL	24%	24%	175
	EBL	0%	2%	3
	EBJ	0%	15%	19
nizznazazioni de	EBR WBL	0%	0%	0
INTERSECTION #9: Governor Rd (SR 0322) and Elin Ave	WBT	15%	0%	90
	WBR	0%	0%	0
	NBL	0%	0%	0
	NBT	0%	0%	0
	NBR	0%	0%	0
	SBT	0%	0%	0
	SBR	2%	0%	12
	OVERALL	17%	17%	124
	EBL	0%	16%	21
	EBT	0%	0%	0
INTERSECTION #10:	EBR WBL	0%	14%	18
Cherry Dr and Hope Dr / Kinder Care Dwy	WBT	0%	0%	Ď
	WBR	0%	0%	0
	NAL	14%	0%	84
	NBT	0%	0%	0
	NBR SBL	0%	0%	0
	SBT	0%	0%	0
	SBR	16%	0%	96
	OVERALL	30%	30%	219
	EBL	0%	10%	13
	EBT	0%	0% 4%	5
INTERSECTION #11:	WBL	0%	0%	0
Sand HII Rd and Cherry Dr / Privals Drive	WBT	0%	0%	0
-	WBR	0%	0%	. 0
	NBL	4%	0%	24
	NBT	0%	0%	0
	NBR SBL	0%	0%	0
	SBT	0%	0%	0
	SBR	10%	0%	60
	OVERALL	14%	14%	102
	EBL	0%	0%	0
	EBT	0%	10%	19
INTERSECTION #12:	WBL	0%	10%	13
Fishburn Rd (SR 2011) and Sand Hill Rd	WBT	0%	0%	0
	WBR	0%	0%	0
	NBL	10%	0%	60
	NBT	2%	0%	12
	NBR	0%	0%	0
	981			
	SBL	0%	0% 2%	3
			2%	

INTERSECTION	MOVEMENT	NEW TRIP DISTRIBUTION (INBOUND)	NEW TRIP DISTRIBUTION (OUTBOUND)	NEW SITE TRIPS
	EBL	7%	0%	42
	EBT	10%	0%	60
	EBR	0%	0%	0
INTERSECTION #13:	WBL	10%	0%	0
Centerview Ln and Campus Dr	WET	0%	10%	13
	WBR	0%	5%	6
	NBL	0%	0%	0
	NBT	0%	0%	0
	NBR	0%	0%	0
1	SBL	0%	0%	0
	SBT	0%	0%	D
	SBR	0%	7%	D
	OVERALL	17%	22%	130

PM Peak - Hershey Medical Center Expansion- Trip Distribution and Assignment

JOB NAME: JOB NUMBER; ANALYST: DATE: Route 322 Comdor Evaluation R002484.0478 BJB 02/12/15

NEW SITE TRIPS (EXIT): 157 NEW SITE TRIPS (EXIT): 581 NEW SITE TRIPS (TOTAL): 738		
	157	NEW SITE TRIPS (ENTER):
NEW SITE TRIPS (TOTAL): 738	581	NEW SITE TRIPS (EXIT):
	738	NEW SITE TRIPS (TOTAL):

INTERSECTION #1:

Governor Rd (SR 0322) and University Dr
INTERSECTION #2:

Governor Rd (SR 0322) and Centerview Ln
INTERSECTION #2:

Governor Rd (SR 0322) and History Ln
INTERSECTION #5:

Governor Rd (SR 0322) and Eleoch Ave

Governor Rd (SR 0322) and Eleoch Ave

Governor Rd (SR 0322) and Eleoch Ave

INTERSECTION #6:

Governor Rd (SR 0322) and Eleoch Ave

Governor Rd (SR 0322) and Eleoch Ave

INTERSECTION #6:

Governor Rd (SR 0322) and Finition Eleoch

INTERSECTION #6:

Governor Rd (SR 0322) and Finition Rd (SR 2011) / Hockereville Rd (SR 2011)

INTERSECTION #6:

Cherry Dr and Jope Dr / Kinder Cam Day

INTERSECTION #1:

INTERSECTION #1:

Gentarview Ln and Compue Dr

Gentarview Ln and Compue Dr

INTERSECTION	MOVEMENT	NEW TRIP DISTRIBUTION (INBOUND)	NEW TRIP DISTRIBUTION (DUTBOUND)	NEW SITE TRIPS
	EBL	0%	0%	0
	EBT	15%	0%	25
	EBR	10%	0%	16
INTERSECTION #1:	WBL	5%	0%	8
Governor Rd (SR 0322) and University Dr	WBT	0%	0%	93
outsito ita (oit outs) min ointoiniy bi	WBR	0%	16%	29
	NBL	0%	5%	58
	NBT	0%	10%	68
	NBR	0%	10% 6%	29
	SBL.	5%	0%	6
	SBT	10%	0%	16
	SBR	0%	0%	0
	OVERALL	46%	48%	340
	EBL	0%		0
	EBT	4%	0%	35
	EBR	17%	5% 0%	27
INTERSECTION #2:	WBL	9%		14
Governor Rd (SR 0322) and Centerview Ln	WBT	5%	0%	31
outerior ita (ori ever) and outer ten in	WBR	0%	4%	8
	NBL	0%	196	99
	NBT	0%	17%	23
	NBR	0%	4%	52
	SBL	1%	D%	
	SBT	4%	0%	8
	SBR	0%	0%	0
			0%	
	OVERALL	40%	40%	295
	EBT	0%	0%	0
	EBR	6%	14%	89
NITERSECTION 40.		0%	0%	0
NTERSECTION #3: Governor Rd (SR 0322) and Hillylew Ln	WBL	0%	0%	0
Powertion Ma (St. 0455) with Hillshife Fit	WBT	14%	5%	61
	WBR	0%	0%	0
	NBL	0%	0%	0
	NBT	0%	0%	0
		0%	0%	0
	SBL	0%	0%	0
	SBT	0%	0%	0
		D%	0%	0
	OVERALL	10%	19%	140
	EBL	0%	0%	0
	EBT	5%	14%	89
	EBR	D%	0%	0
NTERSECTION #4:	WBL	0%	0%	0
Governor Rd (SR 0322) and Private Dwy / West Areba Ave	WBT	14%	8%	51
	WBR	0%	0%	0
	NBL	0%	0%	0
	NBT NBR	0%	0%	0
		0%	0%	0
	SBL	0%	0%	0
	SBR	0%	0%	0
			0%	0
	OVERALL	19%	19%	140
	EBT	5%	0%	89
	EBR	0%	14%	0
NTERSECTION #6:	WBL	0%	0%	0
Governor Rd (SR 0322) and Beach Ave	WBT	14%	5%	61
and property and property and property color	WBR	0%	0%	0
	NAL	0%	0%	0
	NBT	0%	0%	0
	NBR	0%	0%	0
				0
	901	V07		
	SBL	0%	0%	
	SBT	0%	0%	0

INTERSECTION	MOVEMENT	NEW TRIP DISTRIBUTION (INBOUND)	NEW TRIP DISTRIBUTION (OUTBOUND)	NEW SITE TRIPS
	_	Δ	0.0	불
-	EBL	0%	0%	0 .
	EBT	5%	14%	89
INTEROCOTION NO.	EBR WBL	G%	0%	0
INTERSECTION #8: Governor Rd (SR0322) / Governor Rd (SR 0322)	WBT	0% 14%	0% 5%	51
and Greenies Rd	WBR	0%	0%	0
	NBL	0%	0%	0
	NBT	0%	0%	0
	SBL	0%	0%	ō
	SBT	0%	0%	0
	SBR OVERALL	0% 10%	10%	140
	EBL	0%	0%	0
	EBT	0%	14%	81
	EBR	5%	0%	В
INTERSECTION #7: R1, 322 and Cherry Dr	WBT	10%	0%	16
THE COURT OF STREET	War	0%	0%	D
	NBL	0%	5%	29
	NBT	0%	1%	6
	NBR SBL	D% D%	10%	58 0
	SBT	1%	0%	2
	SBR	D%	0%	0
	OVERALL	30%	30%	222
	EBL	0%	5% 17%	29 99
	EBR	0%	2%	12
INTERSECTION #8:	WBL	0%	0%	0
Governor Rd (SR 0322) and Flahburn Rd (SR	WBT	17%	0%	27
2011) / Hockersville Rd (SR 2011)	WBR	0% 2%	0%	3
	NBT	0%	0% 0%	0
	NBR	0%	0%	Ö
	SBL	0%	0%	0
	SBT	0%	0%	0
	SBR	5% 24%	24%	178
	EBL	0%	2%	1/8
	EBT	0%	15%	87
	EBR	0%	0%	0
INTERSECTION #9:	WBL	0%	0%	0
Governor Rd (SR 0322) and Elm Ave	WBT	15%	0%	24
	NBL	0%	0%	0
	NBT	0%	0%	0
	NBR	0%	0%	0
	SBL SBT	0%	0%	0
	SBR	2%	0%	3
	OVERALL	17%	17%	128
	EBL	0%	10%	93
	EBT	0%	0%	81
INTERSECTION #10:	WBL	0%	14%	0
Cherry Dr and Hope Dr / Kinder Care Dwy	WBT	0%	0%	0
	WBR	0%	0%	0
	NBL	14%	0%	22
	NBR	0%	0%	0
	SBL	0%	0%	0
	SBT	0%	0%	Ö
	SBR OVERALL	10%	30%	25 221
	EBL	0%	10%	58
	EST	0%	0%	0
	EBR	0%	4%	23
INTERSECTION #11:	WBL	0%	0%	D
Sand Hill Rd and Cherry Dr / Privata Driva	WBT	0%	0%	0
	NBL	4%	0%	. 6
	NBT	0%	0%	0
	NBR	0%	0%	0
	SBL	0%	0%	0
	SBR	10%	0%	16
	OVERALL	14%	14%	103
	EBL	0%	0%	0
	EBT	0%	0%	0
INTERSECTION #12:	EBR WBL	0%	10%	68
Fishburn Rd (SR 2011) and Sand Hill Rd	WBT	0%	0%	0
	WBR	0%	0%	0
	NBL	10%	0%	16
	NBR	2%	0%	0
l	SBL	0%	0%	0
1				
	SBT	0%	2%	12
	SBR OVERALL	0% 0% 12%	2% 0% 12%	12 0 89

INTERSECTION	MOVEMENT	NEW TRIP DISTRIBUTION (INBOUND)	NEW TRP DISTRIBUTION (OUTBOUND)	NEW SITE TRIPS
Ī	EBL	7%	0%	11
	EBT	10%	0%	16
	EBR	D%	0%	0
INTERSECTION #13:	WBL	0%	0%	0
Centerview Ln and Campus Dr	WBT	0%	10%	68
	WBR	0%	5%	29
	NBL	0%	0%	D
l	NBT	0%	0%	0
l	NBR	0%	0%	0
	SBL	0%	0%	0
l	SBT	0%	0%	0
l	SBR	0%	7%	41
	OVERALL	17%	22%	155

Brownstone Lodge Redevelopment

GASOLINE / SERVICE STATION WITH CONVENIENCE MARKET

ITE LAND USE 945

NUMBER OF FUELING POSITIONS = 16

24-HOUR WEEKDAY RATE = 162.78

50% ENTER 1303 50% EXIT 1303 TOTAL 2606

CONVENIENCE STORE WITH GASOLINE PUMPS

ITE LAND USE 853

NUMBER OF FUELING POSITIONS = 16

AM RATE = 16.57 50% *ENTER* 133

50% EXIT 133 TOTAL 266

AM PASS-BY PERCENTAGE = 63%

NEW PASS-BY TOTAL

ENTER 49 84 133

EXIT 49 84 133

TOTAL 98 168 266

PM RATE = 19.07

 50% ENTER
 153

 50% EXIT
 153

 TOTAL
 306

PM PASS-BY PERCENTAGE = 66%

NEW PASS-BY TOTAL

ENTER 52 101 153

EXIT 52 101 153

TOTAL 104 202 306

AM Peak - Brownstone Lodge Redevelopment - Trip Distribution and Assignment

JOB NAME: JOB NUMBER: ANALYST; DATE: Route 322 Contdor Evaluation R002484.0478 BJB 02/12/16

% PASS-BY TRIPS:							
NEW SITE TRIPS (ENTER):		PASS-BY TRIPS (ENTER):	84				
NEW SITE TRIPS (EXIT):	49	PASS-SY TRIPS (EXIT):	84				
NEW SITE TRIPS (TOTAL):	68	PASS-BY TRIPS (TOTAL):	168				

INTERSECTION #1:
INTERSECTION #2:
INTERSECTION #3:
INTERSECTION #3:
INTERSECTION #3:
INTERSECTION #3:
INTERSECTION #3:
INTERSECTION #3:
INTERSECTION #3:
INTERSECTION #11:
INTERSECTION #11:
INTERSECTION #13: REW BITE TRIPS (1
Governor Rd (SR 0322) and University Dr
Governor Rd (SR 0322) and Centerview Ln
Governor Rd (SR 0322) and HillMew Ln
Governor Rd (SR 0322) and Private Covy / West Araba. Ave
Governor Rd (SR 0322) and Beech Ave
Governor Rd (SR 0322) and Seech Ave
Governor Rd (SR 0322) and Seech Ave
Governor Rd (SR 0322) and Fishburn Rd (SR 0322) and Greenles Rd
Rt. 322 and Cherry Dr
Governor Rd (SR 0322) and Fishburn Rd (SR 2011) / Hockeroville Rd (SR 2011)
Governor Rd (SR 0322) and Ein Ave
Cherry Dr and Hope Dr / Kinder Cars Duy
Sand Hill Rd and Cherry Dr / Private Dive
Fishburn Rd (SR 2011) and Send Hill Rd
Centerview Ln and Cempus Dr

INTERSECTION	MOVEMENT	NEW TRIP DISTRIBUTION (NBOUND)	NEW TRIP DISTRIBUTION (OUTBOUND)	NEW SITE TRIPS	PASS-BY TRIP DISTRIBUTION (INBOUND)	PASS-BY TRIP DISTRIBUTION (OUTBOUND)	PASS-BY TRIPS	TOTAL SITE TRIPS
	EBL	0%	0%	0	0%	0%	0	0
	EBT	35%	0%	17	0%	0%	0	17 0
NTERSECTION #1:	EBR WBL	0%	0%	0	0%	0%	0	0
Governor Rd (SR 0322) and University Dr	WBT	0%	35%	17	0%	0%	Ö	17
	WBR	0%	0%	0	0%	0%	0	0
	NBL	0%	0%	0	0%	0%	0	0
	NBT NBR	0%	0%	0	0%	0%	0	0
	SBL	0%	0%	0	0%	0%	0	0
	SBT	0%	0%	0	0%	0%	0	0
	SBR	0%	0%	0	0%	0%	0	0
	OVERALL	35%	35%	34	0%	0%	0	34
	EBL	0%	0%	0	0%	0%	0	0
	EBT	35% 0%	0%	17	0%	0%	0	17
NTERSECTION #2:	WBL	0%	0%	0	0%	0%	0	0
Governor Rd (SR 0322) and Centerview Ln	WBT	0%	35%	17	0%	0%	0	17
· ·	WBR	0%	0%	0	0%	0%	0	0
	NBL	0%	0%	0	0%	0%	0	0
	NBT NBR	0%	0%	0	0%	0%	0	0
	SBL	0%	0%	0	0%	0%		
	SBT	0%	0%	0	0%	0%	0	0
	SBR	0%	0%	0	0%	0%	0	0
	OVERALL	35%	35%	34	0%	0%	0	34
	EBL	0%	0%	D	0%	0%	0	0
	EBT	36% 0%	D% D%	17	0%	0%	0	17
INTERSECTION #8:	WBL	0%	0%	D	0%	0%	0	- 0
Governor Rd (SR 0322) and Hillwaw Ln	WBT	0%	35%	17	0%	0%	0	17
	WaR	0%	0%	0	0%	0%	0	0
	NBL	0%	0%	D	0%	0%	0	0
	NBT	0%	0%	0	0%	0%	0	0
	NBR SBL	0%	0%	0	0%	0%	0	0
	SBT	0%	0%	0	0%	0%	0	0
	SBR	0%	0%	0	0%	0%	0	0
	OVERALL	36%	35%	34	0%	0%	. 0	34
	EBL	0%	0%	0	0%	0%	0	0
	EBR EBR	35% 0%	0%	17 0	0%	0%	0	17
INTERSECTION #4:	WBL	0%	0%	0	0%	0%	0	0
Governor Rd (SR 0322) and Private Dwy / West	WBT	0%	35%	17	0%	0%	D	17
Arebe Ave	WBR	0%	0%	0	0%	0%	0	0
	NBL	0%	0%	0	D%	0%	0	0
	NBT	0%	0%	0	0%	0%	0	0
	SBL	0%	0%	0	0%	0%	0	0
	SBT	0%	0%	0	0%	0%	0	0
	SBR	0%	0%	0	0%	0%	0	0
	OVERALL	95%	35%	34	0%	0%	0	34
	EBL	0%	0%	0	0%	0%	0	0
	EBT EBR	35%	0%	17	0%	0%	0	17
NTERSECTION #5:	WBL	0%	0%	0	0%	0%	0	0
Governor Rd (SR 0322) and Beech Ave	WBT	0%	35%	17	0%	0%	0	17
	WBR	0%	0%	0	0%	0%	0	0
	NBL	0%	0%	0	0%	0%	0	0
	NBT	0%	0%	0	0%	0%	0	0
	NBR SBL	0%	0%	0	0%	0%	0	0
	SBT	0%	0%	0	0%	0%	0	0
	SBR	0%	0%	0	0%	0%	ä	0
	OVERALL	35%	35%	34	0%	4%	0	94

INTERSECTION	MOVEMENT	NEW TRIP DISTRIBUTION (INBOUND)	NEW TRIP DISTRIBUTION (OUTBOUND)	NEW SITE TRIPS	PASS-BY TRIP DISTRIBUTION (INBOUND)	PASS-BY TRIP DISTRIBUTION (OUTBOUND)	PASS-BY TRIPS	TOTAL SITE TRIPS
INTERSECTION #8:	EBL EBT EBR WBL	0% 35% 0% 0%	0% 0% 0%	0 17 0	0% 0% 0%	0% 0% 0%	0 0	0 17 0
Governor Rd (SR0322) / Governor Rd (SR 0322) and Greenlea Rd	WBT WBR NBL	0% 0% 0%	35% 0% 0%	17 0 0	0% 0% 0%	0% 0% 0%	0 0	17 0 0
	NBT NBR SBL SBT	0% 0% 0% 0%	0% 0% 0%	0 0	0% 0% 0%	0% 0% 0%	0 0 0	0 0 0
	SBR OVERALL EBL EBT	0% 36% 0% 36%	0% 35% 0% 0%	0 34 0 17	0% 0% 0%	0% 0% 0%	0 0	0 34 0 17
INTERSECTION #7: Rt. 322 and Cherry Dr	EBR WBL WBT WBR	0% 0% 0% 0%	0% 0% 36% 0%	0 0 17 0	0% 0% 0%	0% 0% 0%	D 0	0 0 17 0
	NBL NBT NBR	0% 0% 0%	0% 0% 0%	0	0% 0% 0%	0% 0% 0%	0 0	0 0
	SBI, SBT SBR OVERALL	0% 0% 0% 36%	0% 0% 0% 36%	0 0 34	0% 0% 0%	0% 0% 0%	0 0	0 0 0 84
INTERSECTION #8:	EBL EBT EBR WBL	35% 0% 0% 0%	0% 0% 0%	17 0 0	25% -25% 0% 0%	0% 0% 0% 0%	21 -21 0	38 -21 0
Governor Rd (SR 0322) and Flahburn Rd (SR 2011) / Hockersville Rd (SR 2011)	WBT WBR NBL	0% 20% 0%	0% 0% 0%	0 10 0	50% -50% 0%	0% 0% 0%	42 -42 0	42 -32 0
	NBT NBR SBL SBT	15% 0% 0%	0% 0% 20% 15%	7 0 10 7	0% 0% 0%	0% 0% 25%	0 0 21	7 0 31 7
	SBR OVERALL EBL EBT	0% 70% 0%	35% 70% 0% 20%	17 68 0 10	0% 0% 0%	50% 75% 0%	42 63 0	59 131 0 10
INTERSECTION #9: Governor Rd (SR 0322) and Elm Ave	EBR WBL WBT	0% 0% 20%	0% 0% 0%	0 0 10	0% 0% 0%	0% 0% 0%	0	0 0 10
	WBR NBL NBT NBR	0% 0% 0%	0% 0% 0%	0 0	0% 0% 0%	0% 0% 0%	0 0	0 0
	SBL SBT SBR OVERALL	0% 0% 0% 20%	0% 0% 0% 20%	0 0 0 20	0% 0% 0%	0% 0% 0%	0 0 0	0 0 0 20
	EBL EBT EBR	0% 0% 0%	0% 0% 0%	0	0% 0%	0% 0% 0%	0 0	0 0
INTERSECTION #10: Cherry Dr and Hope Dr / Kinder Care Dwy	WBL WBT WBR NBL	0% 0% 0%	0% 0% 0%	0 0 0	0% 0% 0%	0% 0% 0%	0 0	0 0
	NBT NBR SBL SBT	0% 0% 0%	0% 0% 0%	0 0	0% 0% 0%	0% 0% 0%	0 0	0 0 0
	SBR OVERALL EBL	0% 0% 0%	0% 0% 0%	0	0% 0%	0% 0% 0%	D 0	D D
INTERSECTION #11: Sand Hall Rd and Cherry Dr / Private Drive	EBT EBR WBL WBT	0% 0% 0%	0% 0% 0%	0 0	0% 0% 0%	0% 0% 0%	0 0	0 0
	WBR NBL NBT NBR	0% 0% 5%	0% 0% 0%	0 0 2 0	0% 0% 0%	0% 0% 0%	D 0	0 2 0
	SBL SBT SBR	0% 0% 0%	0% 0% 6%	0 2 0	0% 0% 0% 0%	0% 0% 0% 0%	0 D	0 2 0
	OVERALL EBL EBT EBR	5% 5% 0%	5% 0% 0%	4 2 0	0% 0% 0%	0% 0% 0%	0 0 0	4 2 0 0
INTERSECTION #12: Fishburn Rd (SR 2011) and Send Hill Rd	WBL WBT WBR	0% 0% 0%	0% 0% 0%	0	0% 0% 0%	0% 0% 0%	0	0 0
	NBL NBT NBR SBL	0% 10% 0%	0% 0% 0%	0 5 0	0% 0% 0% 0%	0% 0% 0% 0%	0 0	0 6 0
	SBT SBR OVERALL	0% 0% 15%	10% 5% 16%	5 2 14	0% 0% 0%	0% 0% 0%	0 0	5 2 14

INTERSECTION	MOVEMENT	NEW TRIP DISTRIBUTION (INBOUND)	NEW TRIP DISTRIBUTION (OUTBOUND)	NEW SITE TRIPS	PASS-BY TRIP DISTRIBUTION (INBOUND)	PASS-BY TRIP DISTRIBUTION (OUTBOUND)	PASS-BY TRPS	TOTAL SITE TRIPS
	EBL	0%	0%	Ô	0%	0%	Ó	0
1	EBT	0%	0%	0	0%	0%	0	0
1	EBR	0%	0%	0	0%	0%	0	0
INTERSECTION #19:	WBL	0%	0%	0	0%	0%	0	D
Centerview Ln and Campus Dr	WBT	0%	0%	0	0%	0%	0	0
	WBR	0%	0%	0	0%	0%	0	0
	NBL	0%	0%	0	0%	0%	0	0
k .	NBT	0%	0%	0	0%	0%	0	0
1	NBR	0%	0%	D	0%	0%	0	0
I	SBL	0%	0%	0	0%	0%	0	0
I	SBT	0%	0%	. 0	0%	0%	0	0
I	SBR	0%	0%	Ô	0%	0%	0	0
	OVERALL	0%	0%	0	0%	0%	0	0

PM Peak - Brownstone Lodge Redevelopment - Trip Distribution and Assignment

Route 322 Corridor Evaluation R002484.0476

JOB NAME: JOB NUMBER: ANALYST: DATE: BJB 02/12/16

% P/	ASS-BY TRUPS:		
NEW SITE TRIPS (ENTER):	52	PASS-BY TRIPS (ENTER):	
NEW SITE TRIPS (EXIT):	52	PASS-BY TRIPS (EXIT):	101
NEW SITE TRIPS (TOTAL):	104	PASS-BY TRIPS (TOTAL):	202

INTERSECTION #1:
INTERSECTION #2:
INTERSECTION #3:
INTERSECTION #6:
INTERSECTION #6:
INTERSECTION #6:
INTERSECTION #6:
INTERSECTION #6:
INTERSECTION #6:
INTERSECTION #11:
INTERSECTION #11:
INTERSECTION #12:
INTERSECTION #12: REW SITE TRIPS (T Governor Rd (SR 0322) and University Dr Governor Rd (SR 0322) and Centerview Ln Governor Rd (SR 0322) and Filtriew Ln Governor Rd (SR 0322) and Firehato Dwy / West Arrebs Ave Covernor Rd (SR 0322) and Besch Ave Governor Rd (SR 0322) and Seson Ave Governor Rd (SR 0322) and Filehourn Rd (SR 0322) and Greenles Rd Rt. 322 and Cherry Dr Governor Rd (SR 0322) and Filehourn Rd (SR 2011) / Hookersville Rd (SR 2011) Governor Rd (SR 0322) and Filehourn Rd Governor Rd (SR 0322) and Filehourn Rd Cherry Dr and Hope Dr / Kinisfe Care Dwy Sand Hill Rd and Cherry Dr / Privital Drive Filehourn Rd (SR 2011) and Sand Hill Rd Centerview Ln and Campus Dr

INTERSECTION	MOVEMENT	NEW TRIP DISTRIBUTION (INBOUND)	NEW TRIP DISTRIBUTION (OUTBOUND)	NEW SITE TRIPS	PASS-BY TRUP DISTRIBUTION (INBOUND)	PASS-BY TRIP DISTRIBUTION (OUTBOUND)	PASS-BY TRIPS	TOTAL SITE TRIPS
	EBL	0%	0%	0	0%	0%	0	0
	EBT EBR	35% 0%	0%	18 D	0%	0%	0	18
NTERSECTION #1:	WBL	0%	0%	0	0%	0%	0	0
Sovernor Rd (SR 0322) and University Dr	WBT	0%	35%	16	0%	0%	G	18
	WBR	0%	0%	0	0%	0%	0	0
	NBL NBT	0%	0% 0%	0	0%	0%	0	0
	NBR	0%	0%	0	0%	0%	0	0
	SBL	0%	0%	0	0%	0%	. 0	0
	SBT	0%	0%	0	0%	0%	0	0
	SBR	0%	0% 35%	38	0%	0%	0	35
	OVERALL EBL	35%	0%	0	0%	D%	0	0
	EBT	35%	0%	1B	0%	0%	0	18
	EBR	0%	0%	0	0%	0%	0	0
NTERSECTION #2:	WBL	0%	0%	0	0%	0%	0	G 18
Governor Rd (SR 0322) and Centerview Ln	WBT	0%	95% 0%	18 0	0% 0%	0%	0	1B 0
	NBL	0%	0%	0	0%	0%	0	o
	NBT	0%	0%	Ó	0%	0%	0	0
	NBR	0%	0%	0	0%	0%	0	D
	ŞBL	0%	0%	0	0%	0%	0	0
	SBT	0%	0%	0	0%	0%	0	0
	OVERALL	35%	35%	36	0%	0%	0	36
	EBL	0%	0%	0	0%	0%	0	0
	EBT	35%	0%	1B	0%	0%	0	18
	EBR	0%	0%	0	0%	0%	0	0
NTERSECTION #3:	WBL	0%	0% 35%	D 18	0%	0%	0	0 1B
Governor Rd (SR 0322) and Hillview Ln	WBR	0%	0%	0	0%	0%	0	0
	NBL	0%	0%	0	0%	0%	0	0
	NBT	0%	0%	0_	0%	0%	0	0
	NBR	0%	0%	0	0%	0%	0	0
	SBL	0%	0%	0	0%	0%	0	0
	SBR	0%	0%	0	0%	0%	0	0
	OVERALL	35%	35%	36	0%	0%	0	36
	EBL	0%	0%	0	0%	0%	0	0
	EBT	36%	0%	18	0%	0%	0	18
	EBR	0%	0%	D	0%	0%	0	0
INTERSECTION #4: Governor Rd (SR 0322) and Private Dwy / West	WBL	0% 0%	0% 35%	18	0%	0%	0	18
Areba Ave	WaR	0%	0%	0	0%	0%	0	0
	NBL	0%	0%	0	0%	0%	Ö	0
	NBT	0%	0%	0	0%	0%	0	0
	NBR	0%	0%	0	0%	0%	0	0_
	SBL	0%	0%	0	0%	0%	0	0
	SBR	0%	0%	0	0%	0%	0	0
	OVERALL	35%	35%	38	0%	0%	. 0	36
	EBL	0%	0%	0	0%	0%	0	0
	EBT	35% 0%	0%	18	0%	0%	0	1B 0
INTERSECTION #5:	EBR WBL	0%	0%	0	0%	0%	0	0
Governor Rd (SR 0322) and Beech Ave	WBT	0%	35%	18	0%	0%	0	16
• •	WBR	0%	0%	0	0%	0%	0	D
	NBL	0%	0%	0	0%	0%	0	0
	NBT	0%	0%	0	0%	0%	0	0
	NBR SBL	0%	0%	0	0%	0%	0	0
	SBT	0%	0%	0	0%	0%	0	0
	SBR	0%	0%	0	0%	0%	0	0
	OVERALL	36%	35%	38	0%	0%	0	38

INTERSECTION	MOVEMENT	NEW TRIP DISTRIBUTION (INBOUND)	NEW TRIP DISTRIBUTION (OUTBOUND)	NEW SITE TRIPS	PASS-BY TRIP DISTRIBUTION (MBOUND)	PASS-BY TRIP DISTRIBUTION (OUTBOUND)	PASS-BY TRIPS	TOTAL SITE TRIPS
	EBL	0%	0% 0%	0	0%	0%	D 0	18
	EBR	95%	0%	18	0%	0%	. 0	0
NTERSECTION #8:	WBL	0%	0%	0"	0%	0%	0	0
Sovernor Rd (SR0322) / Governor Rd (SR 0322) and Greenies Rd	WBT	0%	35% 0%	18 0	0%	0%	0	18
	NBL	0%	0%	0	0%	0%	0	0
	NBT	0%	0%	0	0%	0% 0%	0	0
	SBL	0%	0%	0	0%	0%	0	0
	SBT	0%	0%	0	0%	0%	0	0
	SBR OVERALL	0% 35%	35%	36	0%	0%	0	36
	EBL	0%	0%	0	0%	0%	0	0
	EBR	35%	0%	18	0%	0%	0	18
NTERSECTION #7:	WBL	0%	0%	Ó	0%	0%	0	0
Rt. 322 and Cherry Dr	WBR	0%	35% 0%	18	0%	0%	0	18
	NBL	0%	0%	0	0%	0%	D	0
	NBT	0%	0%	0	0%	0%	0	0
	NBR SBL	0%	0%	0	0%	0%	0	0
	SBT	0%	0%	0	0%	0%	0	0
	SBR OVERALL	0% 36%	35%	36	0%	0%	0	36
	EBL	36%	0%	1B	60%	0%	51	69
	EBT	0%	0%	0	-50%	0%	-51	-51
NTERSECTION #8:	EBR WBL	0%	0%	0	0%	0%	0	0
Sovemor Rd (SR 0322) and Fiehburn Rd (SR	WeT	0%	0%	. 0	25%	0%	25	25
2011) / Hockersville Rd (SR 2011)	WBR NBL	20% D%	0%	10	-25% 0%	0%	-25 0	-15 0
	NBT	15%	0%	8	0%	0%	0	8
	NBR	0%	0%	0	0%	0%	0	61
	SBL	0%	20% 15%	10 6	0%	50% 0%	51 D	8
	SBR	0%	35%	18	0%	25%	26	43
	OVERALL EBL	70%	70%	72	0%	75% 0%	78	148
	EBT	0%	20%	10	0%	0%	0	10
	EBR	0%	0%	0	0%	0% 0%	0	0
NTERSECTION #9: Sovernor Rd (SR 0322) and Elm Ave	WBL	20%	0%	10	0%	0%	0	10
	WBR	0%	0%	D	0%	0%	0	a
	NBL NBT	0%	0%	0	0%	0%	0	0
	NBR	0%	0%	0	0%	0%	a	0
	SBL	0%	0%	0	0%	0%	0	0
	SBT	0%	0%	0	0%	0%	0	0
<u> </u>	OVERALL	20%	20%	20	0%	0%	0	20
	EBL EBT	0%	0%	0	0%	0%	0	0
	EBR	0%	0%	0	0%	0%	D	0
INTERSECTION #10: Cherry Dr and Hope Dr / Kinder Care Dwy	WBT	0%	0%	0	0%	0%	0	0
Sileny or and hope of / Kindes Care Cary	WBR	0%	0%	0	0%	0%	0	0
	NBL	0%	0%	0	0%	0%	0	0
	NBT NBR	0%	0%	0	0%	0%	0	0
	SBL	0%	0%	D	0%	0%	0	0
	SBT SBR	0%	0%	0	0%	0%	0	0
	OVERALL	0%	0%	0	0%	0%	. 0	0
	EBL	0%	0%	0	0%	0%	0	0
	EBT	0%	0%	0	0%	0%	0	0
NTERSECTION #11:	Wal	0%	0%	0	0%	0%	0	0
Sand Hill Rd and Charry Dr / Private Drive	WBT	0%	0%	0	0%	0%	0	0
	NBL	0%	0%	0	0%	0%	0	0
	NBT	696	0%	3	0%	0%	0	3
	NBR SBL	0%	0%	0	0%	0%	0	0
	SBT	0%	5%	3	0%	0%	0	3
	SBR	0% 5%	5%	6	0%	0%	0	6
	EBL	5%	0%	3	0%	0%	0	3
	EBT	0%	0%	0	0%	0%	0	0
INTERSECTION #12:	EBR WBL	0%	0%	0	0%	0%	0	0
Fishburn Rd (SR 2011) and Sand Hill Rd	WBT	0%	0%	0	0%	0%	0	0
	WBR NBL	0%	0%	0	0%	0%	0	0
	NBT	10%	0%	5	0%	0%	0	6
	NBR	0%	0%	0	D%	0%	D	0
	SBI	0%	10%	0 6	0%	0%	0	0 6
	SBR	0%	5%	3	0%	0%	0	3
	OVERALL	15%	15%	18	0%	0%	0	16

INTERSECTION	MOVEMENT	NEW TRIP DISTRIBUTION (INBOUND)	NEW TRIP DISTRIBUTION (OUTBOUND)	NEW SITE TRIPS	PASS-BY TRIP DISTRIBUTION (INBOUND)	PASS-BY TRED DISTRIBUTION (OUTBOUND)	PASS-BY TRIPS	TOTAL SITE TRIPS
	EBL	0%	0%	0	0%	0%	0	0
	EBT	0%	0%	0	0%	096	. 0	0
	EBR	096	0%	0	0%	0%	0	0
INTERSECTION #13:	WBL	0%	0%	0	0%	0%	0	0
Centerview Ln and Cempus Dr	WBT	0%	0%	0	0%	0%	0	0
	WBR	0%	0%	0	0%	D%	0	0
	NBL	0%	0%	0	0%	0%	Ó	0
i .	NBT	0%	0%	0	0%	0%	0	0
	NBR	0%	0%	0	D%	0%	0	0
	SBL	0%	0%	0	0%	0%	0	0
	\$BT	0%	0%	0	0%	0%	0	0
ŀ	SBR	0%	0%	٥	0%	0%	D	0
	OVERALL	0%	_0%	٥	0%	0%	0	0

AM Peak - Background Developments - Trip Assignment

Route 322 Corridor Evaluation R002484.0476 BJB 02/12/15

JOB NAME: JOB NUMBER: ANALYST: DATE:

INTERSECTION #1: Governor Rd (SR 0322) and University Dr
INTERSECTION #3: Governor Rd (SR 0322) and Hikknew In
Governor Rd (SR 0322) and Hikknew In
Governor Rd (SR 0322) and Private Dwy / Weet Areba Ave
INTERSECTION #3: Governor Rd (SR 0322) and Beech Ave
Governor Rd (SR 0322) and Beech Ave
INTERSECTION #3: Rd (SR 0322) and Beech Ave
Governor Rd (SR 0322) (Governor Rd (SR 0322) and Greenies Rd
INTERSECTION #3: Governor Rd (SR 0322) and Enabhum Rd (SR 2011) / Hookeraville Rd (SR 2011)
INTERSECTION #3: Cherry Dr and Hope Dr / Kinder Care Dwy
INTERSECTION #3: Sand Hill Rd and Cherry Dr / Private Drive
INTERSECTION #3: Fairburn Rd (SR 2011) and Sand Hill Rd
INTERSECTION #3: Fairburn Rd (SR 2011) and Sand Hill Rd
INTERSECTION #3: Fairburn Rd (SR 2011) and Sand Hill Rd
Center/dew In and Cempus Dr

INTERSECTION	MOVEMENT	BROWNSTONE LODGE REDEVELOPMENT	KRAY DEVELOPMENT	TOTAL BACKGROUND DEVELOPMENT TRIPS
	EBL	0	a	0
	EBT	17	42	59
	EBR	0	0	0
INTERSECTION #1:	WBL	<u>V</u>	0	0
Governor Rd (SR 0322) and University Dr	WBT	17	31	48
GOVERNOT Red (SER US22) and Chromothy Dr	WBR	0	0	0
	NBL	0	0	0
	NBT	0	0	0
	NBR SBL	0	0	0
	SBT	0	- 0	0
	89R	0	0	0
	OVERALL	34	73	107
	EBL	0	0	0
	EBT	17	42	59
	EBR	0	0	0
INTERSECTION #2:	WBL	0	0	0
Governor Rd (SR 0322) and Centerview Ln	WBT	17	31	48
	WBR	0	D	0
	NBL	0	D	0
	NBT	0	. 0	D
	NBR	0	D	0
	SBL	0	0	. 0
	SBT	0	D	D
	SBR	0	0	0
	OVERALL	34	73	107
-	EBL	0	0	0
	EBT	17	42	69
	EBR	0	0	0
INTERSECTION #3:	WBL	0	0	0
Governor Rd (SR 0322) and Hillview Ln	WBT	17	31	48
	WBR	0	0	0
	NBL	0	0	0
	NBT	0	0	0
	NBR	0	0	0
	SBL	0	0	0
	SBT	D	0	0
	SBR	0	0	0
	OVERALL	34	73	107
	EBL	0	0	0
	EBT	17	42	69
	EBR	0	0	0
INTERSECTION #4:	WBL	.0	0	0
Governor Rd (SR 0322) and Private Dwy / West	WBT	17	31	48
Areba Ave	WBR	0	0	0
	NBL	0	0	0
	TEM	0	0	0
	NBR	0	0	0
	SBL	0	0	0
	SBT	0	0	0
	8BR	0	0	0
	OVERALL	34	73	107
	EBL	0	0	0
	EBL EBT	0 17	42	59
	EBL	0		
INTERSECTION #5:	EBL EBT	0 17	42	59
	EBL EBT EBR	0 17 0	42 0	59 0
	EBL EBT EBR WBL	0 17 0 0	42 0 0	59 0
	EBL EAT EBR WBL WBT	0 17 0 0 0	42 0 0 31	59 0 0 48
	EBL EBT EBR WBL WBT WBR	0 17 0 0 17	42 0 0 31 0	59 0 0 48 D
	EBL EBT EBR WBL WBT WBR NBL NBT	0 17 0 0 17 0	42 0 0 31 0	59 0 0 48 D
	EBL EBT EBR WBL WBT WBR NBL NBT	0 17 0 0 17 0 0 0	42 0 0 31 0 0	50 0 0 48 0 0 0
	EBL EBT EBR WBL WBT WBR NBL NBI NBT NBR	0 17 0 0 17 17 0 0	42 0 0 31 0 0 0	59 0 0 48 0 0 0
INTERSECTION #5: Governor Rd (SR 0322) and Beach Avis	EBL EBT EBR WBL WBT WBR NBL NBT	0 17 0 0 17 0 0 0	42 0 0 31 0 0	50 0 0 48 0 0 0

INTERSECTION	MOVEMENT	BROWNSTONE LODGE REDEVELOPMENT	KRAY DEVELOPMENT	TOTAL BACKGROUND DEVELOPMENT TRIPS
	EBL	0	0	0
	EBT	17	42	59
INTERSECTION #5;	EBR	0	0	0
INTERSECTION R6; Governor Rd (SR0322) / Governor Rd (SR 0322)	WBL	17	91	48
and Greenies Rd	WBR	0	0	0
	NBL	0	0	0
	NBT	0	Ô	0
	NBR	0	0	0
	SBT SBT	0	0	0
	SBR	0	0	0
	OVERALL	34	73	107
	EBL	0	0	0
	EBT	17	42	69
INTERSECTION #7;	EBR WBL	0	0	0
Rt. 322 and Cherry Dr	WBT	17	15	32
	WBR	0	0	0
	NBL	0	18	16
	NBT	Û	- 6	6
	NBR	0	0 7	0 7
	\$BL SBT	0	7	7 0
	SBR	0	0	0
	OVERALL	34	85	119
	EBL	38	Q.	38
	EBT	-21		-21
INTERSECTION #8;	EBR	0	0	0
Governor Rd (SR 0322) and Fishburn Rd (SR	WBL	0 42	35	35 42
2011) / Hockersville Rd (SR 2011)	WBR	-32	0	-32
	NBL	0	15	15
	NBT	7	15	22
ļ i	NBR SBL	. 0	25 0	25
	SBT	31 7	21	31 28
	SBR	59	0	59
	OVERALL	131	111	242
	EBL	0	0	0
	EBT	10	25	36
INTERSECTION #9:	EBR WBL	0	0	0
Governor Rd (SR 0322) and Elm Ave	WBT	10	35	45
, ,	WBR	0	0	0
	NBL.	0	0	0
	NBT	0	0	0
	NBR SBL	0	0	0
	SBT	0	0	0
	SBR	0	0	0
	OVERALL	20	60	80
	EBL EBT	0	0	0
	EBR	0	0	0
INTERSECTION #10:	WBL	0	0	
Cherry Dr and Hope Dr / Kinder Cere Dwy	WBT			, , ,
	WBR	0	0	0
		0	0	0
	NBL	0	0	0 0
	NBT	0 0	0 0 5	0 0 0
	NBL	0	0	0 0
	NBL NBT NBR SBL SBT	0 0 0 0	0 0 5 0	0 0 0 5 0
	NBL NBT NBR SBL SBT SBR	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 5 0 0	0 0 0 5 0 0
	NBL NBT NBR SBL SBT SBR OVERALL	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 5 0 0 0	0 0 0 5 0 0
	NBL NBT NBR SBL SBT SBR	0 0 0 0 0 0	0 0 5 0 0 0	0 0 0 5 0 0 0
	NBL NBT NBR SBL SBT SBR CVERALL EBL	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 5 0 0 0	0 0 0 5 0 0
INTERSECTION #11:	NBL NBT NBR SBL SBT SBR CVERALL EBL EBL EBR WBL	0 0 0 0 0 0 0 0	0 0 5 0 0 0 0 6 0	0 0 0 5 0 0 0 0 0 0
INTERSECTION #11: Sand Hill Rd and Cherry Dr / Privete Drive	NBL NBT NBR SBL SBT SBR CVERALL EBL EBT WBL WBT	0 0 0 0 0 0 0 0	0 0 5 0 0 0 0 6 0 0	0 0 5 5 0 0 0 0 0 0 0
	NBL NBT NBR SBL SBT SBR OVERALL EBL EBT EBR WBL WBT WBR	0 0 0 0 0 0 0 0 0 0	0 0 5 0 0 0 0 0 6 6 0	0 0 0 5 0 0 0 0 0 0 0 0 0
	NBL NBT NBR SBL SBT SBR OVERALL EBT EBR WBL WBT WBR NBL	0 0 0 0 0 0 0 0 0 0 0	0 0 5 0 0 0 0 6 0 0 0 0 0	0 0 0 5 0 0 0 0 0 0 0 0 0 0 0 0 0 0
	NBL NBT NBR SBL SBT SBR OVERALL EBL EBT EBR WBL WBT WBR	0 0 0 0 0 0 0 0 0 0	0 0 5 0 0 0 0 0 6 6 0	0 0 0 5 0 0 0 0 0 0 0 0 0
	NBL NBT NBR SBL SBT SBR OVERALL EBL EBT EBR WBL WBT WBR NBL NBR SBL	0 0 0 0 0 0 0 0 0 0 0 0	0 0 5 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 5 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
	NBL NBT NBR SBL SBT SBR CVERALL EBL EBR WBL WBT WBR NBL NBR NBR SBL SBT	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
	NGL NBT NBR SBL SBT GER SBC VERALL EBL EBT EBR WBL WBT WBR NBL NBT NBR SBL SBR	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 5 0 0 0 0 6 6 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
	NGL NBT NBR SBL SBT SBR CVERALL EBL WBT WBR NBL WBT WBR NBL SBL SBT SBR OVERALL	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
	NGL NBT NBR SBL SBT GER SBC VERALL EBL EBT EBR WBL WBT WBR NBL NBT NBR SBL SBR	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 5 0 0 0 0 6 6 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Sand Hill Rd and Cherry Dr / Privete Drive	NGL NBT NBR SBL SBT SBR CVERALL EBT EBT WBL WBT NBL WBT NBL SBT SBR OVERALL EBT LEBT LEBT LEBT LEBT LEBT LEBT LEB	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Sand Hill Rd and Cherry Dr / Priveto Drive	NGL NBT NBR SBL SBT SBR WBL WBT WBR NBR NBR NBR NBR NBR NBR NBC SBL SBT SBR OVERALL EST WBR NBC NBC NBC WBC WBC WBC WBC WBC WBC WBC WBC WBC W	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Sand Hill Rd and Cherry Dr / Privete Drive	NGL NBT NBR SBL SBT SBR CVERALL EBL EBT WBL WBT NBT NBR SBL SBT SBL EBL EBT WBL WBT WBR NBL WBT WBR NBL WBT WBR WBL WBT WBL WBT	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Sand Hill Rd and Cherry Dr / Priveto Drive	NBL NBT NBR SBL SBT SBR OVERALL EBL EBT WBL WBT WBR NBT NBR SBL SBT SBR OVERALL EBT EBR WBL WBT WBR NBT NBR SBL WBT WBR WBL WBT WBR	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Sand Hill Rd and Cherry Dr / Priveto Drive	NGL NBT NBR SBL SBT SBR CVERALL EBL EBT WBL WBT NBT NBR SBL SBT SBL EBL EBT WBL WBT WBR NBL WBT WBR NBL WBT WBR WBL WBT WBL WBT	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Sand Hill Rd and Cherry Dr / Priveto Drive	NGL NBT NBR SBL SBT SBR CVERALL EBL EBT EBR WBL WBT WBR NBL SBT SBR OVERALL EBL EBR WWBL WBT WBR NBL WBT NBC SBR OVERALL WBT WBR	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Sand Hill Rd and Cherry Dr / Priveto Drive	NGL NBT NBR SBL SBT SBR CVERALL EBL EBT WBL WBT WBR NBI NBT NBR SBL EBL EBL EBL WBT WBR NBL NBT NBR SBL NBT NBR NBR NBL NBT NBR NBL NBT NBR NBL NBT NBR NBL NBT NBR NBL NBT NBR NBL NBT NBR NBL NBT NBR NBL NBT NBR NBL NBT NBR NBL NBT NBR NBL NBT NBR NBL NBT NBR NBL NBT NBR NBL NBT NBR	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Sand Hill Rd and Cherry Dr / Priveto Drive	NGL NBT NBR SBL SBT SBR SBR SBR SBR SBR WBL WBL WBL NBT WBR NBR SBL SBT SBR OVERALL EST WBR NBR NBT MBR OVERALL UNIT MBR NBT MBR OVERALL UNIT MBR NBT MBR OVERALL UNIT MBR NBT MBR NBT MBR NBT NBR NBR NBL NBT MBR NBL NBT NBR	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0

INTERSECTION	MOVEMENT	BROWNSTONE LODGE REDEVELOPMENT	KRAY DEVELOPMENT	TOTAL BACKGROUND DEVELOPMENT TRIPS
I	EBL	0	0	0
	EBT	0	0	0
	EBR	0	0	0
INTERSECTION #13:	WBL	. 0	0	0
Centerview Ln and Campus Dr	YEW	0	0	0
	WBR	0	0	0
	NBL	0	0	0
J.	NBT	0	0	0
	NBR	0	0	0
I	SBL	0	0	0
	SBT	0	0	0
	SBR	0	0	0
	OVERALL	0	Ó	0

PM Peak - Background Developments - Trip Assignment

Route 322 Corridor Evaluation R002484.0478 BJB 02/12/15

JOB NAME: JOB NUMBER: ANALYST: DATE:

BYTERSECTION #1:
BYTERSECTION #2:
Governor Rd (SR 0322) and University Dr
Governor Rd (SR 0322) and Denterview Ln
BYTERSECTION #3:
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INTERSECTION	MOVEMENT	BROWNSTONE LODGE REDEVELOPMENT	KRAY DEVELOPMENT NEW TRIPS	KRAY DEVELOPMENT PASS-BY TRIPS	KRAY DEVELOPMENT TOTAL TRIPS	TOTAL BACKGROUND DEVELOPMENT TRIPS
	EBL	Ô	0	0	0	0
	EBT	18	48	0	48	84
NITTO POTION NA	EBR	D	D.	0	0	0
INTERSECTION #1: Governor Rd (6R 0322) and University Dr	WBT	18	0 47	0	0 47	85
colonia ita (or coca,) ana omionali a	WBR	D	0	0	0	0
	NBL	0	0	ō	0	0
	NBT	0	0	D	0	0
	NBR	D	D	D	0	0
	SBL	0	0	0	0	0
	SBT	0	0	D D	0	0 D
	OVERALL	38	93	0	93	129
	EBL	0	0	0	0	D D
	EBT	18	48	0	48	84
	EBR	0	0	0	0	0
INTERSECTION #2:	WBL	O	Û	0	0	0
Governor Rd (SR 0322) and Centerview Ln	WBT	18	47	D	47	85
	WBR	0	0	0	0	0
	NBL NBT	0	0	0	0	0
	NBR	0	0	0	0	0
	SBL	0	0	0	0	0
	SBT	0	0	0	0	0
	SBR	0	0	0	0	0
	OVERALL	96	93	0	93	129
	EBL	0	0	0	0	0
	EBT	18	46	. 0	48	84
INTERSECTION #8:	EBR WBL	0	0	0	0	0
Governor Rd (SR 0322) and Hillylaw Ln	WBT	18	47	0	47	85
, , , , , , , , , , , , , , , , , , , ,	WBR	0	0	0	0	0
	NBL	0	0	0	0	0
	NBT	0	а	0	0	0
	NBR	С	0	0	0	0
	SBL	0	0	0	0	0
	SBR	0	0	0	0	0
	OVERALL	38	93	0	93	129
	EBL	0	0	0	D	0
	EBT	16	46	0	46	64
	EBR	0	0	0	0	0
INTERSECTION #4:	WBL	0	0	0	0	0
Governor Rd (SR 0322) and Private Dwy / West Arebs Ave	WBT	18	47	0	47 0	Ø5 0
	NBL	0	0	0	0	0
	NBT	0	0	0	0	0
	NBR	D	. 0	0	0	0
	SBL	D	D	0	0	0
	SBT	0	0	0	Ó	0
	SBR	0	0	0	0	0
	OVERALL EBL	36	93 D	0	83	129
	EBT	18	46	0	46	64
	EBR	0	0	0	0	0
INTERSECTION #5;	WBL	D	0	0	0	0
Governor Rd (SR 0322) and Beech Ave	WBT	18	47	0	47	85
	WBR	0	0	D	0	0
	NBL	0	0	D	0	0
	NBT	0	0	0	0	0
	NBR SBL	0	0	0	0	0
	SBT	0	0	0	0	0
	SBR	0	0	0	0) D
	OVERALL	36	63	0	93	129

TERRECTICN 85: Livermore Rd (RR 2021) Advanced Rd (RR 2021) Advan	INTERSECTION	MOVEMENT	BROWNSTONE LODGE REDEVELOFMENT	KRAY DEVELOPMENT NEW TRIPS	KRAY DEVELOPMENT PASS-BY TRIPS	KRAY DEVELOPMENT TOTAL TRIPS	TOTAL BACKGROUND DEVELOPMENT TRIPS
TERRECTION 90:							0
VIERBECTION 98: VIERBECTIO							
TERRECTION 80: VIEWER DO DO DO DO DO DO DO DO DO DO DO DO DO	INTERSECTION #6:						
NET	Governor Rd (SR0322) / Governor Rd (SR 0322)	WST	18	47			
NTERSECTION 90: NOTE AND A CONTROLLED TO A CO	and Grantian Rd						
NERR 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0							
Sept							
SBR 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0							
OVERALL 80 93 0 93 122 ESI 11 40 0 0 0 0 0 0 0 EBIT 11 40 0 0 40 0 0 0 0 EBIT 11 40 0 0 40 0 0 0 0 0 EBIT 11 40 0 0 0 0 0 0 0 0 0 WISH 0 0 0 0 0 0 0 0 0 0 0 0 WISH 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0							
ATERSECTION 87: ATERSECTION 87: ATERSECTION 87: ATERSECTION 87: ATERSECTION 88: ATERSE				_			
SERRECTION 80: SERR		EBL			0	0	0
VIERSECTION 87: VIERSE COTION 87: VIERSE							
12.322 and Cherry DT	INTERSECTION #7:	-		_			
NET. 0 24 14 38 39 39 NST 0 8 6 0 8 8 8 NST 0 8 6 0 8 8 8 NST 0 8 0 0 8 8 8 8 NST 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Rt, 322 and Cherry Dr						
NET 0 8 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0							
NOR. 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0							
SISIL							
SIRR 0		SBL.	0	В	0	В	В
### OVERALL 38 1000 0 1000 145 ### EIL 50 0 0 0 0 0 ### EIL 50 0 0 0 0 ### EBT -\$1 0 -\$27 277 -\$78 ### BBT -\$1 0 -\$27 277 -\$78 ### BBT -\$1 0 -\$27 277 -\$27 ### BBT -\$1 0 0 0 0 -\$15 ### BBT -\$1 0 0 0 0 0 -\$15 ### BBT -\$1 0 0 0 0 0 0 ### BBT -\$1 0 0 0 0 0 0 ### BBT -\$1 0 0 0 0 0 0 ### BBT -\$1 0 0 0 0 0 0 ### BBT -\$1 0 0 0 0 0 0 ### BBT -\$1 0 0 0 0 0 0 ### BBT -\$1 0 0 0 0 0 0 ### BBT -\$1 0 0 0 0 0 0 ### BBT -\$1 0 0 0 0 0 0 ### BBT -\$1 0 0 0 0 0 0 ### BBT -\$1 0 0 0 0							
EBL				_			
EBT							
### VITERSECTION #10: ### VITERSECTION #10:		EBT	-51	0	-27	-27	-78
Visit 26	INTERSECTION WE						
## VBR -15	Governor Rd (SR 0322) and Fishburn Rd (SR						
NBT 8 23 0 23 91 NBR 0 97 27 64 64 64 SBL 61 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	2011) / Hookersville Rd (SR 2011)	WBR	-15				
NIBR							
SBL 61 0 0 0 0 0 0 0 0 0							
SBR							
OVERALL 148							31
EBL							
ATTERSECTION #8: ATTERSECTION #8: ATTERSECTION #10: ATTERSECTION #10: ATTERSECTION #11: ATTERSECTION #12: ATTERSECTION #11: ATTERSECTION #12: ATTERSECTION #12: ATTERSECTION #11: ATTERSECTION #11: ATTERSECTION #12: ATTERSECTION #12: ATTERSECTION #12: ATTERSECTION #12: ATTERSECTION #1							
VITERSECTION #8: WBT							
WBT							
WBR 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0							
NBI							
NR				D	0	Ó	D
SBL							
SBT							
CYERALL 20							
Company Comp							
ATERSECTION #10: WELL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0							
STERSECTION #10: EBR							
### WBT 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0			D	0	0	0	0
WBR	INTERSECTION #10:						
NBC	overs or any under out united of the CASA						
NRR							
SBL 0 0 0 0 0 0 0 0 0			. 0	8	0	8	8
SBT							
SBR							
EBL 0 0 0 0 0 0 0 0 0		SBR	0	0	0	Ô	0
### Company of the co		FOL				-	
### A Private Drive ### A							
## BT 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0		EBR	0	0	0	0	D
WBR 0 0 0 0 0 0 0 0 0 0 NBL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	INTERSECTION #11:						
NBL	Owner Introduction Charge DT / Private DTVs						
NBR 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0		NBL	0	Ô			
SBL 0		NBT	3	. 15	0	16	18
SBT 3 15 0 16 18 SBR 0 8 0 8 8 OVERALL 6 38 0 36 44 EBL 3 83 61 134 137 EBT 0 0 0 0 0 CER 0 7 0 7 7 TERSECTION #12 WBL 0 0 0 0 WBT 0 0 0 0 0 WBT 5 0 -11 -11 -9 MBR 0 0 0 0 0 SBL 0 0 0 0 0 SBL 0 0 0 0 0 SBT 6 18 0 16 21 SSR 5 0 0 0 0 3							
SBR							
EBL 3		SBR	0	ß	0	8	- 8
EBT							
EBR							
TERSECTION #12: WBL 0 0 0 0 0 0 0 0 0							
WBR 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	NTERSECTION #12:	WBL	D	0	0	0	0
NBL 0 23 11 34 34 NBT 5 0 -11 -11 -0 0 0 0 0 0 0 0 0	Flishburn Rd (SR 2011) and Sand Hill Rd						
NBT 5 0 -11 -11 -9 NBR 0 0 0 0 0 0 SBL 0 0 0 0 0 0 SBT 5 16 0 16 21 SBR 5 0 0 0 0 3							
NBR 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0							
SBT 5 16 0 16 21 SSR 3 0 0 0 3			D	0	Ð	0	_ 0
89R 3 0 0 0 3							
OVERALL 18 129 51 180 198							

INTERSECTION	MOVEMENT	BROWNSTONE LODGE REDEVELOPMENT	KRAY DEVELOPMENT NEW TRIPS	KRAY DEVELOPMENT PASS-BY TRIPS	KRAY DEVELOPMENT TOTAL TRIPS	TOTAL BACKGROUND DEVELOPMENT TRIPS
	EBL	0	0	0	0	0
i	EBT	0	D	0	0	0
1	EBR	0	0	0	0	0
INTERSECTION #13:	War	0	0	0	D	0
Centerview Ln and Campus Dr	WBT	0	0	0	0	0
	WBR	0	٥	Ď	0	0
	NBL	0	. 0	0	0	0
	NBT	0	0	0	0	0
	NBR	0	0	0	0	0
	SBL	0	0	0	0	0
	SBT	0	0	0	0	0
	SBR	0	0	0	0	0
	OVERALL	0	0	0	0	0

		ors for December 201		
County	Urban	Rural	Urban	Rural
-	Interstate	Interstate	Non-Interstate	Non-Interstate
ADAMS	*	•	1.77	0.93
ALLEGHENY	1.24	*	0.12	0.53
ARMSTRONG	1.33	•	0.16	0.54
BEAVER	1.23	2.30	0.13	0.52
BEDFORD	•	2.38	*	0.60
BERKS	1.47	2.42	0.64	0.65
BLAIR	0.77	1.89	0.00	0.36
BRADFORD	1.31		0.28	0.50
BUCKS	2.02	2.60	1.36	0.80
BUTLER	1.92	2.83	1.00	0.83
CAMBRIA	0.37	*	0.00	0.23
CAMERON	*		*	0.32
CARBON	1.91	2.82	4.40	
CENTRE			1.18	0.84
	1.95	2.63	1.22	0.82
CHESTER	2.50	3.02	1.80	1.02
CLARION	1.34	2.29	0.40	0.55
CLEARFIELD	*	2.52	0.10	0.57
CLINTON	1.38	2.10	0.59	0.54
COLUMBIA	1.76	2.23	1.18	0.68
CRAWFORD	1.04	2.20	0.00	0.47
CUMBERLAND	1.69	2.09	1.29	0.68
DAUPHIN	1.43	2.28	0.68	0.61
DELAWARE	1.33	*	0.44	*
ELK	*		0.04	0.41
ERIE	0.93	1.84		
		1.64	0.08	0.41
FAYETTE	1.08		0.03	0.48
FOREST		*	1	0.70
FRANKLIN	2.44	2.74	1.90	0.97
FULTON	*	2,54	•	0.79
GREENE	0.98	2.10	0.00	0.44
HUNTINGDON	*	2.19	0.28	0.51
INDIANA	1.61	*	0.53	0.65
JEFFERSON		2.60	0.17	0.61
JUNIATA	*	*	*	0.70
LACKAWANNA	1.27	2.35	0.13	0.52
LANCASTER	2.00	2.51		
	1.21		1.34	0.81
LAWRENCE	+	2.26	0.11	0.50
LEBANON		2.41	1.02	0.70
LEHIGH	1.90	2.94	1.05	0.85
LUZERNE	1.26	2.36	0.12	0.53
LYCOMING	1.01	1.71	0.21	0.39
MCKEAN	1.04	*	0.04	0.44
MERCER	1.04	1.92	0.13	0.42
MIFFLIN	1.26	*	0.15	0.54
MONROE	2.29	2.88	1.78	0.98
MONTGOMERY	1.49	2.38	0.67	0.63
MONTOUR	1.70	3.00	1.38	0.63
ORTHAMPTON	2.15	3.00		
			1.47	0.94
RTHUMBERLAND	1.20	1.94	0.19	0.43
PERRY		*	1.83	0.82
PHILADELPHIA	1.06	*	0.00	*
PIKE	*	3.11	•	1.14
POTTER	•		*	0.44
SCHUYLKILL	*	2.03	0.08	0.44
SNYDER	1.57	4	0.93	0.61
SOMERSET	1.03	2.05	0.04	0.45
SULLIVAN		*	•	0.51
SUSQUEHANNA	1.51	2.49	0.59	0.64
TIOGA	*	2.70	u.58	
UNION				0.46
		2.36	1,44	0.75
VENANGO	1.06	1,89	0.14	0.42
WARREN		•	0.04	0.53
WASHINGTON	1.48	2.79	0.24	0.66
WAYNE	*	2.48	1.09	0.75
/ESTMORELAND	1.35	2.43	0.27	0.57
WYOMING		*	0.45	0.46
YORK	1.93	2.45	1.43	0.79

^{* =} Functional Class Doesn't Exist in County

Questions? Please contact Andrew O'Neill at the Bureau of Planning and Research, 717-346-3250 or andoneill@pa.gov
NOTE: The projected growth factors are derived using historical VMT (Vehicle Miles Traveled) data (1994 to 2013), as well as Woods
and Poole demographic and economic data. The factors should not be used to project traffic beyond a 20-year period. Please be aware
that these factors are estimates, and unforeseen events (opening of shopping centers, fast food franchises, gas stations, etc) could
cause growth to change over time.



AM Peak Hour Volumes

JOB NAME: JOB NUMBER: ANALYST:

Route 322 Corridor Evaluation R002484,0476 BJB 02/12/15

DATE:

INTERSECTION #1:
INTERSECTION #2:
INTERSECTION #3:
INTERSECTION #4:
INTERSECTION #6:
INTERSECTION #6:
INTERSECTION #6:
INTERSECTION #6:

INTERSECTION #9:

INTERSECTION #10: INTERSECTION #11: INTERSECTION #12: INTERSECTION #13:

Governor Rd (SR 0322) and University Dr
Governor Rd (SR 0322) and Hill/ew Ln
Governor Rd (SR 0322) and Hill/ew Ln
Governor Rd (SR 0322) and Physia Dwy / Weel Areba Ave
Governor Rd (SR 0322) and Beach Ave
Governor Rd (SR 0322) and Beach Ave
Governor Rd (SR 0322) (Sovernor Rd (SR 0322) and Greenlea Rd
Rt. 372 and Cherry Dr
Governor Rd (SR 0322) and Einshburn Rd (SR 2011) / Hackersville Rd (SR 2011)
Governor Rd (SR 0322) and Ein Ave
Cherry Dr and Hope Dr / Kinder Care Dwy
Sand Hill Rd and Cherry Dr / Physia Drive
Flahburn Rd (SR 2011) and Sand Hill Rd
Centerview Ln and Campus Dr

AM PEAK
2020 With
Development &
Beckground
AM PEAK
2040 With
Development &
Background AM PEAK Existing 2015 AM PEAK 2020 No Build AM PEAK 2040 No Build AM PEAK 2020 No Bulld with Background AM PEAK 2040 No Build with Background AM PEAK Background Development Trips MOVEMENT AM PEAK Site Trips INTERSECTION INTERSECTION #1: Governor Rd (SR 0322) and University Dr 19 2650 2985 2222 2329 Sovemor Rd (SR 0322) and Centerview Ln 2060 888 714 INTERSECTION #3: Governor Rd (SR 0322) and Hillview Ln WBL WBR WBR NBL NBT NBR SBR OVERALL 1580 1676 1814 INTERSECTION #4: 1887 1001 671 INTERSECTION #5: Governor Rd (SR 0322) and Beech Ave 1018 1066 SBR OVERALL 1459 2 747 WBI WB INTERSECTION #6: Governor Rd (8R0322) / Governor Rd (SR 0322) and Greenlea Rd 1588

GROWTH FACTOR (2020) 1.0345 GROWTH FACTOR (2040) 1.1846 9.68% Annually

INTERSECTION	MOVEMENT	AM PEAK Existing 2015	AM PEAK 2020 No Build	AM PEAK 2040 No Build	AM PEAK Background Development Trips	AM PEAK 2020 No Build with Background	AM PEAK 2040 No Build with Background	AM PEAK Site Trips	AM PEAK 2020 With Development & Background	AM PEAK 2040 With Development & Background
INTERSECTION #7: Rt. 322 and Cherry Dr	EBL EBT EBR WBL WBT WBR NBL NBT	4 450 118 263 746 7 103	4 468 123 272 772 7 107	5 533 141 312 884 8 122	0 58 0 0 32 0	4 525 123 272 804 7 123	5 592 141 312 918 8 138	0 18 30 60 84 0	4 543 153 332 888 7	5 610 171 372 1000 B
	NBR SBL SBT SBR OVERALL	18 45 31 50 3 1839	19 47 32 52 3 1904 19	21 53 37 59 4 2179	5 0 7 0 0 119 38	24 47 38 52 3 2023 57	26 53 44 59 4 2298	1 13 0 6 0 218	25 80 38 58 3 2241 63	27 66 44 65 4 2516 85
INTERSECTION #8: Governor Rd (SR 0322) and Fishburn Rd (SR 2011) / Hockersville Rd (SR 2011)	EBT EBR WBL WBT WBR NBL NBT NBR SBL	358 119 47 750 151 233 193 96 141	370 123 49 776 156 241 200 99	424 141 58 888 179 278 229 114	-21 0 35 42 -32 15 22 25	348 123 84 818 124 256 222 124	403 141 91 930 147 291 251 139	22 3 0 102 0 12 0	371 128 84 920 124 268 222 124	425 144 91 1032 147 303 251 138
	SBT SBR OVERALL EBL EBT EBR	121 41 2268 52 545	146 125 42 2346 54 584	187 143 49 2667 62 640	31 28 59 242 0 35	177 153 101 2588 54 599	198 171 108 2929 62 681	0 0 30 175 3 19	177 153 131 2783 57 618	198 171 138 3104 05 700
INTERSECTION #9: Governor Rd (SR 0322) and Elm Ave	WBL WBT WBR NBL NBT NBR SBL	0 820 0 0 0	0 0 848 0 0 0	0 971 0 0 0	0 0 45 0 0 0	0 0 893 0 0 0	0 1018 0 0 0	0 0 20 0 0	0 0 963 0 0 0	0 0 1108 0 0 0 0
	SBT SBR OVERALL EBL EBT EBR	0 108 1625 15 0	0 112 1578 16 0 22	0 128 1807 18 0 25	0 0 80 0 0	0 112 1658 16 0	0 128 1887 18 0 25	0 12 124 21 0	0 124 17B2 37 0 40	0 140 2011 39 0 43
INTERSECTION #10: Charry Dr and Hope Dr / Kinder Care Dwy	WBL WBT WBR NBL NBT NBT SBL SBT SBR	1 1 3 322 123 12 12 23 39 338	1 1 3 333 127 12 24 40 351	1 1 4 381 148 14 27 46 402	0 0 0 0 5 0 0	1 1 3 333 132 12 24 40 351	1 1 4 381 151 14 27 48 402	0 0 0 84 0 0 0 0	1 1 3 417 132 12 24 40	1 1 4 465 151 14 27 48 498
INTERSECTION #11: Sand Hill Rd and Cherry Dr / Private Drive	OVERALL EBL EBT EBR WBL WBT WBR	899 19 3 38 0 0 1 182	930 20 3 39 0 0 1 188	1085 23 4 45 0 1 216	5 0 0 0 0 0	935 20 3 39 0 0 1	1070 23 4 45 0 0 1 216	210 13 0 5 0 0 0	1154 33 3 44 0 0 1 212	1289 38 4 50 0 0 1
	NBT NBR SBL SBT SBR OVERALL EBL	120 1 8 53 262 685 79	124 1 6 55 271 708	142 1 7 63 310 812	17 0 0 12 5 34 57	141 1 6 67 276 742 139	159 1 7 75 315 846 151	0 0 0 0 0 60 102	141 1 6 67 336 844 139	159 1 7 75 375 948 151
INTERSECTION #12: Fishburn Rd (SR 2011) and Sand Hill Rd	EBT EBR WBL WBT WBR NBL NBT NBR	0 49 0 0 0 276 442	0 51 0 0 0 284 457	0 58 0 0 0 328 524 0	0 5 0 0 21 5	0 56 0 0 0 305 462 0	0 63 0 0 0 347 529 0	0 13 0 0 0 0 80 12	0 69 0 0 0 385 474	0 76 0 0 0 407 541 0
	SBL SBT SBR OVERALL EBL EBT	0 245 51 1141 184 194	0 253 53 1180 190 201	0 290 60 1352 218 230	0 16 2 105 0	0 26B 55 1285 190 201	0 305 62 1457 218 230	0 3 0 88 42 60	0 271 55 1373 232 281	0 308 62 1545 280 290
INTERSECTION #15: Centerview Ln and Campus Dr	EBR WBL WBT WBR NBL NBT NBR SBL	0 0 65 29 32 19 31 44	0 0 67 30 33 20 32 46	0 0 77 34 38 23 37 52	0 0 0 0 0 0	0 0 67 30 33 20 32 48	0 0 77 34 38 23 37 62	0 13 6 0	0 80 38 33 20 32 46	0 90 40 38 23 37 52
	SBT SBR OVERALL	66 664	0 68 687	78 787	0	0 88 687	78 787	9 130	77 817	0 87 917

PM Peak Hour Volumes

JOB NAME: JOB NUMBER; ANALYST: DATE:

Route 322 Comidor Evaluation R002484.0476 BJB 02/12/15

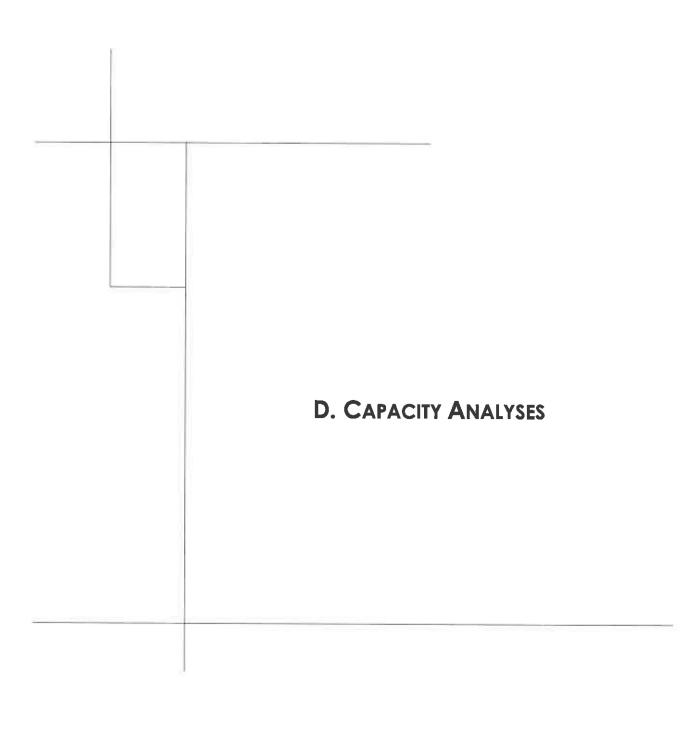
GROWTH FACTOR (2020) 1.0345 GROWTH FACTOR (2040) 1.1846 0.68% Annually

INTERSECTION #1:
INTERSECTION #2:
INTERSECTION #3:
INTERSECTION #4:
INTERSECTION #6:
INTERSECTION #6:
INTERSECTION #6:
INTERSECTION #6:
INTERSECTION #6:
INTERSECTION #11:
INTERSECTION #11:
INTERSECTION #11:
INTERSECTION #11:
INTERSECTION #11:
INTERSECTION #11:
INTERSECTION #12:
INTERSECTION #13:

Governor Rd (SR 0322) and University Dr
Governor Rd (SR 0322) and Centerview Ln
Governor Rd (SR 0322) and Hillstew Ln
Governor Rd (SR 0322) and Phristo Dwy / West Areba Ave
Governor Rd (SR 0322) and Beech Ave
Governor Rd (SR 0322) and Beech Ave
Governor Rd (SR 0322) Governor Rd (SR 0322) and Greenlea Rd
Rl. 3/22 and Cherry Dr
Governor Rd (SR 0322) and Flahburn Rd (SR 2011) / Hockersville Rd (SR 2011)
Governor Rd (SR 0322) and Elm Ave
Cherry Dr and Hope Dr / Kinder Care Dwy
Sand Hill Rd and Cherry Dr / Phristo Drive
Flehburn Rd (SR 2011) and Sand Hill Rd
Centirview Ln and Campus Dr

INTERSECTION	MOVEMENT	PM PEAK Existing 2015	PM PEAK 2020 No Build	PM PEAK 2040 No Build	PM PEAK Background Development Trips	PM PEAK 2020 No Build with Background	PM PEAK 2040 No Build with Background	PM PEAK Site Trips	PM PEAK 2020 With Development & Background	PM PEAK 2040 With Development & Background
INTERSECTION #1: Governor Rd (SR 0322) and University Dr	EBL EBT EBR WBL WBT WBR NBL	76 457 106 62 748 227 233 218	79 473 110 84 772 235 241 228	90 541 126 73 884 269 278 258	0 64 0 0 65 0 0	79 537 110 64 837 235 241	90 805 126 73 949 289 276 258	0 25 16 8 93 29 58	79 562 128 72 930 264 299 284	830 142 81 1042 298 334 318
	NBR 8BL SBT 8BR OVERALL EBL EBT	99 35 53 44 2356 14 483	102 36 55 46 2439 14 500	117 41 83 52 2790 17 572	0 0 0 0 129 0 64	102 36 55 48 2568 14 564	117 41 83 52 2919 17 638	29 8 16 0 340 0 35	131 44 71 48 2908 14 599	148 49 79 52 3259 17 671
INTERSECTION #2: Governor Rd (SR 0322) and Centerview Ln	EBR WBL WBT WBR NBL NBT NBR	44 48 593 89 324 77	46 50 613 71 335 80	52 57 702 82 384 91	0 0 65 0 0	48 50 678 71 335 80	52 57 767 82 384 91	27. 14. 31. 8. 00. 23.	73 64 709 77 434 103	79 71 798 99 483 114
	SBL SBT SBR OVERALL EBL EBT	183 38 17 30 1918 11 713	189 37 18 31 1984 11 738	217 43 20 36 2273 13 845	0 0 0 0 129 0	189 37 18 31 2113 11 802	217 43 20 36 2402 13 909	52 2 8 0 295 0	241 39 24 31 2408 11 891	289 45 28 38 2897 13
INTERSECTION #3: Governor Rd (SR 0322) and Hill/few Ln	EBR WBL WBT WBR NBL NBT NBR	0 0 712 4 0 0	0 0 737 4 0 0	0 0 843 5 0 0	0 0 05 0 0	0 802 4 0	0 0 908 5 0	0 0 51 0 0	0 0 853 4 0 0	0 0 959 5 0
	SBL SBT SBR OVERALL EBL EBT EBR	3 0 8 1451 43 648	3 0 8 1501 44 670	4 0 9 1718 51 768	0 0 0 120 0 64	3 0 8 1630 44 734	4 0 9 1848 51 832 0	0 0 140 0 89	3 0 8 1770 44 823 0	4 0 9 1988 51 921
INTERSECTION #4: Governor Rd (SR 0322) and Private Dwy / West Areba Ave	WBL WBT WBR NBL NBT NBR SBL	0 711 12 2 0	0 736 12 2 0 0	0 842 14 2 0	0 85 0 0 0	0 801 12 2 0	0 907 14 2 0	0 51 0 0	0 852 12 2 0	958 14 2 0
	SBT SBR OVERALL EBL EBT	0 12 1429 4 672	0 12 1477 4 895	1 0 14 1892 5 798	0 0 129 0	1 0 12 1606 4 759	1 0 14 1821 5 860	0 0 0 140 0	1 0 12 1746 4 848	1 0 14 1961 5
INTERSECTION #5: Governor Rd (SR 0322) and Beech Ave	EBR WBL WBT WBR NBL NBT NBR SBL	0 0 714 3 0 0	0 0 738 3 0 0	0 0 848 4 0 0	0 0 05 0 0 0	0 804 3 0 0	0 0 911 4 0 0	0 0 51 0 0	0 0 855 3 0 0	0 0 982 4 0
	SBT SBR OVERALL EBL EBT	0 0 1393 4 870	0 0 1441 4 603	0 0 1651 5 764	0 0 129 0	0 0 1570 4 757	0 0 1780 5 858	0 0 140 0	0 0 1710 4 846	0 0 1920 6 947
INTERSECTION #8: Governor Rd (SR0322) / Governor Rd (SR 0322) and Greenlea Rd	WBL WBT WBR WBR NBL NBT NBR	0 0 714 5 0 0	0 739 5 0	0 0 848 6 0	0 0 85 0 0	0 804 5 0	0 911 6 0	0 0 51 0 0	0 0 855 5 0 0	0 982 8 0 0
	SBL SBT SBR OVERALL	0 0 2 1395	0 0 2 1443	0 0 2 1653	0 0 0 129	0 0 2 1572	0 0 2 1782	0 0 0 140	0 0 2 1712	0 0 2 1922

INTERSECTION	MOVEMENT	PM PEAK Existing 2015	PM PEAK 2020 No Build	PM PEAK 2040 No Build	PM PEAK Background Development Trips	PM PEAK 2020 No Build with Background	PM PEAK 2040 No Build with Background	PM PEAK Site Trips	PM PEAK 2020 With Development & Background	PM PEAK 2040 With Development & Background
	EBT EBT	11 515	11 533	13 610	64	597	13 674	0 81	11 678	13 755
INTERSECTION #7;	EBR WBL	128 91	132	152 108	0	132 84	152 108	8 16	140 110	180 124
Rt. 322 and Cherry Dr	WBT	507 36	524 37	601 43	27 0	551 37	628 43	22 0	573 37	650 43
	NBL.	182	188	192	. 38	206	230	29	235	250
	NBT NBR	43 281	44 291	51 333	8	52 291	333	- 6 - 58	58 349	85 391
	SBL	24 38	25 39	28 45	8	33	38 45	2	33 41	36 47
	SBR OVERALL	13 1849	1911	15 2191	145	13 2056	15 2336	0 222	13 2278	15 2558
	EBL	54	56	64	69	125	133	29	154	162
	EBR	639	661 136	757 155	-78 D	583 136	579 155	12	682	778 167
INTERSECTION #8: Governor Rd (SR 0322) and Fishburn Rd (SR 2011) /	WBL	100 438	103 451	118 516	-2	167 449	182 514	27	167 478	182 641
Hockeraville Rd (SR 2011)	WBR	158 155	181 160	185 184	-15 38	148 196	170	0	146	170
	NBT	199	206	235	31	237	220 267	3	199 237	223 207
	NBR SBL	120 228	124 234	142 288	84 81	188 295	208 329	0	188 295	206 329
	SBT	257 32	266 33	304 38	31 43	297 76	335 81	0 	297 84	335 89
	OVERALL EBL	2505 104	2591 108	2967 123	43 304 0	2895 108	3271 123	178 12	3073 120	3449 135
	EBT	883	. 913	1048	47	G60	1093	87	1047	1180
INTERSECTION #9:	EBR WBL	0	0	0	D D	0	0	0	0	0
Governor Rd (SR 0322) and Elm Ave	WBT	598	617	708	47	664	753 1	24 0	688	777
	NBL NBT	0	0	0	0	0	0	0	0	0
	NBR	0	0	0	0	0	0	0	. 0	0
	SBL SBT	0	0	0	0	0	0	0	0	0
	SBR OVERALL	96 1680	99 1738	114 1990	0 94	1832	114 2084	3 126	102 1958	117 2210
	EBL EBT	398 8	410 8	469 7	0	410	469	93	503	582
INTERPOSATION 440.	EBR	339	351	402	0	351	7 402	81	8 432	7 483
INTERSECTION #10: Cherry Dr and Hope Dr / Kinder Care Dwy	WBL	0	0	0	0	0	0	0	0	0
	WBR NBL	19	20	23	0	20	23	0 22	42	45
	NBT NBR	108 2	110 2	128	8	118	134	0	118	134_
	SBL	10	10	12	0	10	12	0	10	12
	SBR	138 31	143 32	183 37	0	143 32	163 37	0 25	143 57	163 62
	OVERALL EBL	1048 287	1085 297	1242 340	B D	1093	1250 340	221 58	1314 356	1471 398
	EBT	168	6 174	7 199	0	6 174	7	23	6	7 222
INTERSECTION #11:	WBL	0	0	0	0	0	Ò	0_	0	0
Sand Hill Rd and Charry Dr / Private Drive	WBT	2	1 2	2	0	1 2	2	0	2	2
	NBL NBT	81 101		98 120	0 18	84 122	96 138	0	90	102 138
	NBR SBL	4	0	5	0	0	0 5	D	0	0 5
	SBT SBR	141 39	146 40	167 48	18	164 48	185	0	184	185
	OVERALL	830	858	983	44	902	54 1027	103	1005	70 1130
	EBL EBT	97	100	115 0	137	237	252 0	0	237 D	252
INTERSECTION #12:	EBR WBL	287	297	340 D	7 0	304 0	347 0	58 0	382 0	405
Fishburn Rd (SR 2011) and Send Hill Rd	WBT	G O	0	O	0	0	0	0	0	0
	NBL	85	88	101	34	122	135	16	138	151
	NBT NBR	369 Q	362 0	437 0	-6 0	376	431 0	0	379	434 0
	SBL	0 374	0 387	0 443	0 21	0 408	0 464	0	0 420	0 476
	SBR OVERALL	108	112 1366	128 1564	3 198	115 1582	131 1780	0 88	115 1651	131
	EB1.	112	116	133	0	116	133	11	127	1849 144
	EBT EBR	62 0	64 0	73 0	0	64 0	73	16	80	88
INTERSECTION #13: Centerview Ln and Campus Dr	WBL	217	224	0 257	0	0 224	0 257	0 58	0 282	0 315
	WBR NBL	104 84	108 87	123 100	0	108 87	123 100	29 0	137	152
	NBT	39	40	48	0	40	48	0	87 40	100 48
	NBR SBL	13 31	13_ 32_	15 37	0	13 32	15 37	0	13	15
	SBT SBR	174	180	206	0	180	0 206	0 41	D .	247
	OVERALL	838	884	990	0	884	990	155	1019	1145



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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	• 1	• 4	. 7		**	-	• 1	• 1		٦.	· 🏠	
Volume (vph)	24	•749	305	-206	* 356	• 80	69	- 81	84	• 51	• 126	• 16
Ideal Flow (vphpl)	1800	4800	1800	•1800	1800	-1800	1800	-1800	1800	1800	• 1800	1800
Lane Width (ft)	14.12	• 12	12	•12	. 13	•12	- 14	• 12	14	• 12	12	. 12
Grade (%)		1%			-1%			-1%			-3%	
Storage Length (ft)	180		. 0	* 220		-220	* 0		. 165	• 0		* 0
Storage Lanes	• 1		• 1	• 1		• 1	• 1		-	<u>-</u> 1		• 0
Taper Length (ft)	- 25			-25			-25			• 25		
Satd. Flow (prot)	. 1701	• 1756	+ 1522	• 1719	• 1815	•1479	+1833	1791	1624	1702	1760	. 0
Flt Permitted	• 0.533			0.078			0.387			• 0.700		
Satd. Flow (perm)	954	1756	1502	-141	<u>-</u> 1815	1460	745	4791	- 1568	1237	* 1760	• 0
Right Turn on Red			Yes			• Yes			-Yes			Yes
Satd. Flow (RTOR)			- 332			• 147			- 92		- 6	11
Link Speed (mph)		*35			4 35	-		• 25			• 25	
Link Distance (ft)		1985			974			• 881			833	
Travel Time (s)		*38.7			19.0			- 24.0			22.7	
Confl. Peds. (#/hr)	. 1	001	• 2	•2	10.0	. 1	• 2	2-1.0	• 8	• 8		• 2
Peak Hour Factor	0.92	0.92	0.92	•0.92	• 0.92	•0.92	0.92	•0 92	• 0.92	0.92	• 0.92	0.92
Heavy Vehicles (%)	- 0%	•2%	- 0%	• 0%	- 3%	4%	0%	-1%	• 1%	* 2%	2%	'0%
Shared Lane Traffic (%)	- 070	270	- 070	0 /0	070	770	• 070	- 1 70	1 70	270	270	070
	•26	814	332	224	•387	¥ 87	*75	• 88	•91	• 55	154	* 0
Lane Group Flow (vph)			pm+ov					NA		Perm	*NA	
Turn Type Protected Phases	- pm+pt	• 2	• 3	•pm+pt	• NA • 6	Perm	pm+pt	8	Perm	reilli	×4	
	• 5	- 2	2	•6	- 0	• 6	-8		. 8	-4	4	
Permitted Phases	- 2 - 5	-2		•1	- 6	•6	• 3	-8	8	*4	- 4	
Detector Phase	• 0	- 2	. 0		. 0	*0	• 3	-0	0	4	* 4	
Switch Phase	2.0	-10.0	. 20	• 2 0	- 40.0	-10.0	2.0	2.0	2.0	2.0	2.0	
Minimum Initial (s)	3.0	10.0	• 3.0	3.0	• 10.0	10.0	- 3.0	3.0	• 3.0	3.0	3.0	
Minimum Split (s)	• 12.0	• 42.7	12.4	•12.7		• 42.7	12.4	32.4	• 32.4	15.0	15.0	
Total Split (s)	• 12.0	•51.0	• 12.0	• 12.0	51.0	• 51.0	• 12.0	37.0	37.0	25.0	25.0	
Total Split (%)	• 12.0%	• 51.0%	*12.0%		• 51.0%	51.0%	•12.0%		• 37.0%	25.0%	25.0%	
Yellow Time (s)	* 3.7	• 3.7	• 3.0	•3.7	• 3.7	• 3.7	3.0	* 3.0	• 3.0	•3.0	3.0	
All-Red Time (s)	• 2.0	• 2.0	• 24	• 20	• 2.0	• 2.0	. 24	• 24	• 24	• 2.4	• 24	
Lost Time Adjust (s)	• -1.0	*-1.0	-1.0	• -1.0	• -1.0	*-1.0	-1.0	1.0	•-1.0	-1.0	-1.0	
Total Lost Time (s)	• 4.7	4.7	* 4.4	• 4.7	• 4.7	4.7	4.4	- 4.4	• 4.4	4.4	4.4	
Lead/Lag	Lead	 Lag 	*Lead	Lead	- Lag	Lag	Lead			Lag	Lag	
Lead-Lag Optimize?												
Recall Mode		C-Max			- C-Max			None	None	• None	- None	
Act Effct Green (s)	53.3	46.3	54.0	63.0	59.3	59.3	26.7	26.7	26.7	14.9	14.9	
Actuated g/C Ratio	0.53	0.46		0.63		0.59	0.27	0.27	0.27	0.15	0.15	
v/c Ratio	0.05	1.00		0.76		0.09	0.27	0.18	0.19	0.30	0.58	
Control Delay	8.3	60.0	2.1	47.4		1.9	28.9	27.8	6.3	40.6	46.0	
Queue Delay	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	8.3		2.1	47.4		1.9	28.9	27.8	6.3	40.6	46.0	
LOS	Α		Α	D		Α	С	С	Α	D	D	
Approach Delay		42.5			22.0			20.4			44.6	
Approach LOS		D			С			С			D	
Intersection Summary												

DONE BY BOTTS

DATE _

1: University Dr & Governor Rd (SR 0322)

Cycle Length: 100

Actuated Cycle Length 100

Offset: 94 (94%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green

Natural Cycle 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio 1 00

Intersection Signal Delay: 34.2

Intersection Capacity Utilization 81 8%

Intersection LOS: C

ICU Level of Service D

Analysis Period (min) 15

Splits and Phases: 1: University Dr & Governor Rd (SR 0322)

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≯ ø5	ø6 (R)	↑ø8	7271
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DONE BY_

130/3

DATE 5/28/15

2: Centerview Dr & Governor Rd (SR 0322)

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBF
Lane Configurations	. 3	1		* 1	•1>			• ঐ	• 77		• 🚓	
Volume (vph)	• 5	481	• 329	• 228	• 618	• 43	• 57	*16	• 73	• 33	•168	* (
Ideal Flow (vphpl)	_ 1800	1800	1800	- 1800	1800	1800	• 1800	• 1800	• 1800	•1800	• 1800	1 800
Lane Width (ft)	• 12	• 14	• 14	12	• 12	• 12	• 12	•12	• 14	•16	*16	16
Grade (%)		• 1%			-2%			-1 %			-1%	
Storage Length (ft)	170		* 0	• 170		* 0	• 0		• 300	• 0		
Storage Lanes	. 1.		. 0	(w. 1		• 0	• 0		100	* 0		· (
Taper Length (ft)	• 25			25			· 25			25		
Satd. Flow (prot)	• 1701	-1697	• 0	•1727	. 1743	• 0	• 0	1651	1624	• 0	2022	•(
Flt Permitted	• 0.374			• 0.069				0 426			* 0.939	
Satd. Flow (perm)	• 669	1697	• 0	• 125	1743	• 0	• 0	• 730	1565	. 0	• 1909	* (
Right Turn on Red			• Yes			*Yes			Yes			Yes
Satd. Flow (RTOR)		*46			*7				* 85		-2	
Link Speed (mph)		35			• 35			* 25			* 25	
Link Distance (ft)		*974			* 921			-1602			866	
Travel Time (s)		19.0			17.9			43.7			* 23.6	
Confl. Peds. (#/hr)	• 1		* 1	• 1		*1			•8	8		
Peak Hour Factor	0.86	0.86	• 0.86	•0.86	• 0.86	•0.86	• 0.86	0.86	• 0.86	0.86	• 0.86	0.86
Heavy Vehicles (%)	~ 0%	• 8%	• 0%	-0 %	• 3%	-5%	• 4%	-6 %	• 0%	.0%	• 0%	-0%
Shared Lane Traffic (%)	- 12-					74						
Lane Group Flow (vph)	· 6	• 942	.0	• 265	. 769	* 0	• 0	• 85	-85	• 0	-243	• (
Turn Type	Perm	• NA	- 436	pm+pt	• NA		Perm	- NA	-Perm	Perm	• NA	
Protected Phases		* 2		· *	• 6		•	· 8			- 4	
Permitted Phases	* 2			• 6			* 8		• 8	• 4		
Detector Phase	• 2	• 2		• 1	• 6		• 8	• 8	. 8	• 4	.4	
Switch Phase												
Minimum Initial (s)	10.0	* 10.0		* 3.0	•10.0		* 3.0	• 3.0	• 3.0	• 3.0	* 3.0	
Minimum Split (s)	* 15.1	• 15 1		12.1	• 15.1		• 11.9	•11.9	• 11.9	•11.9	11.9	
Total Split (s)	• 51.0	• 51.0		19.0	70.0		• 30.0	• 30.0	• 30.0	• 30.0	*30.0	
Total Split (%)	51 0%	• 51.0%		19.0%	70.0%		30.0%	• 30.0%	*30.0%	30.0%	30.0%	
Yellow Time (s)	• 3.8	• 3.8		* 3.8	* 3.8		* 3.0	• 3.0	• 3.0	•3.0	* 3.0	
All-Red Time (s)	• 13	• 1 3		* 1.3	• 1.3		1.9	• 1.9	• 1.9	• 1.9	- 1.9	
Lost Time Adjust (s)	• -1.0	•-1.0		• -1.0	* -1.0			-0.5	-0.5		-0.5	
Total Lost Time (s)	• 4.1	• 4.1		* 4.1	4.1				• 4.4		4.4	
Lead/Lag	* Lag	Lag		Lead								
Lead-Lag Optimize?												
Recall Mode	- C-Max	C-Max		None	C-Max		None	None	None	None	None	
Act Effct Green (s)	53.6	53.6		73.0	73.0			18.5	18.5		18.5	
Actuated g/C Ratio	0.54	0.54		0.73	0.73			0.18	0.18		0.18	
v/c Ratio	0.02	1.01		0.79				0.63	0.24		0.69	
Control Delay	4.4	34.5		35.4	15.8			57.7	8.7		47.5	
Queue Delay	0.0	0.0		0.0	0.0			0.0	0.0		0.0	
Total Delay	4.4	34.5		35.4				57.7	8.7		47.5	
LOS	Α	C		D	В			Е	Α		D	
Approach Delay	,,	34.3		_	20.8			33.2			47.5	
Approach LOS		С			C			С			D	
Intersection Summary												

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DATE 5/26/5

Lanes, Volumes, Timings

2: Centerview Dr & Governor Rd (SR 0322)

5/20/2015

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 12 (12%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green

Natural Cycle: 80

Control Type: Actuated-Coordinated

Maximum v/c Ratio. 1.01

Intersection Signal Delay: 29.7 Intersection Capacity Utilization 90.3% Intersection LOS: C
ICU Level of Service E

Analysis Period (min) 15

Splits and Phases: 2: Centerview Dr & Governor Rd (SR 0322)

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DATE \$ 18/5

	*	-	-	4	-	1
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		• 4	4 %		* 10	
Volume (vph)	* 4	587	914	• 1	. 2	• 9
Ideal Flow (vphpl)	• 1900	•1900	• 1900	•1900	• 1900	1900
Lane Width (ft)	• 11	11	• 11	·11	* 15	15
Grade (%)		1%	• 0%		3%	
Satd Flow (prot)	• 0	• 1725	•1799	• 0	4710	· 0
Flt Permitted					0.992	
Satd. Flow (perm)	• 0	• 1725	• 1799	* 0	*1710	• 0
Link Speed (mph)		* 35	• 30		* 25	
Link Distance (ft)		921	• 400		1058	
Travel Time (s)		17.9	• 9.1		28.9	
Peak Hour Factor	• 0.93	• 0.93	• 0.93	0 93	*0.93	0.93
Heavy Vehicles (%)	• 0%	• 6%	• 2%	100%	• 0%	-11%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	• 0	• 635	984	* 0	12	*0
Sign Control		Free	Free		Stop	
Intersection Summary						
Area Type:	Other					
Control Type: Unsignalize	d					
Intersection Capacity Utiliz	zation 58.2%](CU Level (of Service
Analysis Period (min) 15						

3: Governor Rd (SR 0322) & Hillview Ln

Intersection							1107		
Intersection Delay, s/veh	0.2								
Movement	EBL	EBT			WBT	WBR	SBL	SBR	
Vol, veh/h	4	587			914	1	2	9	
Conflicting Peds, #/hr	0	0			0	0	0	0	
Sign Control	Free	Free			Free	Free	Stop	Stop	
RT Channelized	*0	None				None		None	
Storage Length	*					-	0		
Veh in Median Storage, #	+0	0			0	_	0	240	
Grade, %	+5	1			0	-	-3	(4)	
Peak Hour Factor	93	93			93	93	93	93	
Heavy Vehicles, %	0	6			2	100	0	11	
Mvmt Flow	4	631			983	1	2	10	
					300				
Major/Minor	Major1				Major2		Minor2		
Conflicting Flow All	984	0				0	1623	983	
Stage 1		3.5					983	-	
Stage 2					141	_	640	_	
Follow-up Headway	2.2	100				-	3.5	3.399	
Pot Capacity-1 Maneuver	710	263			+	- 1	150	315	
Stage 1	6	283			4	49	431	-	
Stage 2	_	200				23	589		
Time blocked-Platoon, %						- 2	000		
Mov Capacity-1 Maneuver	710	121			- 1	20	149	315	
Mov Capacity-2 Maneuver	,	- 3			- 0	- 2	149	010	
Stage 1	_				-	- 50	431		
Stage 2						**	584	-	
ougo z							001		
Approach	EB				WB		SB		
HCM Control Delay, s	0.1				0		19.4		
HCM LOS							С		
Minor Lane / Major Mymt		EBL.	EBT	WBT	WRR	SBLn1			-
Capacity (veh/h)		710		7,0	F 1 1 2 2 3	262			•
HCM Lane V/C Ratio		0.006		-		0.045			
HCM Control Delay (s)		10.101	0			19.4			
HCM Lane LOS		В	A		- C	19.4 C			
HCM 95th %tile Q(veh)		0.018				0.141			
		0.010				U. 141			
Notes									

[~] Volume Exceeds Capacity, \$ Delay Exceeds 300 Seconds, Error : Computation Not Defined

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4: Governor Rd (SR 0322) & Areba Ave

	1	-	*	1	4-	A	4	†	-	1	Ţ	1
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			.4			· 4			. Ф	
Volume (vph)	• 4	• 586	• 2	• 0	855	• 3	• 2	• 0	•0	1,00	• 0	- 50
Ideal Flow (vphpl)	1900	1900	• 1900	1900	- 1900	4900	• 1900	-1900	1900	1900	1900	1900
Lane Width (ft)	- 11	• 11	• 11	•11	• 11	*11	** 10	•10	• 10	-16	•16	46
Grade (%)		-2%			* 1%			• 7%			*1%	
Satd. Flow (prot)	• 0	• 1751	• 0	• 0	• 1771	- 0	•0	1626	. 0	• 0	•1820	• 0
Flt Permitted								• 0.950			. 0.999	
Satd. Flow (perm)	• 0	•1751	• 0	• 0	•1771	• 0	→ 0	1626	0	* 0	• 1820	• 0
Link Speed (mph)		* 35			• 35			* 30			25	
Link Distance (ft)		400			• 375			* 85			* 1017	
Travel Time (s)		* 7.8			7.3			* 1.9			* 27.7	
Confl. Peds. (#/hr)			10	10								
Peak Hour Factor	• 0.93	•0.93	• 0.93	•0.93	• 0.93	0.93	- 0.93	•0.93	- 0.93	•0.93	• 0.93	0.93
Heavy Vehicles (%)	• 0%	• 6%	• 0%	0%	• 3%	67%	0%	. 0%	* 0%	0%	• 0%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	• 0	• 636	* 0	• 0	• 922	• 0	0	. 2	.0	• 0	-55	• 0
Sign Control		Free			Free			Stop			Stop	
Intersection Summary											-	

Area Type:

Other

Control Type: Unsignalized

Intersection Capacity Utilization 55.2%

Analysis Period (min) 15

ICU Level of Service B

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Intersection												
Intersection Delay, s/veh	0.8											
Movement	EBL	EBÎ	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	4	586	2	0	855	3	2	0	0	1	0	50
Conflicting Peds, #/hr	0	0	10	10	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-		None	- 64	-	None	**		None	59		None
Storage Length	10	-	-	9			*		-	1.9	*	
Veh in Median Storage, #	-	0	-	19	0	-	<u>\$5</u>	0	_	29	0	
Grade, %	10	-2	-	3	1	-	- 23	7		- 5	1	
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	0	6	0	0	3	67	0	0	0	0	0	2
Mvmt Flow	4	630	2	0	919	3	2	0	0	1	0	54
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	923	0	0	632	0	0	1588	1563	641	1561	1562	931
Stage 1	020			-	34	9	640	640	-	921	921	001
Stage 2	44	-	(4)				948	923	_	640	641	
Follow-up Headway	2.2			2.2			3.5	4	3.3	3.5	4	3.318
Pot Capacity-1 Maneuver	748	1/41	1541	960			48	61	422	84	104	315
Stage 1	740			-	22		364	369	722	311	334	010
Stage 2		_			-	4	218	245		451	456	
Time blocked-Platoon, %					_		210	240		701	700	
Mov Capacity-1 Maneuver	742			953			39	61	419	83	103	313
Mov Capacity-2 Maneuver	172	1,52	2.5	300	25		39	61	710	83	103	0,0
Stage 1	- 20			-			361	366	(*)	309	334	
Stage 2	*:		-			*	179	245	200	444	452	
	EB			WB			NB			SB		
Approach												
HCM Control Delay, s HCM LOS	0.1			0			102.6 F			19.8 C		
			17 <u>24</u> 23,7	<u> </u>		766 <u>—</u> 87	11.00					
Minor Lane / Major Mymt		NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1			
Capacity (veh/h)		39	742			953			297			
HCM Lane V/C Ratio		0.055	0.006	-	28		-	+3	0.185			
HCM Control Delay (s)		102.6	9.88	0	14	0		+0	19.8			
HCM Lane LOS		F	Α	Α		Α			С			
HCM 95th %tile Q(veh)		0.169	0.017	-	- 1	0	-		0.665			
Notes												

- Volume Exceeds Capacity; \$ Delay Exceeds 300 Seconds; Error : Computation Not Defined

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	1	→	-	1	1	1			
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR			
Lane Configurations		• 4	- 1>		• 14				
Volume (vph)	• 3	- 592	• 859	• 1	•1	3			
Ideal Flow (vphpl)	1900	1900	• 1900	• 1900	• 1900	•1900			
Lane Width (ft)	e 11	• 11	• 11	•11	16	16			
Grade (%)		-1%	• 0%		1%				
Satd Flow (prot)	. 0	• 1742	1783	• 0	4903	* 0			
FIt Permitted					•0.988				
Satd Flow (perm)	∞ 0	•1742	1783	• 0	•1903	• 0			
Link Speed (mph)		30	• 30		• 25				
Link Distance (ft)		• 375	• 379		* 801				
Travel Time (s)		8.5	• 8.6		• 21.8				
Peak Hour Factor	* 0.92	• 0.92	• 0.92	•0 92	0.92	• 0.92			
Heavy Vehicles (%)	• 0%	• 6%	• 3%	-0%	• 0%	• 0%			
Shared Lane Traffic (%)									
Lane Group Flow (vph)	• 0	• 646	• 935	• 0	•4	• 0			
Sign Control		Free	* Free		- Stop				
Intersection Summary									
Area Type:	Other								
Control Type: Unsignalize	d								
Intersection Capacity Utiliz	zation 55.3%			Į.	CU Level	of Service B	3		
Analysis Period (min) 15									

Intersection									
Intersection Delay, s/veh	0.1								
Movement	EEL	EBŢ			WBT	WBR	SBL	SBR	
Vol, veh/h	3	592			859	1	1	3	
Conflicting Peds, #/hr	0	0			0	0	0	0	
Sign Control	Free	Free			Free	Free	Stop	Stop	
RT Channelized	-	None				None		None	
Storage Length					7.6	-	0	(4)	
Veh in Median Storage, #	-	0			0	-	0	596	
Grade, %		-1			0		1	127	
Peak Hour Factor	92	92			92	92	92	92	
Heavy Vehicles, %	0	6			3	0	0	0	
Mymt Flow	3	643			934	1	1	3	
Major/Minor	Majori				Major2		Minor2		
Conflicting Flow All	935	0			- 3	0	1584	934	
Stage 1	*	÷			54	-	934	300	
Stage 2	*	. 45			19		650	100	
Follow-up Headway	2.2	**			12	-	3.5	3.3	
Pot Capacity-1 Maneuver	741	25			:4		110	317	
Stage 1	2	22			1.5		366	165	
Stage 2					- 2	-	505		
Time blocked-Platoon, %		- 9				-			
Mov Capacity-1 Maneuver	741	-					109	317	
Mov Capacity-2 Maneuver	-	**				-	109	117.1	
Stage 1		*:				_	366		
Stage 2	*	*			:9		502	-	
Approach	電				₩B		SB		
HCM Control Delay, s	0				0		22.1		
HCM LOS							С		
Minor Lane / Major Mymt		EBL	E81	WBT	WBR	SBLn1			
Capacity (veh/h)		741	-	**	193	215			
HCM Lane V/C Ratio		0.004	-	-	-	0.02			
HCM Control Delay (s)		9.88	0	24		22 1			
HCM Lane LOS		Α	Α			С			
HCM 95th %tile Q(veh)		0.013	-		-	0.062			

Volume Exceeds Capacity, \$ Delay Exceeds 300 Seconds, Error Computation Not Defined

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	1	-	-	4	-	1	
Lane Group	ESE	EBJ	WBT	WBR	SBL	SBR	
Lane Configurations		• 4	1 13		· Yef		
Volume (vph)	* 2	• 581	*846	. 0	0	• 4	
Ideal Flow (vphpl)	1900	1900	1900	1900	• 1900	1900	
Lane Width (ft)	- 11	*11	• 11	4 1	• 15	•15	
Grade (%)		• 2%	• -2%		• 3%		
Satd Flow (prot)	• 0	• 1716	*1819	. 0	1781	• 0	
Flt Permitted							
Satd Flow (perm)	* 0	• 1716	•1819	-0	. 1781	* 0	
Link Speed (mph)		35	• 35		• 25		
Link Distance (ft)		• 379	1359		• 567		
Travel Time (s)		* 7.4	• 26.5		15.5		
Peak Hour Factor	• 0.94	* 0.94	• 0.94	0.94	• 0.94	0.94	
Heavy Vehicles (%)	• 0%	6%	• 2%	0%	• 0%	0 %	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	• 0	• 620	• 900	• 0	4	• 0	
Sign Control		Free	Free		Stop		
Intersection Summary					-		
Area Type:	Other						
Control Type: Unsignalize	d						
Intersection Capacity Utiliz	zation 54.5%	5			CU Level	of Service A	
Analysis Period (min) 15							

Intersection									
Intersection Delay, s/veh	0								
Movement	EBL	EBT			WBT	WBR	SBL	SBR	-
Vol. veh/h	2	581			846	0	0	4	
Conflicting Peds, #/hr	0	0			0	0	0	0	
Sign Control	Free	Free			Free	Free	Stop	Stop	
RT Channelized		None			(4	None	*	None	
Storage Length	-	-			19	-	0	-	
Veh in Median Storage, #		0			0	-	0		
Grade, %	- 2	2			-2	_	3	1/21	
Peak Hour Factor	94	94			94	94	94	94	
Heavy Vehicles, %	0	6			2	0	0	0	
Mvmt Flow	2	618			900	0	0	4	
TO THE SOUTH A TWO IN TO					This figures, and the late is a second				
Major/Minor	Majori				Major2		Minor2		
Conflicting Flow All	900	0			- 14	0	1522	900	
Stage 1					24	-	900	(6)	
Stage 2	_				59	120	622		
Follow-up Headway	2.2	-			14	-	3.5	3.3	
Pot Capacity-1 Maneuver	763	- 27			12	2	102	315	
Stage 1	-	-			2.4	3	344	-	
Stage 2	-						486		
Time blocked-Platoon, %		7.			3.7	- 25			
Mov Capacity-1 Maneuver	763	-			12		102	315	
Mov Capacity-2 Maneuver	-	-			32		102	-	
Stage 1					69		344	(*)	
Stage 2	-	-			199	*	484	-	
					[2.17m		33		
Approach	EB				WB		SB		
HCM Control Delay, s HCM LQS	0				0		16.6 C		
TION LOO									
Minor Lane / Major Mymt		EBL	EBŤ	WBT	WBR	SBLin1			
Capacity (veh/h)		763	-	*	- 29	315			
HCM Lane V/C Ratio		0.003	-	-	29	0.014			
HCM Control Delay (s)		9.731	0		- 34	16.6			
HCM Lane LOS		Α	Α			С			
HCM 95th %tile Q(veh)		0.008	-		14	0.041			
Notes									

~: Volume Exceeds Capacity, \$ Delay Exceeds 300 Seconds; Error: Computation Not Defined

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DATE 5/28/15

	-	\rightarrow	7	•	4	A	4	†	-	1	+	1
Lane Group	EBI.	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	1	• 4	. 1	• 7	•19		·	•+	• 7	• 1	• 1>	
Volume (vph)	• 4	•450	• 119	• 263	•746	• 7	. 103	• 18	• 45	- 31	* 50	• 3
Ideal Flow (vphpl)	1800	• 1800	1800	-1800	1800	-1800	• 1800	41800	1800	1800	1800	-1800
Lane Width (ft)	. 10	•12	• 14	• 10	* 14	*14	• 10	•11	12	• 10	• 12	12
Grade (%)		· -3%			*-2%			-0%			- 1%	
Storage Length (ft)	100		• 210	• 200		• 0	140		• 65	100		0
Storage Lanes	• 1		• 1	• 1		• 0	• 1		• 1	21		• 0
Taper Length (ft)	• 25			* 25			• 25			• 25		
Satd. Flow (prot)	• 1620	-1707	1593	•1580	• 1881	· 0	1565	1 740	1500	-1588	• 1775	. 0
Flt Permitted	0.285			. 0.324			• 0.479			0.744		
Satd. Flow (perm)	486	4707	1548	538	• 1881	* 0	788	1740	• 1464	1239	1775	* 0
Right Turn on Red			Yes	-		Yes			Yes			Yes
Satd. Flow (RTOR)			• 141		. 1				- 96		-2	
Link Speed (mph)		* 35			• 35			• 25			* 25	
Link Distance (ft)		1359			950			• 763			556	
Travel Time (s)		26.5			18.5			20 8			15.2	
Confl. Peds. (#/hr)	+1		. 3	* 3		. 1	. 1		• 2	• 2		• 1
Confl. Bikes (#/hr)	1.4		3	3								Ī
Peak Hour Factor	• 0.90	•0.90	• 0.90	•0.90	• 0.90	-0.90	• 0.90	0.90	• 0.90	0.90	• 0.90	•0.90
Heavy Vehicles (%)	0%	7%	- 4%	2%	3%	• 0%	• 2%	•0%	• 2%	• 0%	0%	•0%
Shared Lane Traffic (%)	• 070	1 10	- 170		• 070	• 070	- 170				0,0	- 0 70
Lane Group Flow (vph)	. 4	•500	- 132	2 92	837	• 0	-114	•20	• 50	* 34	•59	· 0
Turn Type	Perm	• NA		pm+pt	• NA	- 0	pm+pt	•NA	• Perm	•Perm	• NA	
Protected Phases	·I GIIII	2	- I Cilli	• 1	6		3	• 8	- Citt	1 01111	-4	
Permitted Phases	• 2	• 2	• 2	• 6	•0		- 8		* 8	4	_	
Detector Phase	• 2	• 2	2	• 1	* 6		* 3	• 8	* 8	• 4	• 4	
Switch Phase	· Z	- 2		7 1			U	• 0	J	• •	7	
	• 10.0	10.0	• 10.0	• 3.0	*10.0		* 3.0	4 3.0	3.0	-30	3.0	
Minimum Initial (s) Minimum Split (s)	• 15.9	15.9	• 15.9	• 12.9	. 15.9		• 12.0	12.0	• 12.0	12.0	*12.0	
	54.0	* 54.0	54.0	• 12.0	• 66.0		22.0	•34.0	*34.0	12.0	12.0	
Total Split (%)	54.0%	- 54.0%	*54.0%	12.0%	66.0%		22.0%	-34.0%	• 34.0%	12.0%	12.0%	
Total Split (%)	34.0%	• 3.9	34.0%	- 3.9	3.9		* 3.0	• 3.0	3.0	• 30	* 3.0	
Yellow Time (s)	• 2.0	2.0	• 2.0	2.0	2.0		• 2.0	- 2.0	• 2.0	•2.0	• 2.0	
All-Red Time (s)		-1.0			-1.0		-1.0	-1.0	-10	-1.0	-1.0	
Lost Time Adjust (s)	• -1.0 • 4.9	• 4.9	-1.0 -4.9	-1.0 • 4.9	• 4.9		4.0	4.0	4.0	4.0	4.0	
Total Lost Time (s)					4.9		Lead	4.0	4.0	Lag	• Lag	
Lead/Lag	Lag	Lag	Lag	Lead			Leau			Lay	Lay	
Lead-Lag Optimize?	- C May	C May	C May	Mono	C May		None	•None	None	• None	None	
Recall Mode	- C-Max				C-Max		• None				9.1	
Act Effct Green (s)	53.0	53.0	53.0		67.5		23.6	23.6	23.6	9.1	0.09	
Actuated g/C Ratio	0.53	0.53	0.53		0.68		0.24	0.24	0.24			
v/c Ratio	0.02	0.55	0.15		0.66		0.40	0.05	0.12	0.30	0.36	
Control Delay	7.0	14.6	2.5		10.7		33.5	26.1	1.4	49.4	47.7	
Queue Delay	0.0	0.0	0.0		0.0		0.0	0.0		0.0	0.0	
Total Delay	7.0		2.5		10.7		33.5	26.1	1.4	49.4	47.7	
LOS	Α		Α	В	В		С	C		D	D	
Approach Delay		12.1			11.0			24.0			48.3	
Approach LOS		В			В			С			D	
Intersection Summary												

DONE BY 6579

DATE 5/8/15

Synchro 8 Report Page 15

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Area Type: Other

Cycle Length: 100

Actuated Cycle Length: 100

Offset 3 (3%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green

Natural Cycle: 70

Control Type Actuated-Coordinated

Maximum v/c Ratio: 0.66

Intersection Signal Delay 14.2

Intersection Capacity Utilization 74.9%

Analysis Period (min) 15

Intersection LOS B

ICU Level of Service D

Splits and Phases: 7: Cherry Dr & Governor Rd (SR 0322)

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WINE RV

15073

DATE 5/28

Synchro 8 Report Page 16

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	1	\rightarrow	7	1	4	1	1	1	-	1	. ↓	1
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	• 1	. 1>		• 1	• 1>		* *	• 1	. 7	- 1	* 1»	
Volume (vph)	18	358	• 119	• 47	• 750	• 151	• 233	• 193	• 96	•141	121	- 41
Ideal Flow (vphpl)	1650	1650	• 1650	1650	1650	1650	1650	1650	• 1650	1650	• 1650	-1650
Lane Width (ft)	• 11	• 12	* 12	-10	• 12	1 2	• 11	-11	• 11	1 0	• 12	12
Grade (%)		• 1%			• 0%			<u>-1%</u>			• 2%	
Storage Length (ft)	* 150		· 0	•0		• 0	. 135		• 90	-125		- 0
Storage Lanes	• 10		• 0	. 1		* 0	. 1		• 1	.1		• 0
Taper Length (ft)	• 25			* 25			25			25		
Satd. Flow (prot)	1422	1508	• 0	1367	1575	• 0	• 1493	1512	1298	*1434	1515	- 0
Flt Permitted	- 0.084	16		-0.301			• 0.277			• 0.629		
Satd. Flow (perm)	• 126	1508	€ 0	• 433	1575	* 0	435	•1512	1298	949	• 1515	• 0
Right Turn on Red			Yes		(200	Yes			Yes			Yes
Satd. Flow (RTOR)		- 22			* 14				• 152		-14	
Link Speed (mph)		• 35			• 35			• 35			- 35	
Link Distance (ft)		• 950			214			- 348			1493	
Travel Time (s)		18.5			4.2			• 6.8			29.1	
Peak Hour Factor	• 0.94	• 0.94	• 0.94	•0.94	• 0.94	0.94	• 0.94	•0.94	- 0.94	0.94	• 0.94	0.94
Heavy Vehicles (%)	6%	6%	• 1%	•7%	• 2%	• 3%	- 2%	6%	• 5%	-1%	4%	3%
Shared Lane Traffic (%)	V 70	070	1 70	7 70	270	• 0 70	2 /0	. 070	0 70	•1 70	770	070
Lane Group Flow (vph)	• 19	508	. 0	• 50	• 959	• 0	* 248	205	102	150	173	0
Turn Type	.pm+pt	• NA	• 0	•pm+pt	• NA		pm+pt	• NA		pm+pt	• NA	- 4
Protected Phases	5	- 2		• 1	• 6		• 3	. 8	- I OIIII	• 7	4	
Permitted Phases	• 2	. 2		- 6	. 0		• 8	• 0	• 8	• 4	• -	
Detector Phase	• 5	* 2		• 1	. 6		• 3	. 8	. 8	. 7	• 4	
Switch Phase	• 0			• •	• 0		• 0	• 0	- 0	• 1	• •	
Minimum Initial (s)	* 3.0	10.0		• 3.0	+10.0		• 3.0	3.0	• 3.0	30	3.0	
Minimum Split (s)	• 12.6	• 15.6		• 12.6	•15.6		12.7	15.7	15.7	• 12.7	15.7	
Total Split (s)	12.0	51.0		12.0	• 51.0		21.0	• 24.0	· 24.0	13.0	16.0	
Total Split (%)	12.0%	•51.0%		12.0%	51.0%		• 21.0%	24.0%		13.0%	16.0%	
		3.6		3.6	3.6		* 3.7	-37	• 3.7	3.7	3 7	
Yellow Time (s)		2.0		* 2.0			• 2.0	2.0		2.0	2.0	
All-Red Time (s)	• 2.0 • -1.0				- 2.0			•-1.0	• -1.0	-1.0	2.0 -1.0	
Lost Time Adjust (s)		+ -1 0		•-10	-1.0		-1.0					
Total Lost Time (s)	7.0	• 4.6		4.6	4.6		4.7	4.7	4.7	•4.7	7.,	
Lead/Lag	• Lead	Lag		Lead	Lag		Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Mana	O Mass		Mana	O May		Mana	None	* None	. Name	• None	
Recall Mode	• None	-C-Max			C-Max		None			None		
Act Effct Green (s)	54.5	48.8		56.6	53.6		32.3	19.3		20.0	11.7	
Actuated g/C Ratio	0.54	0.49		0.57	0.54		0.32	0.19		0.20	0.12	
v/c Ratio	0.12	0.68		0.16	1.13		0.81	0.70		0.65	0.91	
Control Delay	10.8	16.0		10.3	97.1		49.2	52.2		43.1	88.1	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	10.8	16.0		10.3	97.1		49.2	52.2		43.1	88.1	
LOS	В	B		В	F		D	D		D	F	
Approach Delay		15.8			92.8			41.9			67 2	
Approach LOS		В			F			D			Е	
Intersection Summary												
Area Type:	Other											
Cycle Length: 100												

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DATE 5/2

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DATE

Lanes, Volumes, Timings

8: Fishburn Rd (SR 2011)/Hockersville Rd (SR 2011) & Governor Rd (SR 0322)

5/20/2015

Actuated Cycle Length: 100

Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green, Master Intersection

Natural Cycle: 150

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.13

Intersection Signal Delay 60.9
Intersection Capacity Utilization 92.8%

Intersection LOS: E
ICU Level of Service F

Analysis Period (min) 15

Splits and Phases: 8: Fishburn Rd (SR 2011)/Hockersville Rd (SR 2011) & Governor Rd (SR 0322)

√ p1	0 → p2 (R)	ø3		↓ ø4
		23.5		
≯ ø5	p6 (R)	67	† pi	8
7 4				

P:\0024\002484_0476\Admin\Traffic\SYNCHRO\2015 Existing AM.syn

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DATE 5/18/5

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	1	-	←	1	-	1
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		• 4	(a)		• 14	
Volume (vph)	52	545	•820	* 0	• 0	• 108
Ideal Flow (vphpl)	• 1900	•1900	• 1900	-1900	• 1900	1900
Lane Width (ft)	• 14	14	• 15	•15	• 16	• 16
Grade (%)		• 0%	• -1%		•1%	
Satd Flow (prot)	0	• 1921	2039	• 0	• 1817	• 0
FIt Permitted		• 0.996				
Satd Flow (perm)	0	• 1921	•2039	• 0	•1817	-0
Link Speed (mph)		• 35	• 35		* 35	
Link Distance (ft)		• 214	•1855		•620	
Travel Time (s)		• 4.2	36.1		• 12.1	
Peak Hour Factor	• 0.94	0.94	• 0.94	0.94	• 0.94	-0.94
Heavy Vehicles (%)	• 6%	• 5%	• 3%	• 0%	• 0%	2%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	• 0	635	•872	• 0	•115	· 0
Sign Control		Free	Free		Stop	
Intersection Summary				11.8		
Area Type:	Other					
Control Type: Unsignalize	d					
Intersection Capacity Utili:	zation 85.2%			Į.	CU Level	of Service I
Analysis Period (min) 15						

9: Governor Rd (SR 0322) & Elm Ave

Intersection Delay, s/veh										
Vol, veh/h Conflicting Peds, #/hr Conflicting Peds, #/hr Conflicting Peds, #/hr Conflicting Peds, #/hr Conflicting Peds, #/hr Conflicting Peds, #/hr Conflicting Peds, #/hr Conflicting Peds, #/hr Conflicting Peds, #/hr Conflicting Peds, #/hr Conflicting Peds, #/hr Conflicting Peds, #/hr Conflicting Peds, #/hr Conflicting Peds Co	ntersection Delay, s/veh	1.8								
Vol, veh/h 52 545 820 0 0 108 Conflicting Peds, #hr 0 0 0 0 0 0 0 Sign Control Free Free Free Free Free Stop Stop RT Channelized None None None None None None Storage Length - - 0 0 - Veh in Median Storage, # - 0 - - - 0 -	Aovement	EBL	EBĪ			WBT	WBR	SBL	SBR	
Conflicting Peds, #hr 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0										
Sign Control Free Free Free Free Free Stop Stop									0	
None								Stop		
Storage Length									•	
Veh in Median Storage, # - 0		-				40		0	*	
Grade, % 0 -1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 -		-	0			0	-		-	
Peak Hour Factor 94		12.0						1		
Heavy Vehicles, %		94	94			94	94	94	94	
Major/Misor Major1 Major2 Minor2										
Stage 1									115	
Stage 1	Major/Minor	Major1				Major2		Minor2		
Stage 1			0			Total Substant	0		872	
Stage 2		(20)							a	
Follow-up Headway 2.254 3.5 3.318 Pot Capacity-1 Maneuver 757 114 342 Stage 1 - 393 - 393 - 393 Stage 2 - 483 - 102 342 Mov Capacity-1 Maneuver 757 - 102 342 Mov Capacity-2 Maneuver - 102 - 102 - 393 Stage 1 - 393 - 393 - 393 Stage 1 - 393 - 393 - 393 Stage 2 431 - 393 Stage 2 431 393 Stage 2 393 Stage 2 431 393 Stage 2 431 393 Capacity Maneuver 302 Minor Lane / Major Mymt EBL EBT WBT WBR SBLot Capacity (veh/h) 757 342 HCM Lane V/C Ratio 0.073 0.336 HCM Control Delay (s) 10.13 0 - 20.8 HCM Lane LOS B A C		-	74			_	40			
Pot Capacity-1 Maneuver 757 - 114 342 Stage 1 - 393 - 393 Stage 2 - 483 - 102 342 Mov Capacity-1 Maneuver 757 - 102 342 Mov Capacity-2 Maneuver - 102 342 Mov Capacity-2 Maneuver - 102 342 Mov Capacity-2 Maneuver - 102 343 Stage 1 - 393 - 393 - 393 Stage 2 - 431 - 393 Stage 2 - 431 - 6 Approach EB WB SB HCM Control Delay, s 0.9 0 20.8 HCM LOS C Minor Lane / Major Mymt EBL EBT WBT WBR SBLm1 Capacity (veh/h) 757 - 342 HCM Lane V/C Ratio 0.073 - 0.336 HCM Control Delay (s) 10.13 0 - 20.8 HCM Control Delay (s) 10.13 0 - 20.8 HCM Lane LOS B A C		2 254	-			_	23		3.318	
Stage 1			12			- 2	÷:			
Stage 2							20		2	
Time blocked-Platoon, % Mov Capacity-1 Maneuver 757 102 342 Mov Capacity-2 Maneuver - 102 - 102 Stage 1 - 393 Stage 2 431 Approach EB WB SB HCM Control Delay, s 0.9 0 20.8 HCM LOS C Minor Lane / Major Mvmt EBL EBT WBT WBR SBL01 Capacity (veh/h) 757 - 342 HCM Lane V/C Ratio 0.073 - 0.336 HCM Control Delay (s) 10.13 0 - 20.8 HCM Lane LOS B A C		-							- 1	
Mov Capacity-1 Maneuver 757 - 102 342 Mov Capacity-2 Maneuver - - 102 - Stage 1 - - 393 - Stage 2 - - 431 - Approach EB WB SB HCM Control Delay, s 0.9 0 20.8 HCM LOS C Minor Lane / Major Mvmt EBL EBT WBT WBR SBLn1 Capacity (veh/h) 757 - - 342 HCM Lane V/C Ratio 0.073 - - 0.336 HCM Control Delay (s) 10.13 0 - 20.8 HCM Lane LOS B A C						-	-	100		
Mov Capacity-2 Maneuver		757				-		102	342	
Stage 1 - 393 Stage 2 - 431 Approach EB WB SB HCM Control Delay, s 0.9 0 20.8 HCM LOS C C Minor Lane / Major Mymt EBL EBT WBT WBR SBLo1 Capacity (veh/h) 757 - - 342 HCM Lane V/C Ratio 0.073 - - 0.336 HCM Control Delay (s) 10.13 0 - 20.8 HCM Lane LOS B A C			_			-			12	
Stage 2			140				-			
HCM Control Delay, s 0.9 0 20.8 HCM LOS C Minor Lane / Major Mvmt EBL EBT WBT WBR SBLn1 Capacity (veh/h) 757 342 HCM Lane V/C Ratio 0.073 0.336 HCM Control Delay (s) 10 13 0 - 20.8 HCM Lane LOS B A C			-			*	*		5#	
HCM Control Delay, s 0.9 0 20.8 HCM LOS C Minor Lane / Major Mvmt EBL EBT WBT WBR SBLn1 Capacity (veh/h) 757 342 HCM Lane V/C Ratio 0.073 0.336 HCM Control Delay (s) 10 13 0 - 20.8 HCM Lane LOS B A C	Anomach	EΒ				WB		ŠB		
Minor Lane / Major Mymt EBL EBT WBT WBR SBLot Capacity (veh/h) 757 - - 342 HCM Lane V/C Ratio 0.073 - - 0.336 HCM Control Delay (s) 10 13 0 - 20.8 HCM Lane LOS B A C										
Capacity (veh/h) 757 342 HCM Lane V/C Ratio 0.073 0.336 HCM Control Delay (s) 10.13 0 - 20.8 HCM Lane LOS B A C		0.0				J				
Capacity (veh/h) 757 342 HCM Lane V/C Ratio 0.073 0.336 HCM Control Delay (s) 10 13 0 - 20.8 HCM Lane LOS B A C	Minor Lane / Major Munt		FRI	FRT	Wet	MRP	SRI of	des an		
HCM Lane V/C Ratio 0.073 0.336 HCM Control Delay (s) 10.13 0 - 20.8 HCM Lane LOS B A C				FDI	1101	Veldix				
HCM Control Delay (s) 10 13 0 - 20.8 HCM Lane LOS B A C				-	-					
HCM Lane LOS B A C				_	-					
TUN 3011 70116 Q(VEII) 0.230 - 1.444				A						
	TOW YOUR W(VEII)		0.230			-	1,444			

[~] Volume Exceeds Capacity; \$ Delay Exceeds 300 Seconds; Error : Computation Not Defined

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		• 4			. 4		• 14	1		. 7	4	
Volume (vph)	• 15	• 0	- 21	• 1	. 1	-3	• 322	• 123	• 12	•23	• 39	• 339
Ideal Flow (vphpl)	• 1900	•1900	1900	1900	1900	1900	-1900	1900	• 1900	1900	1900	1900
Grade (%)		-3%	4		4%			-2%			-0%	
Storage Length (ft)	• 0		150	• 0		• 0	-125		. 0	125		• 0
Storage Lanes	• 0		147	. 0		• 0	.1		. 0	. 1		• 0
Taper Length (ft)	• 25			25			• 25			2 5		-
Satd Flow (prot)	• 0	1712	1639	• 0	•1681	• 0	• 1823	1860	- 0	1805	1622	• 0
Flt Permitted		0.950			• 0.992		• 0.950			- 0.950		_
Satd. Flow (perm)	. 0	• 1712	1639	. 0	•1681	• 0	-1823	.1860	· 0	• 1805	1622	· 0
Link Speed (mph)	•	• 25	•		- 15			25			• 25	-
Link Distance (ft)		• 1016			• 81			540			• 763	
Travel Time (s)		• 27.7			• 3.7			• 14.7			20.8	
Confl Peds (#/hr)							- 6		• 13	.13		• 6
Peak Hour Factor	• 0.83	0.83	• 0.83	0.83	• 0.83	.0.83	• 0.83	-0.83	• 0.83	•0.83	• 0.83	0.83
Heavy Vehicles (%)	- 7%	0%	- 0%	0%	• 0%	.0%	• 0%	- 2%	• 0%	- 0%	13%	• 0%
Shared Lane Traffic (%)								_,,				
Lane Group Flow (vph)	• 0	18	* 25	• 0	• 6	.0	* 388	162	• 0	28	•455	. 0
Sign Control		Stop			• Stop			Free	_		Free	. •

Intersection Summary

Area Type:

Other

Control Type Unsignalized

Intersection Capacity Utilization 54.7%

Analysis Period (min) 15

ICU Level of Service A

CHECKED BY DATE 5/28/25

Intersection												
Intersection Delay, s/veh	4.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	15	0	21	1	1	3	322	123	12	23	39	339
Conflicting Peds, #/hr	0	0	0	0	0	0	6	0	13	13	0	6
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	390	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	150	- 1	*	-	125			125	*	-
Veh in Median Storage, #	-	0	-	-	0		-	0		-	0	-
Grade, %		-3	-		4		-	-2	-	-	0	-
Peak Hour Factor	83	83	83	83	83	83	83	83	83	83	83	83
Heavy Vehicles, %	7	0	0	0	0	0	0	2	0	0	13	0
Mymt Flow	18	0	25	1	1	4	388	148	14	28	47	408
Major/Minor	Minor2	- 31		Minor1			Major1			Major2		
Conflicting Flow All	1241	1246	264	1238	1442	168	455	0	0	163	0	0
Stage 1	307	307		931	931	-	-	-	540	-	-	
Stage 2	934	939		307	511	-		100	-	_		
Follow-up Headway	3.563	4	3.3	3.5	4	3.3	2.2	200		2.2	-	
Pot Capacity-1 Maneuver	182	216	797	117	97	865	1116	747	-	1428	-	
Stage 1	729	699		262	283	_	-	100	-	-	23	- 2
Stage 2	365	404		661	482				-			- 1
Time blocked-Platoon, %								-	-		-	-
Mov Capacity-1 Maneuver	127	137	788	80	62	856	1104	- 0.0	1.71	1413		
Mov Capacity-2 Maneuver	127	137	-	80	62	-	*	-	-	-	-	
Stage 1	473	685	-	170	184	-		-	-	-	_	
Stage 2	232	262		620	472		*	90	(*)	*	35	-
Approach	EB			WB			NB			ŚB		
HCM Control Delay, s	21.8			29			7.1			0.4		
HCM LOS	C			D								
Minor Lane / Major Mymt		NBL	MBT	NBR	EBLM	EBLn2	WBLn1	SBL	SBT	SBR		
Capacity (veh/h)		1104			173	788	156	1413	500			
HCM Lane V/C Ratio		0.351	190		0.153	0.021	0.039	0.02		-		
HCM Control Delay (s)		10.017	747	- 14	29.5	9.7	29	7.599		-		
HCM Lane LOS		В			D	A	D	A				
HCM 95th %tile Q(veh)		1.597		-	0.528	0.066	0.12	0.06	520			
Notes												

Volume Exceeds Capacity, \$ Delay Exceeds 300 Seconds, Error Computation Not Defined

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DATE 5/29/5

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		• 4			4		-	. 4 >			4	
Volume (vph)	• 19	• 3	• 38	• 0	• 0	• 1	• 182	120	• 1	•6	• 53	262
Ideal Flow (vphpl)	1900	•1900	1900	1900	1900	-1900	• 1900	1900	• 1900	• 1900	• 1900	1 900
Lane Width (ft)	• 13	• 13	4 13	45	• 15	45	• 10	10	• 10	•10	• 10	-10
Grade (%)		• 3%			-2%			•-3%			- 0%	
Satd. Flow (prot)	• 0	•1628	• 0	•0	1826	• 0	•0	1717	0	. 0	1571	■ • 0
Flt Permitted		0.984						• 0.971			• 0.999	
Satd. Flow (perm)	*0	1628	* 0	.0	• 1826	• 0	• 0	• 1717	• 0	0	• 1571	-0
Link Speed (mph)		125			* 25			* 35			* 30	
Link Distance (ft)		• 540			* 357			*1410			• 1171	
Travel Time (s)		•14.7			9.7			* 27.5			26.6	
Peak Hour Factor	0.82	• 0.82	• 0.82	0.82	• 0.82	-0.82	• 0.82	-0.82	0.82	0.82	• 0.82	0.82
Heavy Vehicles (%)	• 0%	0%	•11%	• 0%	• 0%	• 0%	• 1%	3%	- 0%	0%	- 2%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	. 0	• 73	• 0	• 0	• 1	0	• 0	• 369	• 0	•0	392	* 0
Sign Control		Stop			Stop			Stop			Stop	
CONTRACTOR OF THE STREET												

Intersection Summary

Area Type:

Other

Control Type: Unsignalized

Intersection Capacity Utilization 55.9%

ICU Level of Service B

Analysis Period (min) 15

Intersection									61			
Intersection Delay, s/veh	10.7											
Intersection LOS	В											
Movement	ËBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBF
Voi, veh/h	19	3	38	0	0	1	182	120	1	6	53	262
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
Heavy Vehicles, %	0	0	11	0	0	0	1	3	0	0	2	(
Mymt Flow	23	4	46	0	0	1	222	146	1	7	65	320
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Approach	EB	701			WB		NB			SB		
Opposing Approach	WB				EB	**	SB		· · · · · · · · · · · · · · · · · · ·	NB	•	
Opposing Lanes	1				1		1			1		
Conflicting Approach Left	SB				NB		EB			WB		
Conflicting Lanes Left	1				1		1			1		
Conflicting Approach Right	NB				SB		WB			EB		
Conflicting Lanes Right	1				1		1			1		
HCM Control Delay	8.8				8.1		11.7			10.1		
HCM LOS	Α				Α		В			В		
Lane		NBLn1	EBLn1	WBLn1	SBLn1			-				
Vol Left, %		60%	32%	0%	2%							
Vol Thru, %		40%	5%	0%	17%							
Vol Right, %		0%	63%	100%	82%							
Sign Control		Stop	Stop	Stop	Stop							
Traffic Vol by Lane		303	60	1	321							
LT Vol		120	3	Ö	53							
Through Vol		1	38	1	262							
RT Vol		182	19	Ö	6							
Lane Flow Rate		370	73	1	391							
Geometry Grp		1	1	1	1							
Degree of Util (X)		0.472	0.105	0.002	0.436							
Departure Headway (Hd)		4.596	5 163	5.009	4.008							
Convergence, Y/N		Yes	Yes	Yes	Yes							
Cap		783	691	709	896							
Service Time		2.629	3.219	3.077	2.036							
HCM Lane V/C Ratio		0.473	0.106	0.001	0.436							
HCM Control Delay		11.7	8.8	8.1	10.1							
HCM Lane LOS		В	A	A	В							
HCM 95th-tile Q		2.6	0.4	0	2.2							
Notes												

^{~:} Volume Exceeds Capacity; \$: Delay Exceeds 300 Seconds; Error: Computation Not Defined

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	*	*	4	1	↓	1
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	· W	V- V-	111 29100	• 4	•1>	
Volume (vph)	79	* 49	· 275	• 442	245	• 51
Ideal Flow (vphpl)	1900	1900	1900	-1900	• 1900	1900
Lane Width (ft)	• 9	• 9	* 10	•10	• 14	• 14
Grade (%)	* 0%			• 1%	-4%	
Satd Flow (prot)	• 1563	. 0	• 0	• 1703	•1929	• 0
FIt Permitted	0.970			* 0.981		
Satd Flow (perm)	-1563	• 0	• 0	• 1703	•1929	• 0
Link Speed (mph)	* 35			• 35	35	
Link Distance (ft)	•1171			• 1607	• 348	
Travel Time (s)	•22.8			* 31.3	• 6.8	
Peak Hour Factor	• 0.91	© 0.91	• 0.91	0.91	• 0.91	0.91
Heavy Vehicles (%)	• 1%	•0%	• 1%	•2%	• 4%	- 8%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	• 141	• 0	* 0	788	325	• 0
Sign Control	• Stop			Free	Free	
Intersection Summary						
Area Type:	Other					
Control Type: Unsignalize Intersection Capacity Utili: Analysis Period (min) 15				ĵ	CU Level (of Service

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3573

DATE 5/28/5

Intersection	1						-		
Intersection Delay, s/veh	13.9								
Movement	EBL	-	EBR	NBL	NBT		SBT	SBR	
Vol, veh/h	79		49	275	442		245	51	
Conflicting Peds, #/hr	0		0	0	0		0	0	
Sign Control	Stop		Stop	Free	Free		Free	Free	
RT Channelized	-		None	-	None				
Storage Length	0		-	-				-	
Veh in Median Storage, #	0		-	-	0		0		
Grade, %	0				1		-4	-	
Peak Hour Factor	91		91	91	91		91	91	
Heavy Vehicles, %	1		0	1	2		4	8	
Mvmt Flow	87		54	302	486		269	56	
Major/Minor	Minor2			Majoril			Major2		The second
Conflicting Flow All	1387		297	325	0		-	0	
Stage 1	297		(2)		28		-		
Stage 2	1090		700	14	-			100	
Follow-up Headway	3.509		3.3	2.209				100	
Pot Capacity-1 Maneuver	158		747	1240				-	
Stage 1	756		5.00	-	_		842	540	
Stage 2	324						7.		
Time blocked-Platoon, %					- 2		-		
Mov Capacity-1 Maneuver	105		747	1240					
Mov Capacity-2 Maneuver	105		_	-	-		11.00	SV	
Stage 1	756								
Stage 2	216				151		155	-	
Approach	EB			NB			SÉ		
HCM Control Delay, s	105.2			3.4			0		
HCM LOS	F								
Minor Lane / Major Mymt		NBL	MRT	EBLn1	SBT	SER			
Capacity (veh/h)		1240	i Ama	156	1001	ADI 3			
HCM Lane V/C Ratio		0.244		0.902		20			
HCM Control Delay (s)		8.836	0	105.2		#2			
HCM Lane LOS			_						
HCM 95th %tile Q(veh)		A 0.959	A	F 6.367		47			
		0.000		0.307	-				
Notes									

Volume Exceeds Capacity, \$ Delay Exceeds 300 Seconds, Error Computation Not Defined

	*	\rightarrow	7	1	4		1	†	-	-	1	4
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		• 4			· · ·	• 7	. 4	· ĵa		▶ ₹	7	
Volume (vph)	184	194	. 0	• 0	• 65	•29	32	19	• 31	• 44	• 0	- 66
Ideal Flow (vphpl)	• 1800	1800	1800	1800	•1800	1800	• 1800	4800	1800	-1800	-1800	1800
Lane Width (ft)	. 12	•12	• 12	*13	• 13	•13	• 12	-12	• 12	•12	12	•12
Grade (%)		- 1%			-6%			2%			1%	
Storage Length (ft)	0		• 0	• 0		• 0	• 0		. 0	*315		0
Storage Lanes	• 0		• 0	» O		• 1	• 1		• 0	• 1		.0
Taper Length (ft)	25			25			- 25			25		
Satd. Flow (prot)	• 0	•1714	• 0	• 0	• 1681	1628	• 1727	1420	- 0	• 1668	1478	• 0
Flt Permitted		- 0.804					0 702			0.716	Sil	
Satd. Flow (perm)	* 0	.1412	• 0	•0	• 1681	•1590	•1276	1420	• 0	1257	1478	• 0
Right Turn on Red			•Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						48		• 39			• 934	100
Link Speed (mph)		* 25			• 25	= 1		- 25			25	
Link Distance (ft)		- 505			• 274			408			1602	
Travel Time (s)		13.8			7.5			• 11.1			43.7	
Confl. Bikes (#/hr)	• 3		• 2	•2	7.0	- 3		1101			10.1	
Peak Hour Factor	• 0.79	0.79	• 0.79	0.79	• 0 79	0 79	• 0.79	0.79	+ 0.79	•0.79	- 0 79	0.79
Heavy Vehicles (%)	- 3%	-1%	0%	•0%	• 14%	• 0%	• 0%	• 0%	26%	2%	• 0%	•3%
Shared Lane Traffic (%)			- 0,0	0.10		- 070	070	0,0	2070	270	• 070	- 570
Lane Group Flow (vph)	* 0	-479	0	0	• 82	-37	* 41	•63	• 0	•56	• 84	• 0
Turn Type	Perm	• NA		-		• Perm	• Perm	■ NA	U	▶ Perm	• NA	
Protected Phases		.4			-8	- I OIIII	o i Cilli	•2		I GIIII	6	
Permitted Phases	•4	77			-0	• 8	• 2			6		
Detector Phase	. 4	* 4			- 8	• 8	• 2	•2		- 6	. 6	
Switch Phase						• 0		_		J	• 0	
Minimum Initial (s)	* 3.0	-3.0			* 3.0	3.0	• 3.0	3.0		• 3.0	• 3.0	
Minimum Split (s)	12.7	12.7			• 12.7	12.7	• 16.0	• 16.0		16.0	16.0	
Total Split (s)	• 36.0	36.0			• 36.0	•36.0	35.7	• 35.7		35.7	35.7	
Total Split (%)	• 33.7%	•33.7%			33.7%	-33.7%		33.5%		33.5%	33.5%	
Yellow Time (s)	• 3.3	• 3.3			• 3.3	3.3	• 3.0	• 3.0		3.0	3.0	
All-Red Time (s)	• 27	- 2.7			• 2.7	• 2.7	* 2.7	2.7		2.7	• 2.7	
Lost Time Adjust (s)	2.1	-1.0			• -1.0	•-1.0	•-1.0	-1.0		-1.0	· -1.0	
Total Lost Time (s)		5.0			* 5.0		4.7				4.7	
Lead/Lag		0.0			3.0	3.0	44	* 4.7		4-7	4.7	
Lead-Lag Optimize?												
Recall Mode	• None	None			None	* None	None	• None		None	None	
Act Effct Green (s)	140/16	31.2			31.2	31.2	10.3	10.3		10.3	10.3	
Actuated g/C Ratio		0.37			0.37	0.37	0.12	0.12		0.12		
v/c Ratio		0.91			0.37	0.06	0.12	0.12		0.12	0.12	
Control Delay		51.4			20.2	4.9	38.4	21.2		41.5	0.08	
Queue Delay		0.0			0.0	0.0	0.0				0.2	
Total Delay		51.4			20.2	4.9	38.4	0.0		0.0	0.0	
LOS		51.4 D			20.2 C			21.2		41.5	0.2	
Approach Delay						Α	D	C		D	A 46.7	
Approach LOS		51.4 D			15.4 B			28.0			16.7	
		U			D			С			В	
Intersection Summary												
Area Type:	Other			111								

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ane Group	69		
Lane Configurations			
Volume (vph)			
Ideal Flow (vphpl)			
Lane Width (ft)			
Grade (%)			
Storage Length (ft)			
Storage Lanes			
Taper Length (ft)			
Satd. Flow (prot)			
Flt Permitted			
Satd. Flow (perm)			
Right Turn on Red			
Satd. Flow (RTOR)			
Link Speed (mph)			
Link Distance (ft)			
Travel Time (s)			
Confl. Bikes (#/hr)			
Peak Hour Factor			
Heavy Vehicles (%)			
Shared Lane Traffic (%)			
Lane Group Flow (vph)			
Turn Type			
Protected Phases	•9		
Permitted Phases			
Detector Phase			
Switch Phase			
Minimum Initial (s)	33.0		
Minimum Split (s)	35.0		
Total Split (s)	35.0		
Total Split (%)	33%		
Yellow Time (s)	• 2.0		
All-Red Time (s)	0.0		
Lost Time Adjust (s)			
Total Lost Time (s)			
Lead/Lag			
Lead-Lag Optimize?			
Recall Mode	Min		
Act Effct Green (s)			
Actuated g/C Ratio			
v/c Ratio			
Control Delay			
Queue Delay			
Total Delay			
_OS			
Approach Delay			
Approach LOS			
Intersection Summary			

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DATE 5085

Cycle Length: 106.7 Actuated Cycle Length: 83.9

Natural Cycle: 90

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.91
Intersection Signal Delay: 37.6
Intersection Capacity Utilization 45.5%
Analysis Period (min) 15

Intersection LOS D
ICU Level of Service A

Splits and Phases: 13: Centerview Dr & Campus Dr

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1: University Dr & Governor Rd (SR 0322)

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	. 4	• 4	. 7	**	• 1	• 7	· · ·	• 4	. 7		• 🏗	
Volume (vph)	. 76	457	• 106	• 62	746	• 227	233	-218	• 99	• 35	- 53	-44
Ideal Flow (vphpl)	1800	• 1800	• 1800	1800	1800	•1800	1800	• 1800	1800	1800	1800	• 1800
Lane Width (ft)	_ 12	• 12	• 12	• 12	•13	42	.14	12	• 14	• 12	• 12	•12
Grade (%)		• 1%			-1%			-1%			-3%	
Storage Length (ft)	180		• 0	220		• 220	- 0		• 165	.0		• 0
Storage Lanes	*1		. 1	• 1		* 1	• 1		* 1	74 1		- 0
Taper Length (ft)	- 25			•25			* 25			• 25		
Satd. Flow (prot)	1701	1756	1507	• 1719	. 1851	- 1522	• 1833	•1809	1640	_1736	- 1666	• 0
Flt Permitted	0.132		N III	• 0.366			-0.401			4 0 618		
Satd. Flow (perm)	• 236	-1756	• 1480	• 660	• 1851	•1522	774	1809	. 1587	-1118	1666	• 0
Right Turn on Red			Yes			Yes	112111		• Yes			Yes
Satd. Flow (RTOR)			•109			-200			•102		• 32	
Link Speed (mph)		35	100		* 35			* 25			25	
Link Distance (ft)		1985			• 974			881			* 833	
Travel Time (s)		* 38.7			19.0			24.0			* 22.7	
Confl. Peds. (#/hr)		00.1	• 8	* 8	. 1010			21.0	• 7	• 7	Andre 17	
Peak Hour Factor	• 0.97	• 0.97	0.97	• 0.97	• 0.97	•0.97	0.97	•0.97	0.97	0.97	• 0.97	0.97
Heavy Vehicles (%)	- 0%	•2%	1%	*0%	• 1%	•1%	- 0%	0%	0%	-0%	- 4%	0%
Shared Lane Traffic (%)	- 070	270	1 70	070	- 1 /0	170	0 70	0,0	• 070	-070	770	0,0
Lane Group Flow (vph)	• 78	•471	109	64	• 769	-234	240	•225	• 102	• 36	•100	•0
Turn Type	pm+pt		-pm+ov	• pm+pt	*NA	* Perm	-pm+pt	•NA	Perm	Perm	• NA	
Protected Phases	• pili+pt	* 2	• 3	• pını¬pı	6	reiiii	3	8	PEIIII	• Lellii	• 4	
Permitted Phases	• 3		• 2	6	0	• 6	• 8	• 0	. 8	. 4	4	
Detector Phase	• 5	• 2	3	•1	. 6	• 6	• 3	.8	8	.4	• 4	
	• 0	- 2	• 3	•1	• 0	• 0	* 3	•0	• 0	•4	• 7	
Switch Phase	2.0	•10.0	3.0	•3.0	• 10.0	10.0	• 3.0	3.0	• 3.0	3 .0	• 3.0	
Minimum Initial (s)	3.0 12.0		* 3.0 * 12.4			42.7	12.4	32.4	32.4	12.0	12.0	
Minimum Split (s)		42.7		12.0	42.7						12.0	
Total Split (s)	12.0	• 51.0	25.0	12.0	• 51.0	•51.0 •51.0	• 25.0	• 37.0 37.0%	• 37.0	12.0% 12.0%		
Total Split (%)	• 12.0%	51.0%	25.0%	•12.0%	•51.0%	51.0%	25.0%				12.0%	
Yellow Time (s)	3.7	3.7	3.0	•3.7	Ψ	3.7	• 3.0	•3.0	3.0	•3.0	3.0	
All-Red Time (s)	• 2.0	2.0	2.4	•2.0	2.0	*2.0	• 2.4	2.4	• 24	-2.4	4 24	
Lost Time Adjust (s)	-1.0	• -1.0	-1.0	-1.0	*-1.0	-1.0	• -1.0	-1.0	• -1.0	-1.0	• -1.0	
Total Lost Time (s)	4.7	* 4.7	* 4.4	• 4.7	4.7	• 4.7	• 4.4	4.4	• 44	. 4.4	• 4.4	
Lead/Lag	Lead	• Lag	Lead	• Lead	• Lag	•Lag	Lead			Lag	Lag	
Lead-Lag Optimize?	No. Alexan			Cold and Cold	0.14		Manage		- NI	Allena	Mana	
Recall Mode	None	C-Max			- C-Max		_	None		*None	None	
Act Effct Green (s)	57.3	51.4	68.8	57.2	51.4	51.4	29.9	29.9	29.9	8.4	8.4	
Actuated g/C Ratio	0.57	0.51	0.69	0.57	0.51	0.51	0.30	0.30	0.30	0.08	0.08	
v/c Ratio	0.32	0.52	0.10	0.14	0.81	0.27	0.58	0.42	0.19	0.39	0.60	
Control Delay	12.7	20.5	1.1	12.0	31.3	6.4	33.8	30.0	5.9	56.2		
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Total Delay	12.7	20.5	1.1	12.0	31.3	6.4	33.8	30.0	5.9	56.2		
LOS	В	C	Α	В	C	Α	С	С	Α	E	D	
Approach Delay		16.4			24.7			27.3			48.9	
Approach LOS		В			С			C			D	
Intersection Summary												
Area Type:	Other											

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Lanes, Volumes, Timings

1: University Dr & Governor Rd (SR 0322)

5/20/2015

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 60 (60%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio. 0.81

Intersection Signal Delay: 24.4 Intersection Capacity Utilization 80 5% Intersection LOS: C
ICU Level of Service D

Analysis Period (min) 15

Splits and Phases: 1: University Dr & Governor Rd (SR 0322)

ÿ1	₩ → p2 (R)	1 93	₩ Ø4
4	Eggs (a) the second of the sec	25 : 12 : 12 : 12 : 12 : 12	
_ ∮ ø5	7 ø6 (R)	T _{Ø8}	
1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		7.3	

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2: Centerview Dr & Governor Rd (SR 0322)

	•	\rightarrow	7	1	-	*	1	†	-	1	ţ	1
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		• 🏗			* 1>			• 4			• 4	
Volume (vph)	14	483	• 44	• 48	593	• 69	• 324	• 77	183	* 36	• 17	.30
Ideal Flow (vphpl)	• 1800	1800	1800	*1800	1800	- 1800	• 1800	-1800	1800	•1800	• 1800	•1800
Lane Width (ft)	* 12	• 14	• 14	• 12	/a: 12	•12	• 12	• 12	• 14	• 16	• 16	•16
Grade (%)		1 %			• -2%			* 1%			· -1%	
Storage Length (ft)	•170		• 0	•170		• 0	• 0		300	• 0		* O
Storage Lanes	* 1		• 0	• 1		• 0	• 0		· 1	. 0		. 0
Taper Length (ft)	25			25			*25			• 25		
Satd. Flow (prot)	1701	1807	• 0	• 1693	•1737	• 0	• 0	1704	1624	• 0	1868	• 0
Flt Permitted	• 0.338			0.286				0.726			-0.559	
Satd. Flow (perm)	604	*1807	. 0	• 507	4737	• 0	• 0	• 1284	• 1565	* O	-1 064	*0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		• 6			• 11				-189		• 29	
Link Speed (mph)		• 35			35			25			• 25	
Link Distance (ft)		*974			-921			• 1602			866	
Travel Time (s)		19.0			•17.9			43.7			• 23.6	
Confl. Peds. (#/hr)	* 3		• 11	<u>* 11</u>		• 3	• 2		• 8	• 8		• 2
Confl. Bikes (#/hr)			4	4								
Peak Hour Factor	▶ 0.97	•0.97	• 0.97	•0.97	• 0.97	•0.97	• 0.97	0.97	• 0.97	0.97	- 0.97	0.97
Heavy Vehicles (%)	€ 0%	• 4%	• 5%	• 2%	• 3%	• 0%	• 1%	•1%	- 0%	3%	• 0%	• 0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	• 14	•543	• 0	49	682	* 0	* 0	• 413	• 189	• 0	86	• 0
Turn Type	Perm	• NA		pm+pt	• NA	_	Perm	∗ NA		• Perm	∗NA	
Protected Phases	• 1 01171	* 2		• 1	- 6			* 8			• 4	
Permitted Phases	• 2			. 6	_		. 8		*8	4		
Detector Phase	. 2	* 2		• 1	-6		-8	- 8	* 8	• 4	. 4	
Switch Phase	196	_		12	2.1						·	
Minimum Initial (s)	• 10.0	• 10 0		• 3.0	10.0		• 3.0	* 3.0	• 3.0	• 3.0	• 3.0	
Minimum Split (s)	15.1	15.1		• 12.1	15.1		• 11.9	• 11.9	• 11.9	•11.9	11.9	
Total Split (s)	52.0	52.0		• 14.0	66.0		• 34.0	•34.0	• 34.0	34.0	34.0	
Total Split (%)	• 52.0%	*52.0%		• 14.0%	66.0%		•34.0%			434.0%	• 34.0%	
Yellow Time (s)	• 3.8	3.8		3.8	3.8		* 3.0	*3.0	• 3.0	•3.0	3.0	
All-Red Time (s)	1.3	• 1.3		* 1.3	1.3		• 1.9	•1.9	• 1.9	• 1.9	1.9	
Lost Time Adjust (s)	-1.0	-1.0		-1.0	-1.0		1.0	• -0.5	-0.5	1.0	•-0.5	
Total Lost Time (s)	• 4.1	• 4.1		• 4.1	• 4.1			• 4.4	•4.4		4.4	
Lead/Lag	• Lag	Lag		Lead	7.1				4.1			
Lead-Lag Optimize?	Lag	Lag		Loud								
Recall Mode	C-May	C-Max		None	C-Max		None	None	None	None	None	
Act Effct Green (s)	52.3	52.3		61.9	61.9		• 140210	29.6	29.6	• 140110	29.6	
Actuated g/C Ratio	0.52	0.52		0.62	0.62			0.30	0.30		0.30	
v/c Ratio	0.04	0.57		0.12	0.63			1.09	0.32		0.26	
	9.9	21.3		6.7	12.5			106.7	5.6		20.8	
Control Delay Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	
	9.9	21.3		6.7	12.5			106.7	5.6		20.8	
Total Delay LOS		21.3 C		0.7 A				100 7 F	3.0 A		20.0 C	
	Α			А	12.1			75.0			20.8	
Approach Delay Approach LOS		21.0 C			12.1 B			75.0 E			20.6 C	
Intersection Summary												

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Area Type:

Other

Cycle Length 100

Actuated Cycle Length: 100

Offset: 99 (99%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green

Natural Cycle: 75

Control Type Actuated-Coordinated

Maximum v/c Ratio: 1.09

Intersection Signal Delay 34.1

Intersection LOS C

Intersection Capacity Utilization 79.1%

ICU Level of Service D

Analysis Period (min) 15

Splits and Phases: 2: Centerview Dr & Governor Rd (SR 0322)

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Lane Group	EBL	EBT	WBT	WBR	\$BL	SBR
Lane Configurations		• 4	• 🏗		· W	
Volume (vph)	- 11	713	• 712	• 4	• 3	*8
Ideal Flow (vphpl)	1900	1900	• 1900	1900	• 1900	•1900
Lane Width (ft)	* 11	•11	• 11	"11	• 15	•15
Grade (%)		• 1%	• 0%		-3%	
Satd Flow (prot)	• 0	1756	1799	• 0	• 1725	* 0
FIt Permitted		• 0.999			0.987	
Satd Flow (perm)	• 0	• 1756	1799	• 0	4725	0
Link Speed (mph)		• 35	30		2 5	
Link Distance (ft)		921	400		1058	
Travel Time (s)		17.9	• 9.1		28.9	
Peak Hour Factor	0.99	• 0.99	- 0.99	•0.99	• 0.99	0.99
Heavy Vehicles (%)	• 0%	• 4%	• 2%	•0%	• 0%	13%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	• 0	731	•723	• 0	. 11	- 0
Sign Control		Free	Free		Stop	
ntersection Summary						
Area Type:	Other					
Control Type: Unsignalize	ed					
Intersection Capacity Utili	zation 56.3°	%			CU Level	of Service
Analysis Period (min) 15						

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SYNCHRO 8 Report
Page 7

3: Governor Rd (SR 0322) & Hillview Ln

Movement El Vol, veh/h Conflicting Peds, #/hr Sign Control From RT Channelized Storage Length Veh in Median Storage, # Grade, % Peak Hour Factor Heavy Vehicles, % Mvmt Flow Major/Minor Major Conflicting Flow All 7 Stage 1 Stage 2 Follow-up Headway Pot Capacity-1 Maneuver Stage 1 Stage 2 Time blocked-Platoon, %).2 3L EE								
Vol, veh/h Conflicting Peds, #/hr Sign Control From RT Channelized Storage Length Veh in Median Storage, # Grade, % Peak Hour Factor Heavy Vehicles, % Mvmt Flow Major/Minor Major Conflicting Flow All 7 Stage 1 Stage 2 Follow-up Headway 2 Follow-up Headway 8 Stage 1 Stage 2 Time blocked-Platoon, %	a ec								
Vol, veh/h Conflicting Peds, #/hr Sign Control From RT Channelized Storage Length Veh in Median Storage, # Grade, % Peak Hour Factor Heavy Vehicles, % Mvmt Flow Major/Minor Major Conflicting Flow All 7 Stage 1 Stage 2 Follow-up Headway 2 Follow-up Headway 8 Stage 1 Stage 2 Time blocked-Platoon, %		it i			WBT	WBR	SBL	SBR	
Conflicting Peds, #/hr Sign Control From RT Channelized Storage Length Veh in Median Storage, # Grade, % Peak Hour Factor Heavy Vehicles, % Mvmt Flow Major/Minor Major Conflicting Flow All Stage 1 Stage 2 Follow-up Headway 2 Pot Capacity-1 Maneuver Stage 1 Stage 2 Time blocked-Platoon, %		3			712	4	3	8	
Sign Control From RT Channelized Storage Length Veh in Median Storage, # Grade, % Peak Hour Factor Heavy Vehicles, % Mymt Flow Major Minor Major Conflicting Flow All 7 Stage 1 Stage 2 Follow-up Headway Pot Capacity-1 Maneuver Stage 1 Stage 2 Time blocked-Platoon, %	0	0			0	0	ő	Ö	
RT Channelized Storage Length Veh in Median Storage, # Grade, % Peak Hour Factor Heavy Vehicles, % Mvmt Flow Major/Minor Major Conflicting Flow All 7 Stage 1 Stage 2 Follow-up Headway 2 Pot Capacity-1 Maneuver Stage 1 Stage 2 Time blocked-Platoon, %					Free	Free	Stop	Stop	
Storage Length Veh in Median Storage, # Grade, % Peak Hour Factor Heavy Vehicles, % Mvmt Flow Major/Minor Major Conflicting Flow All 7 Stage 1 Stage 2 Follow-up Headway 2 Pot Capacity-1 Maneuver Stage 1 Stage 2 Time blocked-Platoon, %	= No				1100	None	- -	None	
Veh in Median Storage, # Grade, % Peak Hour Factor Heavy Vehicles, % Mvmt Flow Major Minor Major Conflicting Flow All 7 Stage 1 Stage 2 Follow-up Headway 2 Fot Capacity-1 Maneuver Stage 1 Stage 2 Time blocked-Platoon, %		-				110110	0	TTOTIO	
Grade, % Peak Hour Factor Heavy Vehicles, % Mvmt Flow Major/Minor Major Conflicting Flow All 7 Stage 1 Stage 2 Follow-up Headway 2 Fot Capacity-1 Maneuver 8 Stage 1 Stage 2 Time blocked-Platoon, %	25	0			0	_	0	-	
Peak Hour Factor Heavy Vehicles, % Mvmt Flow Major/Minor Major Conflicting Flow All 7 Stage 1 Stage 2 Follow-up Headway 2 Pot Capacity-1 Maneuver Stage 1 Stage 2 Time blocked-Platoon, %	22	1			Ö	_	-3	-	
Heavy Vehicles, % Mvmt Flow Major/Minor Major Conflicting Flow All 7 Stage 1 Stage 2 Follow-up Headway 2 Pot Capacity-1 Maneuver Stage 1 Stage 2 Time blocked-Platoon, %	99	99			99	99	99	99	
Mymt Flow Major/Minor Major Conflicting Flow All 7 Stage 1 Stage 2 Follow-up Headway 2 Pot Capacity-1 Maneuver 8 Stage 1 Stage 2 Time blocked-Platoon, %	0	4			2	0	0	13	
Major/Minor Major Conflicting Flow All 7 Stage 1 Stage 2 Follow-up Headway 2 Pot Capacity-1 Maneuver Stage 1 Stage 2 Time blocked-Platoon, %		20			719	4	3	8	
Conflicting Flow All 7 Stage 1 Stage 2 Follow-up Headway 2 Pot Capacity-1 Maneuver 8 Stage 1 Stage 2 Time blocked-Platoon, %		-0			110	1 3			
Conflicting Flow All 7 Stage 1 Stage 2 Follow-up Headway 2 Pot Capacity-1 Maneuver 8 Stage 1 Stage 2 Time blocked-Platoon, %	r1			-1-5	Major2		Winor2		
Stage 1 Stage 2 Follow-up Headway 2 Pot Capacity-1 Maneuver 8 Stage 1 Stage 2 Time blocked-Platoon, %	23	0			-	0	1463	721	
Stage 2 Follow-up Headway 2 Pot Capacity-1 Maneuver 8 Stage 1 Stage 2 Time blocked-Platoon, %	-	-			34	2	721	200	
Follow-up Headway 2 Pot Capacity-1 Maneuver 8 Stage 1 Stage 2 Time blocked-Platoon, %	100	-			- 5		742	1991	
Pot Capacity-1 Maneuver 8 Stage 1 Stage 2 Time blocked-Platoon, %	2.2				14		3.5	3.417	
Stage 1 Stage 2 Time blocked-Platoon, %	89	15			- 1	12	183	435	
Stage 2 Time blocked-Platoon, %	-	-			-	3	547	25	
Time blocked-Platoon, %					-		537		
		2.5							
	89				-		179	435	
Mov Capacity-2 Maneuver	-	-			-		179		
Stage 1		63			59		547	3.5	
Stage 2	-	-			19	-	526	196	
C. 31 M 42-700	.B			بدرا	NB		SB		
).1				0		16.9		
HCM LOS							С		
TANGEN TARAN	E	5) #	ВТ	WBT	MOR	SBLn1			
Minor Lane / Major Mymt			Dİ	ANDI	AN OL				
Capacity (veh/h)		39	-		54	313			
HCM Lane V/C Ratio	0.0		_	-	54	0.035			
HCM Control Delay (s)	9.1		0		(4	16.9			
HCM Lane LOS		A	Α			C			
HCM 95th %tile Q(veh)	0.0	38	-	-	3.4	0.11			
Notes									

[~] Volume Exceeds Capacity; \$: Delay Exceeds 300 Seconds; Error Computation Not Defined

4: Governor Rd (SR 0322) & Areba Ave

	*	-	7	1	•	1	1	1	-	1	↓	4
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		* 4			• 4			• 💠			•	
Volume (vph)	43	648	0	0	711	12	2	0	0	1	0	12
Ideal Flow (vphpl)	1900	1900	1900	•1900	• 1900	-1900	1900	4 900	1900	-1900	•1900	1900
Lane Width (ft)	• 11	• 11	• 11	• 11	- 11	• 11	- 10	•10	10	• 16	• 16	• 16
Grade (%)		-2%			• 1%			* 7%			• 1%	
Satd Flow (prot)	• 0	-1797	• 0	. 0	•1784	• 0	• 0	1 626	. 0	• 0	1739	.0
Flt Permitted		0.997						• 0.950			0.996	
Satd Flow (perm)	• 0	1797	. 0	• 0	•1784	• 0	+ 0	1626	• 0	• 0	• 1739	* 0
Link Speed (mph)		*35			* 35			- 30			•25	
Link Distance (ft)		400			375			- 85			· 1017	
Travel Time (s)		* 7.8			* 7.3			*1.9			27.7	
Confl. Peds. (#/hr)	• 1		* 7	* 7		• 1						
Peak Hour Factor	• 0.98	0.98	* 0.98	0.98	• 0.98	0.98	* 0.98	•0.98	• 0.98	- 0.98	• 0.98	• 0.98
Heavy Vehicles (%)	2%	• 3%	• 0%	-0%	• 2%	17%	0%	• 0%	• 0%	•0%	- 0%	-8%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	• 0	705	• 0	.0	738	. 0	● 0	• 2	• 0	- 0	*13	• 0
Sign Control		Free			Free			Stop			Stop	

Intersection Summary

Area Type:

Other

Control Type: Unsignalized

Intersection Capacity Utilization 79.4%

Analysis Period (min) 15

ICU Level of Service D

P:\0024\002484_0476\Admin\Traffic\SYNCHRO\2015 Existing PM.syn

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Intersection									- 19			
Intersection Delay, s/veh	0.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBF
Vol, veh/h	43	648	0	0	711	12	2	0	0	1	0	12
Conflicting Peds, #/hr	1	0	7	7	0	1	0	0	0	0	0	(
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	41	-	None	19	-	None	-	_	None	(+	*	None
Storage Length	46	-		- 4	- 1	-	-	-		16	-	
Veh in Median Storage, #	20	0	-	-	0	-	*	0	-	126	0	
Grade, %	- 2	-2	-	11.5	1	-	-	7	-	19	1	
Peak Hour Factor	98	98	98	98	98	98	98	98	98	98	98	98
Heavy Vehicles, %	2	3	0	0	2	17	0	0	0	0	0	8
Mvmt Flow	44	661	0	0	726	12	2	0	0	1	0	12
Májor/Minor	Majora			Wajor2			Minor1			Minor2		
Conflicting Flow All	738	0	0	661	0	0	1487	1487	668	1481	1481	739
Stage 1	730	- 0	-	-	-	-	749	749	-	732	732	
Stage 2		-				- 12	738	738		749	749	
	2.218			2.2	-		3.5	4	3.3	3.5	4	3.372
Follow-up Headway	868	- 23	141	937	12		58	70	405	96	117	399
Pot Capacity-1 Maneuver	000			901	72		304	316	400	399	413	00.
Stage 1	- 6		-		- 8	- 12	310	321		390	405	
Stage 2	5	-					310	321		330	400	
Time blocked-Platoon, %	000	- 5	-	932	- 55		52	64	403	90	108	397
Mov Capacity-1 Maneuver	863	•	*1	932	(6	- 5	52	64	403	90	108	33
Mov Capacity-2 Maneuver			-		_	1.5	279	290		367	413	
Stage 1					-		299	321	- 1	356	372	
Stage 2	*		•:)	11.003	(2)	58	299	321	*:	330	312	
Approach	E3			WB			NB			SB		
HCM Control Delay, s	0.6			0			77			17		
HCM LOS							F			С		
Minor Lane / Major Mymt		NBLn1	EEL	EBT	EBR	WBL	WBT	WBR	SBLn1			
Capacity (veh/h)		52	863			932	-44	200 A 200 A 200 A	314			
HCM Lane V/C Ratio		0.039	0.051			302	266	340	0.042			
HCM Control Delay (s)		77	9.395	0	-	0		*	17			
HCM Lane LOS		F	3.333 A	A		A			C			
HCM 95th %tile Q(veh)		0.12	0.16		100	Ô	34	-	0.132			
I IOIN SOUL WILL MENT		0.12	0.10						0 10-			

^{~ :} Volume Exceeds Capacity; \$ Delay Exceeds 300 Seconds, Error Computation Not Defined

	<i>•</i>		-	1	-	1
Lane Group	EBL	EBT	WET	WBR	SBL	SBR
Lane Configurations	* * * * * * * * * * * * * * * * * * * *	• 4	• 1>		- \\	***/***********************************
Volume (vph)	• 4	672	- 714	• 3	• 0	-0
Ideal Flow (vphpl)	• 1900	• 1900	• 1900	1900	•1900	1900
Lane Width (ft)	* 11	*11	• 11	41	• 16	46
Grade (%)		-1%	• 0%		- 1%	
Satd Flow (prot)	- 0	• 1775	•1799	• 0	• 2143	*0
FIt Permitted						
Satd. Flow (perm)	0	4775	1,799	0	• 2143	• 0
Link Speed (mph)		• 30	• 30		-25	
Link Distance (ft)		• 375	* 379		* 801	
Travel Time (s)		• 8.5	• 8.6		21.8	
Peak Hour Factor	0.97	0.97	• 0 97	0.97	• 0.97	0.97
Heavy Vehicles (%)	• 0%	4%	2%	0%	• 0%	• 0%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	• 0	• 697	•739	• 0	. 0	• 0
Sign Control		• Free	• Free		Stop	
ntersection Summary						
Area Type	Other					
Control Type: Unsignalize Intersection Capacity Utilia Analysis Period (min) 15		6		[0	CU Level o	of Service /

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Intersection					H W			T.V	
Intersection Delay, s/veh	0								
Movement	EBL	EBT			WBT	WBR	SBL	SBR	
Vol, veh/h	4	672			714	3	0	0	
Conflicting Peds, #/hr	0	0			0	0	0	0	
Sign Control	Free	Free			Free	Free	Stop	Stop	
RT Channelized		None			-	None	<u> </u>	None	
Storage Length					-	•	0	-	
Veh in Median Storage, #	45	0			0	-	0	(4)	
Grade, %		-1			0	_	1	1	
Peak Hour Factor	97	97			97	97	97	97	
Heavy Vehicles, %	0	4			2	0	0	0	
Mymt Flow	4	693			736	3	Ö	Ö	
		555							
Major/Minor	Majori		-X-3		Major2		Minor2		
Conflicting Flow All	739	0			-	0	1439	738	
Stage 1	+:	3.00			_	*	738	-	
Stage 2	-	363			-	-	701	.4)	
Follow-up Headway	2.2	(40)			-	*	3.5	3.3	
Pot Capacity-1 Maneuver	876	143			-	-	137	413	
Stage 1		140			12		457	191	
Stage 2		12			- 2	- 2	477	- 2	
Time blocked-Platoon, %		~			-	0			
Mov Capacity-1 Maneuver	876						136	413	
Mov Capacity-2 Maneuver	*:	(*)			-		136	1.71	
Stage 1							457	-	
Stage 2	+1				-		474		
Approach	EB		Till J		WB		SB		
HCM Control Delay, s	0.1				0		0		
HCM LOS							Α		
		trafail.	FOR		WIDE	(DDI 1-4			
Minor Lane / Major Mymt		EBL	EBT	WBT	WBR				
Capacity (veh/h)		876	-		- 98	0			
HCM Lane V/C Ratio		0.005	-	335	92	*			
HCM Control Delay (s)		9 129	0	- 3	-	0			
HCM Lane LOS		A	Α			Α			
HCM 95th %tile Q(veh)		0.014	-	(4		+			
Notes									

[~] Volume Exceeds Capacity; \$ Delay Exceeds 300 Seconds, Error Computation Not Defined

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	<i>•</i>	→	←	4	1	1
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		• 4	1		• 14	
Volume (vph)	* 4	670		• 5	•0	• 2
Ideal Flow (vphpl)	• 1900	4 1900	1900	1 900	• 1900	1900
Lane Width (ft)	• 11	• 11	• 11	11	• 15	-1 5
Grade (%)		• 2%	• -2%		3%	
Satd Flow (prot)	• 0	• 1766	4817	• 0	• 1781	* 0
Flt Permitted						
Satd. Flow (perm)	. 0	• 1766	4817	• 0	•1781	™ 0
Link Speed (mph)		• 35	• 35		25	
Link Distance (ft)		• 379	1359		567	
Travel Time (s)		• 7.4	• 26.5		• 15.5	
Peak Hour Factor	• 0.99	0.99	0.99	• 0.99	0.99	0.99
Heavy Vehicles (%)	• 0%	• 3%	• 2%	0%	• 0%	- 0%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	-0	* 681	•726	• 0	. 2	• 0
Sign Control		Free	• Free		Stop	
ntersection Summary						
Area Type:	Other					
Control Type: Unsignalize	d					
Intersection Capacity Utiliz	zation 48 4%	Ó		10	CU Level o	of Service A
Analysis Period (min) 15						

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Movement EBL EBT WBT WBR SBL SBR	Intersection Delay, s/veh	0.1								
Vol, veh/h 4 670 714 5 0 2 Conflicting Peds, #/hr 0	interecoulou Boldy, arvoir	0.1								
Vol. yel/n/h Conflicting Peds, #hr O Conflicting Peds, #hr O O O O O O O O O O O O O O O O O O O	Movement	EBL	EBT			WBT	WBR	SBL	SBR	
Conflicting Peds, #hr	Vol, veh/h	4	670							
Sign Control Free Free Free Free Free Stop Stop	Conflicting Peds, #/hr	0								
RT Channelized		Free	Free					Stop		
Storage Length	RT Channelized					*		-		
Veh in Median Storage, # 0 0 - 0 - 0 - 0 - 0 - 0 - 0 - 0 - 0 - 0 - - - - - - - - - - - - - - - - -	Storage Length	200	-			*	_	0	€	
Grade, %			0			0	-		34	
Peak Hour Factor 99 99 99 99 99 99 99 99 99 99 99 99 99									32	
Heavy Vehicles, %		99							99	
Mejor/Mijnor Major! Major2 Minor2 Conflicting Flow All 726 0 0 1409 724 Stage 1 - - 724 - - 724 - <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td>										
Major Major Major Major Major Major Major										
Conflicting Flow All 726 0										
Conflicting Flow All 726 0	Major/Minor	Majori				Major2		Minor2		
Stage 1			0						724	
Stage 2		90				-	_		79	
Follow-up Headway 2.2 3.5 3.3 Pot Capacity-1 Maneuver 886 122 404 Stage 1 429 - 450 - 110 Stage 2 450 - 121 404 Mov Capacity-1 Maneuver 886 121 404 Mov Capacity-2 Maneuver - 121 - 121 Stage 1 429 - 121 Stage 2 447 121 Stage 2 447 121 Approach EB WB \$8 HCM Control Delay, s 0.1 0 14 HCM LOS B Minor Lane / Major Mymt EBL EBT WBT WBR SBLnt Capacity (veh/h) 886 - 404 HCM Lane V/C Ratio 0.005 0.005 HCM Control Delay (s) 9.082 0 - 14 HCM Lane LOS A A B HCM 95th %tile Q(veh) 0.014 0.015	Stage 2	-	1-			_	-			
Pot Capacity-1 Maneuver 886 122 404 Stage 1 429 Stage 2 450 Time blocked-Platoon, % Mov Capacity-1 Maneuver 886 121 404 Mov Capacity-2 Maneuver - 121 404 Mov Capacity-2 Maneuver - 121 - 429 - 121 Stage 1 429 - 447 - 121 Stage 2 447 447 Approach EB WB SB HCM Control Delay, s 0.1 0 14 HCM LOS B Minor Lane / Major Mymt EBL EBT WBT WBR SBLn1 Capacity (veh/h) 886 - 404 HCM Lane V/C Ratio 0.005 - 0.005 HCM Control Delay (s) 9.082 0 - 14 HCM Lane LOS A A B HCM 95th %tile Q(veh) 0.014 0.015		2.2	-			98	45		3.3	
Stage 1		886	911			-	_			
Stage 2		-	-			_	_		32	
Time blocked-Platoon, % Mov Capacity-1 Maneuver 886 121 404 Mov Capacity-2 Maneuver 121 121 Stage 1 429 447 121 Stage 2 447 121 Approach EB WB SB HCM Control Delay, s 0.1 0 14 HCM LOS B Minor Lane / Major Mymt EBL EBT WBT WBR SBLn1 Capacity (veh/h) 886 404 HCM Lane V/C Ratio 0.005 0.005 HCM Control Delay (s) 9.082 0 - 14 HCM Lane LOS A A B HCM 95th %tile Q(veh) 0.014 0.015		_	_			€	- 27		- 2	
Mov Capacity-1 Maneuver 886 - - 121 404 Mov Capacity-2 Maneuver - - 121 - Stage 1 - - 429 - Stage 2 - - 447 - Approach EB WB SB HCM Control Delay, s 0.1 0 14 HCM LOS B Minor Lane / Major Mymt EBL EBT WBT VBR SBLn1 Capacity (veh/h) 886 - - 404 HCM Lane V/C Ratio 0.005 - - 0.005 HCM Control Delay (s) 9.082 0 - 14 HCM Lane LOS A A B HCM 95th %tile Q(veh) 0.014 - - 0.015			12							
Mov Capacity-2 Maneuver - 121 Stage 1 - - 429 Stage 2 - 447 - Approach EB WB SB HCM Control Delay, s 0.1 0 14 HCM LOS B Minor Lane / Major Mymt EBL EBT WBT WBR SBLn1 Capacity (veh/h) 886 - 404 HCM Lane V/C Ratio 0.005 - 0.005 HCM Control Delay (s) 9.082 0 - 14 HCM Lane LOS A A B HCM 95th %tile Q(veh) 0.014 - - 0.015		886	12			-		121	404	
Stage 1 - - 429 - - 447 - Approach EB WB SB - - 447 - HCM Control Delay, s 0.1 0 14 -		-	1			-			-2	
Stage 2		-	4.7				-			
Appreach EB WB SB HCM Control Delay, s 0.1 0 14 HCM LOS B Minor Lane / Major Mymt EBL EBT WBT WBR SBLn1 Capacity (veh/h) 886 404 HCM Lane V/C Ratio 0.005 0.005 HCM Control Delay (s) 9.082 0 - 14 HCM Lane LOS A A B		1.51	12							
HCM Control Delay, s 0.1 0 14 HCM LOS B Minor Lane / Major Mymt EBL EBT WBT WBR SBLn1 Capacity (veh/h) 886 404 HCM Lane V/C Ratio 0.005 0.005 HCM Control Delay (s) 9.082 0 - 14 HCM Lane LOS A A B HCM 95th %tile Q(veh) 0.014 0.015										
HCM LOS B Minor Lane / Major Mymt EBL EBT WBT WBR SBLn1 Capacity (veh/h) 886 - 404 HCM Lane V/C Ratio 0.005 - 0.005 HCM Control Delay (s) 9.082 0 - 14 HCM Lane LOS A A B HCM 95th %tile Q(veh) 0.014 0.015	Approach					WB		ŞB		
Minor Lane / Major Myrnt EBL EBT WBT WBR SBLn1 Capacity (veh/h) 886 404 HCM Lane V/C Ratio 0.005 0.005 HCM Control Delay (s) 9.082 0 - 14 HCM Lane LOS A A B HCM 95th %tile Q(veh) 0.014 0.015		0.1				0		14		
Capacity (veh/h) 886 - - 404 HCM Lane V/C Ratio 0.005 - - 0.005 HCM Control Delay (s) 9.082 0 - 14 HCM Lane LOS A A B HCM 95th %tile Q(veh) 0.014 - - 0.015	HCM LOS							В		
Capacity (veh/h) 886 - - 404 HCM Lane V/C Ratio 0.005 - - 0.005 HCM Control Delay (s) 9.082 0 - 14 HCM Lane LOS A A B HCM 95th %tile Q(veh) 0.014 - - 0.015	Minor Lene (Major Mass)			COT	WDT	Wee	CDIAI			
HCM Lane V/C Ratio 0.005 - 0.005 HCM Control Delay (s) 9.082 0 - 14 HCM Lane LOS A A B HCM 95th %tile Q(veh) 0.014 0.015				EDI	AADI	AADIZ				
HCM Control Delay (s) 9.082 0 14 HCM Lane LOS A A B HCM 95th %tile Q(veh) 0.014 0.015				1	*	- 5				
HCM Lane LOS A A B HCM 95th %tile Q(veh) 0.014 0.015				-	*	*				
					*.	*				
,				Α						
	TOW SOM WINE CI(ven)		0.014	-	-	+5	0.015			

[~] Volume Exceeds Capacity, \$: Delay Exceeds 300 Seconds; Error : Computation Not Defined

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	*	→	7	1	4-	1	4	†	1	-	↓	1
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	· *	*	100	. 19	4.		• 4	. 1	• #	• 14	4	
Volume (vph)	• 11	515	• 128	• 91	*507	* 36	162	43	• 281	• 24	• 38	. 13
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	-1800	1800	• 1800	1800	• 1800	1800
Lane Width (ft)	.10	12	. 14	40	• 14	•14	• 10	41	. 12	10	• 12	1 2
Grade (%)		-3%			-2%			• 0%		,	•1%	,-
Storage Length (ft)	•100	- 22	• 210	• 200	-	• 0	•140		65	•100	1,75	• 0
Storage Lanes	• 1		• 1	±1		•0	•1		• 1	•1		• 0
Taper Length (ft)	25			25		_	25			25		
Satd. Flow (prot)	1 620	•1774	1640	• 1565	1864	• 0	• 1580	-1740	1530	1588	4 1637	0
Flt Permitted	• 0.452			0.322			• 0.479			- 0.728		
Satd. Flow (perm)	•771	• 1774	1603	• 530	1864	• 0	* 794	1740	1530	1217	- 1637	• 0
Right Turn on Red			* Yes		1001	• Yes		17 10	-Yes	12.11	1007	• Yes
Satd. Flow (RTOR)			141		• 7	100			293		14	100
Link Speed (mph)		* 35	, , , ,		*35			25	200		25	
Link Distance (ft)		1359			* 950			• 763			556	
Travel Time (s)		26.5			18.5			20.8			15.2	
Confl. Peds. (#/hr)		20.0	* 4	• 1	10.0		• 2	20.0			* 10.2	* 2
Confl. Bikes (#/hr)				(4)			, 2					- 2
Peak Hour Factor	• 0.96	*0.96	0.96	•0.96	• 0.96	0.96	0.96	0.96	0.96	• 0.96	• 0.96	
	• 0.96	• 3%	1%	-3%								0.96
Heavy Vehicles (%)	• U%	370	1 70	• 370	• 3%	. 3%	• 1%	•0%	• 0%	0%	• 3%	•8%
Shared Lane Traffic (%)	-44	EOC	- 400	0.5	-500	- 0	400	45	000	0.5	. 54	
Lane Group Flow (vph)	- 11 Parra	• 536	• 133	• 95	•566	* 0	• 169	• 45	293	. 25	• 54	- 0
Turn Type	• Perm	NA	Perm	pm+pt	• NA		•pm+pt	NA	Perm	• Perm	*NA	
Protected Phases	- 0	* 2		• 1	• 6		* 3	•8			• 4	
Permitted Phases	• 2		2	• 6			8		8	4		
Detector Phase	• 2	• 2	* 2	•1	• 6		* 3	*8	* 8	4	-4	
Switch Phase	(0.0							***				
Minimum Initial (s)	• 10.0	• 10.0	• 10.0	• 30	• 10.0		3.0	*3.0	* 3.0	* 3.0	• 3.0	
Minimum Split (s)	• 15.9	• 15.9	• 15.9	12.9	15.9		12.0	• 12.0	• 12.0	* 12.0	• 12.0	
Total Split (s)	• 57.0	57.0	• 57.0	12.0	69.0		• 16 0	31.0	• 31.0	15.0	15.0	3
Total Split (%)	• 57.0%		• 57.0%	-12.0%	• 69.0%		16.0%	31.0%		•15.0%	*15.0%	
Yellow Time (s)	• 3.9	• 3 9	• 3.9	• 3.9	* 3.9		• 3.0	•30	• 3.0	3.0	* 3.0	
All-Red Time (s)	• 2.0	• 2.0	• 2.0	2.0	* 2.0		• 2.0	• 2.0	• 2.0	•2.0	2.0	
Lost Time Adjust (s)	1.0	·-10	-1.0	·-1.0	*-1.0		• -1.0	-1 0	• -1.0	• -10	• -1.0	
Total Lost Time (s)	• 4.9	• 4.9	4.9	* 4.9	4.9		• 4.0	• 4.0	• 4.0	4.0	* 4.0	
Lead/Lag	Lag	Lag	Lag	Lead			Lead			Lag	Lag	
Lead-Lag Optimize?											_	
Recall Mode	C-Max	- C-Max	- C-Max	None	*C-Max		None	None	None	None	None	
Act Effct Green (s)	58.2	58.2	58.2	68.4	68.4		22.7	22.7	22.7	9.0	9.0	
Actuated g/C Ratio	0.58	0.58	0.58	0.68	0.68		0.23	0.23	0.23	0.09	0.09	
v/c Ratio	0.02	0.52	0.13	0.21	0.44		0.62	0.11	0.51	0.23	0.34	
Control Delay	20.0	29.9	10.9	6.6	7.4		42.8	29.0	7.0	46.6	39.1	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	20.0	29.9	10.9	6.6	7.4		42.8	29.0	7.0	46.6	39.1	
LOS	В	C	В	A	Α		D	C	A	D	D	
Approach Delay		26.0		, ,	7.3			20.9			41 5	
Approach LOS		C			A			C			D	
Intersection Summary												

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7: Cherry Dr & Governor Rd (SR 0322)

Area Type:

Other

Cycle Length: 100

Actuated Cycle Length: 100

Offset 8 (8%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green

Natural Cycle: 65

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.62

Intersection Signal Delay: 18.9

Intersection LOS: B

Intersection Capacity Utilization 66.4%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 7: Cherry Dr & Governor Rd (SR 0322)

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	• 1	• 7>		• 4	• 🎓		• 4	. ↑	• 7	. 1		
Volume (vph)	• 54	•749	• 151	*100	• 436	• 156	• 155	199	120	226	257	* 32
Ideal Flow (vphpl)	• 1650	1 650	• 1650	• 1650	•1650	4650	1650	1650	• 1650	1650	•1650	1650
Lane Width (ft)	• 11	• 12	• 12	10	, 12	12	•11	41	• 11	• 10	12	• 12
Grade (%)		• 1%			0%		• • •	-1%			- 2%	
Storage Length (ft)	150		• 0	. 0		. 0	135		90	• 125		• 0
Storage Lanes	7.8		. 0	* 1		• 0	•1		* 1	*1		* 0
Taper Length (ft)	• 25			25			25			25		·
Satd. Flow (prot)	-1508	• 1585	. 0	*1463	*1536	-0	- 1508	•1587	1363	4448	1578	.0
Flt Permitted	•0.215			• 0 089			0.330	1001		• 0.286	1070	• 0
Satd. Flow (perm)	341	•1585	•0	137	1536	* 0	• 524	1587	-1363	• 436	-1578	• 0
Right Turn on Red			Yes		1000	Yes	OL.	100,	Yes	- 400	*1070	Yes
Satd. Flow (RTOR)		13			2 3	100			152		* 6	103
Link Speed (mph)		* 35			* 35			• 35	102		1 35	
Link Distance (ft)		950			214			*348			• 1493	
Travel Time (s)		18.5			• 4.2			• 68			29 1	
Peak Hour Factor	• 0.98	• 0.98	• 0.98	•0.98	• 0.98	• 0.98	0.98	0.98	• 0.98	• 0.98	0.98	0.98
Heavy Vehicles (%)	• 0%	•1%	• 1%	•0%	4%	1%	• 1%	• 1%	• 0%	0.90	• 2%	0.90
Shared Lane Traffic (%)	• 070	1 70	- 170	-0 /0	7 70	1 /0	1 70	* 170	• 070	070	270	U70
Lane Group Flow (vph)	• 55	918	. 0	102	• 604	. 0	• 158	• 203	• 122	•231	•295	• 0
Turn Type	pm+pt	• NA	-	pm+pt	- NA	_		* NA	Perm			U
Protected Phases	• 5	• 2		• 1	6		pm+pt 3	• 8	reiiii	pm+pt	NA	
Permitted Phases	• 2			6	• 0		• 8	• 0	* 8	7	• 4	
Detector Phase	• 5	• 2		• 1	6		3	8	8	- 4 - 7		
Switch Phase	- 0	• 2			. 0		• 3	. 0	• 0	*.1	• 4	
Minimum Initial (s)	* 3.0	10.0		• 30	•10.0		* 30	3.0	3.0	• 2.0	12.0	
Minimum Split (s)	12.6	• 15.6		• 12.6	• 15.6		12.7	*15.7	• 15.7	*3.0 •12.7	3.0	
Total Split (s)	12.0	48.0		• 12.0	48.0		16.0	•19.0	19.7		15.7	
Total Split (%)	12.0%			12.0%	48.0%		16.0%			21.0	24.0	
Yellow Time (s)	3.6	• 3.6		• 3.6	• 3.6			19.0%	• 19.0%	21.0%	• 24.0%	
All-Red Time (s)	• 2.0	• 2.0		2.0	2.0		• 3.7	3.7	*3.7	3.7	• 3.7	
Lost Time Adjust (s)	*-1.0	-1.0		• -1.0	· -1.0		• 2.0	2.0	2.0	2.0	•2.0	
Total Lost Time (s)	• 4.6	4.6					• -1.0	- 1.0	1.0	-1.0	-1.0	
Lead/Lag				4.6 Lead	4.6		• 4.7	4.7	• 4.7	• 4.7	4.7	
Lead-Lag Optimize?	• Lead	Lag		Leau	Lag		Lead	Lag	Lag	Lead	Lag	
Recall Mode	Mono	'C-Max		Mone	.C. May		Mana	Mana	Mana	B.1	able to	
Act Effct Green (s)	None			None	-C-Max		None	None	None	None	None	
Actuated g/C Ratio	50.6 0.51	43.4 0.43		51.7	45.8		26.0	15.0	15.0	35.0	19.6	
v/c Ratio				0.52	0.46		0.26	0.15	0 15	0.35	0 20	
	0.21	1.32		0.61	0.84		0.65	0.86	0.37	0.75	0.94	
Control Delay	15.6	179.7		31.6	37 0		38.0	74.2	6.8	41.5	77.8	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	15.6	179.7		31.6	37.0		38.0	74.2	6.8	41.5	77.8	
LOS	В	F		С	D		D	E	Α	D	E	
Approach Delay		170 5			36.2			45.3			61.8	
Approach LOS		F			D			D			E	
ntersection Summary												

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Lanes, Volumes, Timings

8: Fishburn Rd (SR 2011)/Hockersville Rd (SR 2011) & Governor Rd (SR 0322)

5/20/2015

Actuated Cycle Length: 100

Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green, Master Intersection

Natural Cycle: 150

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.32

Intersection Signal Delay 91.5 Intersection Capacity Utilization 105.5% Intersection LOS: F
ICU Level of Service G

Analysis Period (min) 15

Splits and Phases: 8: Fishburn Rd (SR 2011)/Hockersville Rd (SR 2011) & Governor Rd (SR 0322)

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Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		• 4	• 1) All	
Volume (vph)	• 104	883	596	• 1	• 0	96
Ideal Flow (vphpl)	• 1900	1900	• 1900	1900	1900	1900
Lane Width (ft)	• 14	414	15	15	• 16	16
Grade (%)		• 0%	-1%		1%	
Satd Flow (prot)	-0	• 1999	• 2039	. 0	-1853	0
Flt Permitted		0.995				
Satd Flow (perm)	•0	•1999	2039	. 0	4853	0
Link Speed (mph)		• 35	• 35		-35	
Link Distance (ft)		• 214	•1855		620	
Travel Time (s)		• 4.2	36.1		* 12.1	
Confl. Peds. (#/hr)	* 2			2		
Peak Hour Factor	• 0.95	• 0.95	• 0.95	• 0.95	• 0.95	0.95
Heavy Vehicles (%)	• 0%	1 %	• 3%	•0%	0%	0%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	-0	• 1038	628	* 0	• 101	• 0
Sign Control		Free	Free		Stop	
Intersection Summary						
Area Type:	Other					
Control Type: Unsignalize	d					
Intersection Capacity Utiliz				ļ	CU Level	of Service F
Analysis Period (min) 15						

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ntersection		-								
Intersection Delay, s/veh	1.4									
Movement	EBL	EBT			WBT	WBR	SBL	SBR		
Vol, veh/h	104	883			596	1	0	96		
Conflicting Peds, #/hr	2	0			0	2	0	0		
Sign Control	Free	Free			Free	Free	Stop	Stop		
RT Channelized	-	None			19	None		None		
Storage Length		-					0	+1		
Veh in Median Storage, #	*	0			0		0	45		
Grade, %	¥	0			-1		1			
Peak Hour Factor	95	95			95	95	95	95		
Heavy Vehicles, %	0	1			3	0	0	0		
Mvmt Flow	109	929			627	1	0	101		
Major/Minor	Major1				Major2		Winor2		6.0	
Conflicting Flow All	628	0			med are	0	1776	630		
Stage 1	OEG	-			14	-	628	-		
Stage 2						-	1148			
Follow-up Headway	2.2				-		3.5	3.3		
Pot Capacity-1 Maneuver	964	- 23			14		83	477		
Stage 1	00-7				12	_	517	717		
Stage 2	2				19	-	286	1		
Time blocked-Platoon, %					12		200			
Mov Capacity-1 Maneuver	962				- 2		64	476		
Mov Capacity-2 Maneuver	-						64	410		
Stage 1					-		517	74		
Stage 2	-	-			2	-	219	-		
Applicach	ΕB				WB		SB		-	
HCM Control Delay, s	1				0		14.6			
HCM LOS					U		B			
110111 200										
Minor Lane / Major Mymt		EBL	EBŢ	WBT	WAR	SBLn1				
Capacity (veh/h)		962	-	3.53		476				
HCM Lane V/C Ratio		0.114	-	(30)	5.6	0.212				
HCM Control Delay (s)		9.222	0	*		14.6				
HCM Lane LOS		Α	Α			В				
HCM 95th %tile Q(veh)		0.384	-			0.795				
Notes										

Volume Exceeds Capacity, \$ Delay Exceeds 300 Seconds, Error Computation Not Defined

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10: Cherry Dr & Hope Dr/Kindercare Dwy

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Lane Group	EBL	EBŢ	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		• 4	• 7		• 4		. 7	• 1>		• 4	(a) [b]	
Volume (vph)	396	• 6	• 339	* 0	. 0	• 1	• 19	106	• 2	•10	• 138	• 31
Ideal Flow (vphpl)	1900	• 1900	1900	1900	• 1900	*1900	• 1900	•1900	1900	• 1900	1900	1900
Grade (%)		* -3%			4%			-2%			~0%	
Storage Length (ft)	• 0		• 150	• 0		• 0	125		. 0	125		0
Storage Lanes	• 0		•1	0		• 0	. 1		• 0	.1		. 0
Taper Length (ft)	• 25			25			25			25		
Satd Flow (prot)	-0	1838	1639	. 0	1611	•0	• 1823	1878	• 0	• 1805	1849	. 0
Flt Permitted		0.953		_			0.950			0.950		
Satd. Flow (perm)	• 0	1838	1639	· 0	1611	0	1823	1878	0	• 1805	1849	• 0
Link Speed (mph)		* 25			• 15			25			• 25	
Link Distance (ft)		• 1016			• 81			- 540			- 763	
Travel Time (s)		• 27.7			3.7			14.7			20.8	
Confl Peds (#/hr)							• 4					4
Peak Hour Factor	• 0.85	• 0.85	• 0.85	•0.85	• 0.85	0.85	• 0.85	0.85	• 0.85	• 0.85	• 0.85	•0.85
Heavy Vehicles (%)	* 0%	*0%	• 0%	0%	0%	-0%	* 0%	2%	• 0%	0%	• 0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	. 0	473	•399	• 0	31 1	* 0	22	127	• 0	· 12	·198	• 0
Sign Control		Stop	•		Stop			Free	-	_	Free	

Intersection Summary

Area Type:

Other

Control Type: Unsignalized

Intersection Capacity Utilization 51.4%

Analysis Period (min) 15

ICU Level of Service A

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Intersection					HI H					77		
Intersection Delay, s/veh	24.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	396	6	339	0	0	1	19	106	2	10	138	31
Conflicting Peds, #/hr	0	0	0	0	0	0	4	0	0	0	0	4
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized		-	None	-	-	None	-	-	None	-	_	None
Storage Length	-	-	150		-	-	125	-	-	125	-	
Veh in Median Storage, #	*	0	-	-	0	-	-	0_	-	-	0	
Grade, %		-3	-	-	4	-		-2	-	-	0	
Peak Hour Factor	85	85	85	85	85	85	85	85	85	85	85	85
Heavy Vehicles, %	0	0	0	0	0	0	0	2	0	0	0	0
Mvmt Flow	466	7	399	0	0	1	22	125	2	12	162	36
Major/Minor	Minor2			Minora		WV.	Wajor 1			Major2		
Conflicting Flow All	375	376	185	379	393	130	199	0	0	127	0	0
Stage 1	204	204	-	171	171	-	100			121	-	9
Stage 2	171	172	-	208	222	-		-	-		54	
Follow-up Headway	3.5	4	3.3	3.5	4	3.3	2.2	-	7.0	2.2	7.4	
Pot Capacity-1 Maneuver	624	595	876	535	501	912	1385	-	200	1472	-	-
Stage 1	830	762	-	804	733	012	1000	12	828	1412	12	
Stage 2	860	782	_	763	689				167	_		
Time blocked-Platoon, %	000	702		700	000			23	-		12	6
Mov Capacity-1 Maneuver	610	581	873	282	489	909	1380	-		1467		
Mov Capacity-2 Maneuver	610	581	010	282	489	000	1000	- 50		1401	- 10	
Stage 1	817	756	1000	791	721							
Stage 2	842	770		406	683	-	*	2	8.8	-	22	
Approach	EΒ		_	WB			NB	_		SB	_	
							1.1					
HCM Control Delay, s HCM LOS	34.5 D			9 A			1.1			0.4		
Minor Lane / Major Mymt		NBL	NBT	NBR	EBLni	EBLn2	WBLn1	SBL	SBT	SBR		
Capacity (veh/h)		1380		-	653	873	909	1467				
HCM Lane V/C Ratio		0.016			0.928	0.305	0.001	0.008	(6)	290		
HCM Control Delay (s)		7.652	704	-	44.9	10.9	9	7.474		-		
HCM Lane LOS		A			E	В	A	A				
HCM 95th %tile Q(veh)		0.049		1.0	12.413	1.292	0.004	0.024				
Notes												

[~] Volume Exceeds Capacity, \$ Delay Exceeds 300 Seconds, Error: Computation Not Defined

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Control Type: Unsignalized

Analysis Period (min) 15

Intersection Capacity Utilization 63.3%

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Lane Group		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations			• 💠			4			• 4			- 44	
Volume (vph)		• 287	• 6	•168	• 0	•1	. 2	81	• 101	• 0	4	141	• 39
Ideal Flow (vphpl)		1900	• 1900	4 900	1900	• 1900	-1900	1900	1900	• 1900	4900	• 1900	1900
Lane Width (ft)		• 13	• 13	• 13	1 5	• 15	•15	• 10		a 10	a 10	• 10	• 10
Grade (%)			• 3%			-2%			-3%			-0%	
Satd Flow (prot)		. 0	• 1784	• 0	•0	•1921	• 0	• 0	•1735	· 0	0	•1722	* 0
Flt Permitted			0.970						• 0.978			. 0.999	
Satd. Flow (perm)		• 0	• 1784	• 0	• 0	• 1921	• 0	. 0	•1735	• 0	0	•1722	• 0
Link Speed (mph)			25			• 25			35			30	
Link Distance (ft)			540			* 357			1410			1171	
Travel Time (s)			14.7			• 9.7			* 27.5			26.6	
Confl. Peds. (#/hr)				• 4	• 4			• 1					- 1
Peak Hour Factor		0.94	0.94	0.94	0.94	• 0.94	• 0.94	• 0.94	*0.94	• 0.94	-0.94	0.94	0.94
Heavy Vehicles (%)		• 0%	•0%	• 0%	• 0%	• 0%	• 0%	• 2%	•1%	• 0%	• 0%	• 0%	. 0%
Shared Lane Traffic (%)													
Lane Group Flow (vph)		• 0	490	. 0	* 0	. 3	• 0	• 0	193	• 0	+ 0	•195	. 0
Sign Control			Stop			Stop			Stop			Stop	
Intersection Summary	٥,												
Area Type:	Oth	er											

ICU Level of Service B

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Intersection												
Intersection Delay, s/veh Intersection LOS	14.1 B											
Movement	EBL	EBŢ	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	287	6	168	0	1	2	81	101	0	4	141	39
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles, %	0	0	0	0	0	0	2	1	0	0	0	0
Mymt Flow	305	6	179	0	1	2	86	107	0	4	150	41
Number of Lanes	0	1	0	0	_1	0	0	1	0	0	1	0
Approach	EB				WB		NB			SB		
Opposing Approach	WB				EB		SB			NB		
Opposing Lanes	1				1		- 1			1		
Conflicting Approach Left	SB				NB		EB			WB		
Conflicting Lanes Left	1				1		1			- 1		
Conflicting Approach Right	NB				SB		WB			EB		
Conflicting Lanes Right	1				1		1			- 1		
HCM Control Delay	16.8				8.4		11.1			10.6		
HCM LOS	С				Α		В			В		
Lane		NBLn1	EBLn1	WBLn1	SBLn1					ı,		
Vol Left, %		45%	62%	0%	2%							
Vol Thru, %		55%	1%	33%	77%							
Vol Right, %		0%	36%	67%	21%							
Sign Control		Stop	Stop	Stop	Stop							
Traffic Vol by Lane		182	461	3	184							
LT Vol		101	6	1	141							
Through Vol		0	168	2	39							
RT Vol		81	287	0	4							
Lane Flow Rate		194	490	3	196							
Geometry Grp		1	1	1	1							
Degree of Util (X)		0.303	0.655	0.005	0.294							
Departure Headway (Hd)		5 639	4.919	5.342	5.399							
Convergence, Y/N		Yes	Yes	Yes	Yes							
Сар		641	741	670	669							
Service Time		3.647	2.919	3.373	3.407							
HCM Lane V/C Ratio		0.303	0 661	0.004	0.293							
HCM Control Delay		11.1	16.8	8.4	10.6							
ncivi Control Delay					_							
HCM Lane LOS		В	С	Α	В							
•		1.3	C 4.9	A 0	1.2							

^{~:} Volume Exceeds Capacity; \$: Delay Exceeds 300 Seconds; Error: Computation Not Defined

/ Synchro 8 Report

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	1	*	4	†	Į.	1	
Larie Group	EBL	EBR	NBL	NBT	SBT	SBR	
Lane Configurations	. W			• 4	\$		
Volume (vph)	• 97	• 287	85	•369	374	1 08	
Ideal Flow (vphpl)	1900	• 1900	. 1900	1900	- 1900	1900	
Lane Width (ft)	• 9	• 9	• 10	•10	• 14	•14	
Grade (%)	• 0%			• 1%	-4 %		
Satd. Flow (prot)	• 1511	0	• 0	• 1734	• 1975	. 0	
FIt Permitted	• 0.988			• 0.991			
Satd Flow (perm)	1511	* 0	0	• 1734	1975		
Link Speed (mph)	*35			3 5	4 35		
Link Distance (ft)	.1171			1607	• 348		
Travel Time (s)	22.8			• 31.3	6.8		
Peak Hour Factor	• 0.99	• 0.99	0.99	0.99	0.99	0.99	
Heavy Vehicles (%)	* 2%	- 0%	• 0%	1%	• 2%	0%	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	-388	• 0	• 0	* 459	487	• 0	
Sign Control	Stop			Free	Free		
Intersection Summary							
Area Type:	Other						
Control Type: Unsignalize Intersection Capacity Utili Analysis Period (min) 15				ļ	CU Level	of Service E	

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Intersection									
Intersection Delay, s/veh	13.4								
Movement	EBL		EBR	NBL	NBT		SBT	SBR	-
Vol, veh/h	97		287	85	369		374	108	
Conflicting Peds, #/hr	0		0	0	0		0	0	
Sign Control	Stop		Stop	Free	Free		Free	Free	
RT Channelized			None	_	None		*	None	
Storage Length	0		-	3.65				-	
Veh in Median Storage, #	0		-	3.00	0		0	-	
Grade, %	0		- 4	74.5	1		-4		
Peak Hour Factor	99		99	99	99		99	99	
Heavy Vehicles, %	2		0	0	1		2	0	
Mvmt Flow	98		290	86	373		378	109	
Major/Minor	Winor2			Major1			Major2		
Conflicting Flow All	976		432	487	0		The second second	0	
Stage 1	432			-				-	
Stage 2	544		-		-		-	77 2	
Follow-up Headway	3.518		3.3	2.2	29		90		
Pot Capacity-1 Maneuver	279		628	1086			-	I.E.I.	
Stage 1	655		_	_	52		-	-	
Stage 2	582				32		2	12	
Time blocked-Platoon, %					- 2		20	123	
Mov Capacity-1 Maneuver	251		628	1086	72		2		
Mov Capacity-2 Maneuver	251		-	-			-	-	
Stage 1	655		7.	(3)	27		**	100	
Stage 2	524			-			25	-	
	- 500s.000r			2000			an ing top again of the		
Approach	EB			MB			SB		
HCM Control Delay, s	44			1.6			0		
HCM LOS	Е								
Minor Lane / Mator Mymt		NBL,	NRT	EBLA	SBT	SBR	No.		
Capacity (veh/h)		1086		455	951	5513			
HCM Lane V/C Ratio		0.079		0.852	55	_			
HCM Control Delay (s)		8.599	0	44	67				
HCM Lane LOS		Α	A	E	- 27	- 5			
HCM 95th %tile Q(veh)		0.257		8.574					
		0.201		UUJIT	100	_			

[~] Volume Exceeds Capacity, \$ Delay Exceeds 300 Seconds, Error Computation Not Defined

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	1		*	1	←	A.	1	†	1	-	Ţ	1
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBF
Lane Configurations		*4			* +	* F	• 4	• 🏗		· ·	• 1	
Volume (vph)	• 112	• 62	. 0	• 0	• 217	•104	84	39	• 13	31	• 0	174
Ideal Flow (vphpl)	• 1800	1800	1800	1800	1800	1800	* 1800	1800	• 1800	1800	1800	1800
Lane Width (ft)	• 12	12	• 12	• 13	• 13	-13	12	12	•12	12	• 12	• 12
Grade (%)		1%			-6%		_	-2%			- 1%	
Storage Length (ft)	* 0	- ****	• 0	• 0		• 0	• 0		• 0	* 315		• 0
Storage Lanes	* 0		• 0	•0		• 1	• 1		• 0			• 0
Taper Length (ft)	-25			25		-	• 25		ŭ	25		
Satd. Flow (prot)	. 0	1685	• 0	• 0	1842	•1628	1661	1541	- 0	*1652	-1492	• O
Flt Permitted	• •	0.528			1012	1020	0.449	1011		0.717	-1702	
Satd. Flow (perm)	• 0	918	• 0	•0	1 842	1592	• 785	1541	* 0	1247	1492	• 0
Right Turn on Red	• •	• 310	Yes	••	1042	Yes	- 100	1041	Yes	1247	PTOZ	Yes
Satd. Flow (RTOR)			103			124		•15	163		736	1.00
Link Speed (mph)		* 25			25	124		- 25			25	
Link Opeed (mptr) Link Distance (ft)		505			274			408				
Travel Time (s)		13.8			7.5						1602	
Confl. Bikes (#/hr)	• 2	13.0	* 3	* 3	G. 1	• 0		11.1			43 7	
Peak Hour Factor		-0.04	• 0.84		- 0.04	4	0.04	0.04	0.04	0.04	0.04	0.04
	• 0.84	0.84		0.84	• 0.84	0.84	• 0.84	0.84	• 0.84	+ 0.84	• 0.84	0.84
Heavy Vehicles (%)	• 3%	• 3%	* 0%	*0%	• 4%	3 0%	4%	_3%	● 46%	3 %	• 0%	2%
Shared Lane Traffic (%)						101						
Lane Group Flow (vph)	• 0	• 207	• 0	• 0	* 258	• 124	• 100	• 61	• 0	37	• 207	~ 0
Turn Type	• Perm	• NA			• NA	Perm	Perm	• NA		Perm	• NA	
Protected Phases		S*14			8			• 2			·* 6	
Permitted Phases	• 4					• 8	• 2			• 6		
Detector Phase	• 4	• 4			• 8	* 8	• 2	• 2		• 6	, 6	
Switch Phase												
Minimum Initial (s)	• 3.0	3.0			9 3.0	• 3.0	• 3.0	•3.0		• 3.0	• 3.0	
Minimum Split (s)	• 12.7	12.7			• 12.7	• 127	• 16.0	16.0		• 16.0	• 16.0	
Total Split (s)	• 36.0	• 36.0			• 36.0	•36.0	• 35.7	•35.7		• 35.7	35.7	
Total Split (%)	• 33.7%	*33.7%			33 7%	33.7%	• 33.5%	33.5%		* 33 5%	33.5%	
Yellow Time (s)	3.3	* 3.3			3.3	•3.3	3.0	• 3.0		• 3.0	3.0	
All-Red Time (s)	• 2.7	• 2.7			•27	2.7	2.7	2.7		≫ 2.7	. 27	
Lost Time Adjust (s)		● -1.0			• -1.0	•-1.0	• -1.0	<u>-</u> -1.0		• -1.0	-1.0	
Total Lost Time (s)		• 5.0			• 5.0	-5.0	* 4.7	• 4.7		• 4.7		
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None			None	None	None	None		None	None	
Act Effct Green (s)		26.4			26.4	26.4	16.1	16.1		16.1	16.1	
Actuated g/C Ratio		0.30			0.30	0.30	0.18	0.18		0.18	0.18	
v/c Ratio		0.75			0.47	0.22	0.70	0.21		0.16	0.24	
Control Delay		47.4			28.8	5.9	59.9	26.4		32.4	0.6	
Queue Delay		0.0			0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay		47.4			28.8	5.9	59.9	26.4		32.4	0.6	
LOS		D			C	A	E	C		C	Α	
Approach Delay		47.4			21.4	,,	-	47.2		J	5.5	
Approach LOS		D			C			D			Α.	
Intersection Summary												
Area Type:	Other	-										

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Lane Group	ø9		
Lane Configurations			
Volume (vph)			
Ideal Flow (vphpl)			
Lane Width (ft)			
Grade (%)			
Storage Length (ft)			
Storage Lanes			
Taper Length (ft)			
Satd. Flow (prot)			
Flt Permitted			
Satd. Flow (perm)			
Right Turn on Red			
Satd. Flow (RTOR)			
Link Speed (mph)			
Link Distance (ft)			
Travel Time (s)			
Confl. Bikes (#/hr)			
Peak Hour Factor			
Heavy Vehicles (%)			
Shared Lane Traffic (%)			
Lane Group Flow (vph)			
Turn Type			
Protected Phases	• 9		
Permitted Phases			
Detector Phase			
Switch Phase			
Minimum Initial (s)	33.0		
Minimum Split (s)	35.0		
Total Split (s)	35.0		
Total Split (%)	33%		
Yellow Time (s)	2.0		
All-Red Time (s)	0.0		
Lost Time Adjust (s)			
Total Lost Time (s)			
Lead/Lag			
Lead-Lag Optimize?			
Recall Mode	Min		
Act Effct Green (s)			
Actuated g/C Ratio			
v/c Ratio			
Control Delay			
Queue Delay			
Total Delay			
LOS			
Approach Delay			
Approach LOS			

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Cycle Length: 106.7 Actuated Cycle Length 88

Natural Cycle: 80

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.75 Intersection Signal Delay 27 1 Intersection Capacity Utilization 54.5%

Intersection LOS: C ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 13: Centerview Dr & Campus Dr

* Tø2	→ 84	A\$69
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1: University Dr & Governor Rd (SR 0322)

	1	-	7	1	4	1	1	†	1	1	Į.	1
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	- 1	• 🛧	. #	• 1	· • •	•7	, শ	• ↑	. 7	• 19	, ĵ»	
Volume (vph)	25	• 775	* 316	* 213	368	• 83	* 71	• 84	• 87	• 53	130	:*::17
Ideal Flow (vphpl)	1800	•1800	- 1800	4800	- 1800	-1800	1800	1800	- 1800	4800	1800	1800
Lane Width (ft)	12	•12	• 12	*12	+ 13	12	. 14	12	14	• 12	12	• 12
Grade (%)		• 1%			1%			-1%			-3%	
Storage Length (ft)	• 180		• 0	220		220	. 0		165	• 0		- 0
Storage Lanes	1		• 1	• 1		. 1	*1		• 1	2.1		• 0
Taper Length (ft)	-25			25	27		- 25			25		
Satd. Flow (prot)	1701	• 1756	1522	•1719	• 1815	. 1479	1833	1791	1624	1702	1760	. 0
Flt Permitted	• 0.519			0.109			0 324			0.698		
Satd. Flow (perm)	929	. 1756	1501	197	1815	1459	623	1791	• 1563	1231	•1760	0
Right Turn on Red			Yes			Yes	,,		Yes			Yes
Satd. Flow (RTOR)			267	•		- 123			95		.4	
Link Speed (mph)		*35			35			25			• 25	
Link Distance (ft)		1985			- 974			-881			833	
Travel Time (s)		38.7			• 19.0			24.0			• 22.7	
Confi. Peds. (#/hr)	+1		- 2	. 2	10.0	• 1	• 2		* 8	• 8		<u> </u>
Peak Hour Factor	0.92	• 0.92	0.92	0.92	• 0.92	•0.92	0.92	0.92	• 0.92	0.92	• 0.92	0.92
Heavy Vehicles (%)	0%	• 2%	- 0%	•0%	• 3%	-4%	• 0%	1%	- 1%	2%	-2%	0%
Shared Lane Traffic (%)	370	-70	070	-070	070	- 170	070	• 170	- 170	/-	-2,0	
Lane Group Flow (vph)	• 27	• 842	• 343	232	• 400	• 90	• 77	• 91	95	58	•159	• 0
Turn Type	• pm+pt		pm+ov	pm+pt	• NA	Perm	pm+pt	• NA		Perm	•NA	20
Protected Phases	5	• 2	- 3	•1	• 6	1-01111	• 3	8	1 OIIII	T OIL	.4	
Permitted Phases	2		• 2	• 6		* 6	-8	•	-8	•4		
Detector Phase	• 5	. 2	3	. 1	-6	•6	- 3	8	. 8	4	4	
Switch Phase	• •	-		•		- 0				•	- 0	
Minimum Initial (s)	• 3.0	• 10.0	• 3.0	• 3.0	• 10.0	10.0	• 3.0	•3.0	• 3.0	3.0	• 3.0	41
Minimum Split (s)	• 12.0	• 42.7	12.4	12.7	42.7	• 42.7	12.4	-32.4	32.4	15.0	15.0	
Total Split (s)	12.0	• 68.0	13.0	17.0	73.0	• 73.0	• 13.0	35.0	• 35.0	22.0	22.0	
Total Split (%)	10.0%	•56 7%	- 10.8%	14.2%	• 60.8%	60.8%	*10.8%	29.2%	29.2%	18.3%	18.3%	
Yellow Time (s)	3.7	3.7	• 3.0	3.7	3.7	*3.7	• 3.0	•3.0	• 3.0	*3.0	• 3.0	
All-Red Time (s)	2.0	2.0	2.4	2.0	• 20	2.0	• 2.4	2 4	• 24	2.4	2.4	
Lost Time Adjust (s)	-1.0	-1.0	-1.0	•-1.0	-1.0	-1.0	-1.0	•-1.0	• -1.0	•-1.0	-1.0	
Total Lost Time (s)	4 7	4.7	4.4	•4.7	4.7	•4.7	4.4	• 4.4	4.4	• 4.4	4.4	
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lag	Lead			Lag		
Lead-Lag Optimize?	Leau	Lay	Leau	Leau	Lay	Lay	*LCau			Lay	Lag	
Recall Mode	Mono	• C-Max	None	None	C May	*C-Max	None	None	None	None	None	
	72.4	65.3	74.0	82.6	75.5	75.5	28.3	28.3	28.3	15.5	None 15.5	
Act Effct Green (s)	0.60	0.54	0.62	0.69	0.63	0.63	0.24	0.24	0.24	0.13	0.13	
Actuated g/C Ratio	0.04	0.88	0.02	0.09	0.05	0.03	0.24	0.24	0.24	0.13	0.13	
v/c Ratio	7.2	37.1	3.2	44.6	9.1	0.09	39.8	37.5	8.1	53.7	64.1	
Control Delay											0.0	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0 53.7	64.1	
Total Delay	7.2	37.1	3.2	44.6	9.1	0.9	39.8	37.5	8.1			
LOS	Α	D 26.0	Α	D	A 10.5	Α	D	D 27.6	Α	D	E 61.2	
Approach Delay		26.9			19.5			27.6			61.3	
Approach LOS		С			В			С			Е	
Intersection Summary												

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Cycle Length: 120

Actuated Cycle Length. 120

Offset: 14 (12%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green

Natural Cycle: 100

Control Type: Actuated-Coordinated

Maximum v/c Ratio. 0.88

Intersection Signal Delay: 27.8 Intersection Capacity Utilization 84.1%

Intersection LOS: C

ICU Level of Service E

Analysis Period (min) 15

Splits and Phases: 1: University Dr & Governor Rd (SR 0322)

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øs	●6 (R)	1 ₆₈	
	THE CONTROL TO SELECT THE PARTY OF THE PARTY	10.5	(4)代(1)。

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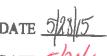
	*	→	~	1	←	4	4	†	-	1	Į.
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	27	842	343	232	400	90	77	91	95	58	159
v/c Ratio	0.04	0.88	0.33	0.79	0.35	0.09	0.33	0.22	0.22	0.36	0.69
Control Delay	7.2	37.1	3.2	44.6	9.1	0.9	39.8	37.5	8.1	53.7	64.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	7.2	37.1	3.2	44.6	9.1	0.9	39.8	37.5	8.1	53.7	64.1
Queue Length 50th (ft)	6	570	21	102	101	0	47	56	0	41	115
Queue Length 95th (ft)	16	#854	57	#217	153	m8	88	101	43	84	188
Internal Link Dist (ft)		1905			894			801			753
Turn Bay Length (ft)	180			220		220			165		
Base Capacity (vph)	609	956	1031	298	1141	963	233	456	469	180	261
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.04	0.88	0.33	0.78	0.35	0.09	0.33	0.20	0.20	0.32	0.61
Intersection Summary											

^{# 95}th percentile volume exceeds capacity, queue may be longer Queue shown is maximum after two cycles.

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

2: Centerview Dr & Governor Rd (SR 0322)

	1	\rightarrow	7	1	+	1	4	†	-	-	Ţ	1
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBF
Lane Configurations		- 1>		• 4	• ß			• 4	. 7		. 4	
Volume (vph)	. 5	498	- 340	•236	•639	*44	• 59	47	, 76	• 34	- 174	
Ideal Flow (vphpl)	• 1800	1800	1800	1800	1800	1800	- 1800	1800	- 1800	1800	• 1800	1800
Lane Width (ft)	12	• 14	• 14	12	• 12	•12	• 12	. 12	• 14	•16	• 16	-10
Grade (%)		•1%			• -2%	•		1%			1%	
Storage Length (ft)	•170		• 0	170		• 0	•0		* 300	• 0		e (
Storage Lanes	•1		• 0	• 1		• 0	• 0		• 1	• 0		• (
Taper Length (ft)	• 25			25			* 25			• 25		
Satd. Flow (prot)	¥ 1701	•1697	• 0	• 1727	1743	• 0	• 0	1651	1 624	•0	• 2024	₩ (
Flt Permitted	•0.365			- 0.059	65		- 1	• 0.378			0.936	
Satd. Flow (perm)	653	1 697	∞ 0	107	• 1743	• 0	• 0	• 648	4 560	• 0	• 1904	* (
Right Turn on Red			• Yes		1110	Yes			* Yes		,,,,	Ye
Satd. Flow (RTOR)		• 44			- 6				- 88		2	, .
Link Speed (mph)		- 35			• 35			25			- 25	
Link Opeca (mph) Link Distance (ft)		• 974			921			1602			• 866	
Travel Time (s)		*19.0	4		•17.9			43.7			23.6	
Confl. Peds. (#/hr)	:∗1	10.0	• 1	•1	11-0	- 4		70.1	. 8	. 8	20.0	
Peak Hour Factor	0.86	• 0.86	0.86	0.86	• 0.86	0.86	• 0.86	•0.86	0.86	0.86	• 0.86	0.8
Heavy Vehicles (%)	0.80	8%	• 0%	- 0%	3%	-5%	• 4%	• 6%	• 0%	0%	• 0%	• 09
Shared Lane Traffic (%)	0 70	• 070	0 70	- 070	• 370	- 3 /0	7 /0	- 070	- 0 /0	070	070	- 07
Lane Group Flow (vph)	. 6	974	. 0	274	• 794	• 0	• 0	- 89	• 88	• 0	252	
	- Perm	NA	. 0	pm+pt	• NA	• 0	Perm	• NA	· Perm	Perm	NA	130
Turn Type Protected Phases	· Fermi				4 6		reilli	8	- Feiii	- Cilli	4	
	• 2	• 2		• 1	. 0		*8	0	8	•4	4	
Permitted Phases	2	2			• 6		8	.8	8	4	- 4	
Detector Phase	• 2			* 1	• 0		. 0	• 0	* 0	4	* *	
Switch Phase	40.0	40.0		2.0	40.0		• 3.0	3.0	• 3.0	• 3.0	- 3.0	
Minimum Initial (s)	• 10.0	• 10.0		* 3.0	10.0				• 3.0 • 11.9	* 11.9	11.9	
Minimum Split (s)	• 15 1	15.1		12.1	* 15.1		11.9	• 11.9			• 39.0	
Total Split (s)	68.0	• 68.0		10.0	• 81.0		39.0	39.0	39.0	39.0		
Total Split (%)	• 56 7%	• 56.7%		10.8%	67.5%		32.5%	* 32.5%		* 32.5%	32.5%	
Yellow Time (s)	* 3.8	* 3.8		3.8	• 3.8		3.0	• 3.0	3.0	3.0	3.0	
All-Red Time (s)	1.3	1.3		1.3	•1.3		* 1.9	19	1.9	1.9	1.9	
Lost Time Adjust (s)	• -1.0	-1.0		• -1.0 • 4.1	•-1.0			•-0.5	-0.5		-0.5	
Total Lost Time (s)	• 4.1	• 4.1		7-1	4.1			• 4.4	• 44		• 4.4	
Lead/Lag	Lag	Lag		•Lead								
Lead-Lag Optimize?					211		Alexan	AN I a see a	. No.	NI	on Manage	
Recall Mode	· C-Max			None	C-Max		None	None		None		
Act Effct Green (s)	63.9	63.9		89.8	89.8			21.7	21.7		21.7	
Actuated g/C Ratio	0.53	0.53		0.75	0.75			0.18	0.18		0.18	
v/c Ratio	0.02	1.05		0.73	0 61			0.77	0.25		0.73	
Control Delay	7.0	51.8		48.4	10.1			83.6	9.5		58.1	
Queue Delay	0.0	0.0		0.0	0.0			0.0	0.0		0.0	
Total Delay	7.0	51.8		48.4	10.1			83.6	9.5		58.1	
LOS	Α	D		D	В			F	A		E	
Approach Delay		51.5			20.0			46.8			58.1	
Approach LOS		D			В			D			E	
Intersection Summary												

Cycle Length: 120

Actuated Cycle Length. 120

Offset: 28 (23%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green

Natural Cycle: 80

Control Type: Actuated-Coordinated

Maximum v/c Ratio 1 05

Intersection Signal Delay: 38.2 Intersection Capacity Utilization 92.8%

Intersection LOS: D
ICU Level of Service F

Analysis Period (min) 15

Splits and Phases: 2: Centerview Dr & Governor Rd (SR 0322)

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DATE 5/28/15

5/20/2015

	1	→	1	•	†	-	Ţ
Lane Group	EBL	EBT	WBL	WBT	NBT	NBR	SBT
Lane Group Flow (vph)	6	974	274	794	89	88	252
v/c Ratio	0.02	1.05	0.73	0.61	0.77	0.25	0.73
Control Delay	7.0	51.8	48.4	10.1	83.6	9.5	58.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	7.0	51.8	48.4	10.1	83.6	9.5	58.1
Queue Length 50th (ft)	1	~812	174	220	66	0	185
Queue Length 95th (ft)	m1	#963	#323	315	116	38	244
Internal Link Dist (ft)		894		841	1522		786
Turn Bay Length (ft)	170		170			300	
Base Capacity (vph)	347	924	374	1305	186	512	550
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.02	1.05	0.73	0.61	0.48	0 17	0.46
Intersection Summary							

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

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Synchro 8 Report Page 7

^{# 95}th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.

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

	1	-	-	1	1	1
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		• 4	4			
Volume (vph)	- 4	• 607	• 946	. 1	• 2	• 9
Ideal Flow (vphpl)	1900	1900	-1900	1900	• 1900	1 900
Lane Width (ft)	<u>* 11</u>	9 11	* 11	•11	• 15	1 5
Grade (%)		1%	• 0%		-3%	
Satd Flow (prot)	0	• 1725	1 799	•0	-1710	* 0
FIt Permitted					•0.992	
Satd Flow (perm)	. 0	•1725	1799	•0	4 1710	• 0
Link Speed (mph)		35	• 30		* 25	
Link Distance (ft)		921	400		1058	
Travel Time (s)		• 17.9	• 9.1		*28.9	
Peak Hour Factor	• 0.93	• 0.93	• 0.93	0.93	• 0.93	0.93
Heavy Vehicles (%)	• 0%	-6%	• 2%	100%	_ 0%	11%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	• 0	657	•1018	• 0	*12	9 0
Sign Control		Free	Free		Stop	
Intersection Summary				5,5		
Area Type:	Other					
Control Type: Unsignalize	d					
Intersection Capacity Utiliz	zation 59.9%	, 0		J.	CU Level	of Service
Analysis Period (min) 15						

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Synchro 8 Report Page 9

3: Governor Rd (SR 0322) & Hillview Ln

Intersection									
ntersection Delay, s/veh	0.2								
Movement	EBL	EBT			WBT	WBR	SBL	SBR	أسياد
Vol, veh/h	4	607			946	1	2	9	
Conflicting Peds, #/hr	0	0			0	0	0	0	
Sign Control	Free	Free			Free	Free	Stop	Stop	
RT Channelized	*:	None			-	None		None	
Storage Length	*	- 1			-	-	0	-	
Veh in Median Storage, #	90	0			0	-	0	140	
Grade, %	-	1			0	_	-3	(4)	
Peak Hour Factor	93	93			93	93	93	93	
Heavy Vehicles, %	0	6			2	100	Õ	11	
Mymt Flow	4	653			1017	1	2	10	
		-							
Major/Minor	Major1			- Lu - 21	Major2		Minor2		
Conflicting Flow All	1018	0				0	1679	1018	
Stage 1	-	-			68	*	1018	3.00	
Stage 2	11000	7-			38	*	661	(0)	
Follow-up Headway	2.2				(4	*	3.5	3.399	
Pot Capacity-1 Maneuver	689	-			1.5		140	301	
Stage 1		_			32	2	417	(a)	
Stage 2					- 2	2	578	141	
Time blocked-Platoon, %		-			72	2			
Mov Capacity-1 Maneuver	689	-			-	- 4	139	301	
Mov Capacity-2 Maneuver	-					-	139		
Stage 1						-	417		
Stage 2		_			24		573	0.00	
Olage 2					- 13		0,0		
Approach	EB				WB		SB	N 1	
HCM Control Delay, s	0.1				0		20.2		
HCM LOS							С		
		physical and		12 300.00	(A) Series	Control of			
Minor Lane / Major Mymt		EBL	EBT	HBT	MRK	SBLit			
Capacity (veh/h)		689		-		248			
HCM Lane V/C Ratio		0.006	-	(4)	17	0.048			
HCM Control Delay (s)		10.258	0	-	- 64	20.2			
HCM Lane LOS		В	Α			С			
HCM 95th %tile Q(veh)		0.019				0.149			

[~] Volume Exceeds Capacity, \$ Delay Exceeds 300 Seconds; Error Computation Not Defined

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4: Governor Rd (SR 0322) & Areba Ave

	1	-	*	1	-	4	1	†	1	-	↓	4
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		. 4			• 4			• 4			• 4	
Volume (vph)	• 4	606	. 2	*0	- 884	* 3	* 2	• 0	• 0	• 1	• 0	-52
Ideal Flow (vphpl)	1900	1900	1900	1900	• 1900	1900	• 1900	1900	• 1900	1900	• 1900	*1900
Lane Width (ft)	• 11	41	* 11	• 11	•11	-11	•10	-10	. 10	•16	- 16	•16
Grade (%)		•-2%			1%			7%			. 1%	
Satd. Flow (prot)	• 0	1751	- 0	• 0	• 1771	. 0	* 0	1626	0	• 0	•1820	• 0
Flt Permitted		_						0.950			0.999	
Satd Flow (perm)	• 0	1751	• 0	•0	•1771	. 0	• 0	1626	• 0	= 0	•1820	* 0
Link Speed (mph)		• 35			35			30			* 25	
Link Distance (ft)		- 400			375			* 85			* 1017	
Travel Time (s)		* 7.8			7.3			·1.9			27.7	
Confl. Peds. (#/hr)			· 10	*10								
Peak Hour Factor	• 0.93	* 0.93	- 0.93	0.93	• 0.93	*0.93	0.93	0.93	• 0.93	0.93	• 0.93	-0.93
Heavy Vehicles (%)	• 0%	* 6%	0%	. 0%	3%	.67%	€ 0%	. 0%	- 0%	.0%	. 0%	.2%
Shared Lane Traffic (%)			•		_							
Lane Group Flow (vph)	• 0	658	• 0	-0	954	• 0	• 0	.2	• 0	* 0	* 57	• 0
Sign Control		Free			Free			Stop			Stop	
Intersection Summary												
Area Type:	Other											

Area Type:

Other

Control Type: Unsignalized

Intersection Capacity Utilization 56.7%

Analysis Period (min) 15

ICU Level of Service B

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DATE 5/8/5

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Intersection												
Intersection Delay, s/veh	0.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBF
Vol, veh/h	4	606	2	0	884	3	2	0	0	1	0	52
Conflicting Peds, #/hr	0	0	10	10	0	0	0	0	0	0	0	(
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized		-	None	÷	-	None	80	-	None	*	-	None
Storage Length	-	_	-	2.0	-	-	+6	-	-	*	*	
Veh in Median Storage, #	-	0	-	7.0	0	-	40	0	-	-	0	
Grade, %	-	-2	-	- 4	1	_	48	7	-	-	1	
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	0	6	0	0	3	67	0	0	0	0	0	2
Mvmt Flow	4	652	2	0	951	3	2	0	0	1	0	56
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	954	0	0	654	0	0	1641	1615	663	1613	1614	962
Stage 1	004		_	-		-	661	661	-	952	952	502
Stage 2	47	74	741				980	954		661	662	
Follow-up Headway	2.2	72		2.2	4		3.5	4	3.3	3.5	4	3.318
Pot Capacity-1 Maneuver	729			943		-	43	56	409	77	96	302
Stage 1	120		-	040			352	358	400	298	323	002
Stage 2	20						207	235		438	446	
Time blocked-Platoon, %		72				_	201	200		700	770	
Mov Capacity-1 Maneuver	723			936		-	34	55	406	76	95	300
Mov Capacity-2 Maneuver	120			000			34	55	400	76	95	000
Stage 1	-		-	-		-	349	355		295	323	
Stage 2	-	۰	-		15	-	167	235	œ	431	442	
Approach	EB			WB			NB	-		SB		
HCM Control Delay, s	0.1			0			117.9			20.8		
HCM LOS	0,1			U			F			C		
Minor Lane / Major Mymt	0.1	NBLn1	EBL	ЕВТ	EBR	WBL.	WBT	WBR	SBLn1			
				ED/	CDK		ANDI	AADL				
Capacity (veh/h)		34 0.063	723 0.006	-		936			284			
HCM Cantrol Polov (a)				_	(%)	_	*	-	0.201			
HCM Control Delay (s)		117.9	10.009	0		0		-	20.8			
HCM Lane LOS HCM 95th %tile Q(veh)		0 193	0.018	Α		A 0			0.734			

[~] Volume Exceeds Capacity, \$: Delay Exceeds 300 Seconds, Error | Computation Not Defined

	1	\rightarrow	4	4	-	1	
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	
Lane Configurations		• 4	• 1		• ₩		
Volume (vph)	•3	• 612	*889		• 1	• 3	
Ideal Flow (vphpl)	1900	1900	1900	1900	• 1900	1900	
Lane Width (ft)	* 11	11	• 11	• 11	• 16	1 6	
Grade (%)		• -1%	• 0%		1%		
Satd Flow (prot)	0	• 1742	1783	• 0	1903	• 0	
Flt Permitted					• 0.988		
Satd Flow (perm)	• 0	•1742	1783	¥ 0	1903	 0	
Link Speed (mph)		• 30	• 30		25		
Link Distance (ft)		• 375	679		* 801		
Travel Time (s)		• 8.5	* 8.6		21.8		
Peak Hour Factor	-0.92	0.92	• 0.92	•0.92	• 0.92	•0.92	
Heavy Vehicles (%)	• 0%	• 6%	•3%	0%	• 0%	• 0%	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	• 0	• 668	• 967	• 0	• 4	• 0	
Sign Control		Free	Free		Stop		
ntersection Summary							
Area Type:	Other						
Control Type: Unsignalize	d						
Intersection Capacity Utiliz	zation 56.9%			[(CU Level	of Service B	
Analysis Period (min) 15							

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Intersection									7-5-1
Intersection Delay, s/veh	0.1								
Movement	EBL	EBT			WBT	WBR	SBL	SBR	
Vol, veh/h	3	612			889	1	1	3	
Conflicting Peds, #/hr	0	0			0	0	0	0	
Sign Control	Free	Free			Free	Free	Stop	Stop	
RT Channelized		None			*	None		None	
Storage Length	-	-			8	-	0	(±	
Veh in Median Storage, #	-	0			0	-	0	19	
Grade, %		-1			0	-	1		
Peak Hour Factor	92	92			92	92	92	92	
Heavy Vehicles, %	0	6			3	0	0	0	
Mymt Flow	3	665			966	1	1	3	
Major/Minor	Major1				Major2		Minor2		
Conflicting Flow All	967	0				0	1639	967	
Stage 1	-				90	-	967	=	
Stage 2	-	(4)					672	-	
Follow-up Headway	2.2	(4)				-	3.5	3.3	
Pot Capacity-1 Maneuver	720	260			-		102	303	
Stage 1	-	88			_	_	353		
Stage 2	-	-			2		493		
Time blocked-Platoon, %		243			- 2	- 2	100		
Mov Capacity-1 Maneuver	720	- 23			-	-	101	303	
Mov Capacity-2 Maneuver						-	101		
Stage 1		250					353		
Stage 2	-				-	-	490	-	
Approach	EB				WB		SB		
HCM Control Delay, s	0				0		23.2		
HCM LOS							С		
Minor Lane / Major Mymi		E81.	EBT	WBT	WBR	SBLn1			
Capacity (veh/h)		720			- A Section of the	202			
HCM Lane V/C Ratio		0.005		12	-	0.022			
HCM Control Delay (s)		10.023	0	18		23.2			
HCM Lane LOS		B	Ā	1.2		23.2 C			
HCM 95th %tile Q(veh)		0.014		25	_	0.066			
		V-V T	_			11.43131			

[~] Volume Exceeds Capacity; \$ Delay Exceeds 300 Seconds; Error Computation Not Defined

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	*	→	-	A.	1	1	
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	and the same
Lane Configurations		• 4	17		. W		
Volume (vph)	* 2	601	• 875	• 0	• 0	• 4	
Ideal Flow (vphpl)	• 1900	1900	• 1900	1900	• 1900	•1900	
Lane Width (ft)	• 11	* 11	• 11	•11	• 15	15	
Grade (%)		• 2%	° -2%		• 3%		
Satd. Flow (prot)	• 0	• 1716	•1819	. 0	- 1781	• 0	
Flt Permitted							
Satd Flow (perm)	¥ 0	•1716	1819	• 0	1781	0	
ink Speed (mph)		• 35	• 35		* 25		
Link Distance (ft)		• 379	1359		567		
Travel Time (s)		• 7.4	• 26.5		• 15.5		
Peak Hour Factor	0.94	0.94	• 0.94	0.94	• 0.94	• 0.94	
Heavy Vehicles (%)	0%	6 %	2%	۵%	. 0%	. 0%	
Shared Lane Traffic (%)	Ÿ.						
Lane Group Flow (vph)	 0	• 641	. •931	* 0	4	•0	
Sign Control		Free	Free		Stop		
Intersection Summary							
Area Type	Other						
Control Type: Unsignalize Intersection Capacity Utili Analysis Period (min) 15		ó		l l	CU Level	of Service	В

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6: Governor Rd (SR 0322) & Greenlea Rd

intersection									
Intersection Delay, s/veh	0								
Movement	EBL	EBT			WBT	WBR	SBL.	SBR	
Vol, veh/h	2	601			875	0	0	4	
Conflicting Peds, #/hr	0	0			0	0	0	0	
Sign Control	Free	Free			Free	Free	Stop	Stop	
RT Channelized	-	None			*	None	-	None	
Storage Length		-				-	0	-01	
Veh in Median Storage, #		0			0		Ō		
Grade, %	12	2			-2		3		
Peak Hour Factor	94	94			94	94	94	94	
Heavy Vehicles, %	0	6			2	0	0	0	
Mymt Flow	2	639			931	Ö	0	4	
WWITELLION		000			301				
Major/Minor	Majort				Major2		Minor2		
Conflicting Flow All	931	0			:*:	0	1575	931	
Stage 1	+)	_				_	931		
Stage 2	- 48	161			*		644	9	
Follow-up Headway	2.2					-	3.5	3.3	
Pot Capacity-1 Maneuver	743	100			-		94	302	
Stage 1	26	163				7	331	-	
Stage 2	20	725			- 0	22	473	121	
Time blocked-Platoon, %					2				
Mov Capacity-1 Maneuver	743						94	302	
Mov Capacity-2 Maneuver	, 10						94	002	
Stage 1	7.0 #1						331		
Stage 2							471		
Glage 2							77.1		
Approach	EB				WB		SB		
HCM Control Delay, s	0				0		17.1		
HCM LOS							С		
		Eni		14 (22.22)	18/20	The same and the s			
Minor Lane / Major Mymt		EBL	EBT	WBT	WBR	SBLn1			
Capacity (veh/h)		743	2.83	39		302			
HCM Lane V/C Ratio		0.003	2363	36		0.014			
HCM Control Delay (s)		9.859	0	56		17.1			
HCM Lane LOS		Α	Α			С			
HCM 95th %tile Q(veh)		0.009	790	1.0	-	0.043			
Notes									

~ Volume Exceeds Capacity, \$: Delay Exceeds 300 Seconds, Error Computation Not Defined

DONE BY DATE 5/19/5

	*	-	-	1	—	1	1	†	1	-	+	1
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	• 3	• 1	. 7	• 1	• •			4	• 7	• 1	• 🏗	
Volume (vph)	• 4	466	123	. 272	-772	7	107	•19	47	32	- 52	• 3
Ideal Flow (vphpl)	• 1800	1800	• 1800	• 1800	• 1800	-1800	• 1800	*1800	1800	1800	1800	*1800
Lane Width (ft)	10	12	- 14	•10	• 14	1 4	* 10	11	• 12	•10	• 12	.12
Grade (%)		3%			· -2%			- 0%			1%	
Storage Length (ft)	100	300	210	▶ 200		. 0	440		• 65	* 100		0
Storage Lanes	1		• 1	• 1		• 0	• 1		• 1	• 1		• 0
Taper Length (ft)	• 25	12		* 25			25			* 25		
Satd. Flow (prot)	1620	-1707	• 1593	• 1580	-1881	• 0	1565	• 1740	1500		• 1776	• 0
Flt Permitted	0.315		8	0.334			0.521			. 0.744		
Satd. Flow (perm)	- 537	1707	• 1546	556	-1881	∞ 0	• 856	1740	1463	• 1238	1776	• 0
Right Turn on Red	007	1707	Yes	. 000	-1001	Yes	• 000	11 10	Yes	00	.,	- Yes
Satd. Flow (RTOR)			128		•1	100			80		• 2	
Link Speed (mph)		• 35	120		*35			• 25			. 25	
Link Opeed (mpn) Link Distance (ft)		• 1359			950			• 763			556	
Travel Time (s)		26.5			18.5			20.8			-15.2	
Confl. Peds. (#/hr)	1	20.0	- 3	• 3	10.5	1	1	20.0	• 2	- 2	10.2	. 8
Confl. Bikes (#/hr)			3	3		• 1	100					_
Peak Hour Factor	0.90	•0.90	0.90	• 0.90	• 0.90	• 0.90	• 0.90	•0.90	0.90	*0.90	• 0.90	• 0.90
		• 7%	4%	2%	• 3%	• 0%	2%	0.50	• 2%	* 0%	• 0%	• 0%
Heavy Vehicles (%)	- 0%	• 170	470	• Z70	• 370	070	270	U70	270	070	070	- 0/0
Shared Lane Traffic (%)	4	- 540	427	200	866	• 0	• 119	21	• 52	• 36	• 61	if: 0
Lane Group Flow (vph)	4	• 518	• 137	-302								100
Turn Type	Perm	NA	Perm	•pm+pt	• NA		pm+pt	⊷ NA •8	Perm	Perm	•NA 4	
Protected Phases		2		• 1	• 6		• 3	•0		A	4	
Permitted Phases	• 2		• 2	• 6	-		8	- 0	8	• 4	. 4	
Detector Phase	2	• 2	• 2	• 1	• 6		* 3	* 8	* 8	-4	• 4	
Switch Phase	2 40 0	40.0	40.0		* 40.0		• 00	• • •	0.0	0.0	2.0	
Minimum Initial (s)	* 10.0	10.0	10.0	3.0	10.0		3.0	3.0	. 30	• 30	• 3.0	
Minimum Split (s)	15.9	15.9	• 15.9	12.9	15.9		• 12.0	12.0	•12.0	12.0	-12.0	
Total Split (s)	• 55 0	• 55 0	* 55.0	28.0	83 0		• 13.0	• 37 0	• 37.0	*24.0	24.0	
Total Split (%)	45.8%		45.8%	23.3%	69.2%		• 10.8%	*30.8%	-30.8%	20.0%	20.0%	
Yellow Time (s)	• 39	• 3.9	• 3.9	. 39	3.9		• 3.0	3.0	• 3.0	• 3.0	• 3.0	
All-Red Time (s)	• 2.0	• 2.0	• 2.0	. 2.0	2.0		• 2.0	• 2.0	• 2.0	•2.0	2.0	
Lost Time Adjust (s)	-1.0	-1.0	1 0	-1.0	1.0		• -1.0	•-1 ₀	·-1.0	* -1.0	• -1.0	
Total Lost Time (s)	4.9	• 4.9	• 4.9	4.9	• 4.9		• 4.0	• 4.0	• 4.0	4.0	4.0	
Lead/Lag	Lag	Lag	Lag	Lead			Lead			 Lag 	Lag	
Lead-Lag Optimize?												
Recall Mode	C-Max			None	C-Max		None	None		None	None	
Act Effct Green (s)	68.5	68.5	68.5	88.5	88.5		22.6	22.6	22.6	11.8	11.8	
Actuated g/C Ratio	0.57	0.57	0.57	0.74	0.74		0.19	0.19	0.19	0.10		
v/c Ratio	0.01	0.53	0.15	0.56	0.62		0.56	0.06	0.15	0.30	0.35	
Control Delay	8.5	10.1	0.9	11.0	11.9		50.9	36.3	3.8	54.5	52.5	
Queue Delay	0.0	0.0	0.0	0.0	0.3		0.0	0.0	0.0	0.0		
Total Delay	8.5	10.1	0.9	11.0	12.3		50.9	36.3	3.8	54.5	52.5	
LOS	Α	В	Α	В	В		D	D	Α	D	D	
Approach Delay		8.1			11.9			36.5			53.2	
Approach LOS		Α			В			D			D	
Intersection Summary												

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Other Area Type:

Cycle Length: 120

Actuated Cycle Length: 120

Offset 116 (97%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green

Natural Cycle: 70

Control Type: Actuated-Coordinated

Intersection Capacity Utilization 76.6%

Maximum v/c Ratio: 0.62

Intersection Signal Delay: 14.9

Intersection LOS: B ICU Level of Service D

Analysis Period (min) 15

Splits and Phases: 7: Cherry Dr & Governor Rd (SR 0322)

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Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	
Lane Group Flow (vph)	4	518	137	302	866	119	21	52	36	61	
v/c Ratio	0.01	0.53	0.15	0.56	0.62	0.56	0.06	0.15	0.30	0.35	
Control Delay	8.5	10.1	0.9	11.0	11.9	50.9	36.3	3.8	54.5	52.5	
Queue Delay	0.0	0.0	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0	
Total Delay	8.5	10.1	0.9	11.0	12.3	50.9	36.3	3.8	54.5	52.5	
Queue Length 50th (ft)	0	66	0	78	317	81	13	0	27	44	
Queue Length 95th (ft)	m1	m275	m11	m117	m387	125	33	14	57	81	
Internal Link Dist (ft)		1279			870		683			476	
Turn Bay Length (ft)	100		210	200		140		65	100		
Base Capacity (vph)	306	974	938	607	1387	214	478	460	206	297	
Starvation Cap Reductn	0	0	0	0	140	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	
Reduced v/c Ratio	0.01	0.53	0.15	0.50	0.69	0.56	0.04	0.11	0.17	0.21	
Intersection Summary										- 1	

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

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBI
Lane Configurations		•1>		• %	- ∱₃		. 4	• 4	. #	•	-1>	
Volume (vph)	• 19	370	• 123	• 49	• 776	* 156	- 241	• 200	• 99	146	•125	• 4
Ideal Flow (vphpl)	1650	-1650	1650	1650	1650	1650	• 1650	1650	• 1650	4650	1650	•165
Lane Width (ft)	* 11	• 12	12	40	12	12	•11	- 11	• 11	+10	• 12	4
Grade (%)		1%			- 0%			-1%			2%	
Storage Length (ft)	150		* 0	•0		• 0	• 135		• 90	• 125		
Storage Lanes	• 1		• 0	• 1		. 0	• 1		• 1	• 1		
Taper Length (ft)	25			25			* 25			• 25		
Satd. Flow (prot)	1422	•1509	- 0	1367	1575	• 0	*1493	4512	1298	-1434	• 1515	1.5
Flt Permitted	0.069			• 0.284			0.352			• 0.496		
Satd. Flow (perm)	103	1509	0	409	1575	- 0	• 553	4512	1298	- 749	•1515	
Right Turn on Red			Yes			* Yes			• Yes			• Ye
Satd. Flow (RTOR)		•1 7			*10				126		• 13	
Link Speed (mph)		* 35			35			*35			35	
Link Distance (ft)		• 950			214			• 348			1493	
Travel Time (s)		18.5			4.2			6.8			29.1	
Peak Hour Factor	0.94	• 0.94	• 0.94	0.94	• 0.94	• 0.94	• 0.94	• 0.94	• 0.94	• 0.94	• 0.94	0.9
Heavy Vehicles (%)	- 6%	*6%	•1%	7%	• 2%	3%	• 2%	• 6%	• 5%	1%	• 4%	• 39
Shared Lane Traffic (%)									0,0		.,,,	
Lane Group Flow (vph)	* 20	•525	. 0	52	992	• 0	•256	213	105	-1 55	• 178	19
Turn Type	pm+pt	• NA		•pm+pt	NA.		-pm+pt	• NA		pm+pt	•NA	
Protected Phases	• 5	• 2		• 1	• 6		• 3	* 8		7	• 4	
Permitted Phases	•2	_		• 6			* 8		*8	* 4	•	
Detector Phase	5	_ 2		• 1	• 6		* 3	•8	8	• 7	• 4	
Switch Phase				-							·	
Minimum Initial (s)	• 3.0	10.0		* 3.0	10.0		• 3.0	•3.0	* 3.0	3.0	•3.0	
Minimum Split (s)	12.6	• 15.6		• 12.6	• 15.6		• 12.7	15.7	15.7	•12.7	15.7	
Total Split (s)	13.0	• 55.0		• 13.0	• 55.0		• 22.0	34.0	34.0	-18.0	• 30.0	
Total Split (%)	10.8%			10.8%	45.8%		* 18.3%	28.3%		1 5.0%	125.0%	
Yellow Time (s)	3.6	• 3.6		• 3.6	• 3.6		• 3.7	•37	* 3.7	3.7	• 37	
All-Red Time (s)	• 2.0	• 2.0		• 2.0	• 2.0		• 2.0	•2.0	2.0	- 2.0	2.0	
Lost Time Adjust (s)	-1.0	*-1.0		-1.0	-1.0		• -1.0	-1.0	-1.0	-1.0	-1.0	
Total Lost Time (s)	4.6	4.6		4.6	• 4.6		• 4.7	• 4.7	• 4.7	• 4.7	• 4.7	
Lead/Lag	Lead			Lead	• Lag		Lead		• Lag	Lead	Lag	
Lead-Lag Optimize?							Louid	9	Lug			
Recall Mode	None	-C-Max		None	C-Max		None	• None	None	None	None	
Act Effct Green (s)	65.3	59.2		68.3	64.7		40.4	23.4	23.4	32.0	19.2	
Actuated g/C Ratio	0.54	0.49		0.57	0.54		0.34	0.20	0.20	0.27	0.16	
v/c Ratio	0.15	0.70		0.17	1.16		0.80	0.72	0.30	0.57	0.71	
Control Delay	14.4	18.6		14.0	113.8		50.6	59.1	6.2		58.7	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	14.4	18.6		14.0	113.8		50.6	59.1	6.2		58.7	
LOS	В	В		В	F		D	E	A		E	
Approach Delay		18.5		5	108.8			45.6	^		48.8	
Approach LOS		В			F			D			D	
Intersection Summary						8	10.0					

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DATE 5/28/15

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Lanes, Volumes, Timings

8: Fishburn Rd (SR 2011)/Hockersville Rd (SR 2011) & Governor Rd (SR 0322)

5/20/2015

Actuated Cycle Length: 120

Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green, Master Intersection

Natural Cycle: 140

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.16

Intersection Signal Delay 66.5 Intersection Capacity Utilization 95.5% Intersection LOS: E
ICU Level of Service F

Analysis Period (min) 15

Splits and Phases: 8: Fishburn Rd (SR 2011)/Hockersville Rd (SR 2011) & Governor Rd (SR 0322)

√ p1	• → p2 (R)	★ ø3	₩ g4
- 4 5%	。在1.1.1000年中国的特别的特别。1915年中国的特别的特别的	**************************************	
▶ ø5	ø6 (R)	67	* † ø8
**************************************		Fred Fig.	。 第12章 本在方法的表面

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	1	→	1	•	1	1	-	1	↓	
ane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	
ane Group Flow (vph)	20	525	52	992	256	213	105	155	178	
/c Ratio	0.15	0.70	0.17	1.16	0.80	0.72	0.30	0.57	0.71	
Control Delay	14.4	18.6	14.0	113.8	50.6	59.1	6.2	37.4	58.7	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	14.4	18.6	14.0	113.8	50.6	59.1	6.2	37.4	58.7	
tueue Length 50th (ft)	3	209	17	~862	156	156	0	88	122	
Queue Length 95th (ft)	m11	#187	40	#1321	#230	229	31	134	190	
nternal Link Dist (ft)		870		134		268			1413	
urn Bay Length (ft)	150				135		90	125		
ase Capacity (vph)	148	753	302	853	321	369	412	278	329	
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	
Reduced v/c Ratio	0.14	0.70	0.17	1.16	0.80	0.58	0.25	0.56	0.54	

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

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CHECKED BY SIZE DATE 5/28/18

^{# 95}th percentile volume exceeds capacity, queue may be longer-Queue shown is maximum after two cycles.

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

	*	-	-	1	1	1	
Lane Group	EB	EBT	WBT	WBR	SBL	SBR	
Lane Configurations		• 4	• 1>		ALC:		
Volume (vph)	5	564	-848	• 0	• 0	* 112	
Ideal Flow (vphpl)	190	1900	-1900	1900	• 1900	1900	
Lane Width (ft)	• 1	4 • 14	* 15	*15	* 16	•16	
Grade (%)		. 0%	-1%		•1%		
Satd. Flow (prot)	•	1921	42039	• 0	-1817	• 0	
FIt Permitted		. 0.996					
Satd Flow (perm)	•	1921	• 2039	0	1817	• 0	
Link Speed (mph)		• 35	• 35		* 35		
Link Distance (ft)		214	1855		620		
Travel Time (s)		• 4.2	• 36.1		• 12.1		
Peak Hour Factor	• 0.9	4 •0.94	• 0.94	0.94	• 0.94	0.94	
Heavy Vehicles (%)	• 69	6 • 5%	• 3%	•0%	. 0%	-2%	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	•	657	• 902	0	• 119	• 0	
Sign Control		Free	 Free 		Stop		
Intersection Summary							
Area Type:	Other						
Control Type: Unsignalize Intersection Capacity Utilia Analysis Period (min) 15		%		I	CU Level	of Service E	

9: Governor Rd (SR 0322) & Elm Ave

Intersection Delay, s/veh	Intersection									
Vol, veh/h 54 564 848 0 0 112 Conflicting Peds, #hr 0 0 0 0 0 0 Sign Control Free Free Free Free Stop Stop RT Channelized None Stop None		1.9								
Vol, veh/h 54 564 848 0 0 112 Conflicting Peds, #/hr 0 0 0 0 0 0 Sign Control Free Free Free Free Free Stop RT Channelized None None None None None Storage Length - - 0 - 0 - Veh in Median Storage, # - 0 0 - 0 - Grade, % - 0 -1 1 1 - Peak Hour Factor 94 94 94 94 94 94 Heavy Vehicles, % 6 5 3 0 0 2 Mwrit Flow 57 600 902 0 0 119 Major/Mirror Major/Mirror Major/Mirror Major/Mirror Major/Mirror Major/Mirror Major/Mirror Major/Mirror 902 2 2 3 3318	Movement	EBL	EST			WBT	WBR	SBL	SER	
Sign Control Free						848	0	0		
Sign Control Free Free Free Free Free Stop Stop	Conflicting Peds, #/hr	0	0			0	0	0	0	
RT Channelized		Free	Free			Free	Free	Stop	Stop	
Veh in Median Storage, # - 0 - 0 - 0 - 0 - 0 - 0 - 0 - 0 - 1 - - 0 - 1 - - - - - - - - - - - - - - - - -			None			56	None	-		
Veh in Median Storage, # - 0 0 - 0 Grade, % - 0 -1 - 1 - Peak Hour Factor 94 94 94 94 94 Heavy Vehicles, % 6 5 3 0 0 2 Mwmt Flow 57 600 902 0 0 119 Major/Minor Major1 Major2 Minor2 Conflicting Flow All 902 0 - 0 1617 902 Stage 1 - - 0 1617 902 Stage 2 - - - 715 - Stage 1 - - - 105 328 Stage 2 - - - - - Mov Capacity-1 Maneuver 737 - - 93 328 Mov Capacity-2 Maneuver - - 93 3 - Stage 2 - - - 93	Storage Length	*				(4	-	0	396	
Grade, % - 0 -1 - 1 - 1 - Peak Hour Factor 94 94 94 94 94 94 94 94 94 94 94 94 94			0			0	-		5000	
Peak Hour Factor 94 94 94 94 94 94 94 94 94 94 94 94 94		_				-1	-		2.5	
Mymit Flow 57 600 902 0 0 119 Major/Minor Major/1 Major/2 Minor2 Conflicting Flow All 902 0 - 0 1617 902 Stage 1 902 - 715		94	94			94	94	94	94	
Mvmt Flow 57 600 902 0 0 119 Major/Minor Major1 Major2 Minor2 Conflicting Flow All 902 0 - 0 1617 902 Stage 1 - - 902 - - 15 -	Heavy Vehicles, %	6	5			3	0	0	2	
Conflicting Flow All 902 0		57	600			902	0	0	119	
Conflicting Flow All 902 0	Major/Minor	Major1				Major2		Minor2		ST-STORY
Stage 1			0			200	0		902	
Stage 2		- 1	¥3			54			0.00	
Follow-up Headway 2.254 3.5 3.318 Pot Capacity-1 Maneuver 737 - 105 328			*			14	1.2		181	
Pot Capacity-1 Maneuver		2.254	- 2			14	-		3.318	
Stage 1						14	- 3			
Stage 2		-	22			1	72		721	
Time blocked-Platoon, % Mov Capacity-1 Maneuver 737 - 93 328 Mov Capacity-2 Maneuver - 93 - 93 - 93 - 93 - 93 - 93 - 93 - 9										
Mov Capacity-1 Maneuver 737 - 93 328 Mov Capacity-2 Maneuver - - 93 - Stage 1 - - 380 - Stage 2 - 415 - Approach EB WB SB HCM Control Delay, s 0.9 0 22.1 HCM LOS C C Minor Lane / Major Mvmt EBL EBT WBT WBR SBLn1 Capacity (veh/h) 737 - 328 HCM Lane V/C Ratio 0.078 - - 0.363 HCM Control Delay (s) 10.297 0 - 22.1 HCM Lane LOS B A C HCM 95th %tile Q(veh) 0.253 - - 1.612			7:				-			
Mov Capacity-2 Maneuver - - 93 - Stage 1 - - 380 - Stage 2 - 415 - Approach EB WB SB HCM Control Delay, s 0.9 0 22.1 HCM LOS C Minor Lane / Major Mvmt EBI: EBT WBT WBR SBLn1 Capacity (veh/h) 737 - - 328 HCM Lane V/C Ratio 0.078 - - 0.363 HCM Control Delay (s) 10.297 0 - 22.1 HCM Lane LOS B A C HCM 95th %tile Q(veh) 0.253 - - 1.612		737					7.5	93	328	
Stage 2			*3			_	-			
Stage 2						-	-		-	
HCM Control Delay, s 0.9 0 22.1 HCM LOS C Minor Lane / Major Mvmt EBL EBT WBT WBR SBLn1 Capacity (veh/h) 737 - 328 HCM Lane V/C Ratio 0.078 0.363 HCM Control Delay (s) 10.297 0 - 22.1 HCM Lane LOS B A C HCM 95th %tile Q(veh) 0.253 1.612		16	*						99	
HCM Control Delay, s 0.9 0 22.1 HCM LOS C Minor Lane / Major Mvmt EBL EBT WBT WBR SBLn1 Capacity (veh/h) 737 - 328 HCM Lane V/C Ratio 0.078 0.363 HCM Control Delay (s) 10.297 0 - 22.1 HCM Lane LOS B A C HCM 95th %tile Q(veh) 0.253 1.612	Approach	EB				₩B		SB		-
Minor Lane / Major Mymt EBL EBT WBT WBR SBLn1 Capacity (veh/h) 737 - - 328 HCM Lane V/C Ratio 0.078 - - 0.363 HCM Control Delay (s) 10.297 0 - 22.1 HCM Lane LOS B A C HCM 95th %tile Q(veh) 0.253 - - 1.612										
Capacity (veh/h) 737 - - 328 HCM Lane V/C Ratio 0.078 - - 0.363 HCM Control Delay (s) 10.297 0 - 22.1 HCM Lane LOS B A C HCM 95th %tile Q(veh) 0.253 - - 1.612	HCM LOS									
Capacity (veh/h) 737 - - 328 HCM Lane V/C Ratio 0.078 - - 0.363 HCM Control Delay (s) 10.297 0 - 22.1 HCM Lane LOS B A C HCM 95th %tile Q(veh) 0.253 - - 1.612	Minor Lane / Major Mymt				WBT	WBR	SBLn1			
HCM Lane V/C Ratio 0.078 - - 0.363 HCM Control Delay (s) 10.297 0 - 22.1 HCM Lane LOS B A C HCM 95th %tile Q(veh) 0.253 - - 1.612										
HCM Control Delay (s) 10.297 0 - 22.1 HCM Lane LOS B A C HCM 95th %tile Q(veh) 0.253 1.612					-					
HCM Lane LOS B A C HCM 95th %tile Q(veh) 0 253 1.612				ก	747					
HCM 95th %tile Q(veh) 0 253 1.612						-				
					-	_				
			0.200				1.012			

⁻ Volume Exceeds Capacity; \$: Delay Exceeds 300 Seconds; Error : Computation Not Defined

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	*	-	*	1	4	4	4	†	-	- 6	1	1
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		• 4			44		• 5	• 1>		4 %	*	
Volume (vph)	1 6	• 0	• 22	* 1	• 1	• 3	• 333	*127	. 12	- 24	40	351
Ideal Flow (vphpl)	• 1900	1900	• 1900	•1900	1900	1900	1900	1900	• 1900	• 1900	1900	1900
Grade (%)		3%			4%			-2%			0%	
Storage Length (ft)	0		4 150	* 0		• 0	•125		• 0	• 125		* 0
Storage Lanes	0		. 1	* 0		•0	-1		Ō			* 0
Taper Length (ft)	• 25			- 25			-25			- 25		
Satd Flow (prot)	•0	• 1712	•1639	• 0	•1681	• 0		• 1860	• 0	• 1805	1622	• 0
Flt Permitted		0.950		_	0.992		0.950			0.950		
Satd Flow (perm)	. 0	1712	1639	* 0	1681	• 0	• 1823	1860	-0	•1805	1622	• 0
Link Speed (mph)	77.	• 25			• 15	•		25			25	
Link Distance (ft)		1016			• 81			• 540			763	
Travel Time (s)		27.7			• 3.7			14.7			20.8	
Confl Peds (#/hr)							6		* 13	• 13		6
Peak Hour Factor	•0.83	•0.83	-0.83	• 0.83	- 0.83	•0.83	• 0.83	0.83	• 0.83	0.83	• 0.83	• 0.83
Heavy Vehicles (%)	7%	• 0%	• 0%	. 0%	• 0%	0%	. 0%	2%	-0%	.0%	-13%	. 0%
Shared Lane Traffic (%)					0.0		• • • • •	,,		• • • •		, 0.0
Lane Group Flow (vph)	• 0	•19	• 27	. 0	• 6	. 0	• 401	• 167	• 0	- 29	• 471	• 0
Sign Control		Stop			Stop			Free			Free	
Intersection Summary						- 20		im				

Area Type:

Other

Control Type: Unsignalized

Intersection Capacity Utilization 56.1%

Analysis Period (min) 15

ICU Level of Service B

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Intersection												
Intersection Delay, s/veh	5											
Movement	EBL	題	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBF
Vol. veh/h	16	0	22	1	1	3	333	127	12	24	40	35
Conflicting Peds, #/hr	0	0	0	0	0	0	6	0	13	13	0	(
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	*0	-	None	-	-	None	-	-	None	_	-	None
Storage Length	**	-	150		-	-	125	-	-	125	-	
Veh in Median Storage, #	45	0	-	(4)	0	-	-	0	-	-	0	
Grade, %		-3	-	_	4		-	-2	-	-	0	
Peak Hour Factor	83	83	83	83	83	83	83	83	83	83	83	83
Heavy Vehicles, %	7	0	0	0	0	0	0	2	0	0	13	(
Mvmt Flow	19	0	27	1	1	4	401	153	14	29	48	423
Major/Minor	Minor2		PART OF S	Minor1			Major1			Major2		
Conflicting Flow All	1282	1287	273	1280	1492	173	471	0	0	167	0	(
Stage 1	317	317	213	963	963	110	7/ 1	0	0	101		-
Stage 2	965	970		317	529			- 2	725		- 12	
Follow-up Headway	3.563	4	3.3	3.5	4	3.3	2.2	41	225	2.2		
Pot Capacity-1 Maneuver	172	205	788	108	89	859	1101	32		1423	122	
Stage 1	721	694	100	250	272	008	1101	-		1425	12	
Stage 2	352	393		651	472	_		- 4	7/25		- 12	
Time blocked-Platoon, %	302	393		001	412	_		- 22			- 2	
Mov Capacity-1 Maneuver	117	127	779	73	55	850	1089			1408		
	117	127	119	73	55	000	1009	70		1400	17	
Mov Capacity-2 Maneuver	456	680		158	172				1.5		1.5	
Stage 1	218	248	-	609	462	_	-	8	_			
Stage 2	210	240		009	402			*			72	
Approach	EB			WB			NB			SB		
HCM Control Delay, s	23.5			31.7			7.2			0.4		
HCM LOS	С			D								
Minor Lane / Major Mymt		NBL	NBT	NBR	EBLn1	EBLn2	WBLh1	SBL	SBT	SBR		
Capacity (veh/h)		1089	-	15,15,151	160	779	141	1408	717/13			
HCM Lane V/C Ratio		0.368			0.176	0.023	0.043	0.021		190		
HCM Control Delay (s)		10.221	45		32.2	9.7	31.7	7.61				
HCM Lane LOS		В			D	A	D	Α.				
HCM 95th %tile Q(veh)		1.716	_		0.616	0.07	0 133	0.063	÷1	1.00		
		1.1.10			4.010	3.01	2 .00	0.500				

[~] Volume Exceeds Capacity; \$ Delay Exceeds 300 Seconds; Error Computation Not Defined

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		• 4			क्षे			-c‡s			• 4	
Volume (vph)	* 20	• 3	• 39	• 0	• 0	*1	• 188	• 124	• 1	• 6	• 55	• 271
Ideal Flow (vphpl)	1900	1900	-1900	1900	• 1900	1900	4 1900	4900	1900	-1900	4 1900	1900
Lane Width (ft)	* 13	• 13	• 13	• 15	•15	•15	• 10	• 10	• 10	*10	*10	•10
Grade (%)		•3%			-2%			-3%			•0%	
Satd Flow (prot)	• 0	1628	• 0	• 0	•1826	•0	•0	¶717	• •0	_0	1571	• 0
Flt Permitted		•0.984						0.971			0.999	
Satd. Flow (perm)	• 0	1628	• 0	• 0	-1826	• 0	• 0	1717	• 0	. 0	4571	• 0
Link Speed (mph)		25			- 25			• 35			•30	
Link Distance (ft)		• 540			*357			1410			*1171	
Travel Time (s)		• 14.7			* 9.7			27.5			•26.6	
Peak Hour Factor	• 0.82	•0.82	* 0.82	0.82	• 0.82	* 0.82	• 0.82	0.82	• 0.82	•0.82	• 0.82	0.82
Heavy Vehicles (%)	• 0%	•0%	11%	-0%	•0%	0%	• 1%	•3%	• 0%	0%	-2%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	• 0	-76	* 0	₇₌ 0	• 1	• 0	• 0	- 381	• 0	• 0	404	0
Sign Control		Stop			Stop			Stop			* Stop	

Intersection Summary

Area Type:

Control Type: Unsignalized

Intersection Capacity Utilization 57.3%

Other

Analysis Period (min) 15

ICU Level of Service B

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Intersection												
Intersection Delay, s/veh	11											
Intersection LOS	В											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol., veh/h	20	3	39	0	0	1	188	124	1	6	55	271
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
Heavy Vehicles, %	0	0	11	0	0	0	1	3	0	0	2	C
Mvmt Flow	24	4	48	0	0	1	229	151	1	7	67	330
Number of Lanes	0	1	0	0	1	0	0	1	0	0	11	C
Approach	EΒ				WB		NB			SB		
Opposing Approach	WB				EB		SB			NB		
Opposing Lanes	1				1		1			1		
Conflicting Approach Left	SB				NB		EB			WB		
Conflicting Lanes Left	1				1		1			7		
Conflicting Approach Right	NB				SB		WB			EB		
Conflicting Lanes Right	1				- 1		1			1		
HCM Control Delay	8.9				8.2		12			10.4		
HCM LOS	Α				Α		В			В		
Lane		NBLn1	EBLn1	WBLn1	SBLn1							
Vol Left, %		60%	32%	0%	2%	-			-			
Vol Thru, %		40%	5%	0%	17%							
Vol Right, %		0%	63%	100%	82%							
Sign Control		Stop	Stop	Stop	Stop							
Traffic Vol by Lane		313	62	1	332							
LT Vol		124	3	0	55							
Through Vol		1	39	1	271							
RT Vol		188	20	0	6							
Lane Flow Rate		382	76	1	405							
Geometry Grp		1	1	1	1							
Degree of Util (X)		0.49	0.11	0.002	0.453							
Departure Headway (Hd)		4.619	5 221	5.071	4.032							
Convergence, Y/N		Yes	Yes	Yes	Yes							
Сар		779	683	700	891							
Service Time		2.655	3.28	3.145	2.062							
HCM Lane V/C Ratio		0.49	0.111	0.001	0.455							
HCM Control Delay		12	8.9	8.2	10.4							
HCM Lane LOS		В	Α	Α	В							
HCM 95th-tile Q		2.7	0.4	0	2.4							
THOM COULT WILL C												

^{~:} Volume Exceeds Capacity; \$: Delay Exceeds 300 Seconds; Error: Computation Not Defined

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	*	*	4	†	Ţ	1
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	- 14			• 4	1 %	
Volume (vph)	82	51	- 284	457	253	• 53
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	•1900
Lane Width (ft)	9	• 9	*10	10	• 14	•14
Grade (%)	• 0%			* 1%	-4%	
Satd Flow (prot)	*1563	• 0	* 0	1703	· 1929	• 0
Flt Permitted	•0.970			• 0.981		
Satd, Flow (perm)	1563	• 0	0	• 1703	1929	* 0
Link Speed (mph)	•35			* 35	• 35	
Link Distance (ft)	1171			• 1607	₽348	
Travel Time (s)	22.8			· 31.3	• 6.8	
Peak Hour Factor	• 0 91	•0.91	• 0.91	• 0.91	• 0.91	- 0.91
Heavy Vehicles (%)	• 1%	0%	- 1%	•2%	• 4%	8%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	• 1 4 6	• 0	- 0	• 814	•336	-0
Sign Control	Stop			Free	• Free	
Intersection Summary					96.	
Area Type	Other					
Control Type: Unsignalize	d					
Intersection Capacity Utiliz	zation 74.0%			ļ	CU Level	of Service I
Analysis Period (min) 15						

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Intersection									
intersection Delay, s/veh	17.9								
Movement		Joy J	EBR	NBL	NBT		SBT	SBR	
Vol. veh/h	82		51	284	457		253	53	
Conflicting Peds, #/hr	0		0	0	0		0	0	
Sign Control	Stop		Stop	Free	Free		Free	Free	
RT Channelized	8		None	_	None		**	None	
Storage Length	0			(9)	-				
Veh in Median Storage, #	0		_	848	0		0		
Grade, %	0				1		-4		
Peak Hour Factor	91		91	91	91		91	91	
Heavy Vehicles, %	1		0	1	2		4	8	
Mymt Flow	90		56	312	502		278	58	
MALVIET IOM	30		00	O1Z	002		Lio	00	
Major/Minor	Minor2			Major1			Major2		
Conflicting Flow All	1433		307	336	0			0	
Stage 1	307		- 6	-	(9)			+0	
Stage 2	1126		-		-			0	
Follow-up Headway	3.509		3.3	2.209			-	<u>28</u>	
Pot Capacity-1 Maneuver	148		738	1229	-		-	12	
Stage 1	748		27	-	20		25	23	
Stage 2	311							- 2	
Time blocked-Platoon, %					-		-	+	
Mov Capacity-1 Maneuver	96		738	1229					
Mov Capacity-2 Maneuver	96			1240	-		_	*:	
Stage 1	748		+	1(*)	_		_		
Stage 2	202		+0	100	240			*	
olugo 2	202								
Approach	EÉ			NB			SB		
HCM Control Delay, s	140.3			3.4			0		
HCM LOS	F								
Minor Lane / Major Mymt		NBL	NBT	EBLn1	SBT	SBR		-	
			HOI	144	ريون	ODIX			
Capacity (veh/h)		1229			147				
HCM Control Delay (a)		0.254	_	1.015	-	1.0			
HCM Control Delay (s)		8.923	0	140.3	-				
HCM Lane LOS		A	Α	F					
HCM 95th %tile Q(veh)		1.012	-	7.539	-				
Notes									

Volume Exceeds Capacity; \$ Delay Exceeds 300 Seconds, Error . Computation Not Defined

	-		7	1	4	1	4	1	1	1	↓	1
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBF
Lane Configurations		• ଶି			* 1		• 3	*			. 1>	
Volume (vph)	• 190	• 201	• 0	•0		•30	• 33	• 20	. 32	- 46	• 0	•68
Ideal Flow (vphpl)	1800	1800	• 1800	•1800	• 1800	• 1800	* 1800	-1 800	1800	•1800	* 1800	1800
Lane Width (ft)	• 12	• 12	. 12	• 13	•13	43	• 12	•12	• 12	*12	•12	12
Grade (%)		1 %			-6%			-2%			- 1%	
Storage Length (ft)	** 0		• 0	• 0		• 0	* 0		• 0	315		* 0
Storage Lanes	. 0		• 0	• 0		. 1	• 1		• 0	• 1		Č
Taper Length (ft)	25		• •	25		-	25		ŭ	• 25		•
Satd. Flow (prot)	• 0	1714	• 0	• 0		1628	• 1727	1420	• 0	- 1668	4478	•C
Flt Permitted		0.802		ŭ	1001	1020	• 0.701	1120	·	•0.714	.,,,	
Satd. Flow (perm)	• 0	1409	-0	•0	4 1681	- 1591	1274	1420	• 0	•1254	1478	• 0
Right Turn on Red	• •	· 1703	Yes	•0	1001	Yes	12,7	1720	Yes	1207	1770	Yes
Satd. Flow (RTOR)			103			• 57		•41	103		955	100
		• 25			25	- 01		*25			25	
Link Speed (mph)		505			274			408			1602	
Link Distance (ft)								11.1				
Travel Time (s)	0	13.8			7.5	- 3		11-1			• 437	
Confl. Bikes (#/hr)	3	- 0.70	• 2	2		_	-0.70	0.70	- 0 -70	40.70	. 0.70	0.70
Peak Hour Factor	• 0.79	• 0.79	• 0.79	0.79	• 0.79	0.79	•0.79	0.79	• 0.79	0.79	• 0.79	0.79
Heavy Vehicles (%)	- 3%	1 %	• 0%	*0%	- 14%	* 0%	• 0%	•0%	• 26%	2%	<u> </u>	3%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	• 0	495	• 0	•0		38	• 42	• 66	. 0	58	•86	• C
Turn Type	Perm	NA			•NA	Perm	* Perm	*NA		Perm	• NA	
Protected Phases		• 4			. 8			• 2			6	
Permitted Phases	*4					- 8	• 2			• 6		
Detector Phase	• 4	* 4			• 8	• 8	• 2	*2		• 6	• 6	
Switch Phase												
Minimum Initial (s)	• 3.0	* 3.0			3.0	*3.0	• 3.0	* 3.0		• 3.0	*3.0	
Minimum Split (s)	• 127	12.7			12.7	12.7	16.0	•16.0		• 16.0	* 16.0	
Total Split (s)	* 39.0	39.0			39.0	•39.0	-16.0	46.0		• 16.0	16.0	
Total Split (%)	• 43.3%	43.3%			43.3%	43.3%	17.8%	17 8%		17.8%	17.8%	
Yellow Time (s)	• 3.3	• 3.3			• 3.3	• 3.3	• 3.0	*3.0		• 3.0	3.0	
All-Red Time (s)	2.7	•2.7			• 2.7	• 2.7	• 27	• 2.7		• 27	2.7	
Lost Time Adjust (s)		1.0			-1.0	- 1.0	-1.0	-1.0		-1.0	a-1.0	
Total Lost Time (s)		5.0			5.0	5.0		4.7		• 47	* 4.7	
Lead/Lag		• 0-0			0.0	0.0					1.7	
Lead-Lag Optimize?												
Recall Mode	 None 	None			None	None	None	None		None	None	
Act Effct Green (s)	INOIIG	32.2			32.2	32.2	9.7	9.7		9.7	9.7	
Actuated g/C Ratio		0.38			0.38	0.38	0.11	0.11		0.11	0.11	
v/c Ratio		0.92			0.30	0.06	0.11	0.11		0.11	0.11	
		51.2			19.0	3.0	41.5			45.4	0.08	
Control Delay								22.9				
Queue Delay		0.0			0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay		51.2			19.0	3.0	41.5	22.9		45.4	0.2	
LOS_		D			В	Α	D	C		D	A 40.4	
Approach Delay		51.2			14.0			30.1			18.4	
Approach LOS		D			В			С			В	
Intersection Summary									100			

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Lane Group	ø9			
Lane Configurations				- '
Volume (vph)				
Ideal Flow (vphpl)				
Lane Width (ft)				
Grade (%)				
Storage Length (ft)				
Storage Lanes				
Taper Length (ft)				
Satd. Flow (prot)				
Flt Permitted				
Satd. Flow (perm)				
Right Turn on Red				
Satd. Flow (RTOR)				
Link Speed (mph)				
Link Distance (ft)				
Travel Time (s)				
Confl. Bikes (#/hr)				
Peak Hour Factor				
Heavy Vehicles (%)				
Shared Lane Traffic (%)				
Lane Group Flow (vph)				
Turn Type				
Protected Phases	• 9			
Permitted Phases				
Detector Phase				
Switch Phase				
Minimum Initial (s)	• 33.0			
Minimum Split (s)	35 .0			
Total Split (s)	35.0 35.0 35.0 35.0 35.0 35.0 35.0			
Total Split (%)	39%			
Yellow Time (s)	• 2.0			
All-Red Time (s)	• 0.0			
Lost Time Adjust (s)				
Total Lost Time (s)				
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	Min			
Act Effct Green (s)				
Actuated g/C Ratio				
v/c Ratio				
Control Delay				
Queue Delay				
Total Delay				
LOS				
Approach Delay				
Approach LOS				
Intersection Summary				

DATE SAB 5

Cycle Length: 90

Actuated Cycle Length 84.4

Natural Cycle: 90

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.92

Intersection Signal Delay 37.9 Intersection Capacity Utilization 46.4%

Intersection LOS: D
ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 13: Centerview Dr & Campus Dr

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Lane Group	EBT	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	495	85	38	42	66	58	86
v/c Ratio	0.92	0.13	0.06	0.29	0.33	0.40	0.08
Control Delay	51.2	19.0	3.0	41.5	22.9	45.4	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	51.2	19.0	3.0	41.5	22.9	45.4	0.2
Queue Length 50th (ft)	261	31	0	22	13	31	0
Queue Length 95th (ft)	#368	54	8	47	42	60	0
Internal Link Dist (ft)	425	194			328		1522
Turn Bay Length (ft)						315	
Base Capacity (vph)	576	688	685	173	228	170	1026
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.86	0.12	0.06	0.24	0.29	0.34	0.08
Intersection Summary						-	

⁹⁵th percentile volume exceeds capacity, queue may be longer Queue shown is maximum after two cycles.

1: University Dr & Governor Rd (SR 0322)

	1	\rightarrow	7	1	+	1	1	†	-	1	Ţ	1
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	(4)	• 1	. 7		• 1	- 4	· 19	• 4		1 39	4.	
Volume (vph)	• 79	•473	. 110	- 64	772	• 235	241	• 226	102	• 36	-55	46
deal Flow (vphpl)	1800	• 1800	1800	-1800	1800	-1800	1800	1800	1800	1800	- 1800	-1800
Lane Width (ft)	• 12	• 12	• 12	• 12	• 13	• 12	•14	12	14	• 12	-12	42
Grade (%)		1%			· -1%			-1%			3%	
Storage Length (ft)	• 180		* O	220		220	· 0		•165	. 0		. 0
Storage Lanes	Ĩ		, i	• 1		. 1	•1		· 1	* 1		(a) (
Taper Length (ft)	• 25			· 25		•	• 25			25		
Satd. Flow (prot)	1701	• 1756	1507	•1719	. 1851	-1522	•1833	-1809	-1640	1736	- 1666	• 0
FIt Permitted	- 0.122			-0.357			- 0.373			• 0.613		
Satd. Flow (perm)	219	-1756	. 1480	- 644	- 1851	• 1522	720	• 1809	1587	-1109	1666	. 0
Right Turn on Red			Yes		340	Yes			• Yes			Yes
Satd. Flow (RTOR)			• 113			• 200			- 105		_ 33	, , ,
Link Speed (mph)		• 35			35			• 25	55.00		25	
Link Distance (ft)		•1985			• 974			- 881			. 833	
Travel Time (s)		•38.7			• 19.0			24.0			22.7	
Confl. Peds. (#/hr)		00.1	• 8	. 8	. 10-0			, 1.0	• 7	* 7		
Peak Hour Factor	• 0.97	• 0.97	0.97	0.97	• 0.97	• 0.97	• 0.97	• 0.97	0.97	•0.97	· 0.97	0.97
Heavy Vehicles (%)	0%	•2%	1%	• 0%	1%	1%	0%	0%	0%	•0%	4%	* 0%
Shared Lane Traffic (%)	070	-2 /0	* 170	• • 70	- 170	170	. 070	070	4 0 70	• 0 70	7,0	07.
Lane Group Flow (vph)	• 81	488	•113	* 66	• 796	• 242	248	233	1 05	37	• 104	• 0
Turn Type	pm+pt		pm+ov	pm+pt	- NA		pm+pt	NA	Perm		• NA	
Protected Phases	• piii pt	• 2		• 1	•6	• I CIIII	• 3	8	• Citii	Citi	4	
Permitted Phases	- 2	- 2	2	-6	•0	• 6	* 8		.8	4		
Detector Phase	5	• 2	_	• 1	• 6	- 6	* 3	- 8	8	• 4	. 4	
Switch Phase	5	2	• 0	• 1	• 0	• 0	3	-0	•0	• 4	• ~	
	* 3.0	•10.0	3.0	• 3.0	*10.0	•10.0	• 3.0	•3.0	• 3.0	• 3.0	3.0	
Minimum Initial (s)	• 12.0	42.7	• 3.0 • 12.4	• 12.0	• 427	• 42.7	12.4	*32.4	82 4	12.0	* 12.0	
Minimum Split (s)	12.0	* 42.7 * 51.0	23.0	12.0	51.0	51.0	23.0	• 37.0		14.0	14.0	
Total Split (s)	12.0%	51.0%	23.0%	• 12.0 •12.0%	51.0%	51.0%	23.0%	37.0%	• 37.0 • 37.0%	14.0%	14.0%	
Total Split (%)		• 3.7	• 3.0	~ -	43.7	3.7	3.0	3.0	• 3.0	• 3.0	3.0	
Yellow Time (s)	• 3.7	2.0	2.4	• 3.7	2.0	2.0	• 2.4	• 24	2.4	2.4	2.4	
All-Red Time (s)	2.0						-1.0	• -1.0	• -1.0		-1.0	
Lost Time Adjust (s)	-1.0	• -1.0	-1.0	-1.0	*-1.0	-1.0				•-1.0		
Total Lost Time (s)	4.7	• 4.7	4.4	4.7	• 4.7	• 4.7	4.4	• 4.4	· 4.4	• 4.4	4.4	
Lead/Lag	Lead	Lag	Lead	• Lead	Lag	Lag	Lead			Lag	• Lag	
Lead-Lag Optimize?	Mana	-C May	Mone	None	C May	C May	Mone	None	None	Mono	None	
Recall Mode		-C-Max					None	None		None	None	
Act Effct Green (s)	59.3	53.4	70.4	59.2	53.3	53.3	27.9	27.9	27.9	9.0	9.0	
Actuated g/C Ratio	0.59	0.53	0.70	0.59	0.53	0.53	0.28	0.28	0.28	0.09	0.09	
v/c Ratio	0.34	0.52		0.14	0.81	0.27	0.64	0.46	0.20		0.58	
Control Delay	13.0	20.3	1.2	12.5	33.5	8.0	37.0	31.7	5.9		43.5	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	
Total Delay	13.0	20.3		12.5	33.5	8.0	37.0	31.7	5.9		43.5	
LOS	В	C	Α	В	C	Α	D	C	Α	D	D	
Approach Delay		16.2			26.7			29.3			46.1	
Approach LOS		В			С			С			D	
Intersection Summary												11 0

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DONE BY __/STO

DATE 5/28/15

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 60 (60%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green

Natural Cycle 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.81

Intersection Signal Delay: 25.6 Intersection Capacity Utilization 82.8%

Intersection LOS: C ICU Level of Service E

Analysis Period (min) 15

Splits and Phases: 1: University Dr & Governor Rd (SR 0322)

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- Police	对的基础。如果实验的企业的企业的特殊的	29-02-15-11-15-15-11-11-11	[4] FLOCE (CT)
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DATE 5/8/19

	1	-	-	1	-	4	1	†	-	\	↓	
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	
Lane Group Flow (vph)	81	488	113	66	796	242	248	233	105	37	104	
v/c Ratio	0.34	0.52	0.10	0.14	0.81	0.27	0.64	0.46	0.20	0.37	0.58	
Control Delay	13.0	20.3	1.2	12.5	33.5	8.0	37.0	31.7	5.9	53.6	43.5	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	13.0	20.3	1.2	12.5	33.5	8.0	37.0	31.7	5.9	53.6	43.5	
Queue Length 50th (ft)	21	224	0	24	519	33	122	114	0	22	43	
Queue Length 95th (ft)	42	330	15	m29	m#722	m62	193	183	36	55	99	
Internal Link Dist (ft)		1905			894			801			753	
Turn Bay Length (ft)	180			220		220			165			
Base Capacity (vph)	239	937	1103	460	987	905	415	589	588	107	191	
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	Ō	
Reduced v/c Ratio	0.34	0.52	0.10	0 14	0.81	0.27	0.60	0.40	0.18	0.35	0.54	
Intersection Summary											100	

^{# 95}th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.

DONE BY STO DATE 508/5
CHECKED BY STORY

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

2: Centerview Dr & Governor Rd (SR 0322)

	۶		7	1	-	A	1	†	1	-	↓	4
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	• 1	· 3		(4.7)	1			• 4	. 7		्के	
Volume (vph)	• 14	•500	• 46	• 50	- 613	· 71	-335	• 80	. 189	• 37	- 18	31
Ideal Flow (vphpl)	• 1800	• 1800	-1800	•1800	1800	•1800	1800	1800	1800	• 1800	1800	1800
Lane Width (ft)	• 12	• 14	. 14	12	12	•12	12	, 12	.14	-16	1 6	1 6
Grade (%)		• 1%			-2%		50	<u>*</u> 1%			-1%	
Storage Length (ft)	• 170		* 0	170		- 0	• 0		•300	. 0		•0
Storage Lanes	•1		· 0	. 1		• 0	. 0		• 1	. 0		. 0
Taper Length (ft)	• 25			25			* 25			• 25		
Satd. Flow (prot)	• 1701	1805	• 0	•1693	•1737	• 0	•0	. 1704	1624	- 0	1868	. 0
Fit Permitted	0.270			0.212				0.726			0.678	
Satd. Flow (perm)	483	1805	- 0	378	•1737	· • 0	. 0	1284	-1565	• 0	-1290	· 0
Right Turn on Red			· Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		* 5			• 9				-195		+ 32	(, , , ,
Link Speed (mph)		• 35			• 35			25			- 25	
Link Distance (ft)		974			• 921			1602			866	
Travel Time (s)		19.0			17.9			43.7			23.6	
Confi. Peds. (#/hr)	• 3	10.0	• 11	• 11		• 3	• 2	10.1	• 8	-8	20-0	- 2
Confi Bikes (#/hr)			• 4	* 4			•					
Peak Hour Factor	0.97	• 0.97	0.97	0.97	. 0.97	0.97	•0.97	•0.97	• 0.97	0.97	• 0.97	• 0.97
Heavy Vehicles (%)	• 0%	• 4%	• 5%	• 2%	- 3%	0%	1%	•1%	0%	3%	0.01	• 0%
Shared Lane Traffic (%)	0 70	770	- 070	270	- 070	• 070	1 70		0 /0	070	• 070	0 70
Lane Group Flow (vph)	• 14	562	• 0	* 52	• 705	• 0	• 0	• 427	• 195	. 0	*89	• 0
Turn Type	• Perm		• 0	• pm+pt	• NA	- 0	Perm	NA	Perm	• Perm	• NA	U
Protected Phases	· i oiiii	-2		• piii-pt	- 6		-I CIIII	-8	- Cilii	V I GIIII	4	
Permitted Phases	• 2	_		•6	- 0		•8	• •	• 8	• 4	7	
Detector Phase	-2	•2		• 1	• 6		• 8	. 8	• 8	4	4	
Switch Phase	Z	**			. 0		- 0	. 0	• 0	• =	7	
Minimum Initial (s)	10.0	• 10.0		* 3.0	10.0		• 3.0	* 3.0	• 3.0	•3.0	3.0	
Minimum Split (s)	• 15.1	* 15.1		• 12.1	• 15.1		11.9	• 11.9	11.9	•11.9	11.9	
Total Split (s)		• 42.0		14.0	56.0		44.0	44.0	* 44.0	• 44.0	44.0	
Total Split (%)	• 42.0%			14.0%	* 56.0%		*44.0%	•44.0%	44.0%	44.0%		
Yellow Time (s)	• 38	• 38		3.8	3.8		3.0	3.0	• 3.0	→ 3.0	- 3.0	
All-Red Time (s)	• 1.3	1.3		1.3	• 1.3		• 1.9	• 1.9	• 1.9	1.9	1.9	
Lost Time Adjust (s)	· -1.0	• -1.0		-1.0	-1.0		¥ 1.8	-0.5	-0.5	• 1.8	#:-0.5	
	4.1			4.1	4.1			• 4.4	• 4.4		4.4	
Total Lost Time (s)		• 4.1		• Lead	4.1			4.4	4.4		4.4	
Lead/Lag	• Lag	• Lag		Leau								
Lead-Lag Optimize?	C May	C May		Mono	C May		None	Mana	a Mone	• Nana	None	
Recall Mode	C-Max				C-Max		None	• None		None	None	
Act Effet Green (s)	44.8	44.8 0.45		54.8	54.8			36.7	36.7		36.7	
Actuated g/C Ratio	0.45			0.55	0.55			0.37	0.37		0.37	
v/c Ratio	0.06	0.69		0.17	0.74			0.91	0.28		0.18	
Control Delay	11.7	24.8		13.5	24.2			54.5	4.0		14.3	
Queue Delay	0.0	0.0		0.0	0.0			0.0	0.0		0.0	
Total Delay	11.7	24.8		13.5	24.2			54.5	4.0		14.3	
LOS	В	C		В	C			D	Α		В	
Approach Delay Approach LOS		24.4 C			23.5 C			38.7 D			14.3 B	
Intersection Summary												

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DONE BY 3073

DATE 5/28/15

Area Type: Other

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 99 (99%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green

Natural Cycle: 75

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.91

Intersection Signal Delay: 28.0 Intersection LOS: C

Intersection Capacity Utilization 81.6% ICU Level of Service D

Analysis Period (min) 15

Splits and Phases: 2: Centerview Dr & Governor Rd (SR 0322)

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DATE 5/28/15

	1		1	-	†	-	↓
Lane Group	EBL	EBT	WBL	WBT	NBT	NBR	SBT
Lane Group Flow (vph)	14	562	52	705	427	195	89
v/c Ratio	0.06	0.69	0.17	0.74	0.91	0.28	0.18
Control Delay	11.7	24.8	13.5	24.2	54.5	4.0	14.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	11.7	24.8	13.5	24.2	54.5	4.0	14.3
Queue Length 50th (ft)	5	362	16	336	242	0	23
Queue Length 95th (ft)	m10	#506	m35	538	#419	43	56
Internal Link Dist (ft)		894		841	1522		786
Turn Bay Length (ft)	170		170			300	
Base Capacity (vph)	216	812	337	956	508	737	530
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.06	0.69	0.15	0 74	0.84	0.26	0.17
Intersection Summary							-4

^{# 95}th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.

5/28/15 5/28/15

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

	1	\rightarrow	-	1	1	1
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		• 4	• 🏗		, No.	
Volume (vph)	• 11	•738	•737	• 4	. 3	. 8
ideal Flow (vphpl)	1900	• 1900	1900	•1900	1900	1900
Lane Width (ft)	• 11	® 11	•11	•11	•15	15
Grade (%)		• 1%	• 0%		-3%	
Satd Flow (prot)	0	• 1756	• 1799	• 0	1725	• 0
FIt Permitted		•0.999			0.987	
Satd Flow (perm)	• 0	• 1756	1799	• 0	1725	• 0
Link Speed (mph)		• 35	* 30		25	
Link Distance (ft)		• 921	• 400		1058	
Travel Time (s)		• 17.9	• 9.1		28.9	
Peak Hour Factor	0.99	• 0.99	• 0.99	• 0.99	• 0.99	0.99
Heavy Vehicles (%)	• 0%	4%	2 %	0%	• 0%	13%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	9 0	756	• 748	• 0	<u>* 11</u>	• 0
Sign Control		Free	Free		Stop	
Intersection Summary						
Агеа Туре:	Other					
Control Type: Unsignalize						
Intersection Capacity Utili	zation 57.6%	6			CU Level	of Servic
Analysis Period (min) 15						

3: Governor Rd (SR 0322) & Hillview Ln

ntersection Delay, s/veh	0.2								
Movement	EBL	EBT			WBT	WBR	SBL	SBR	
Vol, veh/h	11	738			737	4	3	8	
Conflicting Peds, #/hr	0	0			0	0	0	0	
Sign Control	Free	Free			Free	Free	Stop	Stop	
RT Channelized		None			-	None		None	
Storage Length	-	-			*	-	0	(8)	
Veh in Median Storage, #	-	0			0	-	0	-	
Grade, %	41	1			0		-3		
Peak Hour Factor	99	99			99	99	99	99	
Heavy Vehicles, %	0	4			2	0	0	13	
Mvmt Flow	11	745			744	4	3	8	
Major/Minor	Major1				Major2		Minor2		
Conflicting Flow All	748	0			-	0	1514	746	
Stage 1	+3					*	746	28	
Stage 2	1 +6	-			-	*	768	*	
Follow-up Headway	2.2	-			-	*	3.5	3.417	
Pot Capacity-1 Maneuver	870					+	171	421	
Stage 1	22	_			-	9	535	(#K)	
Stage 2	2				-	-	524	(4)	
Time blocked-Platoon, %		27			-	1			
Mov Capacity-1 Maneuver	870	2				- 2	167	421	
Mov Capacity-2 Maneuver					-	9	167	5.5	
Stage 1	**	7/			1.5	-	535		
Stage 2	-	*1					512	(10)	
Approach	EB				WB		SB		
HCM Control Delay, s	0.1				0		17.5		
HCM LOS							С		
Minor Lane / Major Myint		EBL	EBT	WBT	MARD	SBLn1			
			FDI	\$4D1	MUNICIPAL				
Capacity (veh/h)		870	-	878	18	298 0.037			
HCM Control Doloy (a)		0.013		8.00		17.5			
HCM Control Delay (s)		9.191	0						
HCM Lane LOS		Α	Α			0.446			
HCM 95th %tile Q(veh)		0.039		(*)	34	0.116			
Notes									

[~] Volume Exceeds Capacity, \$ Delay Exceeds 300 Seconds, Error Computation Not Defined

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4: Governor Rd (SR 0322) & Areba Ave

	1	-	-	1	—	A	4	†	-	1	↓	1
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		• 4			• 4			4			• 4	
Volume (vph)	• 44	•670	• 0	* 0	736	• 12	. 2	. 0	. 0	. 1	• 0	-12
Ideal Flow (vphpl)	• 1900	• 1900	. 1900	1900	1900	1900	-1900	-1900	1900	1900	1900	•1900
Lane Width (ft)	• 11	• 11	-11	.11	• 11	• 11	-10	•10	•10	•16	• 16	•16
Grade (%)		-2%			1 %			•7%			1%	
Satd. Flow (prot)	• 0	1797	• 0	. 0	_ 1784	• 0	72 0	4626	• 0	• 0	1739	• 0
Flt Permitted		• 0.997						0.950			0.996	
Satd Flow (perm)	∞ 0	•1797	· 0	• 0	1784	• 0	• 0	-1626	• 0	. 0	. 1739	• 0
Link Speed (mph)		× 35			• 35			* 30			* 25	
Link Distance (ft)		• 400			* 375			• 85			*1017	
Travel Time (s)		• 7.8			* 7.3			1.9			27.7	
Confl. Peds. (#/hr)	. 1		• 7	. 7		4/						
Peak Hour Factor	• 0.98	• 0.98	• 0.98	0.98	•0.98	0.98	0.98	* 0.98	• 0.98	•0.98	• 0.98	- 0.98
Heavy Vehicles (%)	- 2%	• 3%	- 0%	• 0%	2%	17%	. 0%	. 0%	. 0%		• 0%	• 8%
Shared Lane Traffic (%)					•	•	102		•			
Lane Group Flow (vph)	* 0	729	• 0	• 0	763	• 0	• 0	•2	0	. 0	.13	* 0
Sign Control		Free			Free			Stop			Stop	
Interception Summary	19702-17											

Intersection Summary

Area Type:

Other

Control Type: Unsignalized

Intersection Capacity Utilization 81.4%

Analysis Period (min) 15

ICU Level of Service D

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DATE SASIS

Intersection												
Intersection Delay, s/veh	0.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBF
Vol, veh/h	44	670	0	0	736	12	2	0	0	1	0	12
Conflicting Peds, #/hr	1	0	7	7	0	1	0	0	0	0	0	(
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None			None		36	None	053	240	None
Storage Length		-	-			-		-	-	-	-	
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	
Grade, %		-2	-	-	1	-	-	7	-	100	1	
Peak Hour Factor	98	98	98	98	98	98	98	98	98	98	98	98
Heavy Vehicles, %	2	3	0	0	2	17	0	0	0	0	0	8
Mvmt Flow	45	684	0	0	751	12	2	0	0	1	0	12
Major/Minor	Major1			Major2			Minora			Minor2		
Conflicting Flow All	763	0	0	684	0	0	1536	1536	691	1530	1530	764
Stage 1	100			-	100	C#	773	773	-	757	757	
Stage 2			-		-	59	763	763	-	773	773	
Follow-up Headway	2.218			2.2		24	3.5	4	3.3	3.5	4	3.372
Pot Capacity-1 Maneuver	850	-	-	919		-	53	64	392	89	109	386
Stage 1	000	9	45	-	257	24	292	305	-	386	401	000
Stage 2	_	_	- 2			- 4	297	309		378	394	
Time blocked-Platoon, %					1	-	201	000		0.0	004	
Mov Capacity-1 Maneuver	845		23	914	10	- 1	48	58	390	83	100	384
Mov Capacity-2 Maneuver	-	_		-	_	12	48	58	-	83	100	00
Stage 1		_	_				267	279		353	401	
Stage 2			5	050	150	13	286	309	23	344	360	ř
Approach	EB			WB	-		NB			SB		
HCM Control Delay, s	0.6			0			83.3			17.6		
HCM LOS	0.0			U			65.5 F			C		
Minor Lane / Major Mymt		NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1			
Capacity (veh/h)		48	845		124015	914	1101	AATHY	300			
HCM Lane V/C Ratio		0.043	0.053	_		314	-	-	0.044			
HCM Control Delay (s)		83.3	9.499	0	_	0		_	17.6			
HCM Lane LOS					-							
		0.13	A 0.168	Α		A 0			C 0.138			
HCM 95th %tile Q(veh)												

Volume Exceeds Capacity, \$ Delay Exceeds 300 Seconds; Error Computation Not Defined

DATE 5/8/5

DATE 5/8/5

	1	\rightarrow	—	1	1	1	
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	
Lane Configurations		•4	*15		14		
Volume (vph)	• 4	• 695	*739	- 3	• 0	• 0	
Ideal Flow (vphpl)	1900	•1900	1900	•1900	•1900	1900	
Lane Width (ft)	+ 11	• 11	• 11	• 11	* 16	• 16	
Grade (%)		- -1%	• 0%		•1%		
Satd Flow (prot)	.0	•1775	1799	* O	2143	. 0	
Flt Permitted							
Satd. Flow (perm)	• 0	4775	1799	0	• 2143	• 0	
Link Speed (mph)		• 30	•30		25		
Link Distance (ft)		375	• 379		801		
Travel Time (s)		• 8.5	• 8.6		21.8		
Peak Hour Factor	• 0.97	• 0.97	0.97	0.97	• 0.97	0.97	
Heavy Vehicles (%)	• 0%	• 4%	2 %	• 0%	• 0%	• 0%	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	* 0	• 720	•765	* O	* 0	•0	
Sign Control		• Free	Free		Stop		
Intersection Summary							
Area Type:	Other						
Control Type: Unsignalize Intersection Capacity Utili Analysis Period (min) 15				I	CU Level o	of Service A	

CHECKED BY SDY DATE 5/28/5

Movement EBL EBT WBT WBR SBL SBR	Intersection									
Vol, weith 4 695 739 3 0 0 Conflicting Peds, #hr 0 - Ventor Ventor Ventor 0 - <td< th=""><th>Intersection Delay, s/veh</th><th>0</th><th></th><th></th><th></th><th></th><th></th><th></th><th></th><th></th></td<>	Intersection Delay, s/veh	0								
Conflicting Peds, #/hr 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Movement	EBL	ЕВТ			WBT	WBR	SBL	SBR	
Conflicting Peds, #/hr		4	695			739	3	0	0	
Sign Control Free Free Free Free Free Stop Stop		0					0		0	
RT Channelized			Free			Free	Free	Stop	Stop	
Storage Length		+0						-		
Veh in Median Storage, # 0 0 - 0 - 0 - 0 - 0 - 0 - 0 - 0 - 1 - - - Peak Hour Factor 97 98 93 98 98			_				-	0		
Grade, % - 1 0 - 1			0			0	_		47	
Peak Hour Factor 97		+0					-			
Heavy Vehicles, %		97					97	97	97	
Mymit Flow 4 716 762 3 0 0 Major/Minor Major1 Major2 Minor2 Conflicting Flow All 765 0 - 0 1488 763 Stage 1 - - - 763 - - 725 - Follow-up Headway 2.2 - - 3.5 3.3 90 3.3 90 399 90										
Major/Minor	Mymt Flow									
Conflicting Flow All 765 0 - 0 1488 763 Stage 1 - - - 763 - Stage 2 - - 725 - Follow-up Headway 2.2 - - 3.5 3.3 Pot Capacity-1 Maneuver 857 - - 127 399 Stage 1 - - - 445 - Stage 2 - - - - - Mov Capacity-1 Maneuver 857 - - 126 399 Mov Capacity-2 Maneuver - - - 126 399 Mov Capacity-2 Maneuver - - - 445 - Stage 1 - - - 445 - Stage 2 - - - 445 - Stage 2 - - - 460 - Approach EB WB SB HCM Lone // Major Manueur BE EBT WBT WBR SBn1						- 15				
Conflicting Flow All 765 0 - 0 1488 763 Stage 1 - - - 763 - Stage 2 - - 725 - Follow-up Headway 2.2 - - 3.5 3.3 Pot Capacity-1 Maneuver 857 - - 127 399 Stage 1 - - - 445 - Stage 2 - - - - - Mov Capacity-1 Maneuver 857 - - 126 399 Mov Capacity-2 Maneuver - - - 126 399 Mov Capacity-2 Maneuver - - - 445 - Stage 1 - - - 445 - Stage 2 - - - 445 - Stage 2 - - - 460 - Approach EB WB SB HCM Lone // Major Manueur BE EBT WBT WBR SBn1	Major/Minor	Major1				Major2		Minor2		Nu
Stage 1	Conflicting Flow All		0			_	0	1488	763	
Stage 2		- 8	-			-	_	763		
Pot Capacity-1 Maneuver 857 127 399 Stage 1 445 Stage 2 464 Time blocked-Platoon, % 126 399 Mov Capacity-1 Maneuver 857 126 399 Mov Capacity-2 Maneuver 126 - 399 Mov Capacity-2 Maneuver 126 - 445 Stage 1 445 Stage 2 460 Approach EB WB SB HCM Control Delay, s 0.1 0 0 0 HCM LOS A Minor Lafte / Major Mvmt EBL EBT WBT WBR SBLn1 Capacity (veh/h) 857 0 HCM Lane V/C Ratio 0.005 + + HCM Control Delay (s) 9.221 0 - 0 HCM Lane LOS A A			1,00					725	250	
Pot Capacity-1 Maneuver		2.2	-			-	- 18		3.3	
Stage 1		857				-	*	127	399	
Stage 2		90	195				- 8	445		
Time blocked-Platoon, %		*	_			-	2	464	· ·	
Mov Capacity-1 Maneuver 857 - - 126 399 Mov Capacity-2 Maneuver - - - 126 - - - 126 - - - 126 - - - 126 - - - 145 - - - 445 - <td></td> <td></td> <td>_</td> <td></td> <td></td> <td>-</td> <td>-</td> <td></td> <td></td> <td></td>			_			-	-			
Mov Capacity-2 Maneuver - - 126 Stage 1 - - - 445 Stage 2 - - - 460 Approach EB WB SB HCM Control Delay, s 0.1 0 0 HCM LOS A A Minor Lane / Major Mvmt EBL EBT WBT WBR SBLn1 Capacity (veh/h) 857 - - 0 HCM Lane V/C Ratio 0.005 - - + HCM Control Delay (s) 9.221 0 - 0 HCM Lane LOS A A A		857	167			-		126	399	
Stage 1 - - - 445 Stage 2 - - - 460 Approach EB WB SB HCM Control Delay, s 0.1 0 0 HCM LOS A A Minor Lane / Major Mvmt EBL EBT WBT WBR SBLn1 Capacity (veh/h) 857 - - 0 HCM Lane V/C Ratio 0.005 - - + HCM Control Delay (s) 9.221 0 - 0 HCM Lane LOS A A A		2	-			12		126	929	
Stage 2		-				-				
Approach EB WB SB HCM Control Delay, s 0.1 0 0 HCM LOS A Minor Lane / Major Mymt EBL EBT WBT WBR SBLn1 Capacity (veh/h) 857 0 HCM Lane V/C Ratio 0.005 + HCM Control Delay (s) 9.221 0 - 0 HCM Lane LOS A A A		- 20	100			15				
HCM Control Delay, s 0.1 0 0 HCM LOS A Minor Lane / Major Mvmt EBL EBT WBT WBR SBLnt Capacity (veh/h) 857 0 HCM Lane V/C Ratio 0.005 + HCM Control Delay (s) 9.221 0 - 0 HCM Lane LOS A A A										
HCM LOS A Minor Lane / Major Mvmt EBL EBT WBT WBR SBLn1 Capacity (veh/h) 857 - 0 HCM Lane V/C Ratio 0.005 - - + HCM Control Delay (s) 9.221 0 - 0 HCM Lane LOS A A A	Approach	ÉB				WB		SB		
Minor Lane / Major Mvmt EBL EBT WBT WBR SBLn1 Capacity (veh/h) 857 0 HCM Lane V/C Ratio 0.005 + HCM Control Delay (s) 9.221 0 - 0 HCM Lane LOS A A A	HCM Control Delay, s	0.1				0		0		
Capacity (veh/h) 857 0 HCM Lane V/C Ratio 0.005 + HCM Control Delay (s) 9.221 0 - 0 HCM Lane LOS A A A A	HCM LOS							Α		
Capacity (veh/h) 857 0 HCM Lane V/C Ratio 0.005 + HCM Control Delay (s) 9.221 0 - 0 HCM Lane LOS A A A A	Managerapa (Malandian)		EDÍ	CPT	MOT	WIDD:	CDI n4			
HCM Lane V/C Ratio 0.005 + + HCM Control Delay (s) 9.221 0 - 0 HCM Lane LOS A A A A				EDI	AADI	44017				
HCM Control Delay (s) 9.221 0 - 0 HCM Lane LOS A A A				-	357	7	U			
HCM Lane LOS A A A				_	-	12	- A			
					-					
TION BOILT TALLE CI(VOIT) U.U10 The state of the city of the				А			А			
	HOW SOM WINE CI(VEN)		0.015	-	-		80			

[~] Volume Exceeds Capacity; \$: Delay Exceeds 300 Seconds; Error Computation Not Defined

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	*		-	1	1	4	
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	
Lane Configurations		≆सी	• 🏗	-	. \		
Volume (vph)	• 4	•693	•739	• 5	• 0	• 2	
Ideal Flow (vphpl)	• 1900	• 1900	1900	•1900	1900	1900	
Lane Width (ft)	• 11	• 11	• 11	• 11	• 15	• 15	
Grade (%)		· 2%	•-2%		* 3%		
Satd. Flow (prot)	0	1766	1817	. 0	• 1781	• 0	
Flt Permitted							
Satd. Flow (perm)	· 0	• 1766	• 1817	• 0	4 781	₹ 0	
Link Speed (mph)		• 35	•35		25		
Link Distance (ft)		• 379	• 1359		* 567		
Travel Time (s)		• 7.4	•26.5		15.5		
Peak Hour Factor	* 0.99	• 0.99	• 0.99	• 0.99	• 0.99	•0.99	
Heavy Vehicles (%)	-0%	*3%	• 2%	•0%	*0%	0%	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	• 0	•704	• 751	• 0	• 2	• 0	
Sign Control		Free	Free		Stop		
Intersection Summary							
Area Type:	Other						
Control Type: Unsignalize Intersection Capacity Utili Analysis Period (min) 15		Ó		Į	CU Level	of Service A	

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Intersection Delay, s/veh	0.1	·							
ntersection belay, siven	0.1								
Movement	EBL	EBT			WBT	WBR	SBL	SBR	الاستاليات
Vol, veh/h	4	693			739	5	0	2	
Conflicting Peds, #/hr	0	0			0	0	0	0	
Sign Control	Free	Free			Free	Free	Stop	Stop	
RT Channelized	888	None			-	None	-	None	
Storage Length		-				-	0		
Veh in Median Storage, #		0			0	_	0	59	
Grade, %	100	2			-2	-	3		
Peak Hour Factor	99	99			99	99	99	99	
Heavy Vehicles, %	0	3			2	0	0	0	
Mymt Flow	4	700			746	5	0	2	
Major/Minor	Major1				Major2		Minor2		
Conflicting Flow All	752	0			-	0	1457	749	
Stage 1	(e.)	883			-	23	749	-	
Stage 2	-	360			*	*	708	-	
Follow-up Headway	2.2	191			-	**	3.5	3.3	
Pot Capacity-1 Maneuver	867					- 60	113	390	
Stage 1	360	100			18	*	416	-	
Stage 2	-	707			2	*	437	14.	
Time blocked-Platoon, %						23			
Mov Capacity-1 Maneuver	867					€	112	390	
Mov Capacity-2 Maneuver	-	-			~	20	112	121	
Stage 1	_					-	416		
Stage 2	100	0.54				-	434	-	
Approach	EB				WB		SB		
HCM Control Delay, s	0.1				0		14.3		
HCM LOS							В		
Minor Lane / Major Mymt		EBL	EBT	WBT	WBR	SBLmi			
			LO.	1101	AADIX				
Capacity (veh/h)		867	157	37	2	390			
HCM Cantrol Delay (a)		0.005	_		-	0.005			
HCM Control Delay (s)		9 172	0	3.5	-	14.3			
HCM Lane LOS HCM 95th %tile Q(veh)		A 0.014	Α -			B 0.016			

Volume Exceeds Capacity, \$ Delay Exceeds 300 Seconds; Error : Computation Not Defined

one Crain	1	\rightarrow	7	•	—	*	4	†	-	-	↓	1
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBI
Lane Configurations	• 4	•4	• 7	• 14	- 13			• 4		. 19	- 1	
Volume (vph)	. 11	• 533	132	• 94	524	• 37	• 168	• 44	• 291	• 25	* 39	• 1:
Ideal Flow (vphpl)	1800	1800	1800	•1800	1800	•1800	•1800	1800	1800	1800	1800	180
Lane Width (ft)	•10	12	14	• 10	• 14	• 14	10	11	12	10	12	1
	• 10	-3%	• 17	• 10	-2%	• 17	310	0%	#1 4	10	-1%	34
Grade (%)	400	-3%	- 040	000	• -270		440	• 070	- CE	400	1 /0	
Storage Length (ft)	100		• 210	• 200		• 0	•140		65	100		• (
Storage Lanes	*1		• 1	• 1		• 0	• 1		• 1	• 1		*
Taper Length (ft)	1 25			25			-25			• 25		
Satd. Flow (prot)	1620	1774	1640	• 1565	1864	.0	4 580	• 1740	1530	1588	1639	• (
Fit Permitted	0.444			• 0.309			• 0 479			* 0.727		
Satd. Flow (perm)	757	. 1774	1603	509	1864	. 0	• 794	4740	• 1530	1215	1639	• (
Right Turn on Red			• Yes			Yes			Yes			* Ye
Satd. Flow (RTOR)			• 141		•7				* 303		<u>• 14</u>	
Link Speed (mph)		* 35			35			* 25	000		- 25	
		1359			950			* 763			556	
Link Distance (ft)												
Travel Time (s)		26 5			*18.5			20.8			15.2	
Confl. Peds. (#/hr)			* 1	• 1			• 2					* 1
Confl. Bikes (#/hr)				• 1			2					4
Peak Hour Factor	• 0.96	• 0.96	•0.96	•0.96	• 0.96	0.96	•0.96	•0.96	• 0.96	-0.96	• 0.96	•0.90
Heavy Vehicles (%)	• 0%	• 3%	• 1%	• 3%	.3%	3%	* 1%	• 0%	• 0%	-0%	•3%	89
Shared Lane Traffic (%)						•						
Lane Group Flow (vph)	• 11	• 555	• 138	• 98	• 585	* 0	· 175	- 46	303	* 26	•55	
Turn Type	Perm		• Perm	-pm+pt	•NA		•pm+pt	• NA	Perm	Perm	· NA	
Protected Phases	-I CIIII	• 2	• I Cilli	* 1	6		• 3	• 8	-I CIIII	Citt	4	
		2			0			• 0	. 0		4	
Permitted Phases	*2	_	• 2	-6			0		* 8	• 4		
Detector Phase	• 2	. 2	* 2	• 1	• 6		3	• 8	• 8	. 4	* 4	
Switch Phase												
Minimum Initial (s)	• 10.0	• 10.0	•10.0	* 3.0	• 10.0		* 30	• 3.0	•30	3.0	* 3.0	
Minimum Split (s)	*15.9	• 15.9	15.9	12.9	15.9		12.0	1 2.0	• 12.0	• 12.0	* 12.0	
Total Split (s)	• 57 0	• 57.0	57.0	12.0	69.0		16.0	*31.0	4 31.0	• 15.0	• 15.0	
Total Split (%)	* 57.0%	• 57.0%	• 57.0%	12.0%	• 69.0%		16.0%	31.0%	•31.0%	15.0%	15.0%	
Yellow Time (s)	* 3.9	• 3.9	• 3.9	• 3.9	3.9		• 3.0	• 3.0	• 3.0	* 3.0	3 0	
All-Red Time (s)	• 2.0	• 2.0	• 2.0	• 2.0	2.0		• 2.0	• 2.0	• 2.0	• 2.0	• 2.0	
Lost Time Adjust (s)	-1.0	-1.0	• -1.0	• -1 ₋ 0	-1.0		• -1.0	*-1.0	• -1.0	•-1.0	-1.0	
	• 4.9	• 4.9	4.9	4.9	4.9		• 4.0	• 4.0	4.0	4.0	4.0	
Total Lost Time (s)					4.9			4.0	4.0			
Lead/Lag	Lag	Lag	Lag	Lead			• Lead			• Lag	Lag	
Lead-Lag Optimize?												
Recall Mode	* C-Max				C-Max		-None	None	None	None	None	
Act Effct Green (s)	58.1	58.1	58.1	68.4	68.4		22.7	22.7	22.7	9.1	9.1	
Actuated g/C Ratio	0.58	0.58	0.58	0.68	0.68		0.23	0.23	0 23	0.09	0.09	
	0.03	0.54	0.14	0.23	0.46		0.64	0.12	0.52	0.24	0.34	
v/c Ratio	19.8	30.5	11.2	6.5	7.4		43.7	29.0	7.0	46.8	39.3	
v/c Ratio Control Delay		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Control Delay	0.0	0.0	11.2	6.5	7.4		43.7	29.0	7.0	46.8	39.3	
Control Delay Queue Delay	0.0 19.8	30.5		0.0			D	20.0 C	A	D	D	
Control Delay Queue Delay Total Delay	19.8	30.5		Λ	Δ							
Control Delay Queue Delay Total Delay LOS		С	В	Α	A		U			_		
Control Delay Queue Delay Total Delay LOS Approach Delay	19.8	C 26.6		Α	7.2			21.2			41.7	
Control Delay Queue Delay Total Delay LOS	19.8	С		Α								

Area Type: Other
Cycle Length 100

Actuated Cycle Length: 100

Offset: 8 (8%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green

Natural Cycle: 65

Control Type Actuated-Coordinated

Maximum v/c Ratio: 0.64

Intersection Signal Delay: 19.1 Intersection Capacity Utilization 67.8%

Intersection LOS: B
ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 7: Cherry Dr & Governor Rd (SR 0322)



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Lane Group	EBL	ЕВТ	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	
Lane Group Flow (vph)	11	555	138	98	585	175	46	303	26	55	
v/c Ratio	0.03	0.54	0.14	0.23	0.46	0.64	0.12	0.52	0.24	0.34	
Control Delay	19.8	30.5	11.2	6.5	7.4	43.7	29.0	7.0	46.8	39.3	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	19.8	30.5	11.2	6.5	7.4	43.7	29.0	7.0	46.8	39.3	
Queue Length 50th (ft)	6	344	36	18	125	94	23	0	16	25	
Queue Length 95th (ft)	m13	463	m70	m22	m164	155	50	63	42	62	
Internal Link Dist (ft)		1279			870		683			476	
Turn Bay Length (ft)	100		210	200		140		65	100		
Base Capacity (vph)	440	1031	990	429	1276	276	469	634	133	192	
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	
Reduced v/c Ratio	0.03	0.54	0.14	0.23	0.46	0.63	0 10	0.48	0.20	0.29	
Intersection Summary			-								

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

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	• 14	1/3		14	* [-		• 3	• 4	· ·	• 19	• 1	
Volume (vph)	• 56	* 771	• 156	• 103	451	• 161	160	206	124	234	266	33
Ideal Flow (vphpl)	• 1650	1650	1650	1650	1650	-1650	1650	1650	1650	-1650	• 1650	-1650
Lane Width (ft)	• 11	• 12	. 12	. 10	• 12	-12		•11	* 11	+10	• 12	• 12
Grade (%)		-1%			•0%			•-1%			• 2%	
Storage Length (ft)	150		• 0	• 0		• 0	•135		• 90	125		. 0
Storage Lanes	• 1		• 0	• 1		• 0	• 1		100	*1		- 0
Taper Length (ft)	25			* 25			• 25			* 25		
Satd. Flow (prot)	1508	1585	. 0	• 1463	1536	• 0	• 1508	• 1587	• 1363	•1448	*1578	~ 0
Flt Permitted	• 0.204			0.088			0.336			• 0.331		2
Satd. Flow (perm)		• 1585	• 0	• 136	4536	· 0		• 1587	1363	505	1578	* 0
Right Turn on Red			•Yes			Yes			Yes		0.53	Yes
Satd. Flow (RTOR)		• 13			• 23				-152		-6	
Link Speed (mph)		• 35			. 35			35			3 5	
Link Distance (ft)		• 950			- 214			* 348			1493	
Travel Time (s)		- 18.5			4.2			6.8			29.1	
Peak Hour Factor	0.98	• 0.98	. 0.98	0.98	• 0.98	• 0.98	• 0.98	•0.98	•0.98	0.98	• 0.98	0.98
Heavy Vehicles (%)	• 0%	• 1%	1%	0%	• 4%	1%	- 1%	. 1%	• 0%	•0%	• 2%	. 0%
Shared Lane Traffic (%)				• • , , ,		• . , •			070	• • • • • • • • • • • • • • • • • • • •		
Lane Group Flow (vph)	57	946	• 0	•105	624	• 0	• 163	210	4 127	• 239	• 305	• 0
Turn Type	pm+pt	• NA		pm+pt	-NA		pm+pt	NA	Perm	pm+pt	- NA	J
Protected Phases	5	• 2		• 1	• 6		3	8	1 01111	* 7	• 4	
Permitted Phases	- 2	_		- 6			* 8	·	. 8	-4	7	
Detector Phase	• 5	• 2		• 1	• 6		* 3	* 8	* 8	• 7	4	
Switch Phase				-	•			·			-	
Minimum Initial (s)	• 3.0	-10.0		- 3.0	• 10.0		• 3.0	•30	• 3.0	*3.0	• 3.0	
Minimum Split (s)	• 12.6	• 15.6		12.6	15.6		• 12.7	15.7	• 15.7	12.7	•15.7	
Total Split (s)	• 12.0	48.0		12.0	•48.0		13.0	23.0	• 23.0	• 17.0	27.0	
Total Split (%)	• 12.0%	48.0%		12.0%	48.0%		13.0%			17.0%	27.0%	
Yellow Time (s)	3.6	• 3.6		3.6	• 3.6		• 3.7	•37	• 37	• 3.7	* 3.7	
All-Red Time (s)	2.0	2.0		2.0	2.0		• 2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	-1.0	-1.0		-1.0	-1.0		-10	-1.0	• -1.0	-1.0	-1.0	
Total Lost Time (s)	4.6	4.6		4.6	4.6		• 4.7	4.7	4.7	4.7	• 4.7	
Lead/Lag	* Lead	Lag		• Lead	* Lag		• Lead		Lag	Lead	• Lag	
Lead-Lag Optimize?	Leau	Lay		Leau	Lay		Leau	Lag	Lay	Leau	Lay	
Recall Mode	 None 	C-Max		• None	C-Max		None	None	None	None	None	
Act Effct Green (s)	51.3	44.1		52.5	46.5		25.9	17.6	17.6	33.9	21.6	
	0.51	0.44		0.52	0.46		0.26	0.18	0.18	0.34	0.22	
Actuated g/C Ratio v/c Ratio	0.31	1.34		0.62	0.46							
	16.0	188.3		32.7			0.75	0.76	0.35	0.84	0.89	
Control Delay					38.3		48.2	57.1	6.6	52.2	64.9	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	16.0	188.3		32.7	38.3		48.2	57.1	6.6	52.2	64.9	
LOS	В	F		С	D		D	E	Α	D	E .	
Approach Delay Approach LOS		178.5 F			37 5 D			41.4 D			59.3 E	
Intersection Summary					201							
Area Type: Cycle Length: 100	Other											

Lanes, Volumes, Timings

8: Fishburn Rd (SR 2011)/Hockersville Rd (SR 2011) & Governor Rd (SR 0322)

5/20/2015

Actuated Cycle Length: 100

Offset 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green, Master Intersection

Natural Cycle: 140

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.34 Intersection Signal Delay 93.4 Intersection Capacity Utilization 108.3%

Intersection LOS: F
ICU Level of Service G

Analysis Period (min) 15

Splits and Phases: 8: Fishburn Rd (SR 2011)/Hockersville Rd (SR 2011) & Governor Rd (SR 0322)

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77 (44)		可加益	
<u></u>	ø6 (R)	87	1 ø8
		TO VEHICLE OF	

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Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	
Lane Group Flow (vph)	57	946	105	624	163	210	127	239	305	
v/c Ratio	0.23	1.34	0.62	0.86	0.75	0.76	0.35	0.84	0.89	
Control Delay	16.0	188.3	32.7	38.3	48.2	57.1	6.6	52.2	64.9	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	16.0	188.3	32.7	38.3	48.2	57.1	6.6	52.2	64.9	
Queue Length 50th (ft)	17	~771	30	354	75	127	0	117	184	
Queue Length 95th (ft)	m38	#1024	#95	#586	#131	#231	34	#199	#333	
Internal Link Dist (ft)		870		134		268			1413	
Turn Bay Length (ft)	150				135		90	125		
Base Capacity (vph)	254	706	170	727	218	290	373	286	356	
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	
Reduced v/c Ratio	0.22	1.34	0.62	0.86	0.75	0.72	0.34	0.84	0.86	
Intersection Summary							L			

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

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^{# 95}th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.

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

	-	\rightarrow	4	4	- 6	1			
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR			
Lane Configurations		• 4	* 1>		. 10			 	
Volume (vph)	• 108	913	617	• 1	- 0	• 99			
Ideal Flow (vphpl)	1900	•1900	• 1900	• 1900	1900	4900			
Lane Width (ft)	• 14	• 14	. 15	-15	-16	16			
Grade (%)		• 0%	• -1%		• 1%				
Satd Flow (prot)	* 0	1999	2039	• 0	-1853	• 0			
Flt Permitted		• 0.995							
Satd Flow (perm)	: 0	• 1999	2039	. 0	4853	• 0			
Link Speed (mph)		35	* 35	_	35				
Link Distance (ft)		• 214	• 1855		• 620				
Travel Time (s)		. 4.2	* 36.1		*12.1				
Confl. Peds. (#/hr)	• 2			· 2					
Peak Hour Factor	• 0.95	• 0.95	• 0.95	0.95	• 0.95	• 0.95			
Heavy Vehicles (%)	. 0%	-1%	. 3%	.0%	• 0%	• 0%			
Shared Lane Traffic (%)									
Lane Group Flow (vph)	• 0	•1075	· 650	. 0	104	. 0			
Sign Control		Free	Free		Stop				
Intersection Summary		Se (Se)					/m		
Area Type:	Other								
Control Type: Unsignalize	ed								
Intersection Capacity Utili:	zation 102.7	%		Į.	CU Level	of Service G			
Analysis Period (min) 15									

9: Governor Rd (SR 0322) & Elm Ave

intersection									
Intersection Delay, s/veh	1.4						· ·		
Movement	EBL	EBT			WBT	WBR	SBL	SBR	
Vol, veh/h	108	913			617	1	0	99	
Conflicting Peds, #/hr	2	0			0	2	0	0	
Sign Control	Free	Free			Free	Free	Stop	Stop	
RT Channelized		None			12	None	·	None	
Storage Length		-			-	-	0		
Veh in Median Storage, #	-	0			0		0	-	
Grade, %	*	0			-1	-	1		
Peak Hour Factor	95	95			95	95	95	95	
Heavy Vehicles, %	0	1			3	0	0	0	
Mymt Flow	114	961			649	1	ő	104	
					0.10			101	
Major/Minor	Major1		×		Major2		Minor2		
Conflicting Flow All	651	0			-	0	1838	652	
Stage 1		*					650	61	
Stage 2	-	*			-	-	1188	- 6	
Follow-up Headway	2.2	*			-	_	3.5	3.3	
Pot Capacity-1 Maneuver	945	40			-		76	463	
Stage 1		¥6			-	_	505	£5	
Stage 2	- 1	25				_	273	4/	
Time blocked-Platoon, %		- 2			4	-			
Mov Capacity-1 Maneuver	943	25			-	_	56	462	
Mov Capacity-2 Maneuver		-			_	-	56	25	
Stage 1						-	505		
Stage 2		-				-	202		
Olugo Z							202		
Approach	ĖB				WB		SB		
HCM Control Delay, s	1				0		15		
HCM LOS							С		
Minor Lane / Major Mymt		EBL	EBT	WBT	MODE	SBLn1			
			EQ1	AADT	AADIZ				
Capacity (veh/h)		943	-	-	-	462			
HCM Lane V/C Ratio		0.121	_	_	_	0.226			
HCM Control Delay (s)		9.34	0		- 3	15			
HCM Lane LOS HCM 95th %tile Q(veh)		A 0.41	Α			C 0.857			
			-						

^{~ .} Volume Exceeds Capacity, \$ Delay Exceeds 300 Seconds; Error Computation Not Defined

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Analysis Period (min) 15

	•	\rightarrow	*	1	4	A	1	1	-	1		4
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		• 4	(4)		• 4	· · · · · · · · · · · · · · · · · · ·		• 1>		• 15	-1-	
Volume (vph)	410	• 6	351	• 0	• 0	•1	• 20	410	. 2	•10	143	• 32
Ideal Flow (vphpl)	1900	4 1900	• 1900	1900	• 1900	1900	1900	• 1900	• 1900	•1900	• 1900	1900
Grade (%)		-3%			4%			-2%			• 0%	
Storage Length (ft)	• 0		150	• 0		• 0	425		• 0	•125		* O
Storage Lanes	• 0		• 1	• 0		• 0	• 1		• 0	• 1		• 0
Taper Length (ft)	25			* 25			25			-25		
Satd Flow (prot)	• 0	• 1838	• 1639	• 0	• 1611	0	1823	1878	+0	1805	1847	• 0
Flt Permitted		• 0.953					0.950			0.950		•
Satd Flow (perm)	0	1838	1639	•0	-1611	•0	•1823	1878	• 0	*1805	1847	0
Link Speed (mph)		* 25			• 15			25			25	
Link Distance (ft)		1016			* 81			* 540			• 763	
Travel Time (s)		• 27.7			* 3.7			1 4.7			20.8	
Confl. Peds. (#/hr)							• 4					• 4
Peak Hour Factor	• 0.85	• 0.85	• 0.85	• 0.85	• 0.85	• 0.85	0.85	• 0.85	· 0.85	0.85	• 0.85	•0.85
Heavy Vehicles (%)	• 0%	0%	• 0%	0%	• 0%	• 0%	• 0%	• 2%	• 0%	-0%	• 0%	• 0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	. 0	•489	•413	• 0	• 1	.0	• 24	•131	. 0	.12	•206	• 0
Sign Control		Stop			Stop		•	• Free		•	Free	_
Intersection Summary												
Area Type:	Other			-								
Control Type: Unsignalize Intersection Capacity Utiliz				le	CU Level	of Servic	e A					

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Intersection Intersection Delay, s/veh	30.2		-									
microodin Dolay, or ton	00.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBF
Vol, veh/h	410	6	351	0	0	1	20	110	2	10	143	32
Conflicting Peds, #/hr	0	0	0	0	0	0	4	0	0	0	0	4
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized			None	-	-	None	-	-	None		-	None
Storage Length		-	150	(4)	98	-	125	-	-	125	-	
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	
Grade, %		-3		-	4	-	-	-2	-		0	
Peak Hour Factor	85	85	85	85	85	85	85	85	85	85	85	85
Heavy Vehicles, %	0	0	- 0	0	0	0	0	2	0	0	0	(
Mvmt Flow	482	7	413	0	0	1	24	129	2	12	168	38
Major/Minor	Minor2			Minor 1			Major1			Major2		
Conflicting Flow All	389	390	191	392	407	135	206	0	0	132	0	(
Stage 1	211	211	191	178	178	100	200	U	-	102	U	,
Stage 2	178	179		214	229						- 2	
Follow-up Headway	3.5		3.3	3.5	4	3.3	2.2		- 02	2.2	27	
Pot Capacity-1 Maneuver	612	4 585	870	523	490	906	1377			1466		
•	824	758		796	726	900	10//		1.5	1400		
Stage 1	853	778	_	756	683		_	-			- 14	
Stage 2 Time blocked-Platoon, %	000	110	•	700	003	_		_			-	
	507	570	867	265	477	903	1372	- 3	LES	1461		
Mov Capacity-1 Maneuver	597			265		903	1312			1401	120	
Mov Capacity-2 Maneuver	597	570			477			-		-		
Stage 1	810	752	7	782	713		- 5	_			-	
Stage 2	834	764	- 7	388	677		3			30	-	
Approach	EB			WB			NB			SB		
HCM Control Delay, s	42.4			9			1.2			0.4		
HCM LOS	Е			Α								
Minor Lane / Major Mymt		NBL	NBT	NBR	SBLM	EBLn2	WBLn1	SBL	SBT	SBR		
Capacity (veh/h)		1372			640	867	903	1461			_	
HCM Lane V/C Ratio		0.017	-		0.98	0.318	0.001	0.008		00/		
HCM Control Delay (s)		7.67	- 33		56.1	11.1	9	7.484		-		
HCM Lane LOS		Α.07	100	0.50	F	В	Ä	A	- 50	- 54:		
HCM 95th %tile Q(veh)		0.052	-	_	14.547	1.37	0.004	0.024		200		
TOM OUGH MAIO OR VOIL)		0-00E			I I.OTI	1.01	CIOUT	O DET				

~: Volume Exceeds Capacity, \$ Delay Exceeds 300 Seconds; Error Computation Not Defined

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Intersection Capacity Utilization 64.8%

Analysis Period (min) 15

	1	-	*	1	←	1	4	†	-	1	Į.	1
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		• 4			• 4			ं क			• 🗘	
Volume (vph)	• 297	- 6	●174	• 0	. 1	•2	84	104	• 0	-4	• 146	• 40
Ideal Flow (vphpl)	• 1900	• 1900	1900	1900	- 1900	1900	1900	1900	• 1900	•1900	•1900	1900
Lane Width (ft)	• 13	13	* 13	*15	15	1 5	* 10	10	• 10	*10	• 10	•10
Grade (%)		* 3%			2%			• -3%			0%	
Satd Flow (prot)	• 0	• 1784	• 0	• 0	• 1921	* 0	-0	1735	• 0	• 0	1720	• 0
Flt Permitted		0.970						0.978			•0.999	_
Satd. Flow (perm)	• 0	• 1784	* 0	• 0	1921	• 0	. 0	1735	* 0	• 0	• 1720	. 0
Link Speed (mph)		* 25			• 25			* 35			* 30	
Link Distance (ft)		• 540			357			1410			1171	
Travel Time (s)		• 14.7			• 9.7			27.5			26.6	
Confl Peds (#/hr)			• 4	• 4			• 1	2110			2010	- 1
Peak Hour Factor	· 0.94	•0.94	• 0.94	0.94	• 0.94	0.94	• 0.94	• 0.94	• 0.94	•0.94	•0.94	0.94
Heavy Vehicles (%)	• 0%	• 0%	- 0%	0%	• 0%	.0%	2%	1%	0%	0%	• 0%	• 0%
Shared Lane Traffic (%)		• • • • • • • • • • • • • • • • • • • •	0.0			,010		1170	0,0	. 070	0,0	0,0
Lane Group Flow (vph)	*0	• 507	0	· 0	3	• 0	• 0	• 200	. 0	. 0	*202	• 0
Sign Control		Stop	-		Stop			Stop		•	Stop	
Intersection Summary												
Area Type: Control Type: Unsignalized	Other											

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Intersection												
Intersection Delay, s/veh	14.9											
Intersection LOS	В											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBF
Vol, veh/h	297	6	174	0	1	2	84	104	0	4	146	4(
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles, %	0	0	0	0	0	0	2	1	0	0	0	(
Mvmt Flow	316	6	185	0	1	2	89	111	0	4	155	43
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	(
Approach	EB	- 0	1		WB		NB			SB		
Opposing Approach	WB				EB		SB			NB		
Opposing Lanes	1				1		1			1		
Conflicting Approach Left	SB				NB		EB			WB		
Conflicting Lanes Left	1				1		1			1		
Conflicting Approach Right	NB				SB		WB			EB		
Conflicting Lanes Right	1				1		1			1		
HCM Control Delay	18				8.5		11.4			10.9		
HCM LOS	С				= A		В			В		
HCM LOS	С	-ENG SPACE III.		11 at 1 at 1 at 1 at 1 at 1 at 1			В			В		
HCM LOS	С	NBLn1	EBLn1	WBLn1	SBLmi		В			В		10
Lane Vol Left, %	С	45%	62%	0%	SBLn1		В			В		10
Lane Vol Left, % Vol Thru, %	С	45% 55%	62% 1%	0% 33%	SBLn1 2% 77%		В			В		10
Lane Vol Left, % Vol Thru, % Vol Right, %	C	45% 55% 0%	62% 1% 36%	0% 33% 67%	SBLn1 2% 77% 21%		В			В		70
Lane Vol Left, % Vol Thru, % Vol Right, % Sign Control	C	45% 55% 0% Stop	62% 1% 36% Stop	0% 33%	2% 77% 21% Stop		В			В		
Lane Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane	C	45% 55% 0% Stop 188	62% 1% 36% Stop 477	0% 33% 67%	2% 77% 21% Stop 190		В			В		
Lane Vol Left, % Vol Thru, % Vol Right, % Sign Control	C	45% 55% 0% Stop	62% 1% 36% Stop 477 6	0% 33% 67% Stop 3	2% 77% 21% Stop 190 146		В			В		
Lane Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol	C	45% 55% 0% Stop 188 104 0	62% 1% 36% Stop 477 6 174	0% 33% 67% Stop 3 1	2% 77% 21% Stop 190 146 40		В			В		
Lane Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol	C	45% 55% 0% Stop 188 104 0	62% 1% 36% Stop 477 6 174 297	0% 33% 67% Stop 3 1 2	2% 77% 21% Stop 190 146 40 4		В			В		
Lane Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol	C	45% 55% 0% Stop 188 104 0	62% 1% 36% Stop 477 6 174	0% 33% 67% Stop 3 1 2 0	2% 77% 21% Stop 190 146 40		В			В		
Lane Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate Geometry Grp	C	45% 55% 0% Stop 188 104 0 84 200	62% 1% 36% Stop 477 6 174 297 507	0% 33% 67% Stop 3 1 2 0 3	SBLn1 2% 77% 21% Stop 190 146 40 4 202 1		В			В		
Lane Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate	C	45% 55% 0% Stop 188 104 0 84 200 1	62% 1% 36% Stop 477 6 174 297 507 1 0.683	0% 33% 67% Stop 3 1 2 0 3 1 0.005	SBLn1 2% 77% 21% Stop 190 146 40 4 202 1 0.307		В			В		
Lane Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate Geometry Grp Degree of Util (X) Departure Headway (Hd)	C	45% 55% 0% Stop 188 104 0 84 200 1 0.317 5.712	62% 1% 36% Stop 477 6 174 297 507 1 0.683 4.966	0% 33% 67% Stop 3 1 2 0 3 1 0.005 5.435	2% 77% 21% Stop 190 146 40 4 202 1 0.307 5.474		В			В		
Lane Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate Geometry Grp Degree of Util (X)	C	45% 55% 0% Stop 188 104 0 84 200 1 0.317 5.712 Yes	62% 1% 36% Stop 477 6 174 297 507 1 0.683 4.966 Yes	0% 33% 67% Stop 3 1 2 0 3 1 0.005 5.435 Yes	2% 77% 21% Stop 190 146 40 4 202 1 0.307 5.474 Yes		В			В		
Lane Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate Geometry Grp Degree of Util (X) Departure Headway (Hd) Convergence, Y/N Cap	C	45% 55% 0% Stop 188 104 0 84 200 1 0.317 5.712 Yes 632	62% 1% 36% Stop 477 6 174 297 507 1 0.683 4.966 Yes 731	0% 33% 67% Stop 3 1 2 0 3 1 0.005 5.435 Yes 659	2% 77% 21% Stop 190 146 40 4 202 1 0.307 5.474 Yes 659		В			В		
Lane Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate Geometry Grp Degree of Util (X) Departure Headway (Hd) Convergence, Y/N	C	45% 55% 0% Stop 188 104 0 84 200 1 0.317 5.712 Yes 632 3.72	62% 1% 36% Stop 477 6 174 297 507 1 0.683 4.966 Yes 731 2.966	0% 33% 67% Stop 3 1 2 0 3 1 0.005 5.435 Yes	2% 77% 21% Stop 190 146 40 4 202 1 0.307 5.474 Yes 659 3.482		В			В		
Lane Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate Geometry Grp Degree of Util (X) Departure Headway (Hd) Convergence, Y/N Cap	C	45% 55% 0% Stop 188 104 0 84 200 1 0.317 5.712 Yes 632	62% 1% 36% Stop 477 6 174 297 507 1 0.683 4.966 Yes 731	0% 33% 67% Stop 3 1 2 0 3 1 0.005 5.435 Yes 659	2% 77% 21% Stop 190 146 40 4 202 1 0.307 5.474 Yes 659		В			В		
Lane Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate Geometry Grp Degree of Util (X) Departure Headway (Hd) Convergence, Y/N Cap Service Time	C	45% 55% 0% Stop 188 104 0 84 200 1 0.317 5.712 Yes 632 3.72	62% 1% 36% Stop 477 6 174 297 507 1 0.683 4.966 Yes 731 2.966	0% 33% 67% Stop 3 1 2 0 3 1 0.005 5.435 Yes 659 3.467	2% 77% 21% Stop 190 146 40 4 202 1 0.307 5.474 Yes 659 3.482		В			В		
Lane Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate Geometry Grp Degree of Util (X) Departure Headway (Hd) Convergence, Y/N Cap Service Time HCM Lane V/C Ratio	C	45% 55% 0% Stop 188 104 0 84 200 1 0.317 5.712 Yes 632 3.72 0.316	62% 1% 36% Stop 477 6 174 297 507 1 0.683 4.966 Yes 731 2.966 0.694	0% 33% 67% Stop 3 1 2 0 3 1 0.005 5.435 Yes 659 3.467 0.005	2% 77% 21% Stop 190 146 40 4 202 1 0.307 5.474 Yes 659 3.482 0.307		В			В		

^{~:} Volume Exceeds Capacity; \$: Delay Exceeds 300 Seconds; Error : Computation Not Defined

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Notes

	1	*	4	†	↓	1
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	» Itali			ે લી	•1	
Volume (vph)	• 100	297	* 88	+382	387	•112
Ideal Flow (vphpl)	.1900	1900	1900	1900	1900	1900
Lane Width (ft)	. 9	• 9	• 10	•10	• 14	• 14
Grade (%)	• 0%			• 1%	<u>-4</u> %	
Satd Flow (prot)	1511	• 0	• 0	1734	4975	• 0
FIt Permitted	•0.988			• 0.991		
Satd Flow (perm)	1511	• 0	· 0	• 1734	1975	. 0
Link Speed (mph)	•35			* 35	• 35	
Link Distance (ft)	•1171			1607	348	
Travel Time (s)	22.8			•31.3	• 6.8	
Peak Hour Factor	• 0.99	•0.99	• 0.99	• 0.99	* 0.99	0.99
Heavy Vehicles (%)	- 2%	-0%	* 0%	•1%	* 2%	• 0%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	* 401	• 0	•0	475	504	• 0
Sign Control	Stop			Free	Free	
Intersection Summary						
Area Type:	Other				III S	
Control Type: Unsignalize Intersection Capacity Utili: Analysis Period (min) 15				I	CU Level o	of Service E

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Intersection						-			
Intersection Delay, s/veh	16.5								
Movement	EBL		EBR	NBL	NBT		SBT	SBR	
Vol, veh/h	100		297	88	382		387	112	
Conflicting Peds, #/hr	0		0	0	0		0	0	
Sign Control	Stop		Stop	Free	Free		Free	Free	
RT Channelized	50		None	-	None		±i.	None	
Storage Length	0		2.66	40	-			-	
Veh in Median Storage, #	0			-	0		0	_	
Grade, %	0			10-	1		-4	-	
Peak Hour Factor	99		99	99	99		99	99	
Heavy Vehicles, %	2		0	0	1		2	0	
Mvmt Flow	101		300	89	386		391	113	
	NI:			1. 2. Lav			**************************************		
Major/Minor	Minor2			Majort			Major2		
Conflicting Flow All	1011		447	504	0		74	0	
Stage 1	447				35		ŧ2	300	
Stage 2	564				-		*		
Follow-up Headway	3.518		3.3	2.2			+:		
Pot Capacity-1 Maneuver	265		616	1071	÷.		*		
Stage 1	644			-	24		#3	(8)	
Stage 2	569			-	S		45	2.67	
Time blocked-Platoon, %					82		¥1	190	
Mov Capacity-1 Maneuver	237		616	1071	- 2		10	-	
Mov Capacity-2 Maneuver	237			-			-		
Stage 1	644						- 5		
Stage 2	509		0.7		- 2		77	950	
Approach	EB			NB			SB		
HCM Control Delay, s	55			1.6			0		
HCM LOS	F			1.0			3		
Minor Lane / Major Mymt		NBL	NBT	EBLn1	SBT	SBR		4	
Capacity (veh/h)		1071	_	439					
HCM Lane V/C Ratio		0.083	-	0.913		*			
HCM Control Delay (s)		8.665	0	55	5.8				
HCM Lane LOS		Α	Α	F					
HCM 95th %tile Q(veh)		0.271	-	10 116	-	*			

[~] Volume Exceeds Capacity, \$ Delay Exceeds 300 Seconds; Error Computation Not Defined

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		• 4			• 1	7.0		· 1>		• 5	1	
Volume (vph)	. 116	-64	• 0	* 0	224	108	87	• 40	• 13	*32	• 0	• 180
Ideal Flow (vphpl)	1800	•1800	1800	*1800	• 1800	•1800	• 1800	*1800	1800	1800	• 1800	1800
Lane Width (ft)	• 12	•12	• 12	43	• 13	• 13	• 12	•12	•12	-12	• 12	•12
Grade (%)		- 1%			-6%			-2%			1%	
Storage Length (ft)	. 0		. 0	• 0		• 0	• 0		• 0	315		• 0
Storage Lanes	*0		• 0	• 0		• 1	• 1		• 0	• 1		. 0
Taper Length (ft)	*25			• 25			25			* 25		
Satd. Flow (prot)	• 0	1685	* 0	0	• 1842	•1628	* 1661	-1548	• 0	•1652	1492	• 0
Flt Permitted		0.518					0.434			0.716		
Satd. Flow (perm)	•0	• 901	• 0	• 0	• 1842	-1592	• 759	1548	• 0	1245	1492	• 0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						129		• 15	,		4 729	
Link Speed (mph)		25			25	120		• 25			25	
Link Distance (ft)		• 505			* 274			408			• 1602	
Travel Time (s)		+13.8			7.5			11.1			• 43.7	
Confl. Bikes (#/hr)	. 2	10.0	• 3	• 3	110	• 2					• 10.7	
Peak Hour Factor	0.84	* 0.84	• 0.84	• 0.84	• 0.84	0.84	* 0.84	• 0.84	0.84	• 0.84	0.84	0.84
Heavy Vehicles (%)	• 3%	• 3%	- 0%	-0%	4%	0%	4%	- 3%	46%	3%	• 0%	2%
Shared Lane Traffic (%)	• 0,0	0,0	- 0,0	0 70	170	• 070	770	- 070	1070	• 0,0	0,0	270
Lane Group Flow (vph)	• 0	-214	* 0	•0	267	• 129	•104	• 63	* 0	-38	214	• 0
Turn Type	Perm	• NA			- NA	● Perm	Perm	• NA		Perm	• NA	
Protected Phases	1 01111	• 4			• 8	T QIIII	WI OIIII	- 2		-i Oilli	6	
Permitted Phases	* 4	140			• 0	* 8	_ 2	-		• 6		
Detector Phase	* 4	• 4			. 8	* 8	2	. 2		- 6	. 6	
Switch Phase											••	
Minimum Initial (s)	• 3.0	• 3.0			3.0	3.0	• 3.0	• 3.0		3.0	• 3.0	
Minimum Split (s)	12.7	12.7			* 12.7	12.7	• 16.0	16.0		• 16.0	16.0	
Total Split (s)	• 36.0	36.0			• 36.0	• 36.0	• 35.7	* 35.7		• 35.7	35.7	
Total Split (%)	*33.7%	33.7%			*33.7%	33.7%	*33.5%	33.5%		• 33.5%	33.5%	
Yellow Time (s)	• 3.3	• 3.3			• 3.3	3.3	• 3.0	* 3.0		3.0	3.0	
All-Red Time (s)	1 27	1 27			• 2.7	• 27	• 2.7	2.7		• 2.7	2.7	
Lost Time Adjust (s)	· Z-1	-1.0			*-1.0	•1.0	-1.0	•-1.0		-1.0	• -1.0	
Total Lost Time (s)		5.0			5.0	*5.0	4.7				4.7	
Lead/Lag		0.0			0.0	0.0		7-1		7.1	7-1	
Lead-Lag Optimize?												
Recall Mode	None	• None			None	None	None	• None		None	None	
Act Effct Green (s)	• INOIIC	27.9			27.9	27.9	16.9	16.9		16.9	16.9	
Actuated g/C Ratio		0.31			0.31	0.31	0.19	0.19		0.19	0.19	
v/c Ratio		0.31			0.47	0.22	0.13	0.13		0.16	0.13	
Control Delay		49.2			29.1	5.8	64.1	26.4		32.3	0.23	
Queue Delay		0.0			0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay		49.2			29.1	5.8	64.1	26.4		32.3	0.0	
LOS		49.2 D			29.1 C	3.0 A	04.1 E	20.4 C		32.3 C	0.7 A	
Approach Delay		49.2			21.5	A	E	49.9		C	5.4	
Approach LOS		49.2 D			21.5 C			49.9 D			3.4 A	
		D			U			D			A	
Intersection Summary												

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Lane Configurations Volume (vph) Ideal Flow (vphpl) Lane Width (ft) Grade (%) Storage Length (ft) Storage Length (ft) Storage Length (ft) Satd. Flow (prot) Fit Permitted Satd. Flow (perm) Right Turn on Red Satd. Flow (RTOR) Link Speed (mph) Link Distance (ft) Travel Time (s) Confl. Bikes (#hr) Peak Hour Factor Heavy Vehicles (%) Shared Lane Traffic (%) Lane Group Flow (vph) Turn Type Protected Phases Detector Phase Switch Phase Minimum Initial (s) Minimum Split (s) Total Split (s) Total Split (s) Total Split (s) Total Split (s) Total Split (s) Total Split (s) Total Lost Time (s) Lead-Lag Lead-Lag Optimize? Recall Mode Act Effct Green (s) Actuated g/C Ratio v/c Ratio Vol Ratio	
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Queue Delay Fotal Delay LOS Approach Delay	
Total Delay LOS Approach Delay	
LOS Approach Delay	
Approach Delay	
Approach LOS	

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DATE 5/28/5

Synchro 8 Report Page 35 Cycle Length: 106.7 Actuated Cycle Length: 90.1

Natural Cycle: 80

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.77 Intersection Signal Delay 27 9 Intersection Capacity Utilization 55.8%

Intersection LOS C ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 13: Centerview Dr & Campus Dr



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Synchro 8 Report Page 36

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Lane Group	EBT	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	214	267	129	104	63	38	214
v/c Ratio	0.77	0.47	0.22	0.73	0.21	0.16	0.25
Control Delay	49.2	29.1	5.8	64.1	26.4	32.3	0.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	49.2	29.1	5.8	64.1	26.4	32.3	0.7
Queue Length 50th (ft)	109	121	0	58	24	19	0
Queue Length 95th (ft)	#223	202	35	107	53	43	0
Internal Link Dist (ft)	425	194			328		1522
Turn Bay Length (ft)						315	
Base Capacity (vph)	314	641	638	264	549	433	995
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.68	0.42	0.20	0.39	0 11	0 09	0.22
Intersection Summary							

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

Queue shown is maximum after two cycles.

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DATE 50915

CHECKED BY DATE 50915

1: University Dr & Governor Rd (SR 0322)

	*	\rightarrow	-	1	4	*	4	1	1	-	+	1
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	(4)	• 🛧	*	• 1	• 🛧	. 78	• 1	• 🛧	• 7	٠, ٦	• \$	
Volume (vph)	• 28	-1042	• 421	• 274	• 491	• 101	• 95	•109	•106	• 90	209	- 19
deal Flow (vphpl)	• 1800	1800	· 1800	•1800	•1800	1800	*1800	•1800	•1800	-1800	• 1800	•1800
Lane Width (ft)	• 12	12	•12	•12	*13	•12	•14	•12	*14	•12	-1 2	_12
Grade (%)		•1%			-1%			∗ -1%			-3%	
Storage Length (ft)	.180		• 0	220		-220	• 0		165	-0		→ 0
Storage Lanes	9.1		• 1	• 1		• 1	• 1		•1	.1		<u>.</u> (
Taper Length (ft)	• 25			25			• 25			25		
Satd. Flow (prot)	• 1701	1756	1522	1719	• 1815	.1479	•1833	•1791	1624	• 1702	1767	• 0
Fit Permitted	•0.417	1700		0.058	1010		0.200			.0.681		
Satd. Flow (perm)	747	1756	1501	105	• 1815	• 1459	385	•1791	• 1563	-1201	• 1767	* (
	• 141	• 1700	Yes	• 100	1010	• Yes	• 000	-1101	Yes	, 201	1101	* Yes
Right Turn on Red			• 125			123			128		• 3	100
Satd. Flow (RTOR)		25	* 123		* 35	123		• 25	¥120		25	
Link Speed (mph)		35			974			881			- 833	
Link Distance (ft)		1985									22.7	
Travel Time (s)		38.7			• 19.0	. 4	0	• 24 0	0	0	22.1	-2
Confl. Peds. (#/hr)			* 2	•2	0.00	• 1	2	0.00	8 •	8	0.00	
Peak Hour Factor	* 0.92	• 0.92	• 0.92	•0.92	• 0.92	•0.92	• 0.92	• 0.92	• 0.92	•0.92	•0.92	0.92
Heavy Vehicles (%)	• 0%	*2%	• 0%	-0%	• 3%	• 4%	₀ 0%	1%	• 1%	•2%	- 2%	•0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	• 30	4133	458	298	- 534	•110	•103	4 18	• 115	• 98	•248	* (
Turn Type	🧸 pm+pt		pm+ov	pm+pt	NA	Perm	pm+pt	• NA	Perm	 Perm 	NA	
Protected Phases	• 5	• 2	• 3	•1	•6		• 3	•8			· 4	
Permitted Phases	•2		• 2	* 6		• 6	* 8		* 8	•4		
Detector Phase	• 5	* 2	• 3	. 1	• 6	, 6	•3	.8	. 8	. 4	4	
Switch Phase												
Minimum Initial (s)	3.0	•10.0	• 3.0	• 3.0	•10.0	-10.0	• 3.0	•3.0	• 3.0	• 3.0	· 3.0	
Minimum Split (s)	• 12.0	•427	• 12.4	•127	• 42.7	42.7	• 124	* 32 4	•32 4	15.0	15.0	
Total Split (s)	• 12.0	• 69.0	13.0	• 18.0	• 75.0	•75.0	• 13.0	* 33.0	• 33.0	• 20.0	20.0	
Total Split (%)	10.0%		• 10.8%	15.0%	62.5%	62.5%	10.8%	27 5%	• 27.5%	• 16.7%	*16.7%	
Yellow Time (s)	• 3.7	•3.7	* 3.0	•3.7	• 3.7	• 3.7	• 3.0	•3.0	•3.0	3.0	• 3.0	
All-Red Time (s)	• 2.0	• 20	• 2.4	2.0	* 2.0	2.0	• 24	• 2.4	• 24	• 2.4	* 24	
Lost Time Adjust (s)	• -1.0	• -1.0	-1.0	-1.0	-1.0	-1.0	• -1.0	•-1.0	• -1.0	• -1.0	· -1.0	
Total Lost Time (s)	4.7	• 4.7	• 4.4	4.7	• 4.7	•4.7	•44	4.4	• 4.4	• 4.4	• 4.4	
Lead/Lag	• Lead	Lag	Lead	Lead	• Lag	Lag	Lead			*Lag	Lag	
-	Leau	Lag	Leau	Load	Lug	Lag	Loud			Lug	=0.9	
Lead-Lag Optimize?	None	€-Max	None	• None	-C-Max	C-Max	None	None	None	None	None	
Recall Mode	71.4	64.3	73.2	82.3	75.1	75.1	28.6	28.6	28.6	15.6	15.6	
Act Effct Green (s)		0.54	0.61	0.69	0.63	0.63	0.24	0.24		0.13	0.13	
Actuated g/C Ratio	0.60			1.19	0.03	0.03	0.53	0.24	0.24	0.13	1.07	
v/c Ratio	0.06	1.21	0.47				47.3	39.4	6.3	68.2		
Control Delay	6.8	130.2		139.1	13.5	2.7					0.0	
Queue Delay	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		
Total Delay	6.8	130.2			13.5	2.7	47.3	39.4	6.3	68.2		
LOS	Α		Α	F	В	Α	D	D	Α	Е		
Approach Delay		93.7			52.0			30.5			110.7	
Approach LOS		F			D			С			F	
Intersection Summary				7771								
Intersection Summary Area Type.	Other											

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DONE BY 5000

DATE 5/18/15

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 7 (6%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green

Natural Cycle: 150

Control Type: Actuated-Coordinated

Maximum v/c Ratio 1 21

Intersection Signal Delay: 76.9

Intersection LOS: E

ICU Level of Service G Intersection Capacity Utilization 108 1%

Analysis Period (min) 15

Splits and Phases: 1: University Dr & Governor Rd (SR 0322)

Ø1	≥ p2 (R)	\$ #3	↓ p4
· · · · · · · · · · · · · · · · · · ·			
ø5	(R)	1 ø8	
. 77		V. Market	是在这个方式,然后

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	1	-	1	1	←	4	4	†	-	1	1	
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	
Lane Group Flow (vph)	30	1133	458	298	534	110	103	118	115	98	248	
v/c Ratio	0.06	1.21	0.47	1.19	0.47	0.11	0.53	0.28	0.24	0.63	1.07	
Control Delay	6.8	130.2	9.2	139.1	13.5	2.7	47.3	39.4	6.3	68.2	127.5	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	6.8	130.2	9.2	139.1	13.5	2.7	47.3	39.4	6.3	68.2	127.5	
Queue Length 50th (ft)	7	~1068	113	~233	176	2	65	75	0	73	~211	
Queue Length 95th (ft)	16	#1324	181	m#337	m276	m11	115	129	39	#145	#380	
Internal Link Dist (ft)		1905			894			801			753	
Turn Bay Length (ft)	180			220		220			165			
Base Capacity (vph)	503	940	965	250	1136	959	195	426	470	156	232	
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Reduced v/c Ratio	0.06	1 21	0.47	1.19	0.47	0.11	0.53	0.28	0.24	0 63	1.07	
Intersection Summary				101								

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

^{# 95}th percentile volume exceeds capacity, queue may be longer-Queue shown is maximum after two cycles.

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

2: Centerview Dr & Governor Rd (SR 0322)

	A	\rightarrow	7	1	-	4	4	†	-	1	1	1
ane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBF
Lane Configurations		• 🏗		• 19	• 1/2			• 4	. 7		• 4	
Volume (vph)	• 6	•659	492	• 324	- 815	• 52	* 90	• 24	• 98	. 45	• 223	• • 1
deal Flow (vphpl)	• 1800	1800	•1800	1800	• 1800	4 1800	• 1800	1800	• 1800	1800	1800	•180
Lane Width (ft)	• 12	14	• 14	•12	12	• 12	* 12	* 12	• 14	• 16	• 16	• 1
Grade (%)		1%			-2%			1%			-1%	
Storage Length (ft)	•170		• 0	•170		• 0	* 0		300	• 0		•
Storage Lanes	• 1		• 0	• 1		0	• 0			• 0		
Taper Length (ft)	* 25			• 25			• 25			25		
Satd. Flow (prot)	1701	1693	• 0	• 1727	•1745	· 0	* 0	• 1650	1624	• 0	2024	
FIt Permitted	0.218			• 0.056				• 0.309			0.907	
Satd. Flow (perm)	• 390	• 1693	• 0	• 102	1745	• 0	• 0	• 530	1560	· 0	-1846	*:
Right Turn on Red			Yes			Yes			Yes			* Ye
Satd. Flow (RTOR)		• 51			• 7				*114		, 2	
Link Speed (mph)		. 35			• 35			• 25			* 25	
Link Distance (ft)		974			921			• 1602			866	
Travel Time (s)		19.0			• 17.9			43.7			23.6	
Confl. Peds. (#/hr)	-11		• 1	•1					• 8	. 8		
Peak Hour Factor	0.86	0.86	• 0.86	0.86	0.86	0.86	• 0.86	• 0.86	• 0.86	0.86	•0.86	0.8
Heavy Vehicles (%)	- 0%	- 8%	• 0%	•0%	* 3%	* 5%	- 4%	-6%	• 0%	. 0%	• 0%	- 09
Shared Lane Traffic (%)												
Lane Group Flow (vph)	*: 7	<u>• 1338</u>	* 0	377	1008	o . • 0	• 0	• 133	•114	• 0	* 324	
Turn Type	•Perm	* NA		• pm+pt	•NA		• Perm	• NA	• Perm	•Perm	, NA	
Protected Phases	,	2		* 1	• 6		. •	* 8		, ,,,,,	• 4	
Permitted Phases	1 2			• 6			• 8		• 8	• 4		
Detector Phase	* 2	• 2		- 1	6		• 8	. 8	• 8	• 4	. 4	
Switch Phase				أولسا								
Minimum Initial (s)	• 10.0	•10.0		* 3.0	• 10.0		• 3.0	• 3.0	• 3.0	• 3.0	■ 3.0	
Minimum Split (s)	15.1	•15.1		12.1	• 15.1		* 11.9	• 11.9	• 11.9	11.9	11.9	
Total Split (s)	• 71.0	71.0		• 20.0	• 91.0		• 29.0	29.0	29.0	• 29.0	29.0	
Total Split (%)	• 59.2%	• 59.2%		• 16.7%	• 75.8%		• 24.2%	24 2%	24.2%	24.2%	• 24.2%	
Yellow Time (s)	• 3.8	• 3.8		* 3.8	• 3.8		• 3.0	• 3.0	• 3.0	• 3.0	* 3.0	
All-Red Time (s)	• 1.3	•13		1.3	1.3		• 19	1.9	•1.9	1.9	19	
Lost Time Adjust (s)	•-1.0	-1.0		-1.0	-1.0			• -0.5	•-0.5		-0.5	
Total Lost Time (s)	• 4-1	4.1		* 4.1	• 4.1			4.4	4.4		• 44	
Lead/Lag	• Lag	Lag		Lead	,-,							
Lead-Lag Optimize?	Lug	9		Loud								
Recall Mode	- C-Max	- C-Max		 None 	• C-Max		None	• None	None	-None	None	
Act Effct Green (s)	66.9	66.9		86.9	86.9			24.6	24.6		24.6	
Actuated g/C Ratio	0.56	0.56		0.72	0.72			0.20	0.20		0.20	
v/c Ratio	0.03	1.39		1.30	0.80			1.23	0.28		0.85	
Control Delay	4.0	189.8		188.1	13.6			202.5	9.1		67.2	
Queue Delay	0.0	0.0		0.0	0.0			0.0	0.0		0.0	
Total Delay	4.0	189.8		188.1	13.6			202.5	9.1		67.2	
LOS	4.0 A	F		100.1	13.0 B			F	A		E	
Approach Delay	^	188.9			61.1			113.2	A		67.2	
Approach LOS		F			E			F			E	
Intersection Summary	Other											

Cycle Length: 120

Actuated Cycle Length 120

Offset: 26 (22%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green

Natural Cycle: 130

Control Type: Actuated-Coordinated

Maximum v/c Ratio 1 39

Intersection Signal Delay: 117.7
Intersection Capacity Utilization 121 5%

Intersection LOS: F
ICU Level of Service H

Analysis Period (min) 15

Splits and Phases: 2: Centerview Dr & Governor Rd (SR 0322)

ı	-		
1	Ø1	≥ 52 (R)	♥ 64
ı			
1		A A Company of the Co	- A
	ø6 (R)		p8
	1 (A) 3 (A) (A)		

	1	\rightarrow	1	4	1	1	Ţ
Lane Group	EBL	EBT	WBL	WBT	NBT	NBR	SBT
Lane Group Flow (vph)	7	1338	377	1008	133	114	324
v/c Ratio	0.03	1.39	1.30	0.80	1.23	0.28	0.85
Control Delay	4.0	189.8	188.1	13.6	202.5	9.1	67.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	4.0	189.8	188.1	13.6	202.5	9.1	67.2
Queue Length 50th (ft)	1	~1385	~335	307	~127	0	242
Queue Length 95th (ft)	m1	m#1095	m#462	373	#241	43	#367
Internal Link Dist (ft)		894		841	1522		786
Turn Bay Length (ft)	170		170			300	
Base Capacity (vph)	217	966	289	1265	108	410	380
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.03	1 39	1 30	0.80	1.23	0.28	0.85

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

^{# 95}th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.

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

	<i>></i>	-	←	1	1	1	
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	
Lane Configurations		• व	• 1>		. 14		
Volume (vph)	• 5	• 802	4221	<u>*</u>	• 2	41	
Ideal Flow (vphpl)	• 1900	• 1900	1900	1900	1900	1900	
Lane Width (ft)	• 11	•11	• 11	-11	4 15	. 15	
Grade (%)		• 1%	• 0%		-3%		
Satd. Flow (prot)	. 0	• 1725	4 799	• 0	• 1702	₹ 0	
Flt Permitted					• 0.993		
Satd Flow (perm)	. 0	•1725	1799	0	1702	∅ 0	
Link Speed (mph)		* 35	•30		25		
Link Distance (ft)		• 921	400		• 1058		
Trave! Time (s)		• 17.9	• 9.1		28.9		
Peak Hour Factor	• 0.93	• 0.93	• 0.93	•0.93	• 0.93	0.93	
Heavy Vehicles (%)	• 0%	• 6%	• 2%	100%	• 0%	11%	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	• 0	• 867	4 314	• 0	• 14	• 0	
Sign Control		Free	* Free		Stop		
Intersection Summary							
Area Type:	Other						
Control Type: Unsignalized	d						
Intersection Capacity Utiliz	zation 74.3%			l l	CU Level	of Service D	
Analysis Period (min) 15							

Synchro 8 Report

Page 9

intersection									
Intersection Delay, s/veh	0.2								
Movement	EBL	EBT			WBT	WBR	SBL	SBR	
Vol, veh/h	5	802			1221	1	2	11	
Conflicting Peds, #/hr	0	0			0	0	ō	0	
Sign Control	Free	Free			Free	Free	Stop	Stop	
RT Channelized	1100	None			9	None		None	
Storage Length		-				_	0		
Veh in Median Storage, #		0			0		Ō	34	
Grade, %	20	1			Ö		-3	55	
Peak Hour Factor	93	93			93	93	93	93	
Heavy Vehicles, %	0	6			2	100	0	11	
Mymt Flow	5	862			1313	1	2	12	
Major/Minor	Major1				Major2		Minor2		
Conflicting Flow All	1314	0			*	0	2186	1313	
Stage 1	-	-			1	90	1313);#	
Stage 2		-				¥5	873	9 1	
Follow-up Headway	2.2	120				100	3.5	3.399	
Pot Capacity-1 Maneuver	533	-				- 1	73	206	
Stage 1	-				2	2	316	4	
Stage 2							476	121	
Time blocked-Platoon, %		(2)			- 5	3			
Mov Capacity-1 Maneuver	533	3.5					72	206	
Mov Capacity-2 Maneuver		(00)			-	-	72	850	
Stage 1	*					-	316	-	
Stage 2	*	300			3	*	467		
	-929/200				4485		SB		
Approach	EB				WB				
HCM Control Delay, s	0.1				0		29.6		
HCM LOS							D		
Minor Lane / Major Mymt		EBL	EBT	WBT	WBR	SBLn1			
Capacity (veh/h)		533	-	-		160			
HCM Lane V/C Ratio		0.01	-	-	56	0.087			
HCM Control Delay (s)		11.823	0	140	14	29.6			
HCM Lane LOS		В	Ā			D			
HCM 95th %tile Q(veh)		0.031		-	12	0.283			
Notes									

Volume Exceeds Capacity; \$. Delay Exceeds 300 Seconds; Error Computation Not Defined

	٨	→	*	1	←	4	4	†	-	1	↓	1
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		• 4			• 4			• 4			• 4	
Volume (vph)	• 5	•801	• 2	. 0		• 4	• 2	0	*0	• 1	• 0	• 59
Ideal Flow (vphpl)	1900	•1900	• 1900	•1900	• 1900	4 900	1900	-1900	• 1900	1900	• 1900	•1900
Lane Width (ft)	• 11	•11	• 11	41	• 11	•11	• 10	10	1 0	-16	• 16	16
Grade (%)		• -2%			• 1%			- 7%			• 1%	
Satd Flow (prot)	• 0	1751	• 0	•0		• 0	• 0	1626	• 0	•0	1820	* 0
Fit Permitted								0.950			• 0.999	
Satd. Flow (perm)	.0	•1751	• 0	•0	•1771	• 0	•0	• 1626	• 0	* 0	1820	* 0
Link Speed (mph)		35			* 35			•30	-		25	_
Link Distance (ft)		* 400			375			. 85			1017	
Travel Time (s)		7.8			7.3			* 1.9			27.7	
Confl. Peds. (#/hr)			• 10	10								
Peak Hour Factor	• 0.93	•0.93	• 0.93	• 0.93		0.93	• 0.93	• 0.93	0.93	0.93	• 0.93	•0.93
Heavy Vehicles (%)	• 0%	• 6%	- 0%	• 0%	- 3%	67%	• 0%	- 0%	• 0%	-0%	• 0%	• 2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	• 0	-868	● 0	•0	•1242	* 0	· 0	•2	• 0	•0	•64	•0
Sign Control		Free			• Free			* Stop			Stop	
Intersection Summary					7							
Area Type:	Other											

Control Type: Unsignalized Intersection Capacity Utilization 71.2%

Analysis Period (min) 15

ICU Level of Service C

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DONE BY 30% DATE 5/28/5
CHECKED BY 5/28/15

Intersection												
Intersection Delay, s/veh	1.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	5	801	2	0	1151	4	2	0	0	1	0	59
Conflicting Peds, #/hr	0	0	10	10	0	0	0	0	0	0	0	C
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized			None			None	61		None	18		None
Storage Length	-		-	-	-	_	-	-	-			
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-		0	-
Grade, %	0.6	-2		-	1		+	7	-		1	
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	0	6	0	0	3	67	0	0	0	0	0	2
Mymt Flow	5	861	2	0	1238	4	2	0	0	1	0	63
Major/Minor	Majori			Major2			Minor			Minor2	11 0 11	
Conflicting Flow All	1242	0	0	863	0	0	2145	2115	872	2113	2114	1250
Stage 1	1272	-		-		**	873	873	-	1240	1240	1200
Stage 2							1272	1242		873	874	
Follow-up Headway	2.2			2.2	-	23	3.5	4	3.3	3.5	4	3.318
Pot Capacity-1 Maneuver	568	7.0		788	-	- 2	15	23	298	33	46	204
Stage 1	300			700	-	_	248	264	230	202	233	207
Stage 2	-		4			-	127	154		331	353	
Time blocked-Platoon, %							121	107		001	000	
Mov Capacity-1 Maneuver	564			782	- 8		10	23	296	32	45	202
Mov Capacity-2 Maneuver	304			102	- 8		10	23	230	32	45	202
Stage 1				- 2			244	260		199	233	
Stage 2		- ((2)	-	27		-	86	154	-	323	347	
	EB			WB			NB			SB		
Approach								-				
HCM Control Delay, s HCM LOS	0.1			0			\$ 445.4 F			34.3 D		
					2000 P 4001		1. 105.		1,0 1112 901			
Minor Lane / Major Mymt		NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1			
Capacity (veh/h)		10	564	-		782	-	-	186			
HCM Lane V/C Ratio		0.215	0.01	_	*	-	-	-	0.347			
HCM Control Delay (s)		\$ 445.4	11 444	0	2	0	*		34.3			
HCM Lane LOS		F	В	Α		Α			D			
HCM 95th %tile Q(veh)		0.533	0.029	-	-	0	-	-	1.454			
Notes			-21									
PM M. Z.												

[~] Volume Exceeds Capacity, \$ Delay Exceeds 300 Seconds, Error Computation Not Defined

Synchro 8 Report Page 12

	*	→	-	4	-	1
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		• 4	• 1>		114	
Volume (vph)	• 4	• 808	1156	• 1	• 1	4
Ideal Flow (vphpl)	• 1900	1900	• 1900	•1900	1900	1900
Lane Width (ft)	. 11	• 11	. 11	• 11	• 16	•16
Grade (%)	_	<u>-</u> 1%	• 0%		• 1%	
Satd Flow (prot)	- 0	· 1742	1783	* 0	• 1892	0
Flt Permitted					• 0.990	
Satd Flow (perm)	• 0	•1742	4783	. 0	•1892	* 0
Link Speed (mph)		• 30	•30	_	25	
Link Distance (ft)		• 375	• 379		* 801	
Travel Time (s)		• 8.5	• 8.6		2 1.8	
Peak Hour Factor	• 0.92	• 0.92	• 0.92	*0.92	• 0.92	. 0.92
Heavy Vehicles (%)	• 0%	• 6%	3 %	-0%	• 0%	-0%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	• 0	• 882	1258	• 0	• 5	•0
Sign Control		Free	Free		• Stop	
Intersection Summary						-a 11
Area Type:	Other					
Control Type: Unsignalize						
Intersection Capacity Utiliz	zation 70.9%	6			CU Level	of Service
Analysis Period (min) 15						

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intersection									
Intersection Delay, s/veh	0.1								
Movement	EBL	EBT			WBT	WER	SBL	SBR	
Vol, veh/h	4	808			1156	1	1	4	
Conflicting Peds, #/hr	0	0			0	0	0	0	
Sign Control	Free	Free			Free	Free	Stop	Stop	
RT Channelized	500	None				None	(*)	None	
Storage Length	(*)	-			T		0	26	
Veh in Median Storage, #	1941	0			0	-	0	88	
Grade, %	16	-1			0		- 1	34	
Peak Hour Factor	92	92			92	92	92	92	
Heavy Vehicles, %	0	6			3	0	0	0	
Mvmt Flow	4	878			1257	1	1	4	
Major/Minor	Majorf				Major2		Minor2		11100
Conflicting Flow All	1258	0			The best	0	2144	1257	
Stage 1	-	_			-	**	1257	34	
Stage 2						8	887	- 5	
Follow-up Headway	2.2	440			-		3.5	3.3	
Pot Capacity-1 Maneuver	560				- 9	20	48	204	
Stage 1	-				- 2	123	252	201	
Stage 2		-			-		386	72	
Time blocked-Platoon, %						22	000		
Mov Capacity-1 Maneuver	560						47	204	
Mov Capacity-2 Maneuver	000						47	201	
Stage 1		350				- 3	252		
Stage 2	_						381	25	
Glage 2							301		
Approach	EB				WB		SB		
HCM Control Delay, s	0.1				0		35.9		
HCM LOS							E		
Minor Lane / Major Mymt		EBL	EBY	WET	g rain	SELnt			
			501	4401	WOR				
Capacity (veh/h)		560		_		122			
HCM Control Doloy (c)		0.008	_			0.045			
HCM Control Delay (s)		11.479	0	-		35.9			
HCM Lane LOS		B	Α			E 0.420			
HCM 95th %tile Q(veh)		0.023	-			0.139			

~ Volume Exceeds Capacity; \$ Delay Exceeds 300 Seconds; Error Computation Not Defined

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	1	-	-	4	1	1
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		• 4	•16	*	• 14	
Volume (vph)	* 2	-	1140	• 0	0	- 5
Ideal Flow (vphpl)	1900	1900	• 1900	1900	• 1900	•1900
Lane Width (ft)	• 11	•11	• 11	41	•15	1 5
Grade (%)		- 2%	• -2%		- 3%	
Satd. Flow (prot)	. 0	1716	4819	. 0	1781	. 0
Flt Permitted						
Satd Flow (perm)	• 0	• 1716	1 819	• 0	1781	* 0
Link Speed (mph)		• 35	• 35		• 25	
Link Distance (ft)		• 379	1359		* 567	
Travel Time (s)		• 7.4	26.5		15.5	
Peak Hour Factor	0.94	0.94	• 0.94	0.94	• 0.94	0.94
Heavy Vehicles (%)	- 0%	6%	• 2%	•0%	• 0%	• 0%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	* 0	848	• 1213	• 0	• 5	• 0
Sign Control		Free	Free		Stop	
Intersection Summary						100
Area Type	Other				•	
Control Type: Unsignalize						
Intersection Capacity Utili		, D		1	CU Level	of Service
Analysis Period (min) 15						

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ntersection ntersection Delay, s/veh	0.1							· · · · · · · · · · · · · · · · · · ·	
illersection belay, siven	0.1								
Movement	ÉBL	EBT			WBT	WBR	SBL	SBR	
Vol, veh/h	2	795			1140	0	0	5	
Conflicting Peds, #/hr	0	0			0	0	0	0	
Sign Control	Free	Free			Free	Free	Stop	Stop	
RT Channelized	-	None			_	None		None	
Storage Length		-				-	0	14)	
Veh in Median Storage, #		0			0	-	0	198	
Grade, %		2			-2		3	-	
Peak Hour Factor	94	94			94	94	94	94	
Heavy Vehicles, %	0	6			2	Ö	0	0	
Mvmt Flow	2	846			1213	ō	0	5	
						Ţ			
Major/Minor	Majori				Major2		Minor2		
Conflicting Flow All	1213	0			-	0	2063	1213	
Stage 1	-	545				-	1213	(46)	
Stage 2	- 40	1961					850	•	
Follow-up Headway	2.2	260					3.5	3.3	
Pot Capacity-1 Maneuver	582	100			-		43	202	
Stage 1	27	949			- 2	2	232	926	
Stage 2		- 0					367		
Time blocked-Platoon, %					-	-			
Mov Capacity-1 Maneuver	582						43	202	
Mov Capacity-2 Maneuver	-	200			-	-	43		
Stage 1	_						232		
Stage 2	61	(6)			34		365	1897	
Approach	EB				WB		SB		
HCM Control Delay, s	0				0		23.3		
HCM LOS							С		
Minor Lane / Major Mymt		EBL	EBT	WET	WBR	SBLn1			
Capacity (veh/h)		582		19		202			
HCM Cantal Pales (a)		0.004	-	13		0.026			
HCM Control Delay (s)		11.208	0	34	-	23.3			
HCM Lane LOS		В	Α			С			
HCM 95th %tile Q(veh)		0.011				0.081			

[~] Volume Exceeds Capacity; \$ Delay Exceeds 300 Seconds, Error Computation Not Defined

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Lane Width (ft) Grade (%) Storage Length (ft) Storage Lanes Taper Length (ft) Satd. Flow (prot)	1800 100 100 1025 1620 0 157 268	• 610 • 1800 • 12 • -3%	171 -1800 -14 -210 -1	372 1800 10	1000 •1800 •14 -2%	• 8 1800 - 14	• 144 • 1800	NBT - 1	NBR 66	SBL 44	\$BT • 1 > • 65	SBR
Lane Configurations Volume (vph) Ideal Flow (vphpl) Lane Width (ft) Grade (%) Storage Length (ft) Storage Lanes Taper Length (ft) Satd. Flow (prot) FIt Permitted Satd. Flow (perm) Right Turn on Red Satd. Flow (RTOR) Link Speed (mph) Link Distance (ft) Travel Time (s) Confl. Peds. (#/hr) Cenfl. Bikes (#/hr) Peak Hour Factor Heavy Vehicles (%) Shared Lane Traffic (%)	5 1800 • 10 • 10 • 100 • 1 • 25 1620 0 157	• 610 • 1800 •12 •3%	• 171 •1800 • 14	1800 10 200	•1000 •1800 •14	1800	• 144	• 27	• 66	-		
Volume (vph) Ideal Flow (vphpl) Lane Width (ft) Grade (%) Storage Length (ft) Storage Lanes Taper Length (ft) Satd. Flow (prot) FIt Permitted Satd. Flow (perm) Right Turn on Red Satd. Flow (RTOR) Link Speed (mph) Link Distance (ft) Travel Time (s) Confl. Peds. (#/hr) Peak Hour Factor Heavy Vehicles (%) Shared Lane Traffic (%)	1800 • 10 • 100 • 1 • 25 1620 0 157	• 1800 •12 •3%	•1800 • 14 • 210	1800 10	•1800 • 14	1800			• 66	44	• 65	
Ideal Flow (vphpl) Lane Width (ft) Grade (%) Storage Length (ft) Storage Lanes Taper Length (ft) Satd. Flow (prot) FIt Permitted Satd. Flow (perm) Right Turn on Red Satd. Flow (RTOR) Link Speed (mph) Link Distance (ft) Travel Time (s) Confl. Peds. (#/hr) Peak Hour Factor Heavy Vehicles (%) Shared Lane Traffic (%)	1800 • 10 • 100 • 1 • 25 1620 0 157	• 1800 •12 •3%	•1800 • 14 • 210	1800 10	1 4		•1800	4000				+ 4
Lane Width (ft) Grade (%) Storage Length (ft) Storage Lanes Taper Length (ft) Satd. Flow (prot) FIt Permitted Satd. Flow (perm) Right Turn on Red Satd. Flow (RTOR) Link Speed (mph) Link Distance (ft) Travel Time (s) Confl. Peds. (#/hr) Peak Hour Factor Heavy Vehicles (%) Shared Lane Traffic (%)	• 10 • 100 • 1 • 25 1620 0 157	•12 -3%	210	200	1 4			1800	• 1800	1800	* 1800	1800
Grade (%) Storage Length (ft) Storage Lanes Taper Length (ft) Satd. Flow (prot) Flt Permitted Satd. Flow (perm) Right Turn on Red Satd. Flow (RTOR) Link Speed (mph) Link Distance (ft) Travel Time (s) Confl. Peds. (#/hr) Confl. Bikes (#/hr) Peak Hour Factor Heavy Vehicles (%) Shared Lane Traffic (%)	100 1 25 1620 0 157	-3%	210	• 200			* 10	• 11	• 12	40	• 12	12
Storage Length (ft) Storage Lanes Taper Length (ft) Satd. Flow (prot) Fit Permitted Satd. Flow (perm) Right Turn on Red Satd. Flow (RTOR) Link Speed (mph) Link Distance (ft) Travel Time (s) Confl. Peds. (#/hr) Confl. Bikes (#/hr) Peak Hour Factor Heavy Vehicles (%) Shared Lane Traffic (%)	25 1620 0 157				_,,,			• 0%			-1%	
Storage Lanes Taper Length (ft) Satd. Flow (prot) Flt Permitted Satd. Flow (perm) Right Turn on Red Satd. Flow (RTOR) Link Speed (mph) Link Distance (ft) Travel Time (s) Confl. Peds. (#/hr) Confl. Bikes (#/hr) Peak Hour Factor Heavy Vehicles (%) Shared Lane Traffic (%)	25 1620 0 157	1707				0	140		- 65	•100		. 0
Taper Length (ft) Satd. Flow (prot) Flt Permitted Satd. Flow (perm) Right Turn on Red Satd. Flow (RTOR) Link Speed (mph) Link Distance (ft) Travel Time (s) Confl. Peds. (#/hr) Confl. Bikes (#/hr) Peak Hour Factor Heavy Vehicles (%) Shared Lane Traffic (%)	25 1620 0 157	*1707	-	177		* 0	* 1		* 1	1		• 0
Satd. Flow (prot) Fit Permitted Satd. Flow (perm) Right Turn on Red Satd. Flow (RTOR) Link Speed (mph) Link Distance (ft) Travel Time (s) Confl. Peds. (#/hr) Confl. Bikes (#/hr) Peak Hour Factor Heavy Vehicles (%) Shared Lane Traffic (%)	1620 0.157	1707		25			25			25		
Fit Permitted Satd. Flow (perm) Right Turn on Red Satd. Flow (RTOR) Link Speed (mph) Link Distance (ft) Travel Time (s) Confl. Peds. (#/hr) Confl. Bikes (#/hr) Peak Hour Factor Heavy Vehicles (%) Shared Lane Traffic (%)	0.157	1107	• 1593	• 1580	1881	. 0	·1565	• 1740	1500	-1 588	×1775	• 0
Satd. Flow (perm) Right Turn on Red Satd. Flow (RTOR) Link Speed (mph) Link Distance (ft) Travel Time (s) Confl. Peds. (#/hr) Confl. Bikes (#/hr) Peak Hour Factor Heavy Vehicles (%) Shared Lane Traffic (%)			1000	0 104	1001		0.497	17.10		• 0.738		
Right Turn on Red Satd. Flow (RTOR) Link Speed (mph) Link Distance (ft) Travel Time (s) Confl. Peds. (#/hr) Confl. Bikes (#/hr) Peak Hour Factor Heavy Vehicles (%) Shared Lane Traffic (%)	200	•1707	- 1546	173	1881	-0	- 817	1740	• 1463	-1228	• 1775	• 0
Satd. Flow (RTOR) Link Speed (mph) Link Distance (ft) Travel Time (s) Confl. Peds. (#/hr) Confl. Bikes (#/hr) Peak Hour Factor Heavy Vehicles (%) Shared Lane Traffic (%)		• 1707	Yes	1173	1001	Yes	017	1740	Yes	1220	1770	Yes
Link Speed (mph) Link Distance (ft) Travel Time (s) Confl. Peds. (#/hr) Confl. Bikes (#/hr) Peak Hour Factor Heavy Vehicles (%) Shared Lane Traffic (%)			140		• 1	103			• 80		2	100
Link Distance (ft) Travel Time (s) Confl. Peds. (#/hr) Confl. Bikes (#/hr) Peak Hour Factor Heavy Vehicles (%) Shared Lane Traffic (%)		25	• 140		35			• 25	- 00		25	
Travel Time (s) Confl. Peds. (#/hr) Confl. Bikes (#/hr) Peak Hour Factor Heavy Vehicles (%) Shared Lane Traffic (%)		• 35						763			556	
Confl. Peds. (#/hr) Confl. Bikes (#/hr) Peak Hour Factor Heavy Vehicles (%) Shared Lane Traffic (%)		1359			950						15.2	
Confl. Bikes (#/hr) Peak Hour Factor Heavy Vehicles (%) Shared Lane Traffic (%)		26.5	_		• 18.5		4	20.8	0	- 0	IQ.Z	A
Peak Hour Factor Heavy Vehicles (%) Shared Lane Traffic (%)	•1		• 3	• 3		• 1	• 1		• 2	- 2		• 1
Heavy Vehicles (%) Shared Lane Traffic (%)			. 3	• 3		83.				2000		
Shared Lane Traffic (%)	0.90	• 0.90	• 0.90	• 0.90	• 0.90	* 0.90	• 0.90	•0.90	0.90	0.90	• 0.90	0.90
	• 0%	• 7%	• 4%	• 2%	• 3%	•0%	• 2%	0%	• 2%	• 0%	• 0%	• 0%
Lane Group Flow (voh)												
Land Croop i ion (ipin)	•6	• 678	• 190	• 413	1 120	_ 0	• 160	• 30	• 73	• 49	• 76	• C
Turn Type	Perm	NA	Perm	pm+pt	NA		≈pm+pt	■NA	Perm	Perm	NA	
Protected Phases		. 2		4	• 6		• 3	*8			• 4	
Permitted Phases	• 2		2	- 6			· 8		· 8	. 4		
Detector Phase	. 2	. 2	_ 2	. 1	• 6		* 3	-8	• 8	* 4	• 4	
Switch Phase												
	10.0	• 10.0	10.0	3.0	•10.0		* 3.0	•3.0	• 3.0	* 3.0	• 3.0	
(-)	15.9	• 15.9	• 15.9	• 12.9	15.9		• 12.0	12.0	• 12.0	12.0	12.0	
Total Split (s)	57.0	• 57.0	• 57.0	• 20.0	77.0		• 15.0	• 43.0	43.0	28.0	28.0	
	47.5%	47.5%	•47.5%	16.7%	64.2%		• 12.5%	* 35.8%		23.3%	-23.3%	
Yellow Time (s)	3.9	3.9	• 3.9	• 3.9	3.9		3.0	• 3.0	3.0	3.0	* 3.0	
All-Red Time (s)	2.0	2.0	2.0	• 2.0	• 2.0		2.0	2.0	• 2.0	2.0	2.0	
Lost Time Adjust (s)	-1.0	-1.0	-1.0	·-1 0	-1.0		• -1.0	-1.0	-1.0	-1.0	/ -1.0	
	4.9	4.9	4.9	• 4.9	4.9		4.0	4.0	4.0	4.0	4.0	
Total Lost Time (s)					4.5		Lead	4.0	4.0	• Lag	Lag	
	Lag	Lag	• Lag	Lead			Leau			Lay	Lay	
Lead-Lag Optimize?	.	*0.14-	0.14	. N	O Mari		Mana	Mana	None	Mono	None	
			•C-Max		• C-Max		None		None		• None	
Act Effct Green (s)	52.1	52.1	52.1	85.1	85.1		26.0	26.0	26.0	13.3	13.3	
Actuated g/C Ratio	0 43	0.43	0.43	0.71	0.71		0.22	0.22	0.22	0.11	0.11	
v/c Ratio	0.05	0.91	0.25	0.91	0.84		0.65	0.08	0.19	0.36	0.38	
Control Delay	11.8	22 6		33.7	20 2		51.9	33.5	7.0	54.5	51.9	
Queue Delay	0.0			0.0	2.3		0.0	0.0	0.0	0.0	0.0	
Total Delay	11.8	22.6	1.8	33.7	22.4		51.9	33.5	7.0	54.5	51.9	
LOS	В	С	Α	С	С		D	С	Α	D	D	
Approach Delay		18.0			25.5			37.4			52.9	
Approach LOS Intersection Summary		В										

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Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 114 (95%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.91

Intersection Signal Delay: 25.5 Intersection Capacity Utilization 91.3% Intersection LOS: C
ICU Level of Service F

Analysis Period (min) 15

Splits and Phases: 7: Cherry Dr & Governor Rd (SR 0322)

001110 0110 1 1100001	7. 0.001 3. 0. 00101101 110 (0.1.0022)			
▼ ø1	p2 (R)	↑ ø3	↓ p4	
restriction of		1 7 - 40		
≠ g6 (R)		1 p8		
AV. 2094 Mille	popular production of the contract of the cont	4.64	为大量(1967)。——1962年16月 ·	

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	1	-	7	•	-	4	†	-	1	1	
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	
Lane Group Flow (vph)	6	678	190	413	1120	160	30	73	49	76	
v/c Ratio	0.05	0.91	0.25	0.91	0.84	0.65	0.08	0.19	0.36	0.38	
Control Delay	11.8	22.6	1.8	33.7	20.2	51.9	33.5	7.0	54.5	51.9	
Queue Delay	0.0	0.0	0.0	0.0	2.3	0.0	0.0	0.0	0.0	0.0	
Total Delay	11.8	22.6	1.8	33.7	22.4	51.9	33.5	7.0	54.5	51.9	
Queue Length 50th (ft)	2	450	16	266	632	108	19	0	36	55	
Queue Length 95th (ft)	m2	m304	m11	m#179	m436	153	39	30	69	94	
Internal Link Dist (ft)		1279			870		683			476	
Turn Bay Length (ft)	100		210	200		140		65	100		
Base Capacity (vph)	116	741	750	452	1334	245	565	529	245	356	
Starvation Cap Reductn	0	0	0	0	111	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	
Reduced v/c Ratio	0.05	0.91	0.25	0.91	0.92	0.65	0.05	0.14	0.20	0.21	
Intersection Summary											

⁹⁵th percentile volume exceeds capacity, queue may be longer Queue shown is maximum after two cycles.

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

	1		7	1	4	1	1	1	1	-	Ţ	1
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBF
Lane Configurations	• 19	-13		1 7	• f >		• 🎉	- 64	. 7	• 1	4	
Volume (vph)	• 65	425	•144	•91	-1032	• 147	• 303	251	-139	198	• 171	138
deal Flow (vphpf)	• 1650	1650	1650	4650	41650	1650	• 1650	•1650	1650	• 1650	1650	•1650
Lane Width (ft)	• 11	* 12	• 12	• 10	• 12	12	• 11	•11	• 11	* 10	• 12	• 12
Grade (%)		1%			0%			-1%			2%	
Storage Length (ft)	150		• 0	• 0		• 0	135		• 90	•125		. 0
Storage Lanes	• 1		• 0	• 1		* 0	• 1		* 1	• 1		• 0
Taper Length (ft)	· 25			• 25			* 25			25		
Satd. Flow (prot)	1422	1508	• 0	1367	1585	0	1493	1512	1298	1434	1472	₩ O
FIt Permitted	• 0.066			• 0.247			0.207			•0.231		
Satd. Flow (perm)	• 99	1508	•0	• 355	4585	• 0	• 325	1512	1298	• 349	-1472	* C
Right Turn on Red			• Yes			• Yes			Yes			Yes
Satd. Flow (RTOR)		• 20			• 9				126		28	
Link Speed (mph)		35			* 35			* 35			• 35	
Link Distance (ft)		950			• 214			* 348			• 1493	
Travel Time (s)		• 18.5			* 4.2			6.8			• 29.1	
Peak Hour Factor	• 0.94	0.94	0.94	• 0.94	0.94	• 0.94	• 0.94	0.94	0.94	0.94	• 0.94	• 0.94
Heavy Vehicles (%)	- 6%	• 6%	• 1%	7%	2%	3%	2 %	-6%	• 5%	• 1%	• 4%	• 3%
Shared Lane Traffic (%)	231070	0,0	1 70	1,70	10		= 10	,.				
Lane Group Flow (vph)	• 69	•605	• 0	• 97	• 1254	* 0	• 322	267	• 148	•211	• 329	
Turn Type	pm+pt	• NA	- 0		NA		pm+pt	• NA	Perm	pm+pt	NA	
Protected Phases	• 5	2		• 1	• 6		• 3	. 8	. , 0	• 7	4	
Permitted Phases	• 2			• 6	. 0		* 8	•	• 8	4		
Detector Phase	• 5	• 2		• 1	• 6		* 3	- 8	• 8	7	4	
Switch Phase	- 0	• 2		- 1	•0		0					
Minimum Initial (s)	3.0	•10.0		• 3.0	* 10.0		• 3.0	3.0	3.0	3.0	3.0	
	12.6	• 15.6		• 12.6	• 15.6		12.7	15.7	• 15.7	12.7	• 15.7	
Minimum Split (s)	13.0	65.0		• 13.0	65.0		• 20.0	• 24.0		18.0	22.0	
Total Split (s)	*10.8%	54.2%		10.8%	54.2%	- 6	16.7%				18.3%	
Total Split (%)	• 3.6	• 3.6		• 3.6	• 3.6		3.7	* 3.7	• 3.7	* 3.7	3.7	
Yellow Time (s)	2.0	• 2.0		2.0	• 2.0		• 2.0	• 2.0	2.0	2.0	• 2.0	
All-Red Time (s)	• -1.0	-1.0		-1.0	-1.0		-10	-10	-10	• -10	1.0	
Lost Time Adjust (s)		4.6		4.6	4.6		• 4.7	•4.7	4.7	• 4.7	4.7	
Total Lost Time (s)	4.6			Lead			Lead			*Lead	Lag	
Lead/Lag	Lead	Lag		Leau	Lay		Leau	Lay	Lag	Leau	Lay	
Lead-Lag Optimize?	* Name	O Mass		Mone	C May		- None	None	None	None	None	
Recall Mode	• None	C-Max		None			• None	19.3	19.3	30.6	17.3	
Act Effct Green (s)	68.6	60.6		69.8			34.6				0.14	
Actuated g/C Ratio	0.57	0.50		0.58			0.29	0.16	0.16	0.26		
v/c Ratio	0.48	0.79		0.35			1.33	1.10	0.47	1.01	1.39	
Control Delay	37.0	11.0		13.6			205.4	133.5	16.4	101.9	236.6	
Queue Delay	0.0	0.0		0.0			0.0	0.0	0.0	0.0	0.1	
Total Delay	37.0	11.0		13.6			205.4	133.5	16 4	101.9		
LOS	D	В		В			F	F	В	F	F	
Approach Delay		13.7			239.4			141.4			184.0	
Approach LOS		В			F			F			F	
Intersection Summary	77									IDM		
Area Type:	Other											

Cycle Length: 120

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Lanes, Volumes, Timings

8: Fishburn Rd (SR 2011)/Hockersville Rd (SR 2011) & Governor Rd (SR 0322)

5/20/2015

Actuated Cycle Length: 120

Offset 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green, Master Intersection

Natural Cycle: 150

Control Type Actuated-Coordinated

Maximum v/c Ratio: 1.50

Intersection Signal Delay: 162.4 Intersection Capacity Utilization 131.9% Intersection LOS: F

ICU Level of Service H

Analysis Period (min) 15

Splits and Phases: 8: Fishburn Rd (SR 2011)/Hockersville Rd (SR 2011) & Governor Rd (SR 0322)

√ ø1	→ p2 (R)	1 ø3	↓ ø4
44.	HAN THE PART OF REPARE THE PROPERTY OF THE PART OF THE	1. 10 温水源	-
ø5	p6 (R)	ø7	T _{p8}
24		No. of the last	() () () () () () () () () ()

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	1	-	1	-	1	†	-	1	Ţ	
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	710
Lane Group Flow (vph)	69	605	97	1254	322	267	148	211	329	
v/c Ratio	0.48	0.79	0.35	1.50	1.33	1.10	0.47	1.01	1.39	
Control Delay	37.0	11.0	13.6	256.4	205.4	133.5	16.4	101.9	236.6	
Queue Delay	0.0	0.0	0.0	0.4	0.0	0.0	0.0	0.0	0.1	
Total Delay	37.0	11.0	13.6	256.8	205.4	133.5	16.4	101.9	236.6	
Queue Length 50th (ft)	23	50	30	~1383	~279	~234	15	~133	~323	
Queue Length 95th (ft)	m36	m102	54	#1649	#469	#405	79	#285	#509	
Internal Link Dist (ft)		870		134		268			1413	
Turn Bay Length (ft)	150				135		90	125		
Base Capacity (vph)	149	770	277	837	242	243	314	209	236	
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	62	0	0	- 0	0	1	
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	
Reduced v/c Ratio	0.46	0.79	0.35	1.62	1.33	1.10	0.47	1.01	140	
Intersection Summary			-			45				

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

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^{# 95}th percentile volume exceeds capacity, queue may be longer-Queue shown is maximum after two cycles.

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

	1	-	-	4	1	1			
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR			
Lane Configurations		• 4	• 13		100				
Volume (vph)	- 65	• 700	1106	* 0	• 0	* 140			
Ideal Flow (vphpl)	• 1900	1900	1900	1900	1900	1900			
Lane Width (ft)	• 14	• 14	• 15	•15	16	16			
Grade (%)		9 0%	• -1%		1%				
Satd. Flow (prot)	+ 0	• 1921	•2039	•0	-1817	• 0			
Flt Permitted		0.996							
Satd Flow (perm)	• 0	• 1921	2039	• 0	-1817	₾ 0			
Link Speed (mph)		• 35	• 35		35				
Link Distance (ft)		• 214	• 1855		620				
Travel Time (s)		• 4.2	•36.1		* 12.1				
Peak Hour Factor	0.94	0.94	• 0.94	0.94	0.94	*0.94			
Heavy Vehicles (%)	• 6%	* 5%	• 3%	•0%	0%	-2%			
Shared Lane Traffic (%)									
Lane Group Flow (vph)	• 0	814	*1177	• 0	- 149	• 0			
Sign Control		Free	Free		Stop				
Intersection Summary							-	75	
Area Type:	Other								
Control Type: Unsignalize Intersection Capacity Utili: Analysis Period (min) 15		%		j	CU Level	of Service G			

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Intersection										
Intersection Delay, s/veh	3.7									
Movement	EBL	EBT			WBT	WER	SBL	SBR		
Vol, veh/h	65	700			1106	0	0	140		
Conflicting Peds, #/hr	0	0			0	0	0	0		
Sign Control	Free	Free			Free	Free	Stop	Stop		
RT Channelized	-	None			19	None	*	None		
Storage Length	-					-	0	-		
Veh in Median Storage, #	*	0			0	-	0	-		
Grade, %	-	0			-1		1	*)		
Peak Hour Factor	94	94			94	94	94	94		
Heavy Vehicles, %	6	5			3	0	0	2		
Mvmt Flow	69	745			1177	0	0	149		
Major/Minor	Major 1				Major2		Minor2			
Conflicting Flow All	1177	0			transport	0	2060	1177		
Stage 1	1177					-	1177	**		
Stage 2							883			
Follow-up Headway	2.254						3.5	3.318		
Pot Capacity-1 Maneuver	579					100	55	225		
Stage 1	010					54	277	220		
Stage 2						12	388	28		
Time blocked-Platoon, %					-	12	000			
Mov Capacity-1 Maneuver	579						44	225		
Mov Capacity-2 Maneuver	010	-			-		44			
Stage 1	-	-					277			
Stage 2		-			-	12	309	\$		
	F-19				- 1469		SB		_	
Approach	EB				WB					
HCM Control Delay, s HCM LOS	1				0		47.7 E			
Minor Lane / Major Mymt		EBL	EBT	WBT	WBR	SBLn1				
Capacity (veh/h)		579	-	-		225				
HCM Lane V/C Ratio		0.119	-	F.	100	0.662				
HCM Control Delay (s)		12.059	0	-		47.7				
HCM Lane LOS		В	Α			Е				
HCM 95th %tile Q(veh)		0.404	-	-		4.103				
Notes		C 14	200							

[~] Volume Exceeds Capacity; \$ Delay Exceeds 300 Seconds; Error Computation Not Defined

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Intersection Capacity Utilization 78.4%

Analysis Period (min) 15

	-	-	*	1	-	4	1	†	-	- 1	Ţ	1
ane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		• 4	• 7		• 4		• 19	1			· 1>	
Volume (vph)	• 39	• 0	43	• 1	•1	• 4	465	•151	*14	• 27	-46	498
Ideal Flow (vphpl)	-1900	• 1900	•1900	* 1900	•1900	1900	1900	• 1900	•1900	*1900	1900	1900
Grade (%)		3%			-4%			2%			- 0%	
Storage Length (ft)	• 0		150	• 0		• 0	• 125		• 0	125		• 0
Storage Lanes	• 0		. 1	• 0		* 0	*1		• 0	4		• 0
Taper Length (ft)	25			. 25			* 25			25		
Satd Flow (prot)	• 0	* 1712	-1639	. 0	* 1671	7. 0	1823	1860	• 0	1805	1622	• 0
FIt Permitted		0.950			* 0.993		0.950			0.950		
Satd Flow (perm)	• 0	≈ 1712	4 639	• 0	-1671	0	1823	~ 1860	. 0	1805	1622	• 0
Link Speed (mph)		•25			• 15			2 5			25	
Link Distance (ft)		1016			* 81			540			• 763	
Travel Time (s)		• 27.7			* 3.7			14.7			20.8	
Confl Peds (#/hr)							• 6		• 13	-13		6
Peak Hour Factor	• 0.83	0.83	• 0.83	* 0.83	• 0.83	• 0.83	• 0.83	•0.83	• 0.83	0.83	• 0.83	0.83
Heavy Vehicles (%)	• 7%	• 0%	• 0%	-0%	• 0%	-0%	• 0%	• 2%	•0%	0%	• 13%	- 0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	•0	• 47	-52	• 0	•7	• 0	• 560	• 199	• 0	• 33	•655	• 0
Sign Control		Stop			Stop			Free			Free	
Intersection Summary			11.5									W
Area Type:	Other											
Control Type: Unsignalized	d											

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intersection	v											
Intersection Delay, s/veh	18											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBF
Vol, veh/h	39	0	43	1	1	4	465	151	14	27	46	498
Conflicting Peds, #/hr	0	0	0	0	0	0	6	0	13	13	0	6
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	:	-	None	_	-	None	-	-	None	-	_	None
Storage Length	*	-	150	-	-		125		-	125		
Veh in Median Storage, #		0	-		0	-	-	0	-	-	0	
Grade, %		-3	-		4	_	-	-2	-	-	0	
Peak Hour Factor	83	83	83	83	83	83	83	83	83	83	83	83
Heavy Vehicles, %	7	0	0	0	0	0	0	2	0	0	13	0
Mymt Flow	47	0	52	1	1	5	560	182	17	33	55	600
Major/Minor	Winor2			Minor1			Wajor1			Major2		
Conflicting Flow All	1734	1739	368	1731	2031	203	655	0	0	199	0	0
Stage 1	420	420	-	1311	1311		-	-	-	-		
Stage 2	1314	1319		420	720	_	-	= =				
Follow-up Headway	3.563	4	3.3	3.5	4	3.3	2.2			2.2	-	
Pot Capacity-1 Maneuver	89	118	703	48	37	824	942	_		1385	-	
Stage 1	645	636	100	147	172	-		_		.000		
Stage 2	236	285	_	560	371	_			27		12	-
Time blocked-Platoon, %	200	200		500	0,1			_	_		_	
Mov Capacity-1 Maneuver	# 42	46	695	23	14	815	932			1370		
Mov Capacity-2 Maneuver	# 42	46	000	23	14	010	-			10.0		
Stage 1	257	621		59	69	-						
Stage 2	91	114	_	500	362			_	_		_	
Clugo 2		- 114		000	UUL							
Approach	EB		إسلبا	WB		Ty I	NB			SB		
HCM Control Delay, s HCM LOS	190.7			88.8 F			10.7			0.4		
TICIVI EOS				w								
Minor Lane / Major Mymt		NBL	NBT	NBR	EBLM	EBLn2	WBLn1	SBL	SBT	SBR		
Capacity (veh/h)		932	*2	55	56	695	50	1370	*	(0)		
HCM Lane V/C Ratio		0.601	:0	-	1.147	0.05	0.145	0.024	63			
HCM Control Delay (s)		14.506	**		287.6	10.5	88.8	7.692	*			
HCM Lane LOS		В			F	В	F	Α				
HCM 95th %tile Q(veh)		4.15	#3		5.452	0.157	0 466	0.073	£3			
Notes												-
	tu C. Dale			7 10 10 10 10 10 10 10 10 10 10 10 10 10								

⁻ Volume Exceeds Capacity; \$ Delay Exceeds 300 Seconds; Error Computation Not Defined

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	1	-	*	1	-	4	1	†	-	1	+	1
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		• 4			• 4			•			*	
Volume (vph)	* 36	. 4	• 50	• 0	. 0	• 1	• 240	159	• 1	• 7	75	375
Ideal Flow (vphpl)	1900	1900	1900	1 900	1900	1900	1900	1900	1900	1900	• 1900	•1900
Lane Width (ft)	• 13	13	• 13	15	• 15	•15	• 10	• 10	• 10	•10	• 10	±10
Grade (%)		• 3%			· -2%			-3%			0%	
Satd. Flow (prot)	0	• 1652	• 0	0	1826	• 0	-0	• 1717	• 0	0	•1570	• 0
Flt Permitted		0.980						•0.971			• 0.999	
Satd. Flow (perm)	• 0	• 1652	• 0	• 0	1826	* 0	٠0	•1717	* 0	0	• 1570	• 0
Link Speed (mph)		• 25			* 25			* 35			3 0	
Link Distance (ft)		• 540			4 357			• 1410			*1171	
Travel Time (s)		• 14.7			9.7			27.5			26.6	
Peak Hour Factor	0.82	• 0.82	• 0.82	• 0.82	0.82	0 82	• 0.82	• 0.82 •	0.82	• 0.82	0.82	0.82
Heavy Vehicles (%)	• 0%	•0%	• 11%	• 0%	- 0%	•0%	• 1%	-3%	- 0%	-0%	• 2%	- 0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	· 0	•110	• 0	• 0	±1	• 0	•0	488	• 0	•0	• 557	• 0
Sign Control		Stop			 Stop 			Stop			Stop	

Area Type:

Other

Control Type: Unsignalized

Intersection Capacity Utilization 71.1%

ICU Level of Service C

Analysis Period (min) 15

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Intersection Delay, s/veh	15.8											
Intersection LOS	C											
Movement	EBL	EBŢ	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBF
Vol, veh/h	36	4	50	0	0	1	240	159	1	7	75	375
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
Heavy Vehicles, %	0	0	11	0	0	0	1	3	0	0	2	0
Mvmt Flow	44	5	61	0	0	1	293	194	1	9	91	457
Number of Lanes	0	11	0	0	1	0	0	1	0	0	1	C
Approach	EB				WB		NB		1 -	SB		
Opposing Approach	WB				EB		SB			NB		_
Opposing Lanes	- 4				_1		1			1		
Conflicting Approach Left	SB				NB		EB			WB		
Conflicting Lanes Left	1				1		1			1		
Conflicting Approach Right	NB				SB		WB			EB		
Conflicting Lanes Right	1				1		1			1		
HCM Control Delay	10.3				8.9		17.4			15.6		
HCM LOS	В				Α		С			С		
Lane		NBLn1	EBLn1	WBLn1	SBLn1							
Vol Left, %		60%	40%	0%	2%						•	
to the state of th												
VOI I TITU, %		40%	4%	0%								
Vol Thru, % Vol Right, %		40% 0%	4% 56%		16% 82%							
Vol Right, % Sign Control				0%	16% 82%							
Vol Right, % Sign Control		0%	56%	0% 100%	16%							
Vol Right, %		0% Stop	56% Stop	0% 100% Stop	16% 82% Stop							
Vol Right, % Sign Control Traffic Vol by Lane		0% Stop 400	56% Stop 90	0% 100% Stop	16% 82% Stop 457							
Vol Right, % Sign Control Traffic Vol by Lane LT Vol		0% Stop 400 159	56% Stop 90 4	0% 100% Stop 1	16% 82% Stop 457 75							
Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol		0% Stop 400 159	56% Stop 90 4 50	0% 100% Stop 1 0	16% 82% Stop 457 75 375							
Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol		0% Stop 400 159 1 240	56% Stop 90 4 50 36	0% 100% Stop 1 0 1	16% 82% Stop 457 75 375							
Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate		0% Stop 400 159 1 240 488	56% Stop 90 4 50 36 110	0% 100% Stop 1 0 1 0 1 0.002	16% 82% Stop 457 75 375 7 557 1 0.666							
Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate Geometry Grp		0% Stop 400 159 1 240 488	56% Stop 90 4 50 36 110 1 0.181 5.949	0% 100% Stop 1 0 1 0	16% 82% Stop 457 75 375 7 557 1 0.666 4.299							
Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate Geometry Grp Degree of Util (X) Departure Headway (Hd) Convergence, Y/N		0% Stop 400 159 1 240 488 1 0.666 4.915 Yes	56% Stop 90 4 50 36 110 1 0.181 5.949 Yes	0% 100% Stop 1 0 1 0 1 0.002 5.917 Yes	16% 82% Stop 457 75 375 7 557 1 0.666 4.299 Yes							
Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate Geometry Grp Degree of Util (X) Departure Headway (Hd) Convergence, Y/N Cap		0% Stop 400 159 1 240 488 1 0.666 4.915 Yes 727	56% Stop 90 4 50 36 110 1 0.181 5.949 Yes 607	0% 100% Stop 1 0 1 0 1 1 0.002 5.917 Yes 608	16% 82% Stop 457 75 375 7 557 1 0.666 4.299 Yes 830							
Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate Geometry Grp Degree of Util (X) Departure Headway (Hd) Convergence, Y/N Cap Service Time		0% Stop 400 159 1 240 488 1 0.666 4.915 Yes 727 3.003	56% Stop 90 4 50 36 110 1 0.181 5.949 Yes 607 3.949	0% 100% Stop 1 0 1 1 0.002 5.917 Yes 608 3.922	16% 82% Stop 457 75 375 7 557 1 0.666 4.299 Yes 830 2.372							
Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate Geometry Grp Degree of Util (X) Departure Headway (Hd) Convergence, Y/N Cap Service Time HCM Lane V/C Ratio		0% Stop 400 159 1 240 488 1 0.666 4.915 Yes 727 3.003 0.671	56% Stop 90 4 50 36 110 1 0.181 5.949 Yes 607 3.949 0.181	0% 100% Stop 1 0 1 1 0.002 5.917 Yes 608 3.922 0.002	16% 82% Stop 457 75 375 7 557 1 0.666 4.299 Yes 830 2.372 0.671							
Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate Geometry Grp Degree of Util (X) Departure Headway (Hd) Convergence, Y/N Cap Service Time HCM Lane V/C Ratio HCM Control Delay		0% Stop 400 159 1 240 488 1 0.666 4.915 Yes 727 3.003 0.671 17.4	56% Stop 90 4 50 36 110 1 0.181 5.949 Yes 607 3.949 0.181 10.3	0% 100% Stop 1 0 1 1 0.002 5.917 Yes 608 3.922 0.002 8.9	16% 82% Stop 457 75 375 7 557 1 0.666 4.299 Yes 830 2.372 0.671 15.6							
Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate Geometry Grp Degree of Util (X) Departure Headway (Hd) Convergence, Y/N Cap Service Time HCM Lane V/C Ratio HCM Control Delay HCM Lane LOS		0% Stop 400 159 1 240 488 1 0.666 4.915 Yes 727 3.003 0.671 17.4 C	56% Stop 90 4 50 36 110 1 0.181 5.949 Yes 607 3.949 0.181 10.3 B	0% 100% Stop 1 0 1 0.002 5.917 Yes 608 3.922 0.002 8.9 A	16% 82% Stop 457 75 375 7 557 1 0.666 4.299 Yes 830 2.372 0.671 15.6 C							
Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate Geometry Grp Degree of Util (X) Departure Headway (Hd) Convergence, Y/N Cap Service Time HCM Lane V/C Ratio HCM Control Delay		0% Stop 400 159 1 240 488 1 0.666 4.915 Yes 727 3.003 0.671 17.4	56% Stop 90 4 50 36 110 1 0.181 5.949 Yes 607 3.949 0.181 10.3	0% 100% Stop 1 0 1 1 0.002 5.917 Yes 608 3.922 0.002 8.9	16% 82% Stop 457 75 375 7 557 1 0.666 4.299 Yes 830 2.372 0.671 15.6							

Volume Exceeds Capacity; \$: Delay Exceeds 300 Seconds; Error: Computation Not Defined

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	*	*	1	†	1	1
Lane Group	ÉBL	EBR	MBL	NET	SBT	SBR
Lane Configurations	1 14			• ब	• 🏇	
Volume (vph)	• 151	• 76	• 407	• 541	• 308	• 62
Ideal Flow (vphpl)	1900	4900	1900	1900	1900	1900
Lane Width (ft)	• 9	• 9	* 10	• 10	• 14	• 14
Grade (%)	- 0%			• 1%	• -4%	
Satd. Flow (prot)	• 1570	* 0	. 0	• 1701	•1930	• 0
FIt Permitted	0.968			• 0.979		
Satd Flow (perm)	1570	• 0	• 0	• 1701	1930	• 0
Link Speed (mph)	35			. 35	• 35	
Link Distance (ft)	• 1171			1607	348	
Travel Time (s)	22.8			3 1.3	• 6.8	
Peak Hour Factor	• 0.91	• 0.91	.0.91	• 0.91	•0.91	• 0.91
Heavy Vehicles (%)	• 1%	• 0%	• 1%	2%	* 4%	*8%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	• 250	• 0	• 0	• 1042	• 406	• 0
Sign Control	Stop			Free	Free	
Intersection Summary						
Area Type	Other					
Control Type: Unsignalize Intersection Capacity Utili: Analysis Period (min) 15				ļ	CU Level	of Service

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Intersection						4000			
Intersection Delay, s/veh	290.3								
Movement	EBL		EBR	NBL	NBT		SBT	SBR	
Vol. veh/h	151		76	407	541		308	62	
Conflicting Peds, #/hr	0		0	0	0		0	0	
Sign Control	Stop		Stop	Free	Free		Free	Free	
RT Channelized	95		None	*	None		-	None	
Storage Length	0		-	- 5	-				
Veh in Median Storage, #	0			*	0		0		
Grade, %	0		-		1		-4	-	
Peak Hour Factor	91		91	91	91		91	91	
Heavy Vehicles, %	1		0	1	2		4	8	
Mvmt Flow	166		84	447	595		338	68	
Major/Minor	Winor2			Major1			Major2		
Conflicting Flow All	1862		373	407	0		003/002	0	
Stage 1	373		0.0	-	0+3			U	
Stage 2	1489								
Follow-up Headway	3.509		3.3	2.209	196		-		
Pot Capacity-1 Maneuver	# 81		678	1157					
Stage 1	699		-	-			12		
Stage 2	207				-		-		
Time blocked-Platoon, %					243				
Mov Capacity-1 Maneuver	# 34		678	1157				- 3	
Mov Capacity-2 Maneuver	# 34		0.0	1107	120		-		
Stage 1	699		-		- 323				
Stage 2	# 88		-	-					
Approach	B			NB			ŚB		
HCM Control Delay, s	\$ 1958			4.3					
HCM LOS	\$ 1800 F			4.3			0		
Minor Lane / Major Mymt		NBL	NBT-	EBLn1	SBT	SBR			
Capacity (veh/h)		1157	-	50	-				
HCM Lane V/C Ratio		0.387	70	4.989	3.53	- 2			
HCM Control Delay (s)		10.058	0	\$ 1958					
HCM Lane LOS		В	Α	F					
HCM 95th %tile Q(veh)		1.852	-	28.243	-				
Notes									

=: Volume Exceeds Capacity, \$: Delay Exceeds 300 Seconds, Error . Computation Not Defined

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	1	\rightarrow	-	1	-	1	4	1	-	-	. ↓	4
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SEL	SBT	SBR
Lane Configurations		• 4			• 4	• 7		• 13		• %		
Volume (vph)	• 260	• 290	• 0	•0	• 90	• 40	• 38	•23	• 37	• 52	• 0	•87
Ideal Flow (vphpl)	• 1800	▶1800	1800	1800	• 1800	1800	• 1800	•1800	• 1800	•1800	• 1800	*1800
Lane Width (ft)	* 12	• 12	* 12	•13	• 13	• 13	• 12	12	•12	12	• 12	•12
Grade (%)		• 1%			-6%	·		•-2%			• 1%	
Storage Length (ft)	• 0		• 0	. 0		• 0	• 0		• 0	• 315		* 0
Storage Lanes	• 0		• 0	• 0		*	• 1		• 0	1		· 0
Taper Length (ft)	25			25			• 25		- 1	25		
Satd. Flow (prot)	•0	• 1716	• 0	• 0	• 1681	• 1628	• 1727	•1421	• 0	1668	1478	• 0
Flt Permitted		• 0 793					0.570			0.708		
Satd. Flow (perm)	• 0	•1393	• 0	• 0	• 1681	*1592	• 1036	• 1421	• O	* 1243	•1478	. 0
Right Turn on Red			Yes			* Yes			* Yes	, = 10		Yes
Satd. Flow (RTOR)						• 51		• 47			• 919	
Link Speed (mph)		* 25			25			25			• 25	
Link Distance (ft)		• 505			• 274			408			1602	
Travel Time (s)		13.8			7.5			11.1			43.7	
Confl. Bikes (#/hr)	• 3	, , , , ,	• 2	• 2	110	• 3		1.17.			1011	
Peak Hour Factor	• 0.79	0.79	0.79	• 0.79	• 0.79	• 0.79	0.79	• 0.79	0.79	• 0.79	• 0.79	.0.79
Heavy Vehicles (%)	• 3%	-1%	0%	- 0%	• 14%	0%	• 0%	0%	26%	2%	• 0%	3%
Shared Lane Traffic (%)	• 0,0	• 170	- 0,0	0,0	1470	070	0,70	070	2070	2.70	0,0	5070
Lane Group Flow (vph)	• 0	- 696	• 0	.0	• 114	• 51	• 48	• 76	• 0	66	• 110	. 0
Turn Type	Perm	• NA				▶ Perm	Perm	*NA		Perm	• NA	
Protected Phases	1 01111	. 4			8	- I GIIII	Cilli	• 2		• F CIIII	• 6	
Permitted Phases	-4				0	. 8	* 2			• 6		
Detector Phase	• 4	*4			• 8	*8	• 2	*2		• 6	•6	
Switch Phase					• 0	-0		2.4		0	•0	
Minimum Initial (s)	• 3.0	• 3.0			• 3.0	* 3.0	• 3.0	*3.0		• 3.0	*3.0	
Minimum Split (s)	12.7	12.7			12.7	•12.7	• 16.0	16.0		16.0	16.0	
Total Split (s)	• 59.0	59.0			59.0	• 59.0	16.0	16.0		16.0	*16.0	
Total Split (%)	• 53.6%	53.6%			53.6%	• 53.6%	• 14.5%	14.5%		14.5%	14.5%	
Yellow Time (s)	3.3	• 3.3			3.3	• 3.3	3.0	3.0		3.0	* 3.0	
All-Red Time (s)	• 27	2.7			27	27	• 27	• 2.7		2.7	• 2.7	
Lost Time Adjust (s)	21	• -1.0			• -1.0	•-1.0	• -1.0					
Total Lost Time (s)		5.0						*-1.0		-1.0	-1.0	
Lead/Lag		3.0			• 5.0	• 5.0	4.7	4.7		* 4.7	4.7	
Lead-Lag Optimize?												
Recall Mode	None	*None			• None	Mono	None	Mono		None	None	
	None					None		None		• None	None	
Act Effct Green (s)		54.0			54.0	54.0	10.2	10.2		10.2	10.2	
Actuated g/C Ratio v/c Ratio		0.50 1.01			0.50	0.50	0.09	0.09		0.09	0.09	
					0.14	0.06	0.49	0 43		0.57	0.11	
Control Delay		65.3			15.7	4.3	64.7	29.8		66.6	0.2	
Queue Delay		0.0			0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay		65.3			15.7	4.3	64.7	29.8		66.6	0.2	
LOS Annough Delay		E			B	Α	Е	C		Е	A	
Approach Delay		65.3			12.2			43.3			25.1	
Approach LOS		Е			В			D			С	
Intersection Summary												
Area Type	Other											

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CHECKED BY ELL DATE 5 28/5

Lane Group	ø9	9 5		
Lane Configurations				
Volume (vph)				
Ideal Flow (vphpl)				
Lane Width (ft)				
Grade (%)				
Storage Length (ft)				
Storage Lanes				
Taper Length (ft)				
Satd. Flow (prot)				
Flt Permitted				
Satd. Flow (perm)				
Right Turn on Red				
Satd. Flow (RTOR)				
Link Speed (mph)				
Link Distance (ft)				
Travel Time (s)				
Confl. Bikes (#/hr)				
Peak Hour Factor				
Heavy Vehicles (%)				
Shared Lane Traffic (%)				
Lane Group Flow (vph)				
Turn Type				
Protected Phases	. 9			
Permitted Phases	• 9			
Detector Phase				
Switch Phase				
Minimum Initial (s)	* 33.0			
Minimum Split (s)	• 35.0			
Total Split (s)	35.0			
Total Split (%)	32%			
Yellow Time (s)				
All-Red Time (s)	0.0			
Lost Time Adjust (s)	, 0.0			
Total Lost Time (s)				
Lead/Lag				
Lead-Lag Optimize? Recall Mode	· Min			
Act Effct Green (s)	· IVIII			
Actuated g/C Ratio v/c Ratio				
Control Delay				
Queue Delay				
Total Delay				
LOS				
Approach Delay				
Approach LOS				
Intersection Summary				

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Synchro 8 Report Page 35

CHECKED BY

DATE <u>5128</u>

Cycle Length: 110

Actuated Cycle Length: 108.9

Natural Cycle: 110

Control Type Actuated-Uncoordinated

Maximum v/c Ratio: 1.01 Intersection Signal Delay: 49.3 Intersection Capacity Utilization 55.8%

Intersection LOS: D
ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 13: Centerview Dr & Campus Dr

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↓ ø6	▼ p8	
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P:\0024\002484_0476\Admin\Traffic\SYNCHRO\2040 Without Improvements AM.syn

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DATE 5/28/15

Synchro 8 Report Page 36

DATE S/28/15

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	-	•	1	4	†	1	ļ
Lane Group	EBT	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	696	114	51	48	76	66	110
v/c Ratio	1.01	0.14	0.06	0.49	0.43	0.57	0.11
Control Delay	65.3	15.7	4.3	64.7	29.8	66.6	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	65.3	15.7	4.3	64.7	29.8	66.6	0.2
Queue Length 50th (ft)	~501	42	0	32	19	45	0
Queue Length 95th (ft)	#595	65	15	63	53	79	0
Internal Link Dist (ft)	425	194			328		1522
Turn Bay Length (ft)						315	
Base Capacity (vph)	690	833	815	107	189	128	977
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	1.01	0.14	0.06	0.45	0.40	0.52	0.11
Intersection Summary							

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

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E 5/28/15

^{# 95}th percentile volume exceeds capacity, queue may be longer Queue shown is maximum after two cycles.

	1	\rightarrow	-	1	←	1	4	†	-	1	↓	1
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBF
Lane Configurations		• 4		• 1	• 1	• 7	. 7	· •	• 🏋	• 4	• 🏗	
Volume (vph)	• 90	•630	•142	• 81	•1042	• 298	• 334	• 316	146	• 49	• 79	, 52
Ideal Flow (vphpl)	1800	•1800	• 1800	1800	• 1800	•1800	1800	•1800	1800	*1800	• 1800	1800
Lane Width (ft)	12	• 12	, 12	• 12	• 13	• 12	• 14	•12	• 14	•12	• 12	• 12
Grade (%)		· 1%			-1%			• -1%			•-3%	
Storage Length (ft)	• 180		* 0	• 220		220	• 0		. 165	• 0		• (
Storage Lanes	* 1		• 1	. 1			<u>.</u> 1		• 1	. 1		• (
Taper Length (ft)	25			• 25			• 25			• 25		
Satd. Flow (prot)	1701	1756	• 1507	•1719	1851	• 1522	• 1833	• 1809	-1640	*1736	1677	• (
Flt Permitted	• 0.068			• 0.245			• 0.286			• 0.563		
Satd. Flow (perm)	*122	- 1756	•1479	• 442	*1851	-1522	• 552	-1 809	4584	•1019	1677	. (
Right Turn on Red			• Yes			Yes			• Yes			Ye
Satd. Flow (RTOR)			* 146			• 191			• 151		* 24	
Link Speed (mph)		*35			- 35			25			* 25	
Link Distance (ft)		1985			• 974			• 881			833	
Travel Time (s)		* 38.7			19.0			24 0			22 7	
Confl. Peds. (#/hr)			* 8	• 8					• 7	* 7		
Peak Hour Factor	* 0.97	• 0.97	• 0.97	• 0.97	• 0.97	•0.97	• 0.97	• 0.97	0.97	0.97	0.97	•0.9
Heavy Vehicles (%)	• 0%	• 2%	• 1%	• 0%	• 1%	• 1%	.0%	.0%	-0%	.0%	4%	. 09
Shared Lane Traffic (%)	070		,.					••••				
Lane Group Flow (vph)	93	•649	• 146	* 84	•1074	• 307	•344	326	4 51	× 51	-1 35	• (
Turn Type	• pm+pt		-pm+ov		• NA	• Perm	pm+pt	•NA	Perm	Perm	NA	
Protected Phases	• 5	• 2	• 3	• 1	- 6		• 3	8			• 4	
Permitted Phases	. 2	-	• 2	•6		*6	*8	Ť	•8	*4		
Detector Phase	- 5	2	• 3	• 1	• 6	•6	• 3	8 •	• 8	*4	- 4	
Switch Phase		1	, ,		_	· · ·						
Minimum Initial (s)	• 3.0	10.0	•3.0	•3.0	•10.0	•10.0	• 3.0	• 3.0	• 3.0	• 3.0	• 3.0	
Minimum Split (s)	• 12.0	• 42.7	12.4	12.0	42.7	42.7	• 124	• 32.4	* 32.4	• 12.0	12.0	
Total Split (s)	12.0	• 62.0	22.0	12.0	62.0	62.0	22.0	• 36.0	36.0	•14.0	14.0	
Total Split (%)		• 56.4%	• 20.0%	• 10.9%	• 56.4%	• 56.4%	•20.0%	32.7%	• 32.7%	•12.7%	• 12.7%	
Yellow Time (s)	* 3.7	• 3.7	• 3.0	• 3.7	• 3.7	•3.7	*3.0	•3.0	• 3.0	•3.0	• 3.0	
All-Red Time (s)	•2.0	•2.0		• 2.0	2.0	•20	* 2.4	•2.4	• 2.4	•24	2.4	
Lost Time Adjust (s)	-1.0	-1.0	• -1.0	• -1.0	•-1.0	► 1.0	→ -1.0	-1.0	• -1.0	*-1.0	1.0	
Total Lost Time (s)	* 4.7	• 4.7		• 4.7	•4.7	4.7	4.4	4.4	• 4.4	* 4.4	4.4	
Lead/Lag	Lead	Lag	• Lead	Lead	• Lag	Lag	Lead		, ,	Lag	Lag	
Lead-Lag Optimize?	Load	Lug	Louid	Loud		9				5	3	
Recall Mode	None	-C-Max	- None	None	- C-Max	C-Max	None	None	None	None	None	
Act Effct Green (s)	65.6	59.7		65.6	59 7	59.7	31.6	31.6	31.6	9.6	9.6	
Actuated g/C Ratio	0.60	0.54		0.60	0.54	0.54	0.29	0.29	0.29	0.09	0.09	
v/c Ratio	0.53	0.68		0.24	1.07	0.34	0.95	0.63	0.27	0.58	0.81	
Control Delay	25.3	23.7			59.9	4.8	72.3	40.5	6.1	74.8	74.1	
Queue Delay	0.0	0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	25.3	23.7			59.9	4.8	72.3	40.5	6.1	74.8	74.1	
LOS	20.5 C	23.7 C				4.0 A	12.5 E	-10.0 D	A		E	
	U	20.1		^	45.4	^	_	47.5	A	_	74.3	
Approach Delay Approach LOS		20.1 C			43.4 D			47.5 D			E	
Intersection Summary												

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TE 5/28/15

Cycle Length: 110

Actuated Cycle Length 110

Offset: 24 (22%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green

Natural Cycle: 130

Control Type: Actuated-Coordinated

Maximum v/c Ratio 1.07

Intersection Signal Delay: 40.8 Intersection Capacity Utilization 105.6%

Intersection LOS: D
ICU Level of Service G

Analysis Period (min) 15

Splits and Phases: 1: University Dr & Governor Rd (SR 0322)

√ ø1	Ø2 (R)	\$ ø3	↓ ø4
· - × · · · · · · · · · · · · · · · · ·		······································	
≠ ø5	ø6 (R)	1 p8	
**.4.5	TEMPORE TO SEE SEE SEE SEE SEE SEE SEE SEE SEE SE	一种17年 大型火火	かかず 成別集

93 0.53	EBT 649	EBR	WBL	WBT		- 10-300				
	649			KOAA	WBR	NBL	NBT	NBR	SBL	SBT
0.53		146	84	1074	307	344	326	151	51	135
	0.68	0.13	0.24	1.07	0.34	0.95	0.63	0.27	0.58	0.81
25.3	23.7	1.0	7.9	59.9	4.8	72.3	40.5	6.1	74.8	74.1
0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
25.3	23.7	1.0	7.9	59.9	4.8	72.3	40.5	6.1	74.8	74.1
24	334	0	19	~870	31	213	200	0	35	78
70	477	16	m20	m#774	m28	#366	298	47	#91	#185
	1905			894			801			753
180			220		220			165		
177	953	1091	348	1005	913	363	519	562	88	168
0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0
0.53	0.68	0.13	0.24	1.07	0.34	0.95	0.63	0.27	0.58	0.80
	25.3 24 70 180 177 0 0	25.3 23.7 24 334 70 477 1905 180 177 953 0 0 0 0	25.3 23.7 1.0 24 334 0 70 477 16 1905 180 177 953 1091 0 0 0 0 0 0 0 0	25.3 23.7 1.0 7.9 24 334 0 19 70 477 16 m20 1905 180 220 177 953 1091 348 0 0 0 0 0 0 0 0 0 0	25.3 23.7 1.0 7.9 59.9 24 334 0 19 ~870 70 477 16 m20 m#774 1905 894 180 220 177 953 1091 348 1005 0 0 0 0 0 0 0 0 0	25.3 23.7 1.0 7.9 59.9 4.8 24 334 0 19 ~870 31 70 477 16 m20 m#774 m28 1905 894 180 220 220 177 953 1091 348 1005 913 0 0 0 0 0 0 0 0 0 0 0 0	25.3 23.7 1.0 7.9 59.9 4.8 72.3 24 334 0 19 ~870 31 213 70 477 16 m20 m#774 m28 #366 1905 894 180 220 220 177 953 1091 348 1005 913 363 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	25.3 23.7 1.0 7.9 59.9 4.8 72.3 40.5 24 334 0 19 ~870 31 213 200 70 477 16 m20 m#774 m28 #366 298 1905 894 801 180 220 220 177 953 1091 348 1005 913 363 519 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	25.3 23.7 1.0 7.9 59.9 4.8 72.3 40.5 6.1 24 334 0 19 ~870 31 213 200 0 70 477 16 m20 m#774 m28 #366 298 47 1905 894 801 8	25.3 23.7 1.0 7.9 59.9 4.8 72.3 40.5 6.1 74.8 24 334 0 19 ~870 31 213 200 0 35 70 477 16 m20 m#774 m28 #366 298 47 #91 180 220 220 801 177 953 1091 348 1005 913 363 519 562 88 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0

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

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^{# 95}th percentile volume exceeds capacity, queue may be longer Queue shown is maximum after two cycles.

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

2: Centerview Dr & Governor Rd (SR 0322)

*	\rightarrow	*	1	4	•	1	1	1	-	↓	1
EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
1	•		• 4	•1•			• 4	. 7			
• 17	*671	• 79	• 71	• 798	• 88	483	•114		• 45		36
• 1800	•1800	1800	• 1800	1800	4 1800	1800	•1800	1800			1800
• 12	• 14	• 14	•12	• 12	•12	• 12	•12	• 14	. 16		* 16
	- 1%			- -2%			*1%			-1%	
170		. 0	170		o 🕫 0	. 0		*300	• 0		* 0
* 1		• 0	•1		•0	.0		• 1	• 0		• 0
• 25			- 25			• 25					
* 1701	• 1797	• 0	1693	1739	• 0	• 0	1704	1624	· 0	. 1879	• 0
- 0.092			-0.084				•0.703			0.479	
165	1797	• 0	150	1739	• 0	•0	1243	1562	0	9 19	. 0
		Yes			- Yes			• Yes			Yes
	• 6			•7				252		2 9	
				• 35			2 5			- 25	
				• 921			• 1602			* 866	
							• 43.7			* 23.6	
• 3		• 11	•11		• 3	*2		• 8	•8		• 2
					_						
• 0.97	• 0.97			• 0.97	• 0.97	• 0.97	•0.97	- 0.97	*0.97	• 0.97	*0.97
								• 0%	• 3%	• 0%	. 0%
	7.10										
* 18	773	• 0	•73	914	*0	•0	• 616	• 277	• 0	110	- 0
									•Perm		
1 01111										• 4	
• 2						. 8		• 8	•4		
	. 2			• 6			-8		• 4	* 4	
_	_					_					
10.0	* 10.0		• 3.0	10.0		* 3.0	*3.0	• 3.0	3.0	≥ 3.0	
										• 11.9	
				_							
						1.0					
				(0)			7.7				
Lag	Lag		Loud								
-C-May	C-May		None	C-May		* None	None	None	None	None	
						140110			110110		
C			Б								
				_			Г			0	
	17 1800 12 170 1 25 1701 0.092 165 3 0.97 0% 18 Perm 2 10.0 15.1 46.0 41.8%	EBL EBT 17 671 1800 1800 12 14 170 1 1 25 1701 1797 0.092 165 1797 6 35 974 19.0 3 0.97 0.97 0% 4% 18 773 Perm NA 2 2 2 2 10.0 10.0 15.1 15.1 46.0 46.0 41.8% 41.8% 38 3.8 1.3 1.3 -1.0 -1.0 4.1 4.1 Lag Lag C-Max C-Max 44.7 0.41 0.41 0.27 1.05 33.0 71.6 0.0 0.0 33.0 71.6	EBL EBT EBR 17 671 79 1800 1800 1800 12 14 14 170 0 1 0 25 1701 1797 0 0.092 165 1797 0 Yes 6 35 974 19.0 3 11 4 0.97 0.97 0.97 0.97 0.97 0.97 0.97 18 773 Perm NA 2 2 2 2 10.0 10.0 15.1 15.1 46.0 46.0 41.8% 41.8% 38 3.8 1.3 1.3 -1.0 -1.0 4.1 4.1 Lag Lag C-Max C-Max 44.7 0.41 0.41 0.27 1.05 33.0 71.6 0.0 0.0 33.0 71.6 0.0 0.0 33.0 71.6 0.0 0.0 33.0 71.6 0.0 0.0 33.0 71.6 0.0 0.0 33.0 71.6 0.0 0.0 33.0 71.6 0.0 0.0 33.0 71.6 0.0 0.0 33.0 71.6 0.0 0.0 33.0 71.6 0.0 0.0 33.0 71.6 0.0 0.0 33.0 71.6 0.0 0.0 33.0 71.6 0.0 0.0 33.0 71.6 0.0 0.0 33.0 71.6 0.0 0.0 33.0 71.6 0.0 0.0 33.0 71.6 0.0 0.0	EBL EBT EBR WBL 17 671 79 71 1800 1800 1800 1800 12 14 14 12 170 0 170 1 0 1797 0 1693 0.092 0.084 165 1797 0 150 Yes 6 35 974 19.0 3 11 11 4 4 0.97 0.97 0.97 0.97 0.97 0% 4% 5% 2% 18 773 0 73 Perm NA pm+pt 2 2 1 10.0 10.0 3.0 15.1 15.1 12.1 46.0 46.0 13.0 41.8% 41.8% 11.8% 38 3.8 3.8 1.3 1.3 1.3 1.3 -1.0 -1.0 -1.0 4.1 4.1 4.1 Lag Lag Lead C-Max C-Max None 44.7 44.7 54.9 0.41 0.41 0.50 0.27 1.05 0.38 33.0 71.6 18.0 0.0 0.0 0.0 33.0 71.6 18.0 0.0 0.0 0.0 33.0 71.6 18.0 0.0 0.0 0.0 33.0 71.6 18.0 0.0 0.0 0.0 33.0 71.6 18.0 0.0 0.0 0.0 33.0 71.6 18.0 0.0 0.0 0.0 33.0 71.6 18.0 0.0 0.0 0.0 33.0 71.6 18.0 0.0 0.0 0.0 33.0 71.6 18.0 0.0 0.0 0.0 33.0 71.6 18.0 0.0 0.0 0.0 33.0 71.6 18.0 0.0 0.0 0.0 33.0 71.6 18.0 0.0 0.0 0.0 33.0 71.6 18.0 0.0 0.0 0.0 33.0 71.6 18.0 0.0 0.0 0.0 33.0 71.6 18.0 0.0 0.0 0.0 33.0 71.6 18.0 0.0 0.0 0.0 33.0 71.6 18.0 0.0 0.0 0.0 33.0 71.6 18.0 0.0 0.0 0.0	EBL EBT EBR WBL WBT 17 671 79 71 798 1800 1800 1800 1800 1800 1800 12 14 14 12 12 12 170 0 170 1 0 1797 0 1693 1739 0.092 0.084 165 1797 0 150 1739 Yes 6 7 35 35 974 921 19.0 179 3 11 11 4 4 0.97 0.97 0.97 0.97 0.97 0.97 0% 4% 5% 2% 3% 18 773 0 73 914 Perm NA pm+pt NA 2 1 6 10 0 10 0 3.0 10 0 15.1 15.1 15.1 12.1 15.1 46.0 46.0 13.0 59.0 41.8% 41.8% 11.8% 53.6% 38 3.8 3.8 3.8 3.8 13 1.3 1.3 1.3 1.3 -10 -1.0 -1.0 -1.0 4.1 4.1 4.1 4.1 Lag Lag Lead C-Max C-Max None C-Max 44.7 44.7 54.9 54.9 0.41 0.41 0.50 0.50 0.27 1.05 0.38 1.05 33.0 71.6 18.0 62.8 0.0 0.0 0.0 0.0 0.0 33.0 71.6 18.0 62.8 0.0 0.0 0.0 0.0 0.0 33.0 71.6 18.0 62.8 0.0 0.0 0.0 0.0 0.0 33.0 71.6 18.0 62.8 0.0 0.0 0.0 0.0 0.0 33.0 71.6 18.0 62.8 0.0 0.0 0.0 0.0 0.0 33.0 71.6 18.0 62.8 0.0 0.0 0.0 0.0 0.0 33.0 71.6 18.0 62.8 0.0 0.0 0.0 0.0 0.0 33.0 71.6 18.0 62.8 0.0 0.0 0.0 0.0 0.0 33.0 71.6 18.0 62.8 0.0 0.0 0.0 0.0 0.0 33.0 71.6 18.0 62.8 C E B E	EBL EBT EBR WBL WBT WBR 17 671 79 71 798 88 1800 1800 1800 1800 1800 1800 12 14 14 12 12 12 170 0 170 0 170 0 1 0 1 0 10 1797 0 1693 1739 0 180 1797 0 1693 1739 0 Yes 70 35 35 974 921 190 179 0 179 3 11 11 3 3 4 4 4 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0% 4% 5% 2% 3% 0% 18 773 0 73 914 0 Perm NA pm+pt NA 2 2 1 6 2 2 6 100 100 3.0 100 15.1 15.1 12.1 15.1 46.0 46.0 13.0 59.0 41.8% 41.8% 11.8% 53.6% 38 38 3.8 3.8 1.3 1.3 1.3 -10 -1.0 -1.0 -1.0 4.1 4.1 4.1 Lag Lag Lead C-Max C-Max None C-Max 44.7 44.7 54.9 54.9 0.41 0.41 0.50 0.50 0.27 1.05 0.38 1.05 33.0 71.6 18.0 62.8 0.0 0.0 0.0 0.0 33.0 71.6 18.0 62.8 0.0 0.0 0.0 0.0 33.0 71.6 18.0 62.8 0.0 0.0 0.0 0.0 33.0 71.6 18.0 62.8 0.0 0.0 0.0 0.0 33.0 71.6 18.0 62.8 0.0 0.0 0.0 0.0 33.0 71.6 18.0 62.8 0.0 0.0 0.0 0.0 33.0 71.6 18.0 62.8 0.0 0.0 0.0 0.0 33.0 71.6 18.0 62.8 0.0 0.0 0.0 0.0 33.0 71.6 18.0 62.8 0.0 0.0 0.0 0.0 33.0 71.6 18.0 62.8 0.0 0.0 0.0 0.0 33.0 71.6 18.0 62.8 0.0 0.0 0.0 0.0 33.0 71.6 18.0 62.8 0.0 0.0 0.0 0.0 33.0 71.6 18.0 62.8 0.0 0.0 0.0 0.0 33.0 71.6 18.0 62.8 0.0 0.0 0.0 0.0 33.0 71.6 18.0 62.8 0.0 0.0 0.0 0.0 33.0 71.6 18.0 62.8 0.0 0.0 0.0 0.0 33.0 71.6 18.0 62.8 0.0 0.0 0.0 0.0 33.0 71.6 18.0 62.8 0.0 0.0 0.0 0.0 33.0 71.6 18.0 62.8	EBL EBT EBR WEL WBT WBR NBL 17 671 79 71 798 88 483 1800 1800 1800 1800 1800 1800 1800 12 14 14 14 12 12 12 12 12 170 0 170 0 0 0 1 25 25 25 1701 1797 0 1693 1739 0 0 0 165 1797 0 150 1739 0 0 0 Yes 7974 921 19.0 179 3 11 11 11 3 2 4 4 4 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0% 4% 5% 2% 3% 0% 1% 18 773 0 73 914 0 0 18 773 0 73 914 0 0 Perm NA pm+pt NA Perm 16 88 10.0 10.0 3.0 10.0 3.0 15.1 15.1 12.1 15.1 11.9 46.0 46.0 13.0 59.0 51.0 41.8% 41.8% 11.8% 53.6% 46.4% 38 38 38 38 3.8 3.8 3.8 1.3 1.3 1.3 1.3 1.3 1.9 -1.0 -1.0 -1.0 -1.0 -1.0 4.1 4.1 4.1 4.1 1.1 Lag Lag Lead C-Max C-Max None C-Max None 44.7 44.7 54.9 54.9 0.41 0.41 0.50 0.50 0.27 1.05 0.38 1.05 33.0 71.6 18.0 62.8 0.0 0.0 0.0 0.0 33.0 71.6 18.0 62.8 0.0 0.0 0.0 0.0 33.0 71.6 18.0 62.8 0.0 0.0 0.0 0.0 33.0 71.6 18.0 62.8 0.0 0.0 0.0 0.0 33.0 71.6 18.0 62.8 0.0 0.0 0.0 0.0 33.0 71.6 18.0 62.8 0.0 0.0 0.0 0.0 33.0 71.6 18.0 62.8 0.0 0.0 0.0 0.0 33.0 71.6 18.0 62.8 0.0 0.0 0.0 0.0 33.0 71.6 18.0 62.8 0.0 0.0 0.0 0.0 33.0 71.6 18.0 62.8 0.0 E B E	EBL EBT EBR WBL WBT WBR NBL NBT 17 671 . 79 . 71 . 798 . 88 . 483 . 114 1800 . 1800 . 1800 . 1800 . 1800 . 1800 . 1800 . 1800 12 . 14 . 14 . 12 . 12 . 12 . 12 . 12 -1% -2% . 18 170	EBL EBT EBR WEL W8T WBR NBL NBT NBR 17 671 79 71 798 88 483 114 269 1800 1800 1800 1800 1800 1800 1800 1800	EBL EBT EBR WEL WBT WBR NBL NBT NBR SBL 17 671 79 71 798 88 483 1114 269 45 1800 1800 1800 1800 1800 1800 1800 180	EBL EBT EBR WBL WBT WBR NBL NBT NBR SBL SBT 17 671 79 71 798 88 483 114 269 45 26 1800 1800 1800 1800 1800 1800 1800 180

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DONE BY 373

DATE 508/15

Lanes, Volumes, Timings

2: Centerview Dr & Governor Rd (SR 0322)

Other

5/20/2015

Area Type:

Cycle Length: 110

Actuated Cycle Length: 110

Offset: 30 (27%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green

Natural Cycle: 120

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.17

Intersection Signal Delay 70.4

Intersection Capacity Utilization 110.1%

Intersection LOS E

ICU Level of Service H

Analysis Period (min) 15

Splits and Phases: 2: Centerview Dr & Governor Rd (SR 0322)

Spins and Phases. 2. Centerview by a Coversor Na (Cit Cozz)	
√g1 → g2 (R)	▼ 84
g6 (R)	△↑ ø8
· 在于上海,从上于"大路"的"大路"。	

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2003

DATE

5/28/15

Synchro 8 Report Page 6

CHECKED BY

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	۶	→	1	4	†	-	↓	
Lane Group	EBL	EBT	WBL	WBT	NBT	NBR	SBT	
Lane Group Flow (vph)	18	773	73	914	- 616	277	110	
/c Ratio	0.27	1.05	0.38	1.05	1.17	0.34	0.27	
Control Delay	33.0	71.6	18.0	62.8	126.7	4.7	17.1	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	33.0	71.6	18.0	62.8	126.7	4.7	17.1	
Queue Length 50th (ft)	5	~605	19	~714	~520	10	35	
Queue Length 95th (ft)	m13	#853	m41	#940	#739	61	78	
nternal Link Dist (ft)		894		841	1522		786	
urn Bay Length (ft)	170		170			300		
Base Capacity (vph)	66	733	199	871	526	806	406	
Starvation Cap Reductn	0	0	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	
torage Cap Reductn	0	0	0	0	0	0	0	
Reduced v/c Ratio	0.27	1.05	0.37	1.05	1.17	0.34	0.27	
tersection Summary								

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

DONE BY ____

_ DATE

E 5/28/15

^{# 95}th percentile volume exceeds capacity, queue may be longer Queue shown is maximum after two cycles.

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

	1	-	-	4	-	1			
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	بجستي		
Lane Configurations		· 4	1 13		• 14				
Volume (vph)	•13	998	•959	• 5	4	-9			
Ideal Flow (vphpl)	1900	1900	1900	•1900	1900	1900			
Lane Width (ft)	• 11	●11	• 11	*11	• 15	15			
Grade (%)		1%	•0%		•-3%				
Satd Flow (prot)	• 0	1756	•1799	• 0	•1739	• 0			
Flt Permitted		• 0.999			0.985				
Satd Flow (perm)	-0	1756	1799	· 0	1739	. 0			
Link Speed (mph)		* 35	•30		25				
Link Distance (ft)		• 921	400		1058				
Travel Time (s)		• 17.9	• 9.1		28.9				
Peak Hour Factor	0.99	0.99	• 0.99	•0.99	*0.99	0.99			
Heavy Vehicles (%)	• 0%	*4%	. 2%	. 0%	• 0%	13%			
Shared Lane Traffic (%)									
Lane Group Flow (vph)	* 0	-1021	•974	≠ 0	* 13	• 0			
Sign Control		Free	Free		Stop				
Intersection Summary									
Area Type:	Other								
Control Type: Unsignalize Intersection Capacity Utiliz Analysis Period (min) 15		6		1	CU Level	of Service C			

3: Governor Rd (SR 0322) & Hillview Ln

Intersection									
Intersection Delay, s/veh	0.2								
Mouston	EBL	E3 7			WBT	WBR	SBL	SBR	
Movement Vel. web/b	13	998			959	5	<u>эвц</u> 4	9	
Vol, veh/h	0				909	0	0		
Conflicting Peds, #/hr		0						0	
Sign Control	Free	Free			Free	Free	Stop	Stop	
RT Channelized	_	None			==	None	-	None	
Storage Length	*	-				•	0		
Veh in Median Storage, #	-	0			0	-	0	-	
Grade, %		1			0	-	-3	-	
Peak Hour Factor	99	99			99	99	99	99	
Heavy Vehicles, %	0	4			2	0	0	13	
Mvmt Flow	13	1008			969	5	4	9	
Major/Minor	Major 1				Major2		Minor2		
Conflicting Flow All	974	0			.,,	0	2005	971	
Stage 1	0/7	2.1			7.2	Si .	971	0/1	
Stage 2	-	- 40			- 24		1034	1.2	
Follow-up Headway	2.2	2			- 1		3.5	3.417	
	716	- 4			99		92	317	
Pot Capacity-1 Maneuver	/ 10							317	
Stage 1		-					435		
Stage 2						-	411		
Time blocked-Platoon, %	740	- 5			17	33		0.45	
Mov Capacity-1 Maneuver	716	- 5			- 25	- 2	88	317	
Mov Capacity-2 Maneuver	*	-			- 2	_	88	-	
Stage 1		-			12	-	435		
Stage 2	*	*				56	394		
Approach	EB				WB		SB		
HCM Control Delay, s	0.1				0		27.1		
HCM LOS	-						D		
Minor Lane / Major Mymt		EBL	EBT	WBT	WED	SBLn1			
			LO1	4451	AA THE				
Capacity (veh/h)		716		100	-	176			
HCM Lane V/C Ratio		0.018	-	(+)	-	0.075			
HCM Control Delay (s)		10.122	0	200		27 1			
HCM Lane LOS		В	Α			D			
HCM 95th %tile Q(veh)		0.056	-		-	0.239			
Notes									
					-				

Volume Exceeds Capacity, \$ Delay Exceeds 300 Seconds, Error Computation Not Defined

CHECKED BY SA DATE 5/8/15

	*		-	1	4	4	4	†	-	\	↓	1
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		• 4	_		4			. 4			14	
Volume (vph)	• 51	921	. 0	• 0	958	14	• 2	. 0	. 0	· 1	. 0	.14
ideal Flow (vphpl)	• 1900	1900	- 1900	1900	• 1900	1 900	* 1900	1900	1900	1900	• 1900	1900
Lane Width (ft)	» 11	• 11	11	-11	• 11	• 11	• 10	-10	• 10	•16	• 16	• 16
Grade (%)		-2%			* 1%			- 7%			• 1%	
Satd. Flow (prot)	- 0	1797	• 0	• 0	• 1784	* 0	•0	1626	* 0	•0	-1737	** 0
Flt Permitted		• 0.997						• 0.950			. 0.997	
Satd. Flow (perm)	• 0	1797	. 0	• 0	•1784	•0	0	1626	0	• 0	• 1737	* 0
Link Speed (mph)		• 35			*35			* 30			25	
Link Distance (ft)		* 400			375			* 85			1017	
Travel Time (s)		7.8			• 7.3			• 1.9			27.7	
Confl Peds (#/hr)	• 1		• 7	•7		• 1						
Peak Hour Factor	• 0.98	• 0.98	• 0.98	•0.98	• 0.98	0.98	0.98	• 0.98	0.98	0.98	0.98	*0.98
Heavy Vehicles (%)	- 2%	• 3%	- 0%	- 0%	2%	17%	• 0%	• 0%	* 0%	• 0%	• 0%	.8%
Shared Lane Traffic (%)					•							
Lane Group Flow (vph)	• 0	• 992	• 0	• 0	• 992	0	• 0	• 2	• 0	• 0	-15	● 0
Sign Control		• Free			Free			Stop			Stop	
Interportion Cummers												

Intersection Summary

Area Type:

Other

Control Type Unsignalized

Intersection Capacity Utilization 100.1%

Analysis Period (min) 15

ICU Level of Service G

ONE BY _______

DATE 5/28/15

intersection												
Intersection Delay, s/veh	0.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	51	921	0	0	958	14	2	0	0	1	0	14
Conflicting Peds, #/hr	1	0	7	7	0	1	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	196	-	None	-	-	None	34	-	None
Storage Length		-	-	-	-34	-			10 -	5 4	-	
Veh in Median Storage, #	-	0	-	52	0	-	-	0	-	24	0	-
Grade, %		-2	-	14	1	-	-	7	-	54	1	
Peak Hour Factor	98	98	98	98	98	98	98	98	98	98	98	98
Heavy Vehicles, %	2	3	0	0	2	17	0	0	0	0	0	8
Mvmt Flow	52	940	0	0	978	14	2	0	0	1	0	14
Major/Minor	Major 1	300		Major2			Minori			Minor2	-	
Conflicting Flow All	992	0	0	940	0	0	2036	2036	947	2029	2029	992
Stage 1	-	1040	-	-	-	_	1044	1044	-	985	985	-
Stage 2	25		54)	002			992	992		1044	1044	
Follow-up Headway	2.218	24		2.2	_		3.5	4	3.3	3.5	4	3.372
Pot Capacity-1 Maneuver	697	-		737	-		19	26	266	39	52	283
Stage 1	1	1/25	140	-	- 2	0	186	206		285	311	
Stage 2	20				-		203	222	71	263	291	
Time blocked-Platoon, %					-							
Mov Capacity-1 Maneuver	693		1.00	733		-	16	22	265	34	44	281
Mov Capacity-2 Maneuver	*	0.00	_		_	_	16	22		34	44	
Stage 1	-		_		-	-	157	174		240	311	
Stage 2	*	(*)	287	19	9	*	192	222		221	245	
Approach	EB			WB			NB		-	SB		
HCM Control Delay, s	0.6			0			260.5			25.7		
HCM LOS	0.0						F			D		
Minor Lane / Major Mymt		NBLn1	EBL	E81	EBR	WBL	WBT	WBR	SBLml			0.11
Capacity (veh/h)		16	693	-		733	+	(m)	189			
HCM Lane V/C Ratio		0.128	0.075	_	54	-	*	-	0.081			
HCM Control Delay (s)		260.5	10.616	0		0	*	-	25.7			
HCM Lane LOS		F	В	A		Ā			D			
HCM 95th %tile Q(veh)		0.363	0.243		- 1	0	*:	-	0.261			
Notes						ببيرة						

Volume Exceeds Capacity; \$ Delay Exceeds 300 Seconds; Error Computation Not Defined

HOUTE BY STATE 5/28/5

CHECKED BY DATE 5/28/5

	1	-	-	1	-	1
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		• 4	• 16		- 14	
Volume (vph)	• 5	• 949	962	* 4	• 0	→ 0
Ideal Flow (vphp!)	1900	* 1900	• 1900	1900	1900	1900
Lane Width (ft)	• 11	*11	* 11	*11	* 16	*16
Grade (%)		-1%	0 %		1%	
Satd Flow (prot)	• 0	• 1775	1799	• 0	•2143	• 0
Flt Permitted						
Satd. Flow (perm)	• 0	-1775	. 1799	- 0	-2143	• 0
Link Speed (mph)		• 30	• 30		* 25	
Link Distance (ft)		• 375	• 379		*801	
Travel Time (s)		8.5	• 8.6		* 21.8	
Peak Hour Factor	0.97	0.97	. 0.97	•0.97	0.97	• 0.97
Heavy Vehicles (%)	• 0%	4 %	• 2%	•0%	• 0%	• 0%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	• 983	•996	• 0	* 0	0
Sign Control		* Free	Free		Stop	
Intersection Summary						
Area Type:	Other					
Control Type: Unsignalize Intersection Capacity Utiliz Analysis Period (min) 15				l	CU Level	of Service

CHECKED BY EN DATE 5/28/15

ntersection									
ntersection Delay, s/veh	0								
Movement	EBL	EBT	- 36		WBT	WBR	SBL	SBR	
/ol, veh/h	5	949			962	4	0	0	
Conflicting Peds, #/hr	0	0			0	0	0	0	
Sign Control	Free	Free			Free	Free	Stop	Stop	
RT Channelized		None				None	1983	None	
Storage Length	100	-			+0	-	0		
Veh in Median Storage, #	(*)	0			0	-	0	-	
Grade, %	327	-1			0	-	1		
Peak Hour Factor	97	97			97	97	97	97	
Heavy Vehicles, %	0	4			2	0	0	00	
Mvmt Flow	5	978			992	4	0	0	
Major/Minor	Majori				Major2		Minor2		
Conflicting Flow All	996	0				0	1983	994	
Stage 1	000	-			-	-	994		
Stage 2		7.75					989		
Follow-up Headway	2.2	-					3.5	3.3	
Pot Capacity-1 Maneuver	703					20	61	292	
Stage 1	700					- 6	342	202	
Stage 2	720	190				¥3	344		
Time blocked-Platoon, %						25	011		
Mov Capacity-1 Maneuver	703					- 3	60	292	
Mov Capacity-2 Maneuver	700						60	202	
Stage 1							342		
Stage 2	_	(*)			=	- E0	338	18	
Stage 2						7.2	550		
Approach	EB				WB		SB		
HCM Control Delay, s	0.1				0		0		
HCM LOS							Α		
Minor Lane / Major Mymt		EBL	EBT	WBT	WBR	SBLn1			
Capacity (veh/h)		703	-	_	-	0			
HCM Lane V/C Ratio		0.007		34		+			
HCM Control Delay (s)		10.159	0	-	*	0			
HCM Lane LOS		В	Ā			A			
LICIAL FOR		_							
HCM 95th %tile Q(veh)		0.022	-		*	+			

~ Volume Exceeds Capacity; \$ Delay Exceeds 300 Seconds, Error : Computation Not Defined

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DATE 5/28/5

	1	—	←	4	6	1
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		• 4	13		• N#	
Volume (vph)	- 5	947	•962	• 6	• 0	. 2
Ideal Flow (vphpl)	1900	1900	•1900	1900	1900	1900
Lane Width (ft)	• 11	•11	• 11	•11	• 15	15
Grade (%)		• 2%	•-2%		3 %	
Satd. Flow (prot)	· 0	• 1766	1817	+ 0	1781	- 0
Flt Permitted						
Satd. Flow (perm)	. 0	1766	* 1817	•0	-1781	0
Link Speed (mph)		• 35	* 35		• 25	
Link Distance (ft)		379	1359		567	
Travel Time (s)		• 7.4	• 26.5		15.5	
Peak Hour Factor	• 0.99	• 0.99	• 0.99	0.99	* 0.99	0.99
Heavy Vehicles (%)	• 0%	• 3%	• 2%	• 0%	• 0%	-0%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	* 0	• 962	• 978	• 0	4 2	-0
Sign Control		Free	• Free		Stop	
Intersection Summary		=1		·		
Area Type:	Other					
Control Type: Unsignalize Intersection Capacity Utiliz Analysis Period (min) 15				I	CU Level	of Service B

CHECKED BY SALE SOURCE

Intersection									
Intersection Delay, s/veh	0.1								
Movement	EBĹ	EBT			WBT	WBR	SBL	SBR	
Vol, veh/h	5	947			962	6	0	2	
Conflicting Peds, #/hr	0	0			0	0	0	0	
Sign Control	Free	Free			Free	Free	Stop	Stop	
RT Channelized		None				None		None	
Storage Length	-	-			- 65	-	0	_	
Veh in Median Storage, #	-	0			0	-	0	-	
Grade %	56	2			-2	-	3	100	
Peak Hour Factor	99	99			99	99	99	99	
Heavy Vehicles, %	0	3			2	0	0	0	
Mvmt Flow	5	957			972	6	0	2	
Major/Minor	Major				Major2		Minor2		
Conflicting Flow All	978	0			*	0	1942	975	
Stage 1	-	(4			-	-	975	-	
Stage 2	_	- 6			-	-	967		
Follow-up Headway	2.2				*8	7.00	3.5	3.3	
Pot Capacity-1 Maneuver	714				-	_	52	284	
Stage 1	2.5	32			_	_	313	-	
Stage 2		- 12				-	317	*	
Time blocked-Platoon, %		(2			-	-			
Mov Capacity-1 Maneuver	714						51	284	
Mov Capacity-2 Maneuver					-		51	-	
Stage 1	7.4					DIE:	313		
Stage 2						-	312	-	
5.1.35									
Approach	EB			110	WB		SB		
HCM Control Delay, s	0.1				0		17.8		
HCM LOS							С		
Minor Lane / Major Mymt		EBL	EBT	WBT	WAR	SBLat			
Capacity (veh/h)		714	الهاظ	1151	TENT	284			
HCM Lane V/C Ratio		0.007		100		0.007			
HCM Control Delay (s)		10.078	ō	5		17.8			
HCM Lane LOS		_		- 7	•				
HCM 95th %tile Q(veh)		0.021	A	101		C 0.021			
		0.021		-		U.UZ I			
Notes									

[~] Volume Exceeds Capacity, \$ Delay Exceeds 300 Seconds, Error Computation Not Defined

CHECKED BY CPS DATE 5/28/17

	*	\rightarrow	7	1	-	4	1	1	-	1	↓	1
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBF
Lane Configurations		• 4	• 75		• 🏗		• 1		. 7	• %	• 15	
Volume (vph)	*13	•755	160	• 124	650	43	259	• 65	391	• 36	• 47	1
Ideal Flow (vphpl)	1800	1800	*1800	4800	1800	1800	1800	•1800	• 1800	1800	• 1800	1800
Lane Width (ft)	• 10	• 12	• 14	• 10	• 14	•14	- 10	-11	* 12	•10	*12	42
Grade (%)		-3%			2%			• 0%			• 1%	
Storage Length (ft)	100		210	• 200		• 0	• 140		• 65	+ 100		• (
Storage Lanes	•1		• 1	<u> </u>		* 0	• 1		. 1	.1		• (
Taper Length (ft)	•25			25			• 25			25		
Satd. Flow (prot)	1 1620	• 1774	1640	1565	1866	• 0	1580	1740	• 1530	1588	* 1642	• (
Flt Permitted	• 0.341			0 126			0.495			0.713		
Satd. Flow (perm)	• 581	•1774	*1603	208	1866	0	•820	•1740	1530	• 1192	- 1642	• (
Right Turn on Red			' Yes	200	1000	Yes	020	11110	Yes	1102	1012	Yes
Satd. Flow (RTOR)			129		• 6	100			• 245		12	
Link Speed (mph)		* 35	120		• 35			25	240		• 25	
Link Opeca (mpn) Link Distance (ft)		1359			950			763			• 556	
Travel Time (s)		26.5			18.5			20.8			• 15.2	
Confl. Peds. (#/hr)		1 20.0	- 1	*1	10.0		12	20.0			10.2	2
			• 1	• 1			.2					
Confl. Bikes (#/hr)	0.00	0.06			• 0.00	* 0.00		* 0.00	• 0.00	* 0.00	0.06	
Peak Hour Factor	• 0.96	0.90	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	• 0.96	0.96
Heavy Vehicles (%)	* 0%	* 3%	•1%	3%	3%	3%	•1%	0%	0%	0%	*3%	8%
Shared Lane Traffic (%)	44	700	407	- 400	* 700		070	00	- 407	. 00	. 05	
Lane Group Flow (vph)	14	* 786	• 167	129	*722	• 0	-270	• 68	• 407	* 38	• 65	1 %
Turn Type	Perm	• NA	Perm	pm+pt	*NA		• pm+pt	• NA	Perm	• Perm	•NA	
Protected Phases		• 2		• 1	• 6		3	* 8			* 4	
Permitted Phases	-2		* 2	• 6			8		. 8	* 4		
Detector Phase	• 2	• 2	• 2	1	- • 6		• 3	•8	8	. 4	• 4	
Switch Phase												
Minimum Initial (s)	• 10.0	* 10.0	• 10.0	• 3.0	10.0		43.0	3.0	. 3.0	• 3.0	* 3.0	
Minimum Split (s)	15.9	15.9	•15.9	1 2.9	1 5.9		12.0	12.0	12.0	•12.0	12.0	
Total Split (s)	• 59.0	* 59.0	• 59 0	• 13.0	72.0		* 21.0	*38.0	• 38.0	• 17.0	• 17.0	
Total Split (%)	53.6%	53.6%	53.6%	11.8%	65.5%		19.1%	•34.5%	• 34.5%	15.5%	*15.5%	
Yellow Time (s)	9 3.9	• 3.9	•3.9	•3.9	• 3.9		• 3.0	•3.0	• 3.0	•3.0	*3.0	
All-Red Time (s)	* 2.0	• 2.0	• 2.0	2.0	• 2.0		• 2.0	• 2.0	2.0	• 2.0	2.0	
Lost Time Adjust (s)	-10	• -1.0	• -1 0	• -1.0	*-1.0		≠ -1.0	* -10	* -1.0	• -1.0	4-1.0	
Total Lost Time (s)	• 4.9	• 4.9	4.9	• 4.9	• 4.9		• 4.0	• 4.0	• 4.0	• 4.0	4.0	
Lead/Lag	Lag	Lag		Lead			* Lead			Lag	Lag	
Lead-Lag Optimize?												
Recall Mode	C-Max	*C-Max	C-Max	None	C-Max		* None	None	None	None	• None	
Act Effct Green (s)	58.3	58.3		72.2	72.2		28.9	28.9		10.1	10.1	
Actuated g/C Ratio	0.53	0.53		0.66	0.66		0.26	0.26		0.09	0.09	
v/c Ratio	0.05	0.84		0.52	0.59		0.81	0.15			0.40	
Control Delay	7.1	15.9		15.0	17.3		55.0	29.8		54.8	45.9	
Queue Delay	0.0	0.0		0.0			0.0	0.0			0.0	
_	7.1	15.9		15.0			55.0	29.8		54.8	45.9	
Total Delay LOS	(-) A		0.5 A				55.0 D	29.0 C		Э ч .в D	45.9 D	
	А	B 42.4	A	В			U			U	49.2	
Approach Delay Approach LOS		13.1 B			17.0 B			33.6 C			49.2 D	
					_			_			-	

CHECKED BY SIZE DATE 5/25/10

Area Type: Other

Cycle Length: 110

Actuated Cycle Length: 110

Offset: 94 (85%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.84

Intersection Signal Delay: 21.5

Intersection LOS: C

Intersection Capacity Utilization 82.5%

Intersection Service E

Analysis Period (min) 15

Splits and Phases: 7: Cherry Dr & Governor Rd (SR 0322)

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ø6 (R)	•	* 1 ø8	
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	1	-	7	1	—	1	†	-	\	Į.	
Lane Group	ÉBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	
Lane Group Flow (vph)	14	786	167	129	722	270	68	407	38	65	
v/c Ratio	0.05	0.84	0.18	0.52	0.59	0.81	0.15	0.70	0.35	0.40	
Control Delay	7.1	15.9	0.5	15.0	17.3	55.0	29.8	20.1	54.8	45.9	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	7.1	15.9	0.5	15.0	17.3	55.0	29.8	20.1	54.8	45.9	
Queue Length 50th (ft)	2	118	0	44	355	165	36	98	26	36	
Queue Length 95th (ft)	m3	m242	m0	m46	m332	#257	69	203	59	78	
Internal Link Dist (ft)		1279			870		683			476	
Turn Bay Length (ft)	100		210	200		140		65	100		
Base Capacity (vph)	307	940	910	248	1226	333	537	642	140	204	
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	
Reduced v/c Ratio	0.05	0.84	0.18	0.52	0.59	0.81	0.13	0.63	0.27	0.32	
Intersection Summary											

^{# 95}th percentile volume exceeds capacity, queue may be longer Queue shown is maximum after two cycles.

JONE BY

DATE

. ...

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

	1	\rightarrow	7	1	—	4	4	1	-	-	↓	4
Lane Group	EBL	EBT	EBR	WBL	WET	WBR	NBL	NBT	NBR	SBL	SBT	SB
Lane Configurations	• 19	• 13		• 5	• 🏗		• 15	• 4	• 7	• 19	- 12	-33
Volume (vph)	•162	•888	• 187	182	•541	1 70	• 223	267	• 206	•329	335	*8
Ideal Flow (vphpl)	• 1650	1650	• 1650	• 1650	-1650	-1650	• 1650	•1650	1650	1650	1650	•165
Lane Width (ft)	• 11	• 12	• 12	* 10	12	• 12	• 11	• 11	• 11	• 10	• 12	* 1
Grade (%)		1%			0%			-1%	•		2%	
Storage Length (ft)	• 150		* 0	• 0		• 0	135		* 90	125		•
Storage Lanes	. 1		• 0	• 1		• 0	• 1		•1	• 1		
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1508	1583	₽ 0		1540	• 0	* 1508	≠ 1587	1363	•1448	1557	•
Flt Permitted	0.104			- 0.081			0.245			0.190		
Satd. Flow (perm)	• 165	1583	•0	125	* 1540	•0	389	1587	4363	290	- 1557	•
Right Turn on Red			Yes			Yes			Yes			Ye
Satd. Flow (RTOR)		* 13			19				194		₹11	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		• 950			- 214			348			1493	
Travel Time (s)		18.5			4.2			• 6.8			29.1	
Peak Hour Factor	• 0.98	• 0.98	. 0.98	. 0.98	• 0.98	• 0.98	• 0.98	0.98	• 0.98	• 0.98	• 0.98	.0.98
Heavy Vehicles (%)	•0%	•1%	•1%	0%	• 4%	1%	•1%	1%	•0%	-0%	-2%	-09
Shared Lane Traffic (%)	• , •		. , ,	0.10			170		0.0			
Lane Group Flow (vph)	• 165	• 1097	• 0	186	• 725	.0	• 228	• 272	• 210	* 336	• 433	
Turn Type	• pm+pt	NA		pm+pt	- NA		•pm+pt	• NA	Perm	pm+pt	• NA	
Protected Phases	• 5	• 2		1	6		3	. 8	7 01111	• 7	• 4	
Permitted Phases	2	_		• 6			• 8	·	* 8	• 4	•	
Detector Phase	5	. 2		. 1	. 6		• 3	• 8	8	• 7	4	
Switch Phase				• •				•				
Minimum Initial (s)	* 3.0	•10.0		• 3.0	•10.0		*3.0	3.0	3.0	*3.0	3.0	
Minimum Split (s)	• 12.6	•15.6		• 12.6	15.6		•12.7	15.7	• 15.7	•12.7	•15.7	
Total Split (s)	• 13.0	* 54.0		13.0	*54.0		• 15.0	21.0	21.0	22.0	28.0	
Total Split (%)		• 49.1%		• 11.8%	49.1%		13.6%	19.1%	19.1%	20.0%	25.5%	
Yellow Time (s)	• 36	• 3.6		3.6	• 3.6		• 37	• 3.7	3.7	37	3.7	
All-Red Time (s)	• 2.0	• 2.0		2.0	2.0		• 2.0	• 2.0	• 2.0	-2.0	2.0	
Lost Time Adjust (s)	• -1.0	• -1.0		•-1.0	+1.0		-10	· -1.0	-1.0	• -1.0	1-10	
Total Lost Time (s)	4.6	• 4.6		4.6	• 4.6		4.7	4 4.7	• 4.7	• 4.7	4.7	
Lead/Lag		• Lag			• Lag		• Lead	• Lag		Lead	Lag	
Lead-Lag Optimize?	Leau	Lay		Leau	Lay		Leau	Lay	Lay	Loau	* Lay	
Recall Mode	None	'C-Max		None	C-Max		None	•None	 None 	None	None	
Act Effct Green (s)	57.8	49.4		57.8	49.4		26.6	16.3	16.3	38.3	23.3	
Actuated g/C Ratio	0.53	0.45		0.53	0.45		0.24	0.15	0.15	0.35	0.21	
v/c Ratio	0.33	1.53		1.11	1.03		1.15	1.16	0.15	1.19	1.28	
Control Delay	57.6	264.6		130.8	72.9		141.3	150.3	14.5	143.7	183.3	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
				130.8	72.9					143.7	183.3	
Total Delay LOS	57 6 E	264.6 F		130.6 F	72.9 E		141.3 F	150.3 F	14.5 B	143.7 F	103.3 F	
		237.5		Г			Г	107.3	_	Г	166.0	
Approach Delay Approach LOS		237 5 F			84.8 F			107.3 F			166.0 F	
Intersection Summary												

CHECKED BY C DATE 5/28/15

Lanes, Volumes, Timings

8: Fishburn Rd (SR 2011)/Hockersville Rd (SR 2011) & Governor Rd (SR 0322)

5/20/2015

Actuated Cycle Length: 110

Offset 0 (0%), Referenced to phase 2 EBTL and 6 WBTL, Start of Green, Master Intersection

Natural Cycle: 150

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.53

Intersection Signal Delay 159.0 Intersection Capacity Utilization 134.8% Intersection LOS: F ICU Level of Service H

Analysis Period (min) 15

Splits and Phases: 8: Fishburn Rd (SR 2011)/Hockersville Rd (SR 2011) & Governor Rd (SR 0322)

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Intersection Summary

	→		1	-	1	↑	-	-	. ↓		
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT		
Lane Group Flow (vph)	165	1097	186	725	228	272	210	336	433	•	
v/c Ratio	0.87	1.53	1.11	1.03	1.15	1.16	0.57	1.19	1.28		
Control Delay	57.6	264.6	130.8	72.9	141.3	150.3	14.5	143.7	183.3		
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Total Delay	57.6	264.6	130.8	72.9	141.3	150.3	14.5	143.7	183.3		
Queue Length 50th (ft)	68	~1082	~108	~543	~145	~228	10	~246	~384		
Queue Length 95th (ft)	m#133	#1335	#254	#776	#298	#392	82	#429	#584		
Internal Link Dist (ft)		870		134		268			1413		
Turn Bay Length (ft)	150				135		90	125			
Base Capacity (vph)	189	718	167	702	198	235	367	283	338		
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0		
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0		
Storage Cap Reductn	0	0	0	0	0	0	0	0	0		
Reduced v/c Ratio	0.87	1.53	1.11	1.03	1.15	1.16	0.57	1.19	1.28		
ers on a say says some some property and the											

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

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5/28/15

^{# 95}th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.

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

	1	→	4	4	1	1
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		• ଶି	13		14	-
Volume (vph)	* 135	1180	• 777	.00.1	• 0	-117
Ideal Flow (vphpl)	• 1900	•1900	•1900	1900	1900	1900
Lane Width (ft)	• 14	• 14	• 15	•15	• 16	. 16
Grade (%)		-0%	•-1%		* 1%	
Satd Flow (prot)	• 0	1999	2039	, 0	• 1853	• 0
Flt Permitted		0.995		·		
Satd Flow (perm)	• 0	1999	2039	• 0	1853	• 0
Link Speed (mph)		• 35	• 35		* 35	
Link Distance (ft)		• 214	a 1855		620	
Travel Time (s)		• 4.2	3 6.1		12.1	
Confl. Peds. (#/hr)	• 2			~ 2		
Peak Hour Factor	• 0.95	•0.95	0.95	• 0.95	0.95	0.95
Heavy Vehicles (%)	• 0%	• 1%	3%	• 0%	-0%	-0%
Shared Lane Traffic (%)			•			
Lane Group Flow (vph)	• 0	1384	819	• 0	• 123	• 0
Sign Control		 Free 	Free		-Stop	
Intersection Summary						5 10 11
Area Type:	Other					
Control Type: Unsignalize	ed					
Intersection Capacity Utili Analysis Period (min) 15	zation 127.8	%		I	CU Level	of Service I

CHECKED BY AND DATE 5/25/5

Intersection					7.77				
Intersection Delay, s/veh	1.7								
Movement	EBL	EBT			WBT	WBR	SBL	SER	
Vol, veh/h	135	1180			777	1	0	117	
Conflicting Peds, #/hr	2	0			0	2	0	0	
Sign Control	Free	Free			Free	Free	Stop	Stop	
RT Channelized	*	None			19	None	*	None	
Storage Length	*	-			_	-	0	300	
Veh in Median Storage, #	-	0			0	_	0		
Grade, %	*	0			-1		1	200	
Peak Hour Factor	95	95			95	95	95	95	
Heavy Vehicles, %	0	1			3	0	0	0	
Mvmt Flow	142	1242			818	1	Ō	123	
Major/Minor	Major 1				Major2		Minor2		
Conflicting Flow All	819	0			***********	0	2344	820	
Stage 1	019	-				-	818	020	
Stage 2		- 40					1526		
Follow-up Headway	2.2	*				- 2	3.5	3.3	
Pot Capacity-1 Maneuver	818	£1			- 4		36	370	
Stage 1	010				-		418	310	
Stage 2	- 2	28				-	184	100	
Time blocked-Platoon, %		2				-	104		
Mov Capacity-1 Maneuver	816	1					16	369	
Mov Capacity-2 Maneuver	010						16	303	
Stage 1		5					418	0.50	
Stage 2		77			7.5	171	81	3.50	
Staye 2							O1		
Approach	EB				WB		SB		
HCM Control Delay, s	1.1				0		19.6		
HCM LOS							С		
Minor Lane / Major Mymt		EBL	EBT	WBI	WBR	SBLn1			
Capacity (veh/h)		816			. 38, , 574 / 2	369			
HCM Lane V/C Ratio		0.174		-		0.334			
HCM Control Delay (s)		10.34	0			19.6			
HCM Lane LOS		В	A			C			
HCM 95th %tile Q(veh)		0.628	-		1.2	1.436			
		J. J				1-100			

Volume Exceeds Capacity; \$ Delay Exceeds 300 Seconds; Error Computation Not Defined

ONE BY 30A

DATE 5/15

Analysis Period (min) 15

-	•	- 3	•	1	—		4	†	-	-	Ţ	4
2 F	ane Group EBL	T E	BR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	ŚBT	SBR
•	ane Configurations	1	7		• 4		0.00	*		* *	• 1>	0.1%
	/olume (vph) 562	7 •4	83	•0	•0	• 1	45	* 134	• 2	• 12	163	-62
90	deal Flow (vphpl) • 1900	0 . 19	00	• 1900	• 1900	*1900	1900	1900	•1900	-1900	* 1900	• 1900
-39	Grade (%)	%			4%			-2%			•0%	
	Storage Length (ft) • 0	• 1	50	" 0		• 0	• 125		• 0	125		· 0
	Storage Lanes 0		1	- 0		* 0	- 1		• 0	*1		* 0
	aper Length (ft) -25			. 25			• 25			25		
83	Satd Flow (prot) 0	8 16	39	• 0	• 1611	* 0	• 1823	• 1878	•0	•1805	1822	• 0
95	It Permitted	3					• 0.950		_	• 0.950	•	
83	Satd Flow (perm) 0	8 16	39	• 0	* 1611	*0	1823	•1878	• 0	1805	•1822	• 0
. 2	ink Speed (mph)				* 15			25			25	
01	ink Distance (ft)				* 81			540			763	
27.	ravel Time (s)	7			• 3.7			14.7			• 20.8	
	Confl. Peds. (#/hr)						• 4					- 4
).8	Peak Hour Factor • 0.85	5 0.8	85	*0.85	•0.85	•0.85	• 0.85	• 0.85	• 0.85	• 0.85	0.85	0.85
0	feavy Vehicles (%) 0%)%	-0%	• 0%	-0%	• 0%	- 2%	• 0%	• 0%	• 0%	, 0%
	Shared Lane Traffic (%)										- 0.0	, . , ,
66	ane Group Flow (vph) 0	9 • 5	68	. 0	• 1	• 0	*53	₹160	0	• 14	• 265	• 0
Sto	Sign Control	р			Stop			Free			Free	
	ntersection Summary										I FI	
	rea Type: Other										`	
	Control Type: Unsignalized											
	ntersection Capacity Utilization 64.1%			ļ	CU Level	of Service	e C					
	Control Type: Unsignalized			ļ	CU Level	of Service	e C					

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Intersection		H 16 1										
Intersection Delay, s/veh	150.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NET	NBR	SBL	SBT	SBR
Vol, veh/h	562	7	483	0	0	1	45	134	2	12	163	62
Conflicting Peds, #/hr	0	0	0	0	0	0	4	0	0	0	0	4
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	*	-	None	8:0	-	None	~	_	None		-	None
Storage Length		-	150		- 4	-	125	-	-	125		
Veh in Median Storage, #	-	0	-		0	-	-	0	-	-	0	-
Grade, %	*	-3	-		4		-	-2	-		0	
Peak Hour Factor	85	85	85	85	85	85	85	85	85	85	85	85
Heavy Vehicles, %	- 0	0	0	0	0	0	0	2	0	0	0	0
Mymt Flow	661	8	568	0	0	1	53	158	2	14	192	73
Major/Minor	Minor2			Minori			Major1			Major2		
Conflicting Flow All	521	522	232	526	558	163	265	0	0	160	0	0
Stage 1	256	256	-	265	265	100	200	**	-	100	-	
Stage 2	265	266		261	293			*	-	-	- 34	
Follow-up Headway	3.5	4	3.3	3.5	4	3.3	2.2			2.2		
Pot Capacity-1 Maneuver	# 512	504	828	414	390	871	1311	22	60	1432	- 14	
Stage 1	786	730	020	702	653	0/1	-	2		1702	24	-
Stage 2	778	724		706	631			- 2			- 5	
Time blocked-Platoon, %	710	1,4		, 00	001			22	- 2		12	3
Mov Capacity-1 Maneuver	# 490	479	825	122	371	868	1307	- 20	_	1427	74	
Mov Capacity-2 Maneuver	# 490	479	-	122	371	-	1007	-		1721	- 12	
Stage 1	754	723		674	627							
Stage 2	743	695		214	625					353	100	
Olago 2	740	000		217	020							
Approach	EB			WB			NB			SB		
HCM Control Delay, s HCM LOS	210 F			9.2 A			2			0.4		
Minor Lane / Major Mymt		NBL	NBT	NDD.	realm	EBLn2	IMDLAA	SBL	SBT	SBR		
			IADI	1ADLZ			w-1, r		201	DDI		
Capacity (veh/h)		1307	-		538	825	868	1427	•	12		
HCM Lane V/C Ratio		0.041	-		1.596	0.459	0.001	0.01		2.00		
HCM Control Delay (s)		7 871	-	7.0	296.9	13	9.2	7.548	*	(*E)		
HCM Lane LOS HCM 95th %tile Q(veh)		A 0.127			F 46.961	B 2.44	A 0.004	0.03				
		(1 7 7 7			45 DG1	' 1 / 1 / 1	III / WIA	0.02				

[~] Volume Exceeds Capacity; \$: Delay Exceeds 300 Seconds, Error : Computation Not Defined

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	*	→	7	1	←	4	1	†	-	1	+	4
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		45			. 4			4				
Volume (vph)	• 398	• 7	222	•0	• 1	• 2	+ 102	• 138	• 0	• 5	• 185	* 70
Ideal Flow (vphpl)	•1900	1900	4 1900	1900	1900	1900	1900	• 1900	1900	.1900	41900	1900
Lane Width (ft)	• 13	• 13	13	• 15	1 15	1 15	• 10	• 10	• 10	• 10	•10	•10
Grade (%)		• 3%			· -2%			-3%			*0%	
Satd Flow (prot)	• 0	1784	• 0	• 0	• 1921	• 0	• 0	•1737	• 0	. 0	1708	• 0
Flt Permitted		0.969						• 0.979			• 0.999	_
Satd Flow (perm)	• 0	•1784	. 0	. 0	• 1921	• 0	• 0	• 1737	• 0	. 0		• 0
Link Speed (mph)		25			25			35			-30	-
Link Distance (ft)		• 540			357			1410			- 1171	
Travel Time (s)		• 14.7			9.7			27.5			26.6	
Confl Peds (#/hr)			• 4	• 4			-1					• 1
Peak Hour Factor	0.94	• 0.94	• 0.94	-0.94	• 0.94	•0.94	0.94	0.94	• 0.94	•0.94	• 0.94	• 0.94
Heavy Vehicles (%)	0%	• 0%	• 0%	•0%	• 0%	• 0%	• 2%	-1%	• 0%	0%	• 0%	0%
Shared Lane Traffic (%)												- 7.
Lane Group Flow (vph)	• 0	• 666	• 0	• 0	• 3	• 0	* 0	256	• 0	•0	•276	• 0
Sign Control		Stop			Stop			• Stop			Stop	
Intersection Summary												
Area Type:	Other										·	
Control Type: Unsignalize Intersection Capacity Utiliz Analysis Period (min) 15				K	CU Level	of Service	e D					

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Intersection LOS E	Intersection Delay, s/veh	38.9											
Vol, veh/h 398 7 222 0 1 2 102 138 0 Peak Hour Factor 0.94 0.9		E											
Vol, veh/h 398 7 222 0 1 2 102 138 0 Peak Hour Factor 0.94 0.9	Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBF
Peak Hour Factor 0.94											5	185	7
Heavy Vehicles, %											0.94	0.94	0.9
Mvmt Flow 423 7 236 0 1 2 109 147 0 Number of Lanes 0 1 0 0 1 0 0 1 0 0 Approach EB WB NB BB SI NB Conflicting Approach WB BB BB NB NB CB NB CB NB CB NB CB WB COnflicting Approach Left SB NB CB WB COnflicting Approach Right NB CB NB CB WB CB WB CB WB CB WB CB COnflicting Approach Right NB CB WB CB CB WB CB WB CB CB WB CB CB WB CB CB CB WB CB C											0	0	(
Number of Lanes						1				0	5	197	74
Opposing Approach WB EB SB NI Opposing Lanes 1 1 1 1 Conflicting Approach Left SB NB EB Will Conflicting Lanes Left 1	Number of Lanes					1					0	1	(
Opposing Approach WB EB SB NI Opposing Lanes 1 1 1 1 Conflicting Approach Left SB NB EB Will Conflicting Lanes Left 1	Approach	EB				WB		NB			SB		
Opposing Lanes 1 1 1 Conflicting Approach Left SB NB EB With Conflicting Approach Right NB SB WB EB Conflicting Approach Right NB SB WB EI Conflicting Lanes Right 1 1 1 1 HCM Control Delay 58.3 9.6 14.9 14.1 HCM LOS F A B I Lane NBLn1 EBLn1 WBLn1 SBEn1 Vol Left, % 42% 63% 0% 2% Vol Thru, % 57% 1% 33% 71% Vol Right, % 0% 35% 67% 27% Sign Control Stop Stop Stop Stop Traffic Vol by Lane 240 627 3 260 LT Vol 138 7 1 185 Through Vol 0 222 2 70 RT Vol 102 398 0											NB	-	-
Conflicting Approach Left SB NB EB With Conflicting Lanes Left 1 1 1 1 1 1 Conflicting Lanes Left 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1						1		1			1		
Conflicting Lanes Left 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1						NB		FB			WB		
Conflicting Approach Right NB SB WB EI Conflicting Lanes Right 1 1 1 HCM Control Delay 58.3 9.6 14.9 14. HCM LOS F A B B Lane NBLn1 EBLn1 WBLn1 SBLn1 Vol Left, % 42% 63% 0% 2% Vol Thru, % 57% 1% 33% 71% Vol Right, % 0% 35% 67% 27% Sign Control Stop Stop Stop Traffic Vol by Lane 240 627 3 260 LT Vol 138 7 1 185 Through Vol 0 222 2 70 RT Vol 102 398 0 5 Lane Flow Rate 255 667 3 277 Geometry Grp 1 1 1 1 1 Degree of Util (X) 0.462 1 0.006 0.477 Departure Headway (Hd) 6.509 5.438 6.483 6.208 Convergence, Y/N Yes Yes Yes Cap Service Time 4.495 3.51 4.531 4.201 HCM Lane V/C Ratio 0.456 1.011 0.005 0.474 HCM Control Delay 14.9 58.3 9.6 14.7						1					1		
Conflicting Lanes Right 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1						SB		WB			EB		
HCM Control Delay 58.3 9.6 14.9 14.5 14						1					1		
Lane		58.3				9.6		14.9			14.7		
Vol Left, %											В		
Vol Left, % 42% 63% 0% 2% Vol Thru, % 57% 1% 33% 71% Vol Right, % 0% 35% 67% 27% Sign Control Stop Stop Stop Traffic Vol by Lane 240 627 3 260 LT Vol 138 7 1 185 Through Vol 0 2222 2 70 RT Vol 102 398 0 5 Lane Flow Rate 255 667 3 277 Geometry Grp 1 1 1 1 Degree of Util (X) 0.462 1 0.006 0.477 Departure Headway (Hd) 6.509 5.438 6.483 6.208 Convergence, Y/N Yes Yes Yes Yes Cap 559 660 551 584 Service Time 4.495 3.51 4.531 4.201 HCM Lane V/C Ratio 0.456													
Vol Left, % 42% 63% 0% 2% Vol Thru, % 57% 1% 33% 71% Vol Right, % 0% 35% 67% 27% Sign Control Stop Stop Stop Traffic Vol by Lane 240 627 3 260 LT Vol 138 7 1 185 Through Vol 0 2222 2 70 RT Vol 102 398 0 5 Lane Flow Rate 255 667 3 277 Geometry Grp 1 1 1 1 Degree of Util (X) 0.462 1 0.006 0.477 Departure Headway (Hd) 6.509 5.438 6.483 6.208 Convergence, Y/N Yes Yes Yes Yes Cap 559 660 551 584 Service Time 4.495 3.51 4.531 4.201 HCM Lane V/C Ratio 0.456	Lane	77796	NBLn1	EBLn1	WBLn1	SBLn1							
Vol Thru, % 57% 1% 33% 71% Vol Right, % 0% 35% 67% 27% Sign Control Stop Stop Stop Traffic Vol by Lane 240 627 3 260 LT Vol 138 7 1 185 Through Vol 0 222 2 70 RT Vol 102 398 0 5 Lane Flow Rate 255 667 3 277 Geometry Grp 1 1 1 1 Degree of Util (X) 0.462 1 0.006 0.477 Departure Headway (Hd) 6.509 5.438 6.483 6.208 Convergence, Y/N Yes Yes Yes Yes Cap 559 660 551 584 Service Time 4.495 3.51 4.531 4.201 HCM Lane V/C Ratio 0.456 1.011 0.005 0.474 HCM Control Delay <td< td=""><td></td><td></td><td>42%</td><td>63%</td><td>0%</td><td>2%</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></td<>			42%	63%	0%	2%							
Sign Control Stop Stop Stop Stop Traffic Vol by Lane 240 627 3 260 LT Vol 138 7 1 185 Through Vol 0 222 2 70 RT Vol 102 398 0 5 Lane Flow Rate 255 667 3 277 Geometry Grp 1 1 1 1 Degree of Util (X) 0.462 1 0.006 0.477 Departure Headway (Hd) 6.509 5.438 6.483 6.208 Convergence, Y/N Yes Yes Yes Cap 559 660 551 584 Service Time 4.495 3.51 4.531 4.201 HCM Lane V/C Ratio 0.456 1.011 0.005 0.474 HCM Control Delay 14.9 58.3 9.6 14.7			57%	1%	33%								
Sign Control Stop Stop Stop Traffic Vol by Lane 240 627 3 260 LT Vol 138 7 1 185 Through Vol 0 222 2 70 RT Vol 102 398 0 5 Lane Flow Rate 255 667 3 277 Geometry Grp 1 1 1 1 Degree of Util (X) 0.462 1 0.006 0.477 Departure Headway (Hd) 6.509 5.438 6.483 6.208 Convergence, Y/N Yes Yes Yes Cap 559 660 551 584 Service Time 4.495 3.51 4.531 4.201 HCM Lane V/C Ratio 0.456 1.011 0.005 0.474 HCM Control Delay 14.9 58.3 9.6 14.7	Vol Right, %		0%	35%	67%	27%							
Traffic Vol by Lane 240 627 3 260 LT Vol 138 7 1 185 Through Vol 0 222 2 70 RT Vol 102 398 0 5 Lane Flow Rate 255 667 3 277 Geometry Grp 1 1 1 1 Degree of Util (X) 0.462 1 0.006 0.477 Departure Headway (Hd) 6.509 5.438 6.483 6.208 Convergence, Y/N Yes Yes Yes Cap 559 660 551 584 Service Time 4.495 3.51 4.531 4.201 HCM Lane V/C Ratio 0.456 1.011 0.005 0.474 HCM Control Delay 14.9 58.3 9.6 14.7	Sign Control		Ston	Ston	Stop	01							
Through Vol 0 222 2 70 RT Vol 102 398 0 5 Lane Flow Rate 255 667 3 277 Geometry Grp 1 1 1 1 Degree of Util (X) 0.462 1 0.006 0.477 Departure Headway (Hd) 6.509 5.438 6.483 6.208 Convergence, Y/N Yes Yes Yes Yes Cap 559 660 551 584 Service Time 4.495 3.51 4.531 4.201 HCM Lane V/C Ratio 0.456 1.011 0.005 0.474 HCM Control Delay 14.9 58.3 9.6 14.7			Otop	00	Olop	Stop							
RT Vol 102 398 0 5 Lane Flow Rate 255 667 3 277 Geometry Grp 1 1 1 1 Degree of Util (X) 0.462 1 0.006 0.477 Departure Headway (Hd) 6.509 5.438 6.483 6.208 Convergence, Y/N Yes Yes Yes Yes Cap 559 660 551 584 Service Time 4.495 3.51 4.531 4.201 HCM Lane V/C Ratio 0.456 1.011 0.005 0.474 HCM Control Delay 14.9 58.3 9.6 14.7													
Lane Flow Rate 255 667 3 277 Geometry Grp 1 1 1 1 Degree of Util (X) 0.462 1 0.006 0.477 Departure Headway (Hd) 6.509 5.438 6.483 6.208 Convergence, Y/N Yes Yes Yes Cap 559 660 551 584 Service Time 4.495 3.51 4.531 4.201 HCM Lane V/C Ratio 0.456 1.011 0.005 0.474 HCM Control Delay 14.9 58.3 9.6 14.7	Traffic Vol by Lane		240	627	3	260							
Geometry Grp 1 1 1 1 1 Degree of Util (X) 0.462 1 0.006 0.477 Departure Headway (Hd) 6.509 5.438 6.483 6.208 Convergence, Y/N Yes Yes Yes Cap 559 660 551 584 Service Time 4.495 3.51 4.531 4.201 HCM Lane V/C Ratio 0.456 1.011 0.005 0.474 HCM Control Delay 14.9 58.3 9.6 14.7	Traffic Vol by Lane LT Vol		240 138 0	627 7	3 1	260 185							
Degree of Util (X) 0.462 1 0.006 0.477 Departure Headway (Hd) 6.509 5.438 6.483 6.208 Convergence, Y/N Yes Yes Yes Cap 559 660 551 584 Service Time 4.495 3.51 4.531 4.201 HCM Lane V/C Ratio 0.456 1.011 0.005 0.474 HCM Control Delay 14.9 58.3 9.6 14.7	Traffic Vol by Lane LT Vol Through Vol		240 138 0	627 7 222	3 1 2	260 185 70							
Departure Headway (Hd) 6.509 5.438 6.483 6.208 Convergence, Y/N Yes Yes Yes Yes Cap 559 660 551 584 Service Time 4.495 3.51 4.531 4.201 HCM Lane V/C Ratio 0.456 1.011 0.005 0.474 HCM Control Delay 14.9 58.3 9.6 14.7	Traffic Vol by Lane LT Vol Through Vol RT Vol		240 138 0 102	627 7 222 398	3 1 2 0	260 185 70 5							
Convergence, Y/N Yes Yes Yes Yes Cap 559 660 551 584 Service Time 4.495 3.51 4.531 4.201 HCM Lane V/C Ratio 0.456 1.011 0.005 0.474 HCM Control Delay 14.9 58.3 9.6 14.7	Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate		240 138 0 102 255 1	627 7 222 398 667	3 1 2 0 3	260 185 70 5 277							
Cap 559 660 551 584 Service Time 4.495 3.51 4.531 4.201 HCM Lane V/C Ratio 0.456 1.011 0.005 0.474 HCM Control Delay 14.9 58.3 9.6 14.7	Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate Geometry Grp		240 138 0 102 255 1	627 7 222 398 667 1	3 1 2 0 3	260 185 70 5 277							
Service Time 4.495 3.51 4.531 4.201 HCM Lane V/C Ratio 0.456 1.011 0.005 0.474 HCM Control Delay 14.9 58.3 9.6 14.7	Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate Geometry Grp Degree of Util (X)		240 138 0 102 255 1 0.462	627 7 222 398 667 1	3 1 2 0 3 1 0.006	260 185 70 5 277 1 0.477							
HCM Lane V/C Ratio 0.456 1.011 0.005 0.474 HCM Control Delay 14.9 58.3 9.6 14.7	Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate Geometry Grp Degree of Util (X) Departure Headway (Hd)		240 138 0 102 255 1 0.462 6.509 Yes	627 7 222 398 667 1 1 5.438 Yes	3 1 2 0 3 1 0.006 6.483 Yes	260 185 70 5 277 1 0.477 6.208							
HCM Control Delay 14.9 58.3 9.6 14.7	Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate Geometry Grp Degree of Util (X) Departure Headway (Hd) Convergence, Y/N Cap		240 138 0 102 255 1 0.462 6.509 Yes 559	627 7 222 398 667 1 1 5.438 Yes 660	3 1 2 0 3 1 0.006 6.483 Yes 551	260 185 70 5 277 1 0.477 6.208 Yes 584							
	Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate Geometry Grp Degree of Util (X) Departure Headway (Hd) Convergence, Y/N Cap Service Time		240 138 0 102 255 1 0.462 6.509 Yes 559 4.495	627 7 222 398 667 1 1 5.438 Yes 660 3.51	3 1 2 0 3 1 0.006 6.483 Yes 551 4.531	260 185 70 5 277 1 0.477 6.208 Yes 584 4.201							
HCM Lane LOS B F A B	Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate Geometry Grp Degree of Util (X) Departure Headway (Hd) Convergence, Y/N Cap Service Time HCM Lane V/C Ratio		240 138 0 102 255 1 0.462 6.509 Yes 559 4.495 0.456	627 7 222 398 667 1 1 5.438 Yes 660 3.51 1.011	3 1 2 0 3 1 0.006 6.483 Yes 551 4.531 0.005	260 185 70 5 277 1 0.477 6.208 Yes 584 4.201 0.474							
	Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate Geometry Grp Degree of Util (X) Departure Headway (Hd) Convergence, Y/N Cap Service Time HCM Lane V/C Ratio HCM Control Delay		240 138 0 102 255 1 0.462 6.509 Yes 559 4.495 0.456	627 7 222 398 667 1 1 5.438 Yes 660 3.51 1.011	3 1 2 0 3 1 0.006 6.483 Yes 551 4.531 0.005	260 185 70 5 277 1 0.477 6.208 Yes 584 4.201 0.474							
HCM 95th-tile Q 2.4 15.7 0 2.6	Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate Geometry Grp Degree of Util (X) Departure Headway (Hd) Convergence, Y/N Cap Service Time HCM Lane V/C Ratio HCM Control Delay HCM Lane LOS		240 138 0 102 255 1 0.462 6.509 Yes 559 4.495 0.456 14.9 B	627 7 222 398 667 1 5.438 Yes 660 3.51 1.011 58.3	3 1 2 0 3 1 0.006 6.483 Yes 551 4.531 0.005 9.6 A	260 185 70 5 277 1 0.477 6.208 Yes 584 4.201 0.474 14.7							

^{~:} Volume Exceeds Capacity; \$: Delay Exceeds 300 Seconds; Error: Computation Not Defined

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	*	*	4	Ť	↓	1
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	* fof			•4	•1>	
Volume (vph)	252	405	* 151	• 434	476	• 131
Ideal Flow (vphpl)	• 1900	1900	• 1900	•1900	• 1900	1900
Lane Width (ft)	• 9	• 9	• 10	*10	•14	•14
Grade (%)	• 0%			• 1%	• -4%	
Satd Flow (prot)	1527	• 0	• 0	• 1729	•1976	• 0
FIt Permitted	0.981			0.987		
Satd Flow (perm)	1527	. 0	• 0	• 1729	• 1976	• 0
Link Speed (mph)	• 35			* 35	• 35	
Link Distance (ft)	•1171			• 1607	• 348	
Travel Time (s)	22.8			*31.3	• 6.8	
Peak Hour Factor	• 0.99	* 0.99	* 0.99	• 0.99	• 0.99	0.99
Heavy Vehicles (%)	• 2%	• 0%	• 0%	•1%	• 2%	0%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	• 664	* 0	* O	• 591	613	* 0
Sign Control	* Stop			Free	Free	
Intersection Summary	بياليدا			-,175		
Area Type:	Other					
Control Type: Unsignalize Intersection Capacity Utilia Analysis Period (min) 15		%		[6	CU Level	of Service I



Intersection									
Intersection Delay, s/veh	260.4								
Movement	EBL.		EBR	NBL	NBT		SBT	SBR	
Vol, veh/h	252		405	151	434		476	131	
Conflicting Peds, #/hr	0		0	0	0		0	0	
Sign Control	Stop		Stop	Free	Free		Free	Free	
RT Channelized	17		None	-	None		*:	None	
Storage Length	0				-			-	
Veh in Median Storage, #	0				0		0	_	
Grade, %	0				1		-4		
Peak Hour Factor	99		99	99	99		99	99	
Heavy Vehicles, %	2		0	0	1		2	0	
Mvmt Flow	255		409	153	438		481	132	
Major/Minor	Minor2			17.534			7774523		
			E 47	Major			Major2		
Conflicting Flow All	1290		547	613	0			0	
Stage 1	547				2.53		ē	**	
Stage 2	743			-	75				
Follow-up Headway	3.518		3.3	2.2	**		-		
Pot Capacity-1 Maneuver	# 180		541	976				**	
Stage 1	580		-	-)#	*	
Stage 2	470			-			-		
Time blocked-Platoon, %					-		-	- 23	
Mov Capacity-1 Maneuver	# 143		541	976			~		
Mov Capacity-2 Maneuver	# 143		-	161	520		-	-	
Stage 1	580		-	-			-	- *	
Stage 2	373		-		٠			7/	
Approach	EB			NB		- 7	SB		 5
HCM Control Delay, s	\$ 730.6			2.4	******		0		
HCM LOS	F								
Minor Lane / Major Mymt		NBL	NBT	EBLni	SBT	SBR			
Capacity (veh/h)		976		262	-7/	-			
HCM Lane V/C Ratio		0.156		2.533	1397	12			
HCM Control Delay (s)		9.37	0	\$730.6					
HCM Lane LOS		A	A	F					
HCM 95th %tile Q(veh)		0.553		54.75	300				
Notes									

Volume Exceeds Capacity; \$ Delay Exceeds 300 Seconds, Error : Computation Not Defined

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	•	\rightarrow	7	1	-	•	4	1	1	1	↓	1
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBF
Lane Configurations		*4			• 4	• 7	• 1	•13		• 14	1	
Volume (vph)	• 144	• 89	• 0	• 0	315	•152	•100	• 46	15	• 37	• 0	* 247
Ideal Flow (vphpl)	• 1800	• 1800	-1800	1800	-1800	•1800	-1800	-1800	1800	*1800	1800	1800
Lane Width (ft)	• 12	•12	• 12	• 13	* 13	• 13	• 12		•12	12	• 12	• 12
Grade (%)		• 1%			-6%			• -2%		7-	1 %	
Storage Length (ft)	• 0		•0	0	- 1	• 0	• 0		· 0	315		• 0
Storage Lanes	• 0		• 0	• 0		-4	• 1		•0	. 1		• 0
Taper Length (ft)	25			25			• 25			25		
Satd. Flow (prot)	* 0	1687	• 0	• 0	1842	• 1628	1 661	4541	• 0		• 1492	• 0
Flt Permitted		• 0.427					• 0.308			0 709		
Satd. Flow (perm)	• 0	•742	* 0	• 0	* 1842	1593	• 538	-1541	• 0	1233	1492	• 0
Right Turn on Red			Yes			* Yes		1011	Yes	1200	1102	Yes
Satd. Flow (RTOR)						* 181		*12	100		* 630	100
Link Speed (mph)		• 25			* 25	101		• 25			25	
Link Distance (ft)		• 505			• 274			408			1602	
Travel Time (s)		• 13.8			• 75			11.1			43.7	
Confl. Bikes (#/hr)	• 2	10.0	• 3	• 3	1.0	•2		1141			TUI	
Peak Hour Factor	0.84	•0.84	0.84	0.84	0.84	0.84	0.84	• 0.84	*0.84	0.84	•0.84	0.84
Heavy Vehicles (%)	• 3%	• 3%	• 0%	• 0%	4%	0%	4%	. 3%	46%	20/	0.04	00/
Shared Lane Traffic (%)	070	5/0	- 0 70	• 070		0 /0	• 4/0	. 376	# 40 70	, 3%	. U76	2 %
Lane Group Flow (vph)	• 0	•277	0	• 0	* 375	• 181	• 119	• 73	• 0	*44	• 294	• 0
Turn Type	Perm	• NA	U	• 0		Perm	Perm	₹ NA			• NA	• 0
Protected Phases	· F GIIII	4			8	- reiiii	reilli	• 2		Perm	• NA	
Permitted Phases	• 4				0	* 8	. 2			• 6	0	
Detector Phase	• 4	• 4			*8	•8	-2	•2				
Switch Phase	* 4	• 4			*0	*0		•2		• 6	6	
Minimum Initial (s)	• 3.0	* 3.0			. 20	2.0	• 3.0	• 2.0		* 30	• • •	
	12.7	3.0 12.7			• 3.0 • 12.7	3.0	0.0	3.0		0.0	3.0	
Minimum Split (s)		55.0				12.7	* 16.0 • 36.0	16.0		10.0	16.0	
Total Split (s)	55.0	43.7%			• 55.0	• 55.0	00.0	36.0		36.0	36.0	
Total Split (%)	43.7%					43.7%	28.6%	•28.6%		28.6%	28.6%	
Yellow Time (s)	0.0	3.3			* 3.3	• 3.3	3.0	• 3.0		3.0	* 3.0	
All-Red Time (s)	* 2.7	27			• 27	• 27	• 27	• 27		• 2.7	• 2.7	
Lost Time Adjust (s)		1-1.0			• -1.0	•-1.0	-1.0	▶-1.0		-1.0	•-1.0	
Total Lost Time (s)		5.0			• 5.0	5.0	4.7	• 4.7		• 47	• 4.7	
Lead/Lag												
Lead-Lag Optimize?	a k I a a a	-11			2 11	2.1.						
Recall Mode	None	None			None	None		None		• None	None	
Act Effct Green (s)		47.4			47.4	47.4	28.4	28.4		28 4	28.4	
Actuated g/C Ratio		0.39			0.39	0.39	0.24	0.24		0.24	0.24	
v/c Ratio		0.95			0.52	0.25	0.94	0.20		0.15	0.35	
Control Delay		79.5			31.5	4.3	114.1	33.1		38.7	1.2	
Queue Delay		0.0			0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay		79.5			31.5	4.3	114.1	33.1		38.7	1.2	
LOS		E			C	Α	F	С		D	Α	
Approach Delay		79.5			22.6			83.3			6.1	
Approach LOS		E			С			F			Α	
Intersection Summary												

CHECKED BY SIND DATE 5/28/15

Lane Group	ø9		_ X	-
Lane Configurations				
Volume (vph)				
Ideal Flow (vphpl)				
Lane Width (ft)				
Grade (%)				
Storage Length (ft)				
Storage Lanes				
Taper Length (ft)				
Satd. Flow (prot)				
Flt Permitted				
Satd. Flow (perm)				
Right Turn on Red				
Satd. Flow (RTOR)				
Link Speed (mph)				
Link Distance (ft)				
Travel Time (s)				
Confl. Bikes (#/hr)				
Peak Hour Factor				
Heavy Vehicles (%)				
Shared Lane Traffic (%)				
Lane Group Flow (vph)				
Turn Type				
Protected Phases	•9			
Permitted Phases	• •			
Detector Phase				
Switch Phase				
Minimum Initial (s)	• 33.0			
Minimum Split (s)	• 35.0			
Total Split (s)	35.0			
	28%			
Total Split (%)	2.0			
Yellow Time (s)	0.0			
All-Red Time (s)	0.0			
Lost Time Adjust (s)				
Total Lost Time (s)				
Lead/Lag				
Lead-Lag Optimize?	h dim			
Recall Mode	• Min			
Act Effet Green (s)				
Actuated g/C Ratio				
v/c Ratio				
Control Delay				
Queue Delay				
Total Delay				
LOS				
Approach Delay				
Approach LOS				

ONE BY STY DATE 5/28/13

Cycle Length: 126

Actuated Cycle Length 120 8

Natural Cycle: 110

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.95

Intersection Signal Delay 38.6 Intersection Capacity Utilization 69.0%

Intersection LOS: D
ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 13: Centerview Dr & Campus Dr

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JONE BY_

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Synchro 8 Report

		-	A	1	†	-	↓
Lane Group	EBT	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	277	375	181	119	73	44	294
v/c Ratio	0.95	0.52	0.25	0.94	0.20	0.15	0.35
Control Delay	79.5	31.5	4.3	114.1	33.1	38.7	1.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	79.5	31.5	4.3	114.1	33.1	38.7	1.2
Queue Length 50th (ft)	215	229	0	94	39	28	0
Queue Length 95th (ft)	#352	296	36	#194	75	57	0
Internal Link Dist (ft)	425	194			328		1522
Turn Bay Length (ft)						315	
Base Capacity (vph)	309	767	769	140	410	322	855
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.90	0 49	0.24	0.85	0.18	0.14	0.34
Intersection Summary							

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

Queue shown is maximum after two cycles.

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CHECKED BY EN DATE 5/28/15

Synchro 8 Report Page 37

1: University Dr & Governor Rd (SR 0322)

	*	\rightarrow	-	1	-	•	1	†	-	1	1	1
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	Ŋ	· 1	. 7.	ħ	≠	6	. 1	50	. 7	· "j	1	
Volume (vph)	25	775	• 316 •	213	4 368	• 83	, 71	. 84	. 87	. 53	# 130	. 17
Ideal Flow (vphpl)	1800	1800	1800°	1800	1800	• 1800	- 1800		4000	1800	₄ 1800	• 1800
Lane Width (ft)	12	12	12	12	4 13	* 12					_	• 12
Grade (%)		1%			-1%			-1%	10		-3%	6
Storage Length (ft)	180		0	220		220	· 0		165	. 0		0
Storage Lanes	1	4	1.8	1			961	- '	1	4 1		0
Taper Length (ft)	25	4.		25			25			25		
Satd. Flow (prot)	1701	1756	1522 -	1719		1479			1624		¢1760	- 0
Flt Permitted	0.519	1		0.109	*		0.324			0.698		
Satd. Flow (perm)	929	.1756	s 1501 ·		1815	1459			• 1563		1760	• 0
Right Turn on Red		,	Yes			Yes			Yes		1.00	Yes
Satd. Flow (RTOR)			267 *			123			95		4	
Link Speed (mph)		35	201		35			25			25	
Link Opeed (mph) Link Distance (ft)		1985			974			881			833	
Travel Time (s)		38.7			19.0			24.0			22.7	
Confl. Peds. (#/hr)	1	JO-1	2	. 2		4	. 2		8	Ω	221	2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	-						
				0.92								
Heavy Vehicles (%)	0%	2%	0% *	0%	· 3%	4%	• 0%	1%	• 1%	2%	2%	' 0%
Shared Lane Traffic (%)	07	4 040	1 242 1	กาก	400	00	77	04	O.E.	E0.	. 450	
Lane Group Flow (vph)	27	842		232	400						<i>i</i> 159	
Turn Type	pm+pt		pm+ov*	pm+pt			• pm+pi		• Perm •	Perm		
Protected Phases	5	• 2	. 3.	1	6		3		•			
Permitted Phases	2		2	6		6			8	4		
Detector Phase	5	* 2	* 3*	1	* 6	. 6	* 3	8	. 8	4	4	
Switch Phase		40.0			40.0	40.0						
Minimum Initial (s)	3.0	10.0	3.0	3.0	ø 10.0	10.0						
Minimum Split (s)	12.0	42.7		12.7	42.7							
Total Split (s)	12.0	68.0	13.0	17.0	, 73.0	• 73.0				22.0		
Total Split (%)	10.0%	56.7%	10.8%	14.2%	60.8%			29.2%			4 18.3%*	
Yellow Time (s)	3.7	/ 3.7		3.7	. 3.7	- 3.7				3.0		
All-Red Time (s)	2.0	, 20		20	· 20	* 2.0		. 24		2.4	1 24	
Lost Time Adjust (s)	-1.0	-1.0		-1.0	• -1.0				• -1.0 ·	-1.0	-1.0	2
Total Lost Time (s)	4.7	4.7		4.7	• 4.7				* 44	4.4	* 44	A
Lead/Lag	Lead	Lag	" Lead "	Lead	Lag	Lag	 Lead 	1973		Lag	Lag	ri i
Lead-Lag Optimize?												
Recall Mode	None	C-Max		None		C-Max						
Act Effct Green (s)	72.4	65.3	74.0	82.6	75.5	75.5				15.5	15.5	
Actuated g/C Ratio	0.60	0.54	0.62	0.69	0.63	0.63	0.24	0.24	0.24	0.13	0.13	
v/c Ratio	0.04	0.88	0.33	0.79	0.35	0.09	0.33	0.22	0.22	0.36	0.69	
Control Delay	7.2	37.1	3.2	44.4	9.5	0.9	39.8	37.5	8.1	53.7	64.1	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0			0.0	0.0	0.0	
Total Delay	7.2	37.1	3.2	44.4	9.5	0.9	39.8			53.7		
LOS	Α	D	Α	D	Α					D		
Approach Delay		26.9			19.7			27.6		_	61.3	
Approach LOS		С			В			C			E	
Intersection Summary												
Area Type	Other									-		

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Synchro 8 Report Page 1

DONE BY 3013 DATE 6/18/15
CHECKED BY 8/8 DATE 6/18/15

1: University Dr & Governor Rd (SR 0322)

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 14 (12%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green

Natural Cycle 100

Control Type: Actuated-Coordinated

Maximum v/c Ratio 0.88

Intersection Signal Delay: 27.9

Intersection LOS: C

Intersection Capacity Utilization 84.1%

ICU Level of Service E

Analysis Period (min) 15

Splits and Phases: 1: University Dr & Governor Rd (SR 0322)

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多的域	"我们的是一个一个一个一个一个一个一个一个一个一个一个一个一个一个一个一个一个一个一个		279
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AL .	数。12. 14. 14. 14. 14. 14. 14. 14. 14. 14. 14	73.44	(1) 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1

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Synchro 8 Report Page 2

CHECKED BY ES DATE

	*	→	7	1	+	4	4	†	-	-	1	
Lane Group	EBL	EBT	EBR	WBL	WET	WBR	NBL	NBT	NBR	SBL	SBT	
Lane Group Flow (vph)	27	842	343	232	400	90	77	91	95	58	159	
v/c Ratio	0.04	0.88	0.33	0.79	0.35	0.09	0.33	0.22	0.22	0.36	0.69	
Control Delay	7.2	37.1	3.2	44.4	9.5	0.9	39.8	37.5	8.1	53.7	64.1	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	7.2	37.1	3.2	44.4	9.5	0.9	39.8	37.5	8.1	53.7	64.1	
Queue Length 50th (ft)	6	570	21	102	108	0	47	56	0	41	115	
Queue Length 95th (ft)	16	#854	57	#217	152	m8	88	101	43	84	188	
Internal Link Dist (ft)		1905			894			801			753	
Turn Bay Length (ft)	180			220		220			165			
Base Capacity (vph)	609	956	1031	298	1141	963	233	456	469	180	261	
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Reduced v/c Ratio	0.04	0.88	0 33	0.78	0.35	0.09	0.33	0.20	0.20	0.32	0.61	
InterSector Stumpary												

^{# 95}th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.

CHECKED BY ESS DATE 6/18/15

Synchro 8 Report Page 3

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

	1		*	1	-		4		1	†		1	1	↓	1
Lane Group	EBL	EBT	EBR	WBL	WBT		WBR		NBL	NBT	Ť	NBR	SBL	SBT	SBR
Lane Configurations	79	· 1		ሻ	/ B	٠				4		75 .		4	
Volume (vph)	5	498	340	236	639		44	9	59	17		76 •	34	174	• 9
Ideal Flow (vphpl)	1800	≠1800 ·	1800	1800	*1800	٠	1800	*	1800	- 1800		1800 •	1800	# 1800 ·	1800
Lane Width (ft)	12	. 14 •	14 .	12	12		12		12	1 12		14 *	16	1 16	16
Grade (%)		1% -			-2%	*				1%				-1% /	
Storage Length (ft)	170	4	0	170			0	4	0 4			300	0		0
Storage Lanes	1		0	2 1			0		0 -			1	0.		0
Taper Length (ft)	25			25	4				25				25	(4)	
Satd. Flow (prot)	1701	≠1697 ·	0 -	1727	1743		0		0	1651		1624	0	2024	0
Flt Permitted	0.365	,		0.059						0.378				0.936	
Satd. Flow (perm)	653	1697	0 🔻	107	1743	4	0		0-	648	10	1560 -	0	1904 /	0
Right Turn on Red			Yes	•			Yes	4				Yes •			Yes
Satd. Flow (RTOR)		44	,		6	1.0						88	r	2	•
Link Speed (mph)		35			35	1				25	-			25	
Link Distance (ft)		974			921					1602				866	
Travel Time (s)		19.0			17.9					43.7	i			23.6	
Confl. Peds. (#/hr)	- 1	4	1	. 1			- 1	1				8	» 8		
Peak Hour Factor	0.86	· 0.86 ·	0.86	0.86	≠ 0.86		0.86		0.86	# 0.86	P	0.86	0.86	0.86 *	0.86
Heavy Vehicles (%)	0%	8% •	0% =	0%	· 3%		5%	6	4%	. 6%		0% -	0%	0% "	
Shared Lane Traffic (%)															
Lane Group Flow (vph)	6	974 "	0 *	274	• 794		0	*	0	* 89		88 *	0	252	0
Turn Type	Perm	/ NA		pm+pt	NA				Perm	• NA				· NA	
Protected Phases		2 •		1						8				4 .	
Permitted Phases	2			6	7				- 8			8	4		
Detector Phase		2		1	• 6				8	8		8 -	4	. 4	,
Switch Phase															
Minimum Initial (s)	10.0	* 10.0 *		3.0	• 10.0				3.0	3.0		3.0 -	3.0	3.0	
Minimum Split (s)	15.1	15.1		12.1	15.1				11.9	# 11.9	4	11.9 •	11.9	¹ 11.9 ¹	
Total Split (s)	68.0	68.0		13.0	81.0				39.0	4 39.0		39.0 •	39.0	39.0	
Total Split (%)		56.7%			4 67.5%			3	2.5%	32 5%		32.5%	32.5%		
Yellow Time (s)	3.8	3.8		3.8				_	3.0	4 3.0		3.0°	3.0		
All-Red Time (s)	1.3	1.3 •		1.3					1.9	1 1.9		1.9*	19		
Lost Time Adjust (s)	-1.0	-1.0		-1.0						-0.5		-0.5		-0.5	
Total Lost Time (s)	4.1	4.1			4.1					4.4				4.4	
Lead/Lag	Lag	Lag		Lead											
Lead-Lag Optimize?															
Recall Mode	C-Max	C-Max		None	C-Max				None	None		None •	None	None	
Act Effct Green (s)	63.9	63.9		89.8	89.8					21.7		21.7		21.7	
Actuated g/C Ratio	0.53	0.53		0.75	0.75					0.18		0.18		0.18	
v/c Ratio	0.02	1.05		0.73	0.61					0.77		0.25		0.73	
Control Delay	7.0	51.8		48.0	10.2					83.6		9.5		58.1	
Queue Delay	0.0	0.0		0.0	0.0					0.0		0.0		0.0	
Total Delay	7.0	51.8		48.0						83.6		9.5		58.1	
LOS	A	D		D	В					F		A		E	
Approach Delay	,	51.5			19.9					46.8		,		58.1	
Approach LOS		D			В					D				E	
Intersection Summary															
Area Type:	Other														

Synchro 8 Report

Page 5

CHECKED BY AND DATE 6/8//

Cycle Length: 120

Actuated Cycle Length 120

Offset: 28 (23%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green

Natural Cycle 80

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1 05

Intersection Signal Delay: 38.2 Intersection Capacity Utilization 92.8% Intersection LOS: D

ICU Level of Service F

Analysis Period (min) 15

Splits and Phases: 2: Centerview Dr & Governor Rd (SR 0322)

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Synchro 8 Report Page 6

CHECKED BY ESD DATE 6/18/1

	*	-	1	-	†	1	1		
Lane Group	EBL	EBT	WBL	WBI	NBT	NBR	SBT		
Lane Group Flow (vph)	6	974	274	794	89	88	252		
v/c Ratio	0.02	1.05	0.73	0.61	0.77	0.25	0.73		
Control Delay	7.0	51.8	48.0	10.2	83.6	9.5	58.1		
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Total Delay	7.0	51.8	48.0	10.2	83.6	9.5	58.1		
Queue Length 50th (ft)	1	~812	174	238	66	0	185		
Queue Length 95th (ft)	m1	#963	#323	317	116	38	244		
Internal Link Dist (ft)		894		841	1522		786		
Turn Bay Length (ft)	170		170			300			
Base Capacity (vph)	347	924	374	1305	186	512	550		
Starvation Cap Reductn	0	0	0	0	0	0	0		
Spillback Cap Reductn	0	0	0	0	0	0	0		
Storage Cap Reductn	0	0	0	0	0	0	0		
Reduced v/c Ratio	0.02	1.05	0.73	0.61	0.48	0.17	0.46		
Intersection Summary									

Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

Synchro 8 Report

CHECKED BY ESD DATE 6/8/

^{# 95}th percentile volume exceeds capacity, queue may be longer Queue shown is maximum after two cycles.

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

3: Governor Rd (SR 0322) & Hillview Ln

	*	-	←	1	1		1
Lane Group	EBL	EBT	WBT	WBR	SBL		SBR
Lane Configurations		ની	· 1		M	•	
Volume (vph)	4	607	946	1	, 2	•	9 •
Ideal Flow (vphpl)	1900	1900	1900	1900	1900		1900 🛰
Lane Width (ft)	-11	11	• 11 •	11	15		15
Grade (%)		1%	• 0% •		-3%	4	
Satd Flow (prot)	_ 0	1725	1799	0	1710		0 `
Flt Permitted					0.992		
Satd Flow (perm)	0	1725	1799	0	1710	٠	0 *
Link Speed (mph)		35	4 30 4		25		
Link Distance (ft)		921	400		1058		
Travel Time (s)		17.9	9.1		28.9		
Peak Hour Factor	0.93	0.93	0 93	0.93	. 0.93	4	0.93
Heavy Vehicles (%)	0%	, 6%	2%	100%	0%	•	11% *
Shared Lane Traffic (%)							
Lane Group Flow (vph)	0	657	1018 •	0	12	9	0 *
Sign Control		Free	Free •		Stop	•	
Intersection Summary							
Area Type:	Other						
Control Type: Unsignalize	d						
Intersection Capacity Utiliz	zation 59.9%	5		1	CU Leve	of	Service
Analysis Period (min) 15							

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3: Governor Rd (SR 0322) & Hillview Ln

ntersection									
Intersection Delay, s/veh	0.2								
Movement		227			WET	WBR	\$BL	SER	
Vol, veh/h	4	607			946	1	2	9	
Conflicting Peds, #/hr	Ö	0			0	0	0	0	
Sign Control	Free	Free			Free	Free	Stop	Stop	
RT Channelized	. 100	None			- 100	None	-	None	
Storage Length					-		0		
Veh in Median Storage, #	*:	0			0	_	ō	(.7)	
Grade, %	**	1			0	_	-3		
Peak Hour Factor	93	93			93	93	93	93	
Heavy Vehicles, %	0	6			2	100	0	11	
Mymt Flow	4	653			1017	1	2	10	
WWINET IOW		000			1011	فصه			
Major/Minor	Majort				Major2		Minor2	Topics II and	A RIL
Conflicting Flow All	1018	0			-	0	1679	1018	
Stage 1					-	-	1018		
Stage 2		-					661		
Follow-up Headway	2.2				-		3.5	3.399	
Pot Capacity-1 Maneuver	689				-	-	140	301	
Stage 1	**						417	190	
Stage 2		-:					578	390	
Time blocked-Platoon, %		22					0.0		
Mov Capacity-1 Maneuver	689	-			54	-	139	301	
Mov Capacity-2 Maneuver	-	43			54	_	139	7.60	
Stage 1		2					417	787	
Stage 2	8				12	-	573		
Stage 2							0/0		
Ropicach	E 2				WB		\$8		
HCM Control Delay, s	0.1				0		20.2		8 11
HCM LOS							С		
Minor Laire / Major Minor		331	EBT	WBT	WER	Sign			
Capacity (veh/h)		689	-	12	12	248			
HCM Lane V/C Ratio		0.006	-	-	2	0.048			
HCM Control Delay (s)		10.258	0		- 57	20.2			
HCM Lane LOS		В	Α			С			
HCM 95th %tile Q(veh)		0.019	-	-	12	0.149			
Notes									

[~] Volume Exceeds Capacity, \$: Delay Exceeds 300 Seconds; Error Computation Not Defined

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Synchro 8 Report

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4: Governor Rd (SR 0322) & Areba Ave

	•	\rightarrow	*	1	—	*	1	†	1	1	+	1
Lane Group	EBL	ĘBŢ	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4			4	4		4	
Volume (vph)	4	′ 606 °	2	0	4 884	3	2		• 0 •	1	0	52
Ideal Flow (vphpl)	1900	· 1900 ·	1900 -	1900	1900	1900	1900	4900	1900	1900	1900	1900
Lane Width (ft)	11	11 1	11 *	11	′ 11	" _11 `	10	10	10	16	* 16	* 16
Grade (%)		-2% •			1%			7%	4		1%	1
Satd Flow (prot)	0	¢1751 •	0 •	0	1771	0 *	0	1626	* 0 1	0	1820	0
Flt Permitted								0.950	-		0.999	
Satd Flow (perm)	0	1751	0	0	1771	0 1	0	1626	. 0	0	4 1820	• 0 •
Link Speed (mph)		35			35			30			25	
Link Distance (ft)		400			375	1		85			1017	
Travel Time (s)		7.8 4			7.3			1.9			27.7 1	
Confl Peds (#/hr)			10 4	10								
Peak Hour Factor	0.93	0.93 *	0.93 %	0.93	0.93	0.93	0.93	0.93	* 0.93	• 0.93	0.93 *	0.93
Heavy Vehicles (%)	0%	6% *	0% *	0%	* 3%	67% •	0%	' 0%	* 0%	• 0%	/ 0% *	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	658 *	0.	0	954	0 +	0	* 2	. 0	0	. 57 •	0-
Sign Control		Free			Free	63		Stop -			Stop	1
ntersection Summary												
Area Type: Control Type: Unsignalize	Other											
Intersection Capacity Utiliz Analysis Period (min) 15		6		1	CU Level	of Service	В					

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CHECKED BY END DATE 6/19/1

4: Governor Rd (SR 0322) & Areba Ave

Intersection												
Intersection Delay, s/veh	0.9											
Movement	SBL	EBŢ	EBR	WBL	WBT	WER	NBL	NBT	NER	SEL	SBT	SBF
Vol, veh/h	4	606	2	0	884	3	2	0	0	1	0	52
Conflicting Peds, #/hr	0	0	10	10	0	0	0	0	0	0	0	C
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	0.54	-	None	10		None	7.0	(3)	None
Storage Length		-		11.00	-51	-	-			-		
Veh in Median Storage, #	*	0		-	0			0	_	_	0	
Grade, %		-2	_		1	-		7	-		1	
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	0	6	0	0	3	67	0	0	0	0	0	2
Mvmt Flow	4	652	2	Ō	951	3	2	Ō	Ō	1	Ö	56
Major/Minor	Vajor1			Major2	_		Minor1			Minor2		
		0	0		0	0		4045	000		4044	000
Conflicting Flow All	954	0	0	654	0	0	1641	1615	663	1613	1614	962
Stage 1	·			_	(7)	- 12	661	661	-	952	952	
Stage 2		-		-		12	980	954	-	661	662	
Follow-up Headway	2.2	-		2.2	8.00	13	3.5	4	3.3	3.5	4	3.318
Pot Capacity-1 Maneuver	729		*:	943		150	43	56	409	77	96	302
Stage 1	*	-	**	-		-	352	358	-	298	323	
Stage 2	*	-	*	-			207	235	-	438	446	
Time blocked-Platoon, %			*									
Mov Capacity-1 Maneuver	723	-	47	936	100	54	34	55	406	76	95	300
Mov Capacity-2 Maneuver		-	**	-	-	32	34	55	-	76	95	19
Stage 1			+		-	- 4	349	355		295	323	5
Stage 2	-	2	2	-	820	12	167	235		431	442	- 1
Approach	B			WB			AUB			SP		
HCM Control Delay, s	0.1			0			117.9			20.8		
HCM LOS	0.1						F			C		
Minor Laken / Major Wyml		MBLnj	FB .	E81	EBR	WBL	WET	WED	SBLni			
Capacity (veh/h)		34	723	1017	District S	936	N. S. S. S.	44444	284			
HCM Lane V/C Ratio		0.063	0.006	· ·		930			0.201			
				-		0			20.8			
HCM Control Delay (s) HCM Lane LOS		117.9	10.009	0	55.0		- 2					
		F 0.402	D 010	Α		A			C 724			
HCM 95th %tile Q(veh)		0.193	0.018	-		0	-	(5)	0.734			
Notes												

~: Volume Exceeds Capacity, \$: Delay Exceeds 300 Seconds; Error Computation Not Defined

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DATE 6/18/15

	1	-	←	*	-		1
Lane Group	EBL	EBŢ	WBT	WBR	SBL		SBR
Lane Configurations		र्न	, j.		A	0	
Volume (vph)	3	612	* 889 *	1	1		3 *
Ideal Flow (vphpl)	1900	J1900	• 1900 •	1900	1900	4	1900
Lane Width (ft)	11	· 11 ·	11	11	, 16		16
Grade (%)		-1%	0% "		1%	,	
Satd Flow (prot)	0	1742	* 1783 *	0	1903	1	0 18
FIt Permitted					0.988	*	
Satd Flow (perm)	0	·1742	• 1783 •	0	1903	4	0
Link Speed (mph)		30	7 30 °		25		
Link Distance (ft)		375	# 379 °		801	*	
Travel Time (s)		8.5	* 8.6 °		21.8	ø	
Peak Hour Factor	0.92	0.92	0.92	0.92	1 0.92	1	0.92
Heavy Vehicles (%)	0%	6%	3%	0%	′ 0%		0% "
Shared Lane Traffic (%)							
Lane Group Flow (vph)	0	668	967	0	4		0.1
Sign Control		Free	Free •		Stop	,	
Intersection Summary							
Area Type:	Other						
Control Type: Unsignalize Intersection Capacity Utiliz Analysis Period (min) 15					CU Leve	l of	Service B

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5: Governor Rd (SR 0322) & Beech Ave

Intersection								V=31 61 1	
Intersection Delay, s/veh	0.1	- 4							
Movement			to Ti		WET	WBR	SBL	SBR	
Vol, veh/h	3	612			889	1	1	3	
Conflicting Peds, #/hr	0	0			0	0	0	0	
Sign Control	Free	Free			Free	Free	Stop	Stop	
RT Channelized	_	None			12	None		None	
Storage Length		-					0	1911	
Veh in Median Storage, #		0			0	-	0		
Grade, %	-	-1			0	-	1		
Peak Hour Factor	92	92			92	92	92	92	
Heavy Vehicles, %	0	6			3	0	0	0	
Mvmt Flow	3	665			966	1	1	3	
	- September	TAUL.			Description of		250		
Major/Minor	Majori	1/2-1			Major2		Minor2		
Conflicting Flow All	967	0				0	1639	967	
Stage 1		- 8			-	-	967	-	
Stage 2		- 5			- 27		672		
Follow-up Headway	2.2	33				12	3.5	3.3	
Pot Capacity-1 Maneuver	720				-	-	102	303	
Stage 1	*	*			-	65	353	23	
Stage 2	*	#2					493		
Time blocked-Platoon, %		-			-	58			
Mov Capacity-1 Maneuver	720				1.4	32	101	303	
Mov Capacity-2 Maneuver		9					101	90	
Stage 1					-	54	353		
Stage 2	2				-	- 22	490		
Approach	ži č				WB		SB		100.00
	0				0		23.2		
HCM Control Delay, s	U				U		23.Z C		
HCM LOS							C		
Mineral Parkey Alders Askins		281		WET	WBR	98LT			
Capacity (veh/h)		720	-	16	-	202			
HCM Lane V/C Ratio		0.005	23	72	-	0.022			
HCM Control Delay (s)		10.023	0	-	-	23.2			
HCM Lane LOS		В	A			С			
HCM 95th %tile Q(veh)		0.014	= 52	NSS	85	0.066			
Notes									
			000.0	- : =	_		Not Dofinad		

- Volume Exceeds Capacity, \$ Delay Exceeds 300 Seconds, Error Computation Not Defined

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DONE BY $\frac{600}{3}$ DATE $\frac{600}{3}$

	1	→	+	-	4	\ \		1	
Lane Group	EBL	EBT	WI	3T	WBR	SE	L	SBR	
Lane Configurations		4	4	\$ '		1			
Volume (vph)	2	601		75 t	0	181	0 .	4	
Ideal Flow (vphpl)	1900	· 1900	19	00 🔊	1900	190	0 =	1900	
Lane Width (ft)	11	11	•	11 *	11	, 1	5 .	15	
Grade (%)		2%	1 -2	% *		3	% •		
Satd. Flow (prot)	0	#1716	18	19 🖺	0	178	1 .	0,	
Flt Permitted									
Satd Flow (perm)	0	, 1716	· 18	19 -	0	178	1 -	0	
Link Speed (mph)		35	4	35 🕯		2	5 .		
Link Distance (ft)		379	, 13	59 🕡		56	7 .		
Travel Time (s)		7.4	4 26	3.5 •		15.	5 🕯		
Peak Hour Factor	0.94	0.94	. 0	94 °	0.94	4 0.9	4 •	0.94 *	
Heavy Vehicles (%)	0%	6%	e: 2	% *	0%	· 0	% •	0%	
Shared Lane Traffic (%)									
Lane Group Flow (vph)	0	641	· 9	31 1	0	79	4 (*)	0	
Sign Control		Free	∘ Fr	ee *		Sto	p 🕖		
intersection Summary									
Area Type:	Other		Υ.,						
Control Type: Unsignalized									
Intersection Capacity Utiliz	zation 56.1%				ŀ	CU Le	el o	Service I	3
Analysis Period (min) 15									

Synchro 8 Report

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DONE BY SOND DATE GIBLES

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Intersection Delay, s/veh	0								
intersection pelay, siven									
Movement	EBL	EBT			WBT	WER	SEL	SBR	
Vol, veh/h	2	601			875	0	0	4	
Conflicting Peds, #/hr	0	0			0	0	0	0	
Sign Control	Free	Free			Free	Free	Stop	Stop	
RT Channelized	21	None				None	-	None	
Storage Length	- 12						0		
Veh in Median Storage, #	7	0			0	-	Ö	180	
Grade, %		2			-2	-	3		
Peak Hour Factor	94	94			94	94	94	94	
Heavy Vehicles, %	Ö	6			2	Ö	0	0	
Mymt Flow	2	639			931	ŏ	Ō	4	
		300			301				
Major/Minor	Majori				Major2		Minor2		
Conflicting Flow All	931	0				0	1575	931	
Stage 1	29	-			-	-	931	-	
Stage 2		_					644		
Follow-up Headway	2.2	100					3.5	3.3	
Pot Capacity-1 Maneuver	743						94	302	
Stage 1	+:	-			-	*	331	00Z	
Stage 2		-					473	150	
Time blocked-Platoon, %	-				_	8	טוד	3470	
Mov Capacity-1 Maneuver	743					-	94	302	
Mov Capacity-2 Maneuver	740						94	JUZ	
Stage 1	- 1	100					331		
Stage 2	**	_					471	-	
Olage Z	-						4/1		
Mysicach	EB				WB		32		
HCM Control Delay, s	0				0		17.1		
HCM LOS	_						С		
Middor Lane / Major Myant		EBL	581	WBT	WER	SB 57			
Capacity (veh/h)		743	-	-	-	302			
HCM Lane V/C Ratio		0.003	0.0		- 6	0.014			
HCM Control Delay (s)		9.859	0	-	_	17.1			
HCM Lane LOS		Α	Α			С			
HCM 95th %tile Q(veh)		0.009	-	171		0.043			
Notes									

To Volume Exceeds Capacity, \$4 Delay Exceeds 300 Seconds; Error 1 Computation Not Defined

Synchro 8 Report

DONE BY SYNT DATE 6/8/15

CHECKED BY SYNT DATE 6/19/15

•	\rightarrow	7	1	+	1	1	1	-	-	+	1
EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Ť	1	• 7 •	*	/ b		7	4	. 7	· 1	1 13 1	
4	466	123	272	772	7 *	107	19	47	32	4 52	3
1800	· 1800 ·	1800	1800	• 1800 ·	1800	1800	1800	• 1800	1800	1800	1800
10	12	• 14 *	10	14	14	10	, 11	. 12	10	12 1	12
	-3%	,		-2%			0%			1%	
100	,	210	200		0 .	140		65	100		0
1		1 •	1		0 •	1	•	1	(e). 1		0
25			25			25	,		25		
	• 1707	1593		* 1881 *	0.*			• 1500	1588	1776 •	0
							4,				
		1546		1881	0 :-		1740	- 1478			0
									*		Yes
				1 .						2	
	35						25				
								4			
1	20.0		, 3		1	1	200	2	, 2		1
-	•			74							
n an	, n an			0.90	0.90	0.90	• n 9n	0.90	0.90	4 0.90 *	0.90
											0.00
U /0	1 /0	4 /0	270	J /0	0 /0	270	070	270	070	0 /0 •	UA
1	510	127	303	986	0 •	110	• 21	52	36	4 61	C
•											v
Feiiii		Felill	pintpt 4						Feini		
9		•	. 6				0		i A		
	, ,						. 0				
	. 2					3	. 0	• 0	• 4	7 4.	
40.0	40.0	400	2.0	40.0		20	* 20	. 20	20	4 20 4	
										_	
4.9							4.0	4.0			
Lag	Lag	Lag	Lead			Lead	4		Lag	Lag	
C-Max	[●] C-Max	C-Max	None	C-Max							
68.5	68.5	68.5						22.6			
0.57	0.57	0.57				0.19	0.19	0.19			
0.01	0.53	0.15						0.15			
8.5	10.1	0.9	12.2	11.8		50.9	36.3	3.8			
0.0	0.0	0.0	0.0	0.2		0.0		0.0	0.0		
8.5	10.1	0.9	12.2			50.9	36.3	3.8	54.5	52.5	
Α		Α				D	D	Α	D	D	
	8.1			12.1			36.5			53.2	
	Α			В			D			D	
	1 1 0.90 0% 4 Perm 2 2 10.0 15.9 55.0 45.8% 3.9 2.0 -1.0 4.9 Lag C-Max 68.5 0.57 0.01 8.5 0.0 8.5	100 100 159 159 550 45.8% 45.8% 3.9 2.0 2.0 100 4.9 Lag C-Max 68.5 68.5 0.57 0.01 0.53 8.5 10.1 A B	4 466 123 1800 1800 1800 10 12 14 -3% 100 210 1 25 1620 1707 1593 0.315 537 1707 1546 Yes 128 35 1359 26.5 1 3 3 0.90 0.90 0.90 0.90 0.90 0.90 0.90	4 ' 466 ' 123 ' 272 1800 ' 1800 ' 1800 ' 1800 10 ' 12 ' 14 ' 10 -3% ' 100	1	4 ' 466 ' 123 ' 272 ' 772 ' 7 1800 ' 1800 ' 1800 ' 1800 ' 1800 ' 1800 ' 1800 ' 1800 ' 1800 ' 100 ' 12 ' 14 ' 10 ' 14 ' 14 ' 14 ' 10 ' 14 ' 14	4 '466 '123 '272 '772 '7 107 1800 '1800 '1800 '1800 '1800 '1800 1800 10 '12 '14 '10 '14 '14 '10 '24 '14 '10 '25 '25 '25 '25 '25 '25 '25 '25 '25 '25	4 ' 466 ' 123 ' 272 ' 772 ' 7 ' 107 ' 19 1800 ' 180	1		1

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CHECKED BY DATE 6/18/1

Lanes, Volumes, Timings

7: Cherry Dr & Governor Rd (SR 0322)

6/18/2015

Агеа Туре:

Other

Cycle Length 120

Actuated Cycle Length: 120

Offset: 116 (97%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green

Natural Cycle: 70

Control Type Actuated-Coordinated

Maximum v/c Ratio: 0.62

Intersection Signal Delay 15 0

Intersection Capacity Utilization 76.6%

Intersection LOS B

ICU Level of Service D

Analysis Period (min) 15

Splits and Phases: 7: Cherry Dr & Governor Rd (SR 0322)

Opisto dila i lidoco.	ion y Dr & Covolilor Na (Cr Co22)		
√ 81	ø2 (R)	g3 • g4 ·	
ø6 (R)		↑ ø8	
"这种是大块模型。" 第	工业工业的产品。1867年1月11日中国中央经济电影中央	[1] · 以对定。并通过这种通过的	冷 器

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	*	→	*	1	-	4	†	-	1	Į.	
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBJ	
Lane Group Flow (vph)	4	518	137	302	866	119	21	52	36	61	
v/c Ratio	0.01	0.53	0.15	0.56	0.62	0.56	0.06	0.15	0.30	0.35	
Control Delay	8.5	10.1	0.9	12.2	11.8	50.9	36.3	3.8	54.5	52.5	
Queue Delay	0.0	0.0	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.0	
Total Delay	8.5	10.1	0.9	12.2	12.0	50.9	36.3	3.8	54.5	52.5	
Queue Length 50th (ft)	0	66	0	57	263	81	13	0	27	44	
Queue Length 95th (ft)	m1	m275	m11	m141	m463	125	33	14	57	81	
Internal Link Dist (ft)		1279			870		683			476	
Turn Bay Length (ft)	100		210	200		140		65	100		
Base Capacity (vph)	306	974	938	607	1387	214	478	464	206	297	
Starvation Cap Reductn	0	0	0	0	104	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	
Reduced v/c Ratio	0.01	0.53	0 15	0 50	0 67	0.56	0.04	0.11	0.17	0.21	
Intersection Summary								UIL			

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

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DONE BY BOB DATE 6/18/15
CHECKED BY B DATE 6/18/15

	•	-	*	1	4	*	1	†	1	1	↓	1
Lane Group	EBL	EBJ	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBŢ	SBF
Lane Configurations	ħ	y	, Fe	7	iseu 🛧	7.	ħ	· •	7.	7	/ 13 M	
Volume (vph)	19	370	123	49	776	156	241	200	99	146	125	42
Ideal Flow (vphpl)	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	* 1650 *	1650
Lane Width (ft)	11	12	12	10	12	12	11	11	• 11 •	10	12 •	12
Grade (%)		1%	4.		0%	•		-1% -			2% -	
Storage Length (ft)	150	4	0	0		0	135		90	125	•	(
Storage Lanes	1	190	1	es 1	•	1 4	1	1	1 •	1 1	1	(
Taper Length (ft)	25	4		25			25	4		25		
Satd. Flow (prot)	1422	1549	· 1382 ·	1367	1618	1362	1493	1512	1298	1434	, 1515 ·	(
Fit Permitted	0.099	4		0.391			0.352	•		0.496		
Satd. Flow (perm)	148	1549	• 1382	563	1618	1362	553	1512	1298	749	1515	(
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			131			127			126		13	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		950			214			348			1493	
Travel Time (s)		18.5	-		4.2	*		6.8			29.1	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94		0.94	0.94	0.94
Heavy Vehicles (%)	6%	6%	1%*	7%	1 2%	3%		6%			4%	3%
Shared Lane Traffic (%)	0.0	0,0	170	. 70	=	0,10		- 070	0.0	,,,,		•
Lane Group Flow (vph)	20	394	131	52	¢ 826	166	256	213	105	155	178	(
Turn Type	pm+pt			pm+pt		Perm			Perm		, NA	
Protected Phases	5	2		1	6	, i oiiii	3			7	4	
Permitted Phases	2	_	2 •	6	•	6	* 8	,	8	4	24	
Detector Phase	5	, 2	101 2	1	• 6	• 6	_	8	8		4	
Switch Phase		_	_	•				,				
Minimum Initial (s)	3.0	10.0	• 10.0•	3.0	10.0	• 10.0	3.0	4 3.0	3.0	3.0	∂ 3.0 ★	
Minimum Split (s)	12.6	15.6		12.6	15.6	15.6	12.7	15.7			15.7	
Total Split (s)	13.0	• 55 0		13.0			22.0			18.0		
Total Split (%)	10.8%		45.8%		45.8%	45.8%	18.3%		28.3%		25.0%	
Yellow Time (s)	3.6	36		3.6	3.6		3.7	3.7		3.7		
All-Red Time (s)	2.0	2.0		2.0	2.0	• 2.0						
Lost Time Adjust (s)	-10	-1.0			-1.0					-1.0		
Total Lost Time (s)	4.6	4.6			4.6		4.7			4.7	4.7	
Lead/Lag	Lead	Lag			Lag					Lead		
Lead-Lag Optimize?	Leau	Lag	Lay	LCau	Lay	Lag	LCau	, Lag	Lagi	Load	Lag	
Recall Mode	None	C-May	C-Max	None	C_May	C-Max	None	None	None	None	None N	
Act Effct Green (s)	65.3	59.2		68.3	64.7	63.7	40.4	23.4	23.4	32.0	19.2	
Actuated g/C Ratio	0.54	0.49		0.57	0.54	0.53	0.34	0.20	0.20	0.27	0.16	
v/c Ratio	0.13	0.49		0.14	0.95	0.33	0.80		0.20	0.57	0.71	
Control Delay	11.8	14.9	2.7	13.5	48.8	6.6	50.6		6.2	37.4	58.7	
	0.0	0.0			0.0		0.0		0.0	0.0	0.0	
Queue Delay			2.7	0.0 13.5	48.8	0.0 6.6	50.6		6.2	37.4	58.7	
Total Delay LOS	11.8	14.9 B		13.5 B			D D		6 Z	31 4 D	56.7 E	
	В	11.8	Α	В	D 40 3	Α	D		А	П	48.8	
Approach Delay		11.8 B			40 3 D			45.6 D			48.8 D	
Approach LOS		Б			U			U			U	
Intersection Summary												

Synchro 8 Report

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CHECKED BY S DATE 6/18/

Actuated Cycle Length: 120

Offset 0 (0%), Referenced to phase 2 EBTL and 6 WBTL, Start of Green, Master Intersection

Natural Cycle: 120

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.95

Intersection Signal Delay 36.4
Intersection Capacity Utilization 84.6%

Intersection LOS D
ICU Level of Service E

Analysis Period (min) 15

Splits and Phases: 8: Fishburn Rd (SR 2011)/Hockersville Rd (SR 2011) & Governor Rd (SR 0322)

	Ø1 *	₩ ₩ ₩ ₩ ₩ ₩ ₩ ₩ ₩ ₩ ₩ ₩ ₩ ₩ ₩ ₩ ₩ ₩ ₩	★ ø3 ′	¥ ø4	
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	≠ ø5 1	p6 (R)	67	1 ps	
ı	2. 经流	。 (1)			

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	۶	\rightarrow	*	1	4	A.	1	†	-	-	1
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	20	394	131	52	826	166	256	213	105	155	178
v/c Ratio	0.13	0.52	0.18	0.14	0.95	0.21	0.80	0.72	0.30	0.57	0.71
Control Delay	11.8	14.9	2.7	13.5	48.8	6.6	50.6	59.1	6.2	37.4	58.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	11.8	14.9	2.7	13.5	48.8	6.6	50.6	59.1	6.2	37.4	58.7
Queue Length 50th (ft)	3	70	1	17	525	13	156	156	0	88	122
Queue Length 95th (ft)	m11	143	17	40	#1027	64	#230	229	31	134	190
Internal Link Dist (ft)		870			134			268			1413
Turn Bay Length (ft)	150						135		90	125	
Base Capacity (vph)	170	764	737	378	872	782	321	369	412	278	329
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.12	0.52	0.18	0.14	0.95	0.21	0.80	0.58	0.25	0.56	0.54
Intersection Summary											-

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

Queue shown is maximum after two cycles.

Synchro 8 Report

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

9: Governor Rd (SR 0322) & Elm Ave

	•	→	-	4	1		1
ane Group	EBL	翻	WBT	WBR	SBL		SBR
Lane Configurations		र्स	/ P		Y		
Volume (vph)	54	564	• 848 •	0	. 0		112
Ideal Flow (vphpl)	1900	1900	• 1900 •	1900	,1900		1900 •
Lane Width (ft)	14	· 14	15 •	15	16		16 •
Grade (%)		0%	<u>/</u> -1% /		1%	,	
Satd. Flow (prot)	0	/ 1921	2039 *	0	1817		0 •
Flt Permitted		0.996	•				
Satd Flow (perm)	0	1921	2039 *	0	1817	٠	0 45
Link Speed (mph)		35	· 35 ·		35	4	
Link Distance (ft)		214	1855		620		
Travel Time (s)		4.2			12.1	*	
Peak Hour Factor	0.94	0.94	• 0.94 •	0 94	0.94	4	0.94
Heavy Vehicles (%)	6%	5%	3%	0%	, 0%		2%
Shared Lane Traffic (%)							
Lane Group Flow (vph)	0	, 657	902	0	119		0 .
Sign Control		Free	Free		Stop	*	
Intersection Summary		JOH					
Area Type	Other						
Control Type: Unsignalize	d						
Intersection Capacity Utiliz	zation 88.1%			1	CU Leve	of	Service I
Analysis Period (min) 15							

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DATE 6/18/15

9: Governor Rd (SR 0322) & Elm Ave

ntersection									
Intersection Delay, s/veh	1.9				-				
Movement	EBL	ÊBT			WET	WBR	SBL	Sir	
Vol, veh/h	54	564			848	0	0	112	
Conflicting Peds, #/hr	0	0			0	0	0	0	
Sign Control	Free	Free			Free	Free	Stop	Stop	
RT Channelized	-	None				None		None	
Storage Length							0		
Veh in Median Storage, #		0			0	-	0		
Grade, %	-	0			-1		1		
Peak Hour Factor	94	94			94	94	94	94	
Heavy Vehicles, %	6	5			3	0	0	2	
Mymt Flow	57	600			902	0	0	119	
Majòr/Minor	Major1		300		Major2		Minor2		
Conflicting Flow All	902	0			- 22	0	1617	902	
Stage 1	_					-	902	-	
Stage 2							715		
Follow-up Headway	2.254					-	3.5	3.318	
Pot Capacity-1 Maneuver	737					-	105	328	
Stage 1					100.0		380	*	
Stage 2	-	*				-	469		
Time blocked-Platoon, %					3.00	-			
Mov Capacity-1 Maneuver	737	*				(41)	93	328	
Mov Capacity-2 Maneuver	- 32	-				150	93	*	
Stage 1					-	-	380		
Stage 2	\$	2				20	415		
	38		000		WB		SS		-
HCM Control Delay, s	0.9				0		22.1		
HCM LOS							С		
		promote		124	(Delivering				
Minor Lane / Major Myrri		E E	EBI	WET	VI DIS	SBLnd			
Capacity (veh/h)		737	-	-	-	328			
HCM Lane V/C Ratio		0.078	-	-	-	0.363			
HCM Control Delay (s)		10 297	0	-	-	22.1			
HCM Lane LOS		В	Α			C			
HCM 95th %tile Q(veh)		0.253	-	*		1 612			
Notes						Tal			

^{~ 1} Volume Exceeds Capacity; \$: Delay Exceeds 300 Seconds; Error 1 Computation Not Defined

Synchro 8 Report

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	1	\rightarrow	*	1	←	4	-	1		†		*	1		↓	4
ane Group	EBL	EBT	EBR	WBL	WBT	WE	R	NBL		NBT	N	BR	SBL		ŠĖT	SBR
Lane Configurations		4	· 1		4	•		7		(a)	•		ሻ		1> ⁴	
Volume (vph)	16	' 0"	22	1	1 1	•	3	333		127	•	12 *	24	,	40 '	351*
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	• 190	00	1900	• 1	900	• 19	900 •	1900	•	1900°	1900
Grade (%)		-3%			4%					-2%					0%	
Storage Length (ft)	0	•	150	0,	é.		0 🖲	125	4			0	125	•		0 _
Storage Lanes	0	,	1 ,	0			0 •	1				0	1	- 4		0
Taper Length (ft)	25	,		25	4			25					25			
Satd Flow (prot)	0	1712	* 1639 *	0	1681	•	0 .	1823	, 1	860		0.	1805		1622	0
Flt Permitted		0.950			0.992	4		0.950	-4				0.950	8		
Satd Flow (perm)	0	1712	1639	0	4 1681		0 .	1823	. 1	860 '		0"	1805		1622	0
Link Speed (mph)		25	,		15	4				25	•				25 🔹	
Link Distance (ft)		1016			81	*				540	•				763	
Travel Time (s)		27.7			3.7	*				14.7	•				20.8	
Confl. Peds. (#/hr)								6	((4))			13	13			6 *
Peak Hour Factor	0.83	• 0.83 •	0.83	0.83	0.83	• 0.8	33 🕨	0.83		0.83	. 0	.83	0.83	•	0.83	0.83
Heavy Vehicles (%)	7%	0%	0%	0%	• 0%	• 0	% •	0%	,	2%	1	0%	0%		13% 4	0%
Shared Lane Traffic (%)																
Lane Group Flow (vph)	0	1 9	27	0	, 6	•	0 🗈	401		167	•	0•	29	-	471	0
Sign Control		Stop	,		Stop	•			:	Stop					Stop .	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection Capacity Utilization 56.1%

Analysis Period (min) 15

ICU Level of Service B

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Intersection			474	, H.,								
Intersection Delay, s/veh	14.6											
Intersection LOS	В											
Vovement	EBL	EBT	EBR	WBL	WBT	WBR	MBL	MBT	MBR	SBL	SBT	SB
Vol, veh/h	16	0	22	1	1	3	333	127	12	24	40	35
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.8
Heavy Vehicles. %	7	0	0	0	0	0	0	2	0	0	13	
Mymt Flow	19	0	27	1	1	4	401	153	14	29	48	42
Number of Lanes	0	1	1	0	1	0	1	1	0	1	1	
Approach	EB			WB			NB	J. 1		SB		
Opposing Approach	WB			EB			SB	· · · ·		NB	·	
Opposing Lanes	1			2			2			2		
Conflicting Approach Left	SB			NB			EB			WB		
Conflicting Lanes Left	2			2			2			1		
Conflicting Approach Right	NB			SB			WB			EB		
Conflicting Lanes Right	2			2			1			2		
HCM Control Delay	9.8			9.7			14.7			15		
HCM LOS	A			A			В			В		
ane		NBLn1	NBLn2		EBLn2		SBLp1	SBLn2				
Vol Left, %		100%	0%	100%	0%	20%	100%	0%				
Vol Thru, %		0%	91%	0%	0%	20%	0%	10%				
Vol Right, %		0%	9%	0%	100%	60%	0%	90%				
Sign Control		Stop	Stop	Stop	Stop	Stop	Stop	Stop				
Traffic Vol by Lane		333	139	16	22	5	24	391				
LT Vol		0	127	0	0	1	0	40				
Through Vol		0	12	0	22	3	0	351				
RT Vol		333	0	16	0	1	24	0				
Lane Flow Rate		401	167	19	27	6	29	471				
Geometry Grp		7	7	7	7	6	7	7				
Degree of Util (X)		0.619	0.234	0.04	0.045	0.011	0.046	0.629				
Departure Headway (Hd)		5.552	5.023	7.44	6.098	6.654	5.721	4.808				
Convergence, Y/N		Yes	Yes	Yes	Yes	Yes	Yes	Yes				
Cap		650	712	478	581	541	625	749				
Service Time		3.304	2.774	5.24	3.897	4.654	3.469	2.556				
HCM Lane V/C Ratio		0.617	0.235	0.04	0.046	0.011	0.046	0.629				
HCM Control Delay		17	9.3	10.6	9.2	9.7	8.7	15.4				
HCM Lane LOS		С	Α	В	Α	A	Α	C				
HCM 95th-tile Q		4.3	0.9	0.1	0.1	0	0.1	4.5				
Fi												

^{~:} Volume Exceeds Capacity; \$: Delay Exceeds 300 Seconds; Error: Computation Not Defined

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	*	\rightarrow	*	1	-		•	4		1	1	1	+		4
ane Group	EBL	ЕВТ	EBR	WBL	WBT		WBR	MBL		NBT	NBR	SBL	SBT		SBR
Lane Configurations		4			4	r				₩ *			4	4	
Volume (vph)	20	. 3	• 39 •	0	. 0		1 •	188	18	124 *	1*	6	55	•	271
Ideal Flow (vphpl)	1900	1900	• 1900 •	1900	1900	•	1900	1900	,	1900 •	1900	1900	1900	•	1900
Lane Width (ft)	13	13	13	15	15		15 •	10	-	10	10	10	• 10		10
Grade (%)		3%			-2%					-3% 🦸			0%		
Satd. Flow (prot)	0	1628	• 0 •	0	1826	•	0	0	4	1717	0	0	, 1571		0 •
Flt Permitted		0.984	,						(0.971			0.999	•	
Satd. Flow (perm)	0	1628	• 0 •	0	1826	b.	0	0		1717 •	0+	0	1571	•	0,
Link Speed (mph)		25	1		25	•				35 🗸			30		
Link Distance (ft)		540			357	4				1410			1171	3	
Travel Time (s)		14.7			9.7					27.5			26.6	•	
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82		0.82	0.82	4	0.82	0.82	0.82	0.82		0.82
Heavy Vehicles (%)	0%	0% *	11%	0%	0%		0%	1%		3% •	0% •	0%	• 2%		0% -
Shared Lane Traffic (%)															
Lane Group Flow (vph)	0	, 76	0 •	0	9 7. 1	•	0 •	0		381 •	0,	0	404	*	0,
Sign Control		Stop			Stop	•				Stop 🕡			Stop	•	
Intersection Summary						W									. 0
Area Type	Other														

Control Type: Unsignalized

Intersection Capacity Utilization 57.3%

Analysis Period (min) 15

ICU Level of Service B

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CHECKED BY SS DATE 6/18/15

Intersection												
Intersection Delay, s/veh Intersection LOS	11 B											
			· 1-3	- Andread Co.								
Movement	EBL.	ÉBŢ	EBR	WBL	WEI	WBR	NBL	MBT	NBR	SBL	SBT	Sar
Vol, veh/h	20	3	39	0	0	1	188	124	1	6	55	27
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
Heavy Vehicles, %	0	0	11	0	0	0	1	3	0	0	2	(
Mvmt Flow	24	4	48	0	0	1	229	151	1	7	67	330
Number of Lanes	0	1	0	0	1	0	0	1_	0	0	1	(
Approach	EB				WB		NB			SB		
Opposing Approach	WB				EB		SB			NB		
Opposing Lanes	1				1		1			1		
Conflicting Approach Left	SB				NB		EB			WB		
Conflicting Lanes Left	1				1		1			- 4		
Conflicting Approach Right	NB				SB		WB			EB		
Conflicting Lanes Right	1				1		1			1		
3					8.2		12			10.4		
HCM Control Delay	8.9				0.2		12					
HCM Control Delay HCM LOS	8.9 A				Α		В			В		
HCM LOS		NBLn1	ESLAY.	WBLn:	Α							
HCM LOS		NBLn1			A SBLn1							
HCM LOS Lane Vol Left, %		60%	32%	0%	SBLn1							
Lane Vol Left, % Vol Thru, %		60% 40%	32% 5%	0% 0%	SBLn1 2% 17%							
HCM LOS Lane Vol Left, % Vol Thru, % Vol Right, %		60% 40% 0%	32% 5% 63%	0% 0% 100%	A SBLn1 2% 17% 82%							
Lans Vol Left, % Vol Thru, % Vol Right, % Sign Control		60% 40% 0% Stop	32% 5% 63% Stop	0% 0% 100% Stop	A SBLn1 2% 17% 82% Stop							
Lans Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane		60% 40% 0% Stop 313	32% 5% 63% Stop 62	0% 0% 100% Stop	A SBLn1 2% 17% 82% Stop 332							
HCM LOS Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol		60% 40% 0% Stop 313 124	32% 5% 63% Stop 62 3	0% 0% 100% Stop 1	A SBLn1 2% 17% 82% Stop 332 55							
HCM LOS Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol		60% 40% 0% Stop 313 124	32% 5% 63% Stop 62 3	0% 0% 100% Stop 1 0	A SBLn1 2% 17% 82% Stop 332 55 271							
HCM LOS Lane Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol		60% 40% 0% Stop 313 124 1	32% 5% 63% Stop 62 3 39 20	0% 0% 100% Stop 1 0	A SBLn1 2% 17% 82% Stop 332 55 271 6							
HCM LOS Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate		60% 40% 0% Stop 313 124 1 188 382	32% 5% 63% Stop 62 3 39 20 76	0% 0% 100% Stop 1 0 1	A SBLn1 2% 17% 82% Stop 332 55 271							
HCM LOS Large Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate Geometry Grp		60% 40% 0% Stop 313 124 1 188 382	32% 5% 63% Stop 62 3 39 20 76	0% 0% 100% Stop 1 0 1 1	A SBLn1 2% 17% 82% Stop 332 55 271 6 405 1							
HCM LOS Laris Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate Geometry Grp Degree of Util (X)		60% 40% 0% Stop 313 124 1 188 382 1	32% 5% 63% Stop 62 3 39 20 76 1	0% 0% 100% Stop 1 0 1 1 0 1	SBLn1 2% 17% 82% Stop 332 55 271 6 405 1 0.453							
HCM LOS Lans Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate Geometry Grp Degree of Util (X) Departure Headway (Hd)		60% 40% 0% Stop 313 124 1 188 382	32% 5% 63% Stop 62 3 39 20 76	0% 0% 100% Stop 1 0 1 1	A SBLn1 2% 17% 82% Stop 332 55 271 6 405 1							
HCM LOS Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate Geometry Grp Degree of Util (X) Departure Headway (Hd) Convergence, Y/N		60% 40% 0% Stop 313 124 1 188 382 1 0.49 4.619 Yes	32% 5% 63% Stop 62 3 39 20 76 1 0.11 5.221 Yes	0% 0% 100% Stop 1 0 1 0 1 0.002 5.071 Yes	A SBLn1 2% 17% 82% Stop 332 55 271 6 405 1 0.453 4 032 Yes							
HCM LOS Larie Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate Geometry Grp Degree of Util (X) Departure Headway (Hd) Convergence, Y/N Cap		60% 40% 0% Stop 313 124 1 188 382 1 0.49 4.619 Yes 779	32% 5% 63% Stop 62 3 39 20 76 1 0.11 5.221 Yes 683	0% 0% 100% Stop 1 0 1 0 1 0.002 5.071 Yes 700	A SBLn1 2% 17% 82% Stop 332 55 271 6 405 1 0.453 4 032 Yes 891							
HCM LOS Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate Geometry Grp Degree of Util (X) Departure Headway (Hd) Convergence, Y/N Cap Service Time		60% 40% 0% Stop 313 124 1 188 382 1 0.49 4.619 Yes 779 2.655	32% 5% 63% Stop 62 3 39 20 76 1 0.11 5.221 Yes 683 3.28	0% 0% 100% Stop 1 0 1 0 1 1 0.002 5.071 Yes 700 3.145	A SBLn1 2% 17% 82% Stop 332 55 271 6 405 1 0.453 4 032 Yes 891 2.062							
HCM LOS Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate Geometry Grp Degree of Util (X) Departure Headway (Hd) Convergence, Y/N Cap Service Time HCM Lane V/C Ratio		60% 40% 0% Stop 313 124 1 188 382 1 0.49 4.619 Yes 779 2.655 0.49	32% 5% 63% Stop 62 3 39 20 76 1 0.11 5.221 Yes 683 3.28 0.111	0% 0% 100% Stop 1 0 1 1 0.002 5.071 Yes 700 3.145 0.001	A SBLn1 2% 17% 82% Stop 332 55 271 6 405 1 0.453 4 032 Yes 891 2.062 0.455							
HCM LOS Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate Geometry Grp Degree of Util (X) Departure Headway (Hd) Convergence, Y/N Cap Service Time		60% 40% 0% Stop 313 124 1 188 382 1 0.49 4.619 Yes 779 2.655	32% 5% 63% Stop 62 3 39 20 76 1 0.11 5.221 Yes 683 3.28	0% 0% 100% Stop 1 0 1 0 1 1 0.002 5.071 Yes 700 3.145	A SBLn1 2% 17% 82% Stop 332 55 271 6 405 1 0.453 4 032 Yes 891 2.062							

^{~:} Volume Exceeds Capacity; \$: Delay Exceeds 300 Seconds; Error: Computation Not Defined

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Notes

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	*	7	1	†	+	1		
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR		
Lane Configurations	W	•		र्ब	· Þ			
Volume (vph)	82	51	284	457	253	* 53*		
Ideal Flow (vphpl)	1900	1900	1900	• 1900	4 1900	• 1900 ·		
Lane Width (ft)	9	/ 9	* 10	* 10	1 14	14		
Grade (%)	0%			1%	-4%			
Satd Flow (prot)	1563	, 0	(iii) 0	• 1703	1929	. 0.		
FIt Permitted	0.970			0.981	()			
Satd. Flow (perm)	1563	4 0	0	• 1703	1929	* 0 *		
ink Speed (mph)	35			35	35	à.		
ink Distance (ft)	1171	4		1607	348			
ravel Time (s)	22.8			31.3	4 6.8	•		
eak Hour Factor	0.91	≠ 0.91	0.91	. 0.91	0.91	0.91		
leavy Vehicles (%)	1%	* 0%	" 1%	• 2%	- 4%	• 8%		
Shared Lane Traffic (%)								
ane Group Flow (vph)	146	# 0	0	814	336	0		
Sign Control	Stop			Free	Free	4		
ntersection Summary	احتراك							
\rea Type	Other							
Control Type: Unsignalize Intersection Capacity Utili: Analysis Period (min) 15		6			CU Level	of Service	e D	

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Intersection										
Intersection Delay, s/veh	17.9									
Movement	EBL		EBR	NBL	NBT		SBT	SER		
Vol, veh/h	82		51	284	457		253	53		
Conflicting Peds, #/hr	0		0	0	0		0	0		
Sign Control	Stop		Stop	Free	Free		Free	Free		
RT Channelized			None	200	None		-	None		
Storage Length	0		1	- 23	-		¥			
Veh in Median Storage, #	0		12	223	0		0			
Grade, %	0				1		-4			
Peak Hour Factor	91		91	91	91		91	91		
Heavy Vehicles, %	1		0	1	2		4	8		
Mvmt Flow	90		56	312	502		278	58		
Major/Minor	Minor2			Major1			Major2			
Conflicting Flow All	1433		307	336	0		inclose	0		
Stage 1	307		007	-				_		
Stage 2	1126		Ver		- 14			1		
Follow-up Headway	3.509		3.3	2.209	12			22		
Pot Capacity-1 Maneuver	148		738	1229						
Stage 1	748		100	-						
Stage 2	311			- II <u>I</u>						
Time blocked-Platoon, %							_	*0		
Mov Capacity-1 Maneuver	96		738	1229	- 14			+1		
Mov Capacity-2 Maneuver	96			200			-			
Stage 1	748				- 19			**		
Stage 2	202		-		Ħ		*	#		
Kopitoach	B				_		SB		-	
HCM Control Delay, s	140.3			3.4			0			
HCM LOS	F			J. 4			0			
Minor Lane / Major Mymt		NEC.	MES	55 Pi	38T	Ser				
Capacity (veh/h)		1229		144						
HCM Lane V/C Ratio		0.254	-	1.015						
HCM Control Delay (s)		8.923	0	140.3	14					
HCM Lane LOS		0.525 A	Ă	F						
HCM 95th %tile Q(veh)		1.012		7.539	32	- 2				
Notes										

[~] Volume Exceeds Capacity, \$ Delay Exceeds 300 Seconds; Error : Computation Not Defined

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CHECKED BY ESS DATE 6/8//3

	*	\rightarrow	7	1	4-	1	1	†	1	1	↓	1
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBF
Lane Configurations		र्न			†	7	Ĭ	· 1	•	ሻ	1 %	
Volume (vph)	190	201	0 *	0	67	30	33	20	32	* 46	. 0	• 68
Ideal Flow (vphpl)	1800	1800	1800	1800	, 1800 ·	1800	1800	1800	1800	1800	1800	• 1800
Lane Width (ft)	12	12	12	13	· 13 •	13°	12	• 12	• 12	• 12	12	• 12
Grade (%)		1%	•		-6% -			-2%			1%	
Storage Length (ft)	0	,	0 •	0		0 •	0		0	315		i 1 (
Storage Lanes	0		0.94	0 •		1.	1		0		,	C
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	0	1714	0 •	0	1681	1628	1727	1420	• 0		1478	
FIt Permitted		0.802					0.701			0.714		
Satd. Flow (perm)	0			0	• 1681 •	1591	1274	4 1420	0-	1254	4478	• (
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			100			57 •		41			955	rani i
Link Speed (mph)		25			25	,		25			25	
Link Distance (ft)		505			274			408			1602	
Travel Time (s)		13.8			7.5			11.1			43.7	
Confl. Bikes (#/hr)	3		2 •	2		3 •		11+1			TO	•
Peak Hour Factor	0.79	0.79		0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	• 0.79
Heavy Vehicles (%)	3%	1%	0%	0%	14%		0%	0.73		2%	0%	• 3%
Shared Lane Traffic (%)	370	1 70	070	076	14/0	0 70	070	070	20 /0	2/0	• U /0	37
Lane Group Flow (vph)	0	495	0*	0	85•	38	42	• 66	0 •	58	, 86	• (
Turn Type	Perm	NA •	0	·		• Perm •	Perm	✓ NA		Perm	NA	
Protected Phases	Lenn					remi	Fellil	2		reiiii	6	
Permitted Phases	1	4			0	8	2			6	4	
Detector Phase	4	4 •			8		2	2		6		•
Switch Phase	4	4 *			0	0.		• 2	•	O	• 0	•
	3.0	3.0			3.0	3.0	3.0	• 3.0		3.0	3.0	
Minimum Initial (s)												
Minimum Split (s)	12.7					12.7	16.0			16.0		
Total Split (s)	39.0	39.0			00.0	39.0	16.0	16.0		16.0		
Total Split (%)	43.3%	43 3%					17.8%	• 17.8%		17.8%		
Yellow Time (s)	3.3	3.3			3.3		3.0	3.0		3.0		
All-Red Time (s)	27	27 •				27 •	27	• 2.7		27		
Lost Time Adjust (s)		-1.0			-1.0	· -1.0 •	-1.0	-1.0		-1.0	-1.0	
Total Lost Time (s)		5.0			5.0	5.0	4.7	4.7		4.7	4.7	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	• None •			None	None -				None		
Act Effct Green (s)		32.2			32.2	32.2	9.7	9.7		9.7	9.7	
Actuated g/C Ratio		0.38			0.38	0.38	0.11	0.11		0.11	0.11	
v/c Ratio		0.92			0.13	0.06	0.29	0.33		0.40		
Control Delay		51.2			19.0	3.0	41.5	22.9		45.4		
Queue Delay		0.0			0.0	0.0	0.0	0.0		0.0		
Total Delay		51.2			19.0	3.0	41.5	22.9		45.4		
LOS		D			В	Α	D	C		D		
Approach Delay		51.2			14.0			30.1			18.4	
Approach LOS		D			В			С			В	
intersection Summary		-										

Synchro 8 Report

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Lane Group	ø9	
Lane Configurations		
Volume (vph)		
Ideal Flow (vphpl)		
Lane Width (ft)		
Grade (%)		
Storage Length (ft)		
Storage Lanes		
Taper Length (ft)		
Satd. Flow (prot)		
Flt Permitted		
Satd. Flow (perm)		
Right Turn on Red		
Satd. Flow (RTOR)		
Link Speed (mph)		
Link Distance (ft)		
Travel Time (s)		
Confl. Bikes (#/hr)		
Peak Hour Factor		
Heavy Vehicles (%)		
Shared Lane Traffic (%)		
Lane Group Flow (vph)		
Turn Type		
Protected Phases	9	
Permitted Phases	3	
Detector Phase		
Switch Phase		
Minimum Initial (s)	33.0 ,	
	35.0	
Minimum Split (s)	35.0	
Total Split (s)	39%	
Total Split (%)	2.0	
Yellow Time (s)	0.0 "	
All-Red Time (s)	0.0	
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag		
Lead-Lag Optimize?	Min	
Recall Mode	Min ,	
Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		
Control Delay		
Queue Delay		
Total Delay		
LOS		
Approach Delay		
Approach LOS		
Intersection Summary		

Synchro 8 Report

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Cycle Length: 90

Actuated Cycle Length: 84.4

Natural Cycle: 90

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.92 Intersection Signal Delay 37 9 Intersection Capacity Utilization 46.4%

Intersection LOS D ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 13: Centerview Dr & Campus Dr

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Synchro 8 Report

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	-	-	4	4	Ť	-	ļ
Lane Group	EBT	WBŢ	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	495	85	38	42	66	58	86
v/c Ratio	0.92	0.13	0.06	0.29	0.33	0.40	0.08
Control Delay	51.2	19.0	3.0	41.5	22.9	45.4	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	51.2	19.0	3.0	41.5	22.9	45.4	0.2
Queue Length 50th (ft)	261	31	0	22	13	31	0
Queue Length 95th (ft)	#368	54	8	47	42	60	0
Internal Link Dist (ft)	425	194			328		1522
Turn Bay Length (ft)						315	
Base Capacity (vph)	576	688	685	173	228	170	1026
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.86	0.12	0.06	0.24	0.29	0.34	0.08
intersection Summary							

^{# 95}th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.

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DONE BY /DM

___ DATE 6//8//S

1: University Dr & Governor Rd (SR 0322)

	*	\rightarrow	*	1	—	4		1	†		1	1	↓	1
Lane Group	EBL	EBŢ	EBR	WBL	WBT	¥¥E	3R	NBL	NB		NBR	SBL	SBT	SBR
Lane Configurations	ň	• •	* .	N N	* 1			ሻ	1	b •	7	ሻ	4 B	
Volume (vph)	79	473	110	64	772	* 2	35	241	226	3	102	36	55	46
Ideal Flow (vphpl)	1800	* 1800	• 1800 •	1800	1800	• 18	00 •	1800	1800	•	1800	1800	· 1800 •	1800
Lane Width (ft)	12	12	12 1	12	13		12 •	14	, 12	2 .	14	12	12	12
Grade (%)		1%			-1%	1.0			-1%				-3% 💌	
Storage Length (ft)	180		0	· 220	ė.	2	20	0	4		165	0	4	0
Storage Lanes	1		1	. 1			1 🔻	1	•		1 •	1)		0
Taper Length (ft)	25			25				25	00			25		
Satd. Flow (prot)	1701	1756	1507	1719	1851	• 15	22 🕨	1833	· 1809	9 💌	1640	1736	· 1666 ·	0
Flt Permitted	0.122			0.357				0.373				0.613	4	
Satd. Flow (perm)	219	1756	1480°	644	•	• 15	22	720	1809	*	1587	1109	1666	0
Right Turn on Red			Yes.			Υ	es 🕨				Yes			Yes
Satd. Flow (RTOR)			113				00 1				105		33	
Link Speed (mph)		35		4	35				25	5 ,			25 •	
Link Distance (ft)		1985			974				88	100			833 *	
Travel Time (s)		38.7			19.0	181			24.0) .			22.7	
Confl. Peds. (#/hr)			8	8	×						7	7		
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	• 0	97 -	0.97	0.97	7 .	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	2%		0%	1%		1% 🔹	0%	0%	, •	0%	0%	4%	0%
Shared Lane Traffic (%)								ш						
Lane Group Flow (vph)	81	488	113•	66	796	• 2	42	248	· 233	3 •	105	37	4 104 4	0
Turn Type	pm+pt		pm+ov•					pm+pt		1	Perm *	Perm	NA NA	
Protected Phases	5	2		1	• 6			3		3 •			4 •	
Permitted Phases	2	,	2	• 6			6		con .	- 134	8	4		
Detector Phase	5	2		1	6	•	6 •	3	, 8	3 •	8•	4	41	
Switch Phase		i i					=				ı È			
Minimum Initial (s)	3.0	10.0	• 3.0 •	3.0	10.0	. 10	0.0	3.0	4 3.0) •	3.0	3.0	3.0	
Minimum Split (s)	12.0	427		12.0	42.7		27,	124			32.4	120		
Total Split (s)	12.0			12.0	51.0	-	1.0	23.0	37.0		37.0	14.0		
Total Split (%)	12.0%	51.0%	23 0%	12.0%	•51.0%			23.0%					14.0%	
Yellow Time (s)	3.7	3.7		3.7	3.7		3.7	3.0	3.0	-	3.0	3.0		
All-Red Time (s)	2.0	, 20		2.0	. 2.0		2.0		. 2.4			2.4		
Lost Time Adjust (s)	-1.0	-1.0		-1.0	-1.0		1.0		· -1.0		-1.0	-1.0		
Total Lost Time (s)		4 47		4.7	, 4.7		4.7	A A			4.4			
Lead/Lag	Lead	✓ Lag		Lead	Lag			Lead				Lag		
Lead-Lag Optimize?	Loud				9		~9					3		
Recall Mode	None	C-Max	None	None	C-Max	C-M	lax •	None	None	e •	None *	None	None	
Act Effct Green (s)	59.3	53.4	70.4	59.2	53.3		3.3	27.9	27		27.9	9.0		
Actuated g/C Ratio	0.59	0.53	0.70	0.59	0.53		.53	0.28	0.2		0.28	0.09	0.09	
v/c Ratio	0.34	0.52	0.10	0.14	0.81		27	0.64	0.4		0.20	0.37		
Control Delay	13.0	20.3	1.2	12.6	33.6		8.1	37.0			5.9	53.6		
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0			0.0	0.0		
Total Delay	13.0	20.3	1.2	12.6	33.6		8.1	37.0			5.9	53.6		
LOS	В	20.5 C	Α	12.0 B	00.0 C		Α	37.0 D		,	Α.	D.0		
Approach Delay	В	16.2		D	26.7		^	J	29.			J	46.1	
Approach LOS		В			20.7 C					2			D	
Intersection Summary												2.8		==(
Area Type:	Other													

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Synchro 8 Report Page 1

DONE BY 3077 DATE 6/18/15
CHECKED BY SO DATE 6/18/18

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 60 (60%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio. 0 81

Intersection Signal Delay: 25.6 Intersection Capacity Utilization 82.8% Intersection LOS: C
ICU Level of Service E

Analysis Period (min) 15

Splits and Phases: 1: University Dr & Governor Rd (SR 0322)



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Synchro 8 Report Page 2

	۶	→	*	1	←		4	†	-	\	↓	
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	
Lane Group Flow (vph)	81	488	113	66	796	242	248	233	105	37	104	
v/c Ratio	0.34	0.52	0.10	0.14	0.81	0.27	0 64	0.46	0.20	0.37	0.58	
Control Delay	13.0	20.3	1.2	12.6	33.6	8.1	37.0	31.7	5.9	53.6	43.5	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	13.0	20.3	1.2	12.6	33.6	8.1	37.0	31.7	5.9	53.6	43.5	
Queue Length 50th (ft)	21	224	0	24	519	36	122	114	0	22	43	
Queue Length 95th (ft)	42	330	15	m29	m#722	m62	193	183	36	55	99	
Internal Link Dist (ft)		1905			894			801			753	
Turn Bay Length (ft)	180			220		220			165			
Base Capacity (vph)	239	937	1103	460	987	905	415	589	588	107	191	
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Reduced v/c Ratio	0.34	0.52	0.10	0.14	0.81	0.27	0.60	0.40	0.18	0.35	0.54	
HUSISSISION SURPRISITY						nie.						

^{# 95}th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.

DONE BY STO DATE 6/18/15

CHECKED BY STO DATE 6/18/15

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

2: Centerview Dr & Governor Rd (SR 0322)

	*		→	*	1	4	-	A.	1		†	-	-	↓	1
Lane Group	EBL		EBŢ	EBR	WBL	V	YBT	WBR	NBL		MBŢ	NBR	SBL	SBT	SBI
Lane Configurations	M		T> *		7	,	1				4	7		4	
Volume (vph)	14	•	500	46 *	50	100	613	71 *	335	*	80	189	37	· 18 ·	3
Ideal Flow (vphpl)	1800	.+1	1800 🔭	1800	1800	. 1	800	1800	1800	4	1800 •	1800 *	1800	1800	180
Lane Width (ft)	12	1	14 🌁	14*	12		12	12 .	12	4	12 🏓	14 *	16	· 16 •	1
Grade (%)			1% 🔻			0.	-2% 🎤				1%			-1%	•
Storage Length (ft)	170			0	170	*		0	0	•		300	0	8 0	
Storage Lanes	1	27		0	1	•		0 •	0	•		1.6	0		
Taper Length (ft)	25	11			25				25				25		
Satd. Flow (prot)	1701	1	1805 🌲	0 •	1693	• 1	737	0	0	٠,	1704 •	1624	0	1868	
Flt Permitted	0.270				0.212						0.726			0.678	
Satd. Flow (perm)	483		1805 🔹	0 •	378	-1	737	0 *	0		1284 •	1565	0	1290	
Right Turn on Red				Yes				Yes •				Yes •			Ye
Satd. Flow (RTOR)			5 .				9 •					195-		32 •	
Link Speed (mph)			35 •				35 '				25			25 🗸	
Link Distance (ft)			974				921				1602			866 *	
Travel Time (s)			19.0				17.9				43 7			23.6	
Confl. Peds. (#/hr)	3			11.	11			3 .	2	,		8 *	8	134	
Confl. Bikes (#/hr)				4 +	4				i T	Ť				-	
Peak Hour Factor	0.97		0.97	0.97	0.97	. (0.97	0.97	0.97	,	0.97 •	0.97	0.97	· 0.97 •	0.9
Heavy Vehicles (%)	0%	,	4% •	5%	2%	,	3%*	0%	1%		1% *	0%	3%	0% •	
Shared Lane Traffic (%)	070		-170	070			070	0,0	. ,,			0.0	• • • • • • • • • • • • • • • • • • • •		
Lane Group Flow (vph)	14	20	562 •	0*	52	,	705 •	0•	0		427 •	195	0	# 89 °	
Turn Type	Perm		NA •		pm+pt		NA•	•	Perm		NA •	Perm	Perm		
Protected Phases	1 01111		2 .		1	97	6 •		1 01111	Ė	8 *	, 0,,,,,	1 01111	4	
Permitted Phases	2		- 30		6		0 -		8			8	4	· -	
Detector Phase	2		2 *		1		6		8	ď	8 •	8	4	. 4.	
Switch Phase							J			ĺ	0 -	0-	-	, ,	
Minimum Initial (s)	10.0		10.0		3.0	4	10.0		3.0	7	3.0 *	30	3.0	3.0	
Minimum Split (s)	15.1		15.1		12.1		15.1		11.9		11.9	11.9	11.9		
	42.0		42.0		14.0		56.0		44.0	1	44.0	44.0	44.0		
Total Split (s)	42.0%		2.0%		14.0%		5.0%		44.0%			44.0%		44.0%	
Total Split (%) Yellow Time (s)	3.8		3.8		3.8	,UC	3.8		3.0		3.0	3.0	3.0		
			1.3		1.3	1	1.3		1.9	,	1.9	1.9	1.9		
All-Red Time (s)	1.3 -1.0		-1.0		-1.0				1.5	•	-0.5		1.5	-0.5	
Lost Time Adjust (s) Total Lost Time (s)	4.1		4.1		4.1		4.1				4.4	4.4		4.4	
		,			Lead		4.1				4.4	7.7		4.4	
Lead/Lag	Lag		Lag *		Leau										
Lead-Lag Optimize?	C May	^	May		Mono	0	May .		Mono		None	None.	Mono	✓ None •	
Recall Mode	C-Max		-Max		None		Max 1		None	1	None •		None	36.7	
Act Effct Green (s)	44.8		44.8		54.8		54.8				36.7	36.7			
Actuated g/C Ratio	0.45		0.45		0.55		0.55				0.37	0.37		0.37	
v/c Ratio	0.06		0.69		0.17		0.74				0.91	0.28		0.18	
Control Delay	11.7		24.8		134		25.2				54.5	4.0		14.3	
Queue Delay	0.0		0.0		0.0		0.0				0.0	0.0		0.0	
Total Delay	11.7		24.8		13.4		25.2				54.5	4.0		14.3	
LOS	В		С		В		С				D	Α		В	
Approach Delay			24.4				24.4				38.7			14.3	
Approach LOS			С				C				D			В	

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Synchro 8 Report Page 5

DONE BY 3013 DATE 6/18/15

CHECKED BY 588 DATE 6/18/15

2: Centerview Dr & Governor Rd (SR 0322)

Area Type: Other

Cycle Length: 100 • Actuated Cycle Length: 100

Offset 99 (99%), Referenced to phase 2 EBTL and 6:WBTL, Start of Green

Natural Cycle: 75

Control Type Actuated-Coordinated

Maximum v/c Ratio: 0.91

Intersection LOS C

Intersection Signal Delay: 28.3 Intersection Capacity Utilization 81.6%

Analysis Period (min) 15

ICU Level of Service D

Splits and Phases: 2: Centerview Dr & Governor Rd (SR 0322)

ø1 ø2 (R)	94
。	THE PERSON NAMED OF THE PE
p6 (R)	ø8 •
是 1994 · 中华人的一种发生的一种,但 1994 · 中华人的一种	《我这个公司,他们是一个人的一个人的人的人们是一个人的人们的人们的人们的人们的人们的人们的人们的人们的人们的人们的人们的人们们的人们们们们们们

Bosa

__ DATE 6/8/15

	۶	-	1	—	1	-	↓
Lane Group	EBL	EBT	WBL	WBT	NBT	NBR	SBT
Lane Group Flow (vph)	14	562	52	705	427	195	89
v/c Ratio	0.06	0.69	0.17	0.74	0.91	0.28	0.18
Control Delay	11.7	24.8	13.4	25.2	54.5	4.0	14.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	11.7	24.8	13.4	25.2	54.5	4.0	14.3
Queue Length 50th (ft)	5	362	16	414	242	0	23
Queue Length 95th (ft)	m10	#506	m34	566	#419	43	56
Internal Link Dist (ft)		894		841	1522		786
Turn Bay Length (ft)	170		170			300	
Base Capacity (vph)	216	812	337	956	508	737	530
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.06	0.69	0.15	0.74	0.84	0.26	0.17
mersector Summary							

^{# 95}th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.

DONE BY SO DATE 6/18/15

CHECKED BY ESS DATE 6/18/15

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

	*	-	-	4	-	1
ane Group	EBL	EBT	Wet	WBR	SBL	SBR
Lane Configurations		से ।	1 >**		W.	100
Volume (vph)	11	738	737	4	3 •	8
Ideal Flow (vphpl)	1900	1900	1900 •	1900	1900 •	1900
Lane Width (ft)	11	/ 11 ·	11 •	11	15.	15
Grade (%)		1%	0% •		-3%	
Satd. Flow (prot)	0	1756	1799*	- 0	1725	0
Flt Permitted		0.999			0.987	
Satd Flow (perm)	0	• 1756 ·	1799 •	0	1725	0
Link Speed (mph)		35	30 .		25	
Link Distance (ft)		921 •	400 •		1058	
Travel Time (s)		17.9	9.1		28.9	
Peak Hour Factor	0.99	• 0.99 •	0.99	0.99	0.99	0.99
Heavy Vehicles (%)	0%	4%	2%	0%	• 0% •	13%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	756	748 •	0	• 11 •	0 *
Sign Control		Free	Free		Stop •	
Intersection Summary						
Area Type	Other					
Control Type: Unsignalize Intersection Capacity Utiliz Analysis Period (min) 15		á		l l	CU Level of	Service

DONE BY STS DATE G(18/15)
CHECKED BY STS DATE G/18/15

Intersection									
Intersection Delay, s/veh	0.2								
Movement	EBL	EBT			Wat	WBR	SBL	SBR	
Voi, veh/h	11	738			737	4	3	8	
Conflicting Peds, #/hr	0	0			0	0	0	0	
Sign Control	Free	Free			Free	Free	Stop	Stop	
RT Channelized	-	None				None		None	
Storage Length							0		
Veh in Median Storage, #		0			0	-	0	-	
Grade, %		1			0	-	-3	9	
Peak Hour Factor	99	99			99	99	99	99	
Heavy Vehicles, %	0	4			2	0	0	13	
Mvmt Flow	11	745			744	4	3	8	
Major/Minor	Majori				Major2		Minor2		
Conflicting Flow All	748	0				0	1514	746	
Stage 1	740	0			- 27	-	746	140	
Stage 2	20	747				-	768		
Follow-up Headway	2.2	11.50					3.5	3.417	
Pot Capacity-1 Maneuver	870					-	171	421	
Stage 1	0.0				34		535		
Stage 2	- 2					-	524		
Time blocked-Platoon, %					-	_	02-1		
Mov Capacity-1 Maneuver	870	- 25			52		167	421	
Mov Capacity-2 Maneuver	-				12	- 2	167	545	
Stage 1					- 2		535	- 1	
Stage 2		71				-	512	623	
Approach					WB		33		
	0.1				0		17.5		
HCM Control Delay, s HCM LOS	0.1				U		C		
				- Townson					
Amor Lane / Major Mymi		EBL.	EBT	WET.	WBR	381n1			
Capacity (veh/h)		870		570	- 2	298			
HCM Lane V/C Ratio		0.013	-	(*)	-	0.037			
HCM Control Delay (s)		9 191	0	*	-	17.5			
HCM Lane LOS		Α	Α			С			
HCM 95th %tile Q(veh)		0.039				0.116			
Notes									

Volume Exceeds Capacity, \$ Delay Exceeds 300 Seconds; Error Computation Not Defined

DONE BY STO DATE 6/18/15

CHECKED BY STO DATE 6/18/15

4: Governor Rd (SR 0322) & Areba Ave

	•	-	*	1	—	4	4	†	-	1	↓	4	
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	ţ
Lane Configurations		4)		40			4			4		
Volume (vph)	44	670	· 0 ·	0	736	12 *	2	0 *	0.°	_ 1	. 0	12	4
Ideal Flow (vphpl)	1900	# 1900 *	1900	1900	1900	1900	1900	1900 °	1900	1900	1900	1900) 4
Lane Width (ft)	11	• 11	11 1	11	· 11	11 *	10	10 °	10 *	16	, 16	• 16	;•
Grade (%)		-2%	•		1%	•		7% «			1%	6	
Satd. Flow (prot)	0	1797	0.5	0	, 1784	0 •	0	1626 •	_ 0 •	0	1739	* C) *
Flt Permitted		0.997						0.950			0.996		
Satd Flow (perm)	0	1797	. 0	0	# 1784 °	0.	0	4 1626 ·	0.	0	1739	. C) }
Link Speed (mph)		35			35 4			30 -			25	4	
Link Distance (ft)		400			375			85			1017		
Travel Time (s)		7.8	1		7.3	,		1.9			27.7		
Confl. Peds. (#/hr)	1		7 +	7		1 .							
Peak Hour Factor	0.98	, 0.98	0.98	0.98	≠ 0.98 °	0.98	0.98	● 0.98	0.98 •	0.98	≠ 0.98	• 0.98	3 *
Heavy Vehicles (%)	2%	3%	0% -	0%	2%	17% *	0%	* 0% *	0%	0%	0%	• 8%	
Shared Lane Traffic (%)		•											
Lane Group Flow (vph)	0	729	0 *	0	763 °	0.	0	# 2 *	0-	0	13	• 0) *
Sign Control		Free	•		Free			Stop /			Stop	•	
Intersection Summary									D _H , L				
Area Type:	Other												
Control Type: Unsignalize	d												
Intersection Capacity Utiliz	zation 81.4%	b		1	CU Level	of Service	D						
Analysis Period (min) 15													

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Synchro 8 Report Page 11

DONE BY STO DATE G/8/5
CHECKED BY STO DATE G/18/15

Movement EBL EBT EBR WBL WBT WBR NBL NBT NBR SBL SBT SBR Vol, veh/h 44 670 0 0 736 12 2 0 0 1 0 12 2 0 0 1 0 1 0 1 0	Intersection Delay, s/veh	0.6											
Vol, veh/h 44 670 0 0 736 12 2 0 0 1 0 1 0 0 1 0	intercooler Boloy, 6, von	-											
Vol, veh/h 44 670 0 0 736 12 2 0 0 1 0 1 0 1 0	Movement	EBL	EBT	EBR	WEL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBF
Conflicting Peds, #fhr				0 *		736	12	2	0	0	1	0	12
Sign Control Free Free Free Free Free Free Free Free Free Free Stop Stop Stop Stop Stop Stop Stop Storant Storage Length		1	0 '	7 *	7	0	1	0	0	0	0	0	(
RT Channelized - None - None - None - None - None - None Storage Length		Free	Free	Free *	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
Veh in Median Storage, #		3.5	-	None •	- 2	-	None	(20)	-	None	÷	*	None
Veh in Median Storage, #	Storage Length	14	-				-14		-	-	-	-	
Peak Hour Factor		-	0	-		0	-	(40	0	-	_	0	
Heavy Vehicles, % 2 3 0 0 2 17 0 0 0 0 0 0 0 0 0	Grade, %		-2	-	-	1	-	120		-	- 2		
Mymit Flow 45 684 0 0 751 12 2 0 0 1 0 12 Major/Minor Major 1 Major 2 Minor 1 Minor 2 Minor 2 Conflicting Flow All 763 0 0 684 0 0 1536 691 1530 762 Stage 1 - - - - - 773	Peak Hour Factor	98	98	98	98	98	98	98	98	98	98		
Majort Major Major Major Minor Min	Heavy Vehicles, %	2	3	0	0	2	17	0	0	0	0	0	8
Conflicting Flow All 763 0 0 684 0 0 1536 1536 691 1530 1530 764 Stage 1 773 773 - 757 757 Stage 2 763 763 763 - 773 773 Follow-up Headway 2.218 - 2.2 - 3.5 4 3.3 3.5 4 3.37 Pot Capacity-1 Maneuver 850 - 919 - 53 64 392 89 109 386 Stage 1 292 305 - 386 401 Stage 2 297 309 - 378 394 Time blocked-Platoon, % Mov Capacity-1 Maneuver 845 - 914 - 48 58 390 83 100 384 Mov Capacity-2 Maneuver 267 279 353 401 Stage 1 267 279 353 401 Stage 2 266 309 344 360 Approach E8 WB NB SB HCM Control Delay, \$ 0.6 0 83.3 17.6 HCM LOS F C Minor Lane //C Ratio 0.043 0.053 0.044 HCM Control Delay (s) 83.3 9499 0 - 0 - 176 HCM Lane LOS F A A A A C	Mvmt Flow	45	684	0	0	751	12	2	0	0	1	0	12
Conflicting Flow All 763 0 0 684 0 0 1536 1536 691 1530 1530 764 Stage 1 773 773 - 757 757 Stage 2 763 763 763 - 773 773 Follow-up Headway 2.218 - 2.2 - 3.5 4 3.3 3.5 4 3.37 Pot Capacity-1 Maneuver 850 - 919 - 53 64 392 89 109 386 Stage 1 292 305 - 386 401 Stage 2 297 309 - 378 394 Time blocked-Platoon, % Mov Capacity-1 Maneuver 845 - 914 - 48 58 390 83 100 384 Mov Capacity-2 Maneuver 267 279 353 401 Stage 1 267 279 353 401 Stage 2 266 309 344 360 Approach E8 WB NB SB HCM Control Delay, \$ 0.6 0 83.3 17.6 HCM LOS F C Minor Lane //C Ratio 0.043 0.053 0.044 HCM Control Delay (s) 83.3 9499 0 - 0 - 176 HCM Lane LOS F A A A A C		Major		Ä	is and	-		Moort		-10	Minor?		
Stage 1			0			0			1536	601		1530	76/
Stage 2	•				004	U							704
Follow-up Headway 2.218 - 2.2 - 3.5 4 3.3 3.5 4 3.372 Pot Capacity-1 Maneuver 850 - 919 - 53 64 392 89 109 386 Stage 1 - 292 305 - 386 401 Stage 2 - 297 309 - 378 394 Time blocked-Platoon, % Mov Capacity-1 Maneuver 845 - 914 - 48 58 390 83 100 384 Mov Capacity-2 Maneuver - 48 58 - 83 100 Stage 1 - 2 - 267 279 353 401 Stage 2 - 2 - 286 309 344 360 Reproach E8 WB NB SB HCM Control Delay, s 0.6 0 83 3 17.6 HCM LOS F C Minor Lane/Major Minor Capacity (veh/h) 48 845 - 914 - 300 HCM Lane V/C Ratio 0.043 0.053 - 914 - 300 HCM Lane V/C Ratio 0.043 0.053 - 914 - 300 HCM Lane V/C Ratio 0.043 0.053 - 914 - 300 HCM Lane V/C Ratio 0.043 0.053 - 914 - 300 HCM Lane LOS F A A A C						- 2							
Pot Capacity-1 Maneuver 850 - 919 - 53 64 392 89 109 386 Stage 1 - 292 305 - 386 401 Stage 2 - 297 309 - 378 394 Time blocked-Platoon, %													3 372
Stage 1													
Stage 2		000											000
Time blocked-Platoon, % Mov Capacity-1 Maneuver 845 914 - 48 58 390 83 100 384 Mov Capacity-2 Maneuver 48 58 83 100 Stage 1 - 267 279 353 401 Stage 2 - 286 309 344 360 Represent HCM Control Delay, s 0.6 0 83.3 17.6 HCM LOS F C Minor Láne / Major Munt Capacity (veh/h) 48 845 914 - 300 HCM Lane V/C Ratio 0.043 0.053 0.044 HCM Control Delay (s) 83.3 9.499 0 0 - 17.6 HCM Lane LOS F A A A C						3	- 50						
Mov Capacity-1 Maneuver 845 914 - 48 58 390 83 100 384 Mov Capacity-2 Maneuver 48 58 - 83 100 Stage 1 267 279 - 353 401 Stage 2 286 309 - 344 360 Approach E8 WB NB SB HCM Control Delay, s 0.6 0 83.3 17.6 HCM LOS F C Minor Láne / Major Munti ABLAS ABLAS TO C Minor Láne / Major Munti ABLAS BBL EBT EBR WBL WET WER SBLAS Capacity (veh/h) 48 845 - 914 - 300 HCM Lane V/C Ratio 0.043 0.053 0.044 - 0.044 HCM Control Delay (s) 83.3 9 499 0 17.6 HCM Lane LOS F A A C			_	12	_	_	7.0	231	303		010	007	
Mov Capacity-2 Maneuver - - - - 48 58 - 83 100 Stage 1 - - - - 267 279 353 401 Stage 2 - - - - 286 309 344 360 Approach E8 WB NB SB HCM Control Delay, s 0.6 0 83.3 17.6 HCM LOS F C C Minor Lane / Major Mytht WBL 18		9/5	-		914			48	58	390	83	100	38/
Stage 1													
Stage 2													
Approach E8	-												
HCM Control Delay, s 0.6 0 83.3 17.6 HCM LOS F C Minor Lane / Major Myrat NBL 11 EBL EBT EBR WBL WBT WBR SALT! Capacity (veh/h) 48 845 - 914 - 300 HCM Lane V/C Ratio 0.043 0.053 0.044 HCM Control Delay (s) 83.3 9 499 0 - 0 - 17.6 HCM Lane LOS F A A A C	Stage 2							200	000		011	000	
HCM LOS F C Minor Láne / Major Myrat	Approach		X		飅								
Minor Lane / Major Mydd VBL nd EBL EBT EBR WBL WBT WBB SBL nd Capacity (veh/h) 48 845 - 914 - 300 HCM Lane V/C Ratio 0.043 0.053 - - - 0.044 HCM Control Delay (s) 83.3 9 499 0 - 0 - 17 6 HCM Lane LOS F A A A C	HCM Control Delay, s	0.6			0			83.3					
Capacity (veh/h) 48 845 - 914 - 300 HCM Lane V/C Ratio 0.043 0.053 - - - 0.044 HCM Control Delay (s) 83.3 9 499 0 - 0 - 17 6 HCM Lane LOS F A A A C	HCM LOS							F			С		
Capacity (veh/h) 48 845 - 914 - 300 HCM Lane V/C Ratio 0.043 0.053 - - - 0.044 HCM Control Delay (s) 83.3 9 499 0 - 0 - 17 6 HCM Lane LOS F A A A C	Micor Lane (Major Myor)		MEI 194	Z .	37	500	MAI	WET	WER				
HCM Lane V/C Ratio 0.043 0.053 0.044 HCM Control Delay (s) 83.3 9 499 0 - 0 - 17 6 HCM Lane LOS F A A C					Treposed *	- N		tách Al	N RESPONDED NO	100,000,000			
HCM Control Delay (s) 83.3 9 499 0 - 0 - 17.6 HCM Lane LOS F A A C							VI-1	- 23					
HCM Lane LOS F A A C					n		n	12					
			_			12		142	E.				

~ Volume Exceeds Capacity, \$ Delay Exceeds 300 Seconds; Error Computation Not Defined

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5: Governor Rd (SR 0322) & Beech Ave

	*	\rightarrow	4	4	1		1
Lane Group	EBL	EBT	WBT	WBR	SBL		SBR
Lane Configurations		स	, 'à'		Y	-,	
Volume (vph)	4	695	• 739 •	3	. 0		0 •
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	•	1900
Lane Width (ft)	11	, 11	* 11 +	11	· 16	4	16°
Grade (%)		-1%	0%		1%	4	
Satd Flow (prot)	0	1775	* 1799	0	2143		0 •
Flt Permitted							
Satd. Flow (perm)	0	1775	* 1799 *	0	* 2143		0
Link Speed (mph)		30	30		25	e	
Link Distance (ft)		375	379		801		
Travel Time (s)		8.5	8.6		21.8	4	
Peak Hour Factor	0.97	, 0.97	• 0.97 +	0.97	● 0.97	*	0.97
Heavy Vehicles (%)	0%	4%	• 2% •	0%	≠ 0%	4	0% >
Shared Lane Traffic (%)							
Lane Group Flow (vph)	0	⁴ 720	* 765	0	∞ 0	350	0 ~
Sign Control		Free	Free		Stop	ŧ	
intersection Summary							
Area Type	Other						
Control Type: Unsignalized Intersection Capacity Utiliz Analysis Period (min) 15				3	CU Leve	l of	Service .

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BY SUB DATE GIBLIS

ntersection	^								
ntersection Delay, s/veh	0								
Mővament	EBL	EB 1			WBT	WBR	SBL	SBR	بالباليال
/ol, veh/h	4	695		v T	739	3	0	0	
Conflicting Peds, #/hr	0	0			0	0	0	0	
Sign Control	Free	Free			Free	Free	Stop	Stop	
RT Channelized	12	None			23	None	-	None	
Storage Length					2	-	0		
Veh in Median Storage, #		0			0	-	0	-	
Grade, %		-1			0		1	-	
Peak Hour Factor	97	97			97	97	97	97	
Heavy Vehicles, %	0	4			2	0	0	0	
Mymt Flow	4	716			762	3	0	0	
Major/Minor	Majori				Major2		Minor2		
Conflicting Flow All	765	0			-	0	1488	763	
Stage 1					¥	- 83	763	39	
Stage 2					-	- 2	725	# 11 m	
Follow-up Headway	2.2					25	3.5	3.3	
Pot Capacity-1 Maneuver	857				-		127	399	
Stage 1	(00)					7.	445	-	
Stage 2	100	-					464		
Time blocked-Platoon, %					100	-			
Mov Capacity-1 Maneuver	857					-	126	399	
Mov Capacity-2 Maneuver					-		126	-	
Stage 1		1			-	_	445	- 40	
Stage 2		240			- 32	-	460	-	
Augusten	EB				WB		58		
HCM Control Delay, s	0.1		1114		0		0		
HCM LOS							Α		
Minor Lane / Major Niven		EBL	287	WET	WBR	SBLni			
Capacity (veh/h)		857	-		- 24	0			
HCM Lane V/C Ratio		0.005	-		14	+			
HCM Control Delay (s)		9.221	0	-	14	0			
HCM Lane LOS		Α	A			Α			
HCM 95th %tile Q(veh)		0.015		-	- 12	+			
Notes									

Volume Exceeds Capacity, \$: Delay Exceeds 300 Seconds, Error Computation Not Defined

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DONE BY OF DATE 6/18/15

CHECKED BY OF DATE 6/18/15

	*	-	-	4	1	1
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		सी	· 13		KAT .	
Volume (vph)	4	693	· 739 ·	5	0 1	2 *
Ideal Flow (vphpl)	1900	, 1900	• 1900 •	1900	· 1900 °	1900"
Lane Width (ft)	11	, 11	· 11 ·	11	• 15 °	15
Grade (%)		2%	-2%		3%	*
Satd_Flow (prot)	0	4766	* 1817 *	0	· 1781 *	0 *
Flt Permitted						
Satd_Flow (perm)	0	→ 1766	1817 °	0	1781 ⁴	0 •
Link Speed (mph)		35	35 -		25 🐇	
Link Distance (ft)		379	1359		567	
Travel Time (s)		7.4 *	26.5		15.5	
Peak Hour Factor	0.99	, 0.99	• 0.99 •	0.99	a 0.99 a	0.99
Heavy Vehicles (%)	0%	/ 3%	2%*	0%	* 0% *	0% *
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	<i>₱</i> 704	* 751 *	0	• 2	. 0 .
Sign Control		Free	• Free •		Stop #	
Intersection Summary						
Area Type:	Other					
Control Type: Unsignalize	d					
Intersection Capacity Utili:	zation 49 7%				CU Level o	f Service
Analysis Period (min) 15						

ntersection									
ntersection Delay, s/veh	0.1								
Vovement	FBL	EBI		#	WBT	WER	SBL	SBR	
Vol, veh/h	4	693			739	5	0	2	
Conflicting Peds, #/hr	0	0			0	0	0	0	
Sign Control	Free	Free			Free	Free	Stop	Stop	
RT Channelized	150	None			23	None	-	None	
Storage Length	- 2	_			£.		0		
Veh in Median Storage, #	_	0			0		0	-	
Grade, %		2			-2		3		
Peak Hour Factor	99	99			99	99	99	99	
Heavy Vehicles, %	0	3			2	0	0	0	
Mymt Flow	4	700			746	5	Õ	2	
MANUTLIOM		700			740				
Major/Minor	Major1				Major2	- 4	Minor2		
Conflicting Flow All	752	0			-	0	1457	749	
Stage 1	120	5.1			_	- 33	749	14	
Stage 2						\$2	708		
Follow-up Headway	2.2				_	2	3.5	3.3	
Pot Capacity-1 Maneuver	867				_	0.3	113	390	
Stage 1	-				-	-	416		
Stage 2							437		
Time blocked-Platoon, %		200				-			
Mov Capacity-1 Maneuver	867					_	112	390	
Mov Capacity-2 Maneuver	- 001						112	-	
Stage 1	-	1980				- 0	416		
		7.65					434	14	
Stage 2							404		
Novienski	琶				WB		SB		
HCM Control Delay, s	0.1				0		14.3		
HCM LOS							В		
Extended for a market with the second section of the second section of the second section sect				· · · · · · · · · · · · · · · · · · ·					
Minor Lane, Major Abrini		EBL	即	WET	WER	SELAT			
Capacity (veh/h)		867	-			390			
HCM Lane V/C Ratio		0.005	-	59	-	0.005			
HCM Control Delay (s)		9 172	0	14	-	14.3			
HCM Lane LOS		Α	Α			В			
HCM 95th %tile Q(veh)		0.014		- 3	-	0.016			
Notes									

[~] Volume Exceeds Capacity; \$ Delay Exceeds 300 Seconds; Error Computation Not Defined

Synchro 8 Report Page 16

DONE BY AMD DATE 6/18/15
CHECKED BY ES DATE 6/18/15

7: Cherry	Dr &	Governor	Rd ((SR	0322
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	*	\rightarrow	7	1	—	4	1	1	-	1	Ţ	1
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	7	, †	7 .	ሻ	• ĵ»		ሻ	nes 🛧	1	7	, 13·	
Volume (vph)	11	533	132	94	524	37	168	44.	291	25	39	13
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800 •	1800	1800	1800	1800	₄ 1800 •	1800
Lane Width (ft)	10	, 12	• 14 •	10	, 14	. 14 -	10	119	12	10	12 •	12
Grade (%)		-3%	•		-2%			0%			1% 🌲	
Storage Length (ft)	100	E	210	200	2	0	140		65	100	•	0
Storage Lanes	-1	*	1.4	1*		0	62 1		1 -	1		0
Taper Length (ft)	25			25			25			25	74	
Satd. Flow (prot)	1620	*1774	1640*	1565	1864	0•	1580	• 1740	1530	1588	1639 •	0
Flt Permitted	0 444	2		0.309			0.479			0.727		
Satd. Flow (perm)	757	-1774	· 1603 ·	509	1864	0-	794	• 1740 ·	1530	1215	1639	0
Right Turn on Red			Yes*			Yes			Yes			Yes
Satd. Flow (RTOR)			141 •		7 :-				303 •		14 •	
Link Speed (mph)		35			35•			25			25	
Link Distance (ft)		1359			950			763			556	
Travel Time (s)		26.5			18.5			20.8			15.2	
Confl. Peds. (#/hr)			1	1			2					2
Confl Bikes (#/hr)			1	4 1			2					2
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	• 0.96*	0.96
Heavy Vehicles (%)	0%	3%	1%		. 3%	3%•	1%	0%		0%	3%	8%
Shared Lane Traffic (%)	0.0	, 0.0		• • • •	, ,,,	- 7.5						•
Lane Group Flow (vph)	= 11	555	• 138 •	98	• 585	0.	175	46	303	26	55	0
Turn Type	Perm		• Perm •		• NA		pm+pt		• Perm•	Perm	• NA •	
Protected Phases	1 01111	2	1 01111	1	6		3	8	1 01111	. 0	4 •	
Permitted Phases	2	, -	2	• 6			8	•	8	4		
Detector Phase	2		2 •		6 *		3	• 8	. 8		. 4.	
Switch Phase		_	92						57			
Minimum Initial (s)	10.0	, 10.0	10.0	3.0	10.0 •		3.0	* 3.0	• 30	3.0	30	
Minimum Split (s)	15.9	15.9	15.9	12.9	15.9		12.0	12.0	12.0	12.0	12.0	
Total Split (s)	57.0	• 57.0	57.0	12.0	* 69.0 °		16.0	31.0	31.0	15.0	15.0	
Total Split (%)	57.0%	57.0%	• 57.0% •	12.0%	•69.0% •		16.0%		• 31.0% •			
Yellow Time (s)	3.9	3.9		3.9	3.9		3.0	3.0		3.0	3.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	-1.0	-1.0		-1.0			-1.0	• -1.0		-1.0		
Total Lost Time (s)	4.9	4.9		4.9			4.0	4.0				
Lead/Lag	Lag	Lag					Lead	7.0	7.0	Lag		
Lead-Lag Optimize?	Lay	Lay	Lay	Leau			LÇAG			Lag	Lag	
Recall Mode	C-Max	@ May	C-Max	None	C-Max		None	None	•None	. Mono	• None	
Act Effct Green (s)	58.1	58.1	58.1	68.4	68.4		22.7	22.7	22.7	9.1	9.1	
	0.58	0.58	0.58	0.68	0.68		0.23	0.23	0 23	0.09	0.09	
Actuated g/C Ratio		0.54		0.23	0.46			0.12	0.52	0.24	0.09	
v/c Ratio	0.03						0.64					
Control Delay	19.8	30.5	11.2	6.3	7.2		43.7	29.0	7.0	46.8	39.3	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0		
Total Delay	19.8	30.5		63			43 7	29 0	7.0	46.8	39.3	
LOS	В	C	В	Α			D	C 24.2	Α	D	D	
Approach Delay Approach LOS		26.6 C			7.0 A			21.2 C			41.7 D	
Intersection Summary												

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DONE BY 373 DATE 6/8/5
CHECKED BY 58 DATE 6/8/8

Area Type:

Other

Cycle Length 100

Actuated Cycle Length: 100 ...

Offset 8 (8%), Referenced to phase 2 EBTL and 6 WBTL, Start of Green

Natural Cycle: 65

Control Type. Actuated-Coordinated

Maximum v/c Ratio: 0.64 Intersection Signal Delay 19.1

Intersection LOS B

Intersection Capacity Utilization 67.8%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 7: Cherry Dr & Governor Rd (SR 0322)

Spirits and Thases. 1. Oneity Br & Severillot No (GIV 6022)		
ø1 • 0 0 02 (R)	1 63 .	₩ ø4
	158	15.5
ø6 (R)	1 ø8•	
THE STATE OF THE PARTY OF THE P	Table Branch	

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Synchro 8 Report Page 18

CHECKED BY ESS DATE 6/18/18

	A	\rightarrow	*	1	—	4	Ť	~	1	↓	
Lane Group	EBL	EBŢ	EBR	WBL	WET	NBL	MBT	NBR	SBL	ŠBT	
Lane Group Flow (vph)	11	555	138	98	585	175	46	303	26	55	
v/c Ratio	0.03	0.54	0.14	0.23	0.46	0.64	0.12	0.52	0.24	0.34	
Control Delay	19.8	30.5	11.2	6.3	7.2	43.7	29.0	7.0	46.8	39.3	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	19.8	30.5	11.2	6.3	7.2	43.7	29.0	7.0	46.8	39.3	
Queue Length 50th (ft)	6	344	36	18	125	94	23	0	16	25	
Queue Length 95th (ft)	m13	463	m70	m26	m167	155	50	63	42	62	
Internal Link Dist (ft)		1279			870		683			476	
Turn Bay Length (ft)	100		210	200		140		65	100		
Base Capacity (vph)	440	1031	990	429	1276	276	469	634	133	192	
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	
Reduced v/c Ratio	0.03	0.54	0.14	0.23	0.46	0.63	0.10	0.48	0.20	0.29	
Intersection Summary											

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

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DONE BY 250 DATE 6/18/15

CHECKED BY 250 DATE 6/18/15

Lane Group Lane Configurations Volume (vph) Ideal Flow (vphpl) Lane Width (ft) Grade (%) Storage Length (ft) Storage Lanes Taper Length (ft) Satd. Flow (prot) Flt Permitted Satd. Flow (perm)	56 1650 11 150 1 25 1508 0.362	12 1%	156 - 156 - 1650 - 12	1650 10	451 • 1650 • 12 0%		160 1650	NB1 206 1650	NBR 124 1650	234 1650	\$BT 266 1650	
Lane Configurations Volume (vph) Ideal Flow (vphpl) Lane Width (ft) Grade (%) Storage Length (ft) Storage Lanes Taper Length (ft) Satd. Flow (prot) Flt Permitted	56 1650 11 150 1 25 1508 0.362	. 1650 · 12 1%	156 1650 12	103 1650 10	1650 12	161 1650 12	160 1650	1650	• 124 • 1650	234 1650	266	33
Volume (vph) Ideal Flow (vphpl) Lane Width (ft) Grade (%) Storage Length (ft) Storage Lanes Taper Length (ft) Satd. Flow (prot) Flt Permitted	1650 11 150 1 25 1508 0.362	. 1650 · 12 1%	1650 12	1650 10	1650 12	1650° 12	1650	1650	• 1650	1650	266	
Ideal Flow (vphpl) Lane Width (ft) Grade (%) Storage Length (ft) Storage Lanes Taper Length (ft) Satd. Flow (prot) Flt Permitted	150 1 25 1508 0.362	. 1650 · 12 1%	12	1650 10	1650 12	1650° 12	1650	1650	• 1650	1650		
Lane Width (ft) Grade (%) Storage Length (ft) Storage Lanes Taper Length (ft) Satd. Flow (prot) Flt Permitted	150 1 25 1508 0.362	1%	0	• 0					44			1650
Grade (%) Storage Length (ft) Storage Lanes Taper Length (ft) Satd. Flow (prot) Flt Permitted	1 25 1508 0.362		0					- 11	. 11	. 10	12	. 12
Storage Length (ft) Storage Lanes Taper Length (ft) Satd. Flow (prot) Flt Permitted	1 25 1508 0.362							-1%	ě.		2%	_
Storage Lanes Taper Length (ft) Satd. Flow (prot) Flt Permitted	25 1508 0.362	1625	1			0	135		90	125		0
Taper Length (ft) Satd. Flow (prot) Flt Permitted	1508 0.362	1625		* 1	•	1	• 1	•	1	. 1	62	0
Satd. Flow (prot) Flt Permitted	0.362	1625		25			25	•		25		
Flt Permitted		* IVZV	• 1382 •	1463	1587	1389	1508	1587	1363	1448	1578	0
Satd Flow (perm)				0.086			0.308	2		0.307		
Cuta. I IOW IDGITII/	575	1625	1382	132	• 1587	1389		1587	1363		1578	. 0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			153			164			152		6	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		950	2		214			348			1493	
Travel Time (s)		18 5			4.2			6.8			29.1	
Peak Hour Factor	0.98	0.98	0.98	0.98		• 0.98	0.98	0.98	0.98	0.98	0.98	
Heavy Vehicles (%)	0%	4 1%	1%	0%	• 4%			1%	0%	0%	• 2%	0%
Shared Lane Traffic (%)	070	- 170	1 70	070	7 70	1 70	1 70	1 70	070	070	270	0 70
Lane Group Flow (vph)	57	1 787	159	105	460	164	163	210	127	239	305	0
	pm+pt		• Perm		NA		pm+pt			pm+pt		
Protected Phases	5	• 2	FOIIII	1	6	FCIIII	3	NA 8			4	
Permitted Phases	2		2	• 6	. 0	6	. 8		8		# ·	
Detector Phase	5	2		1	6	6	3					
Switch Phase	J		2		• 0	- 0	. 3	. 0	0	- '	• •	
	3.0	10.0	10.0	3.0	10.0	10.0	3.0	• 3.0	* 3.0	3.0	· 3.0°	
Minimum Initial (s)	12.6	15.6	15.6		15.6	15.6		15.7	15.7			
Minimum Split (s)	12.0	50.0	50.0	12.0	• 50.0	50.0	13.0	21.0	21.0	17.0		
Total Split (s)	12.0%	50.0%	50.0%	12.0%	•50.0%		13.0%	21.0%			25.0%	
	3.6		3.6	3.6	3.6					• 37		
Yellow Time (s)		3.6						3.7				
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0			2.0	2.0			
Lost Time Adjust (s)	-10	4-1.0	0.0	-1.0	-10	• 0.0		• -10	-1.0	-10		
Total Lost Time (s)	4.6	4.6	5.6	4.6	4.6	5.6		4.7	4.7			
Lead/Lag	Lead	_ Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Manage	O M	10 May 1	(O 14	0.14	Mana	Mana	Al-	Mana	Mana	
Recall Mode	None		C-Max	None		-C-Max		None	None	None		
Act Effct Green (s)	52.6	45.4	44.4	53.7	47.8	46.8	24.6	16.3	16.3	32.6	20.3	
Actuated g/C Ratio	0.53	0.45	0.44	0.54	0.48	0.47	0.25	0.16	0.16	0.33	0.20	
v/c Ratio	0.15	1.07	0.23	0.62	0.61	0.22	0.80	0.81	0.36	0.88	0.94	
Control Delay	13.1	78.2	6.8	32.6	24.4	3.5	56.3	65.5	7.1	60.2	76.5	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	13.1	78.2	6.8	32.6	24.4	3.5	56.3	65.5	7.1	60.2		
LOS	В	Е	Α	С	С	Α	Е	Е	Α	Е	Е	
Approach Delay		63.2			20.9			47.7			69.3	
Approach LOS		E			С			D			Е	
Intersection Summary Area Type: Ott	her	6				2					N B	

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DONE BY SP DATE 6/18/15

Actuated Cycle Length: 100 N

Offset 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green, Master Intersection

Natural Cycle: 110

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.07

Intersection Signal Delay 50.5 Intersection Capacity Utilization 97.4% Intersection LOS D
ICU Level of Service F

Analysis Period (min) 15

Splits and Phases: 8: Fishburn Rd (SR 2011)/Hockersville Rd (SR 2011) & Governor Rd (SR 0322)

₹ø1 °	₩ 82 (R)	★ ø3	ø4*
- K#		38	F Control
♪ ø5 、	₩ ø6 (R)	ø7 ·	1 p8
No.		Tour State of the	2/71 - 5/200

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DONE BY 88 DATE 6/18/15

	*	-	*	1	←	1	1	†	7	-	1
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	57	787	159	105	460	164	163	210	127	239	305
v/c Ratio	0.15	1.07	0.23	0.62	0.61	0.22	0.80	0.81	0.36	0.88	0.94
Control Delay	13.1	78.2	6.8	32.6	24.4	3.5	56.3	65.5	7.1	60.2	76.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	13.1	78.2	6.8	32.6	24.4	3.5	56.3	65.5	7.1	60.2	76.5
Queue Length 50th (ft)	15	~535	8	29	219	0	77	131	0	121	190
Queue Length 95th (ft)	m35	#776	38	#93	330	36	#155	#252	35	#223	#355
Internal Link Dist (ft)		870			134			268			1413
Turn Bay Length (ft)	150						135		90	125	
Base Capacity (vph)	372	737	698	169	758	736	204	258	349	273	325
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.15	1.07	0.23	0.62	0.61	0.22	0.80	0.81	0.36	0.88	0.94

mensection Summary

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CHECKED BY SAD DATE G/18/15

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

^{# 95}th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.

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

	1	-	•	—	4	-		4	
Lane Group	EBL	EBŢ	1	NBT	WBR	SBL		SBR	
Lane Configurations		र्स		10 .		14			
Volume (vph)	108	₹ 913	- 0	617 •	1	, 0		99 📭	
Ideal Flow (vphpl)	1900	1900	. 1	900 •	1900	1900	*	1900 *	
Lane Width (ft)	14	14	•	15 *	15	16		16	
Grade (%)		0%		-1% +		1%	*		
Satd Flow (prot)	0	1999	. 2	2039	0	· 1853	*	0	
Flt Permitted		0.995	4						
Satd. Flow (perm)	0	1999	. 2	2039 •	0	€ 1853	9	0 *	
Link Speed (mph)		35		35 -		35			
Link Distance (ft)		214	, '	855.		620	1		
Travel Time (s)		4.2		36.1		12.1			
Confl. Peds. (#/hr)	2				2				
Peak Hour Factor	0.95	0.95	•	0.95	0.95	0.95		0.95 💌	
Heavy Vehicles (%)	0%	· 1%		3%	0%	* 0%		0% "	
Shared Lane Traffic (%)									
Lane Group Flow (vph)	0	₇ 1075		650 '	0	104		0 •	
Sign Control		Free		Free •		Stop)		
Intersection Summary									
Area Type:	Other								
Control Type: Unsignalize									
Intersection Capacity Utiliz	zation 102.7	%				ICU Leve	el of	f Service G	
Analysis Period (min) 15									

Intersection			II. LAI						
ntersection Delay, s/veh	1.4								
Movement	EBL	Eef			WET	WBR	SBL	SER	
Vol, veh/h	108	913			617	1	0	99	
Conflicting Peds, #/hr	2	0			0	2	0	0	
Sign Control	Free	Free			Free	Free	Stop	Stop	
RT Channelized	45	None			- 54	None	*	None	
Storage Length	1	-			-		0	747	
Veh in Median Storage, #	20	0			0	_	0	(#)	
Grade, %	- 33	0			-1		1	82	
Peak Hour Factor	95	95			95	95	95	95	
Heavy Vehicles, %	0	1			3	0	0	0	
Mymt Flow	114	961			649	1	0	104	
Major/Minor	Major				Major2		Minor2		
Conflicting Flow All	651	0			19	0	1838	652	
Stage 1	-	-			-	-	650	16	
Stage 2	11.00	2					1188		
Follow-up Headway	2.2	14			14		3.5	3.3	
Pot Capacity-1 Maneuver	945	-					76	463	
Stage 1	-	-			-	-	505	18	
Stage 2					-		273	- 2	
Time blocked-Platoon, %		*0			-				
Mov Capacity-1 Maneuver	943	*:			-	-	56	462	
Mov Capacity-2 Maneuver	-	*				*	56	5.	
Stage 1	-	**					505		
Stage 2	*	+4			-	_	202	*2	
Appleach	11 to 12 to				WB		\$3		100
HCM Control Delay, s	1				0		15		
HCM LOS	'				J		C		
		EBL	142)	Mat	Web	SELEC			
Minor Lane / Major Mymt				1,000	10421	462			
Capacity (veh/h)		943				0.226			
HCM Cantral Dalay (a)		0.121	_		2,900				
HCM Control Delay (s)		9.34	0	-		15 C			
HCM Lane LOS		0.41	Α	194		0.857			
HCM 95th %tile Q(veh)		0.41				0.007			
Notes									

[~] Volume Exceeds Capacity; \$ 1Delay Exceeds 300 Seconds; Error Computation Not Defined

DONE BY MS DATE G/18/15

10: Cherry Dr & Hope Dr/Kindercare Dwy

	*	-	*	1	-	•	4	†	1	1	Ţ	4
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		ન	, 7to		4		7	1 1	9	ኻ	1 7	
Volume (vph)	410	6	351	0	0.	1.	20	110	2 •	10	143	32 -
Ideal Flow (vphpl)	1900	· 1900	1900~	1900	1900	1900 。	1900	1900	1900	1900	"1900	1900 -
Grade (%)		-3%			4% .			-2%			0% /	
Storage Length (ft)	0		150 🕟	0		0 /	125*		0	125		0 •
Storage Lanes	0	4	1 %	0		0	1		0	1	4	0 "
Taper Length (ft)	25			251			25			25		
Satd Flow (prot)	0	, 1838	1639▶	0	# 1611 ·	0 •	1823	4 1878 °	0 *	1805	1847	0
Flt Permitted		0.953					0.950			0.950	4	
Satd Flow (perm)	0	4838	1639	0	≠ 1611 °	0	1823	# 1878°	0	1805	1847	0 *
Link Speed (mph)		25	,		15 🎤			25 /			25 •	
Link Distance (ft)		1016			81 .			540 ₫			763	
Travel Time (s)		27.7	1		3.7			14.7			20.8	
Confl. Peds (#/hr)							4	-				4,
Peak Hour Factor	0.85	0.85	• 0.85 •	0.85	● 0.85 *	0.85 %	0.85	0.85	0.00	0.85		0.85
Heavy Vehicles (%)	0%	• 0%	0% 6	0%	● 0%	0% •	0%	<i>2</i> %	0% *	0%	0%	0%*
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	489	413	0	1 *	0 -	24	131 °	0*	12		0 -
Sign Control		Stop			Stop			Stop #			Stop	ř.
Intersection Summary							<u> </u>		_=Z_A		Z DLZ	
Area Type:	Other											

Control Type: Unsignalized

Intersection Capacity Utilization 53.0%

Analysis Period (min) 15

ICU Level of Service A

ntersection Delay, s/veh	21.8											
ntersection LOS	C											
vlovement	EBIL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	MAR	SBL	SBT	SBF
/ol, veh/h	410	6	351	0	0	1	20	110	2	10	143	3:
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.8
Heavy Vehicles, %	0	0	0	0	0	0	0	2	0	0	0	
Vivmt Flow	482	7	413	0	0	1	24	129	2	12	168	38
Number of Lanes	0	1	1	0	1	0	1	1	0	1	1	(
Approach	EB				WB		NB			SB		
Opposing Approach	WB				EB		SB			NB		
Opposing Lanes	1				2		2			2		
Conflicting Approach Left	SB				NB		EB			WB		
Conflicting Lanes Left	2				2		2			- 1		
Conflicting Approach Right	NB				SB		WB			EB		
Conflicting Lanes Right	2				2		1			2		
HCM Control Delay	25.5				9.4		12.1			13.7		
HCM LOS	D				Α		В			В		
Lane	-	NBLn1	NBL112		EBLn2	WEIN	SBLIN	SBLn2				
Lake				١ إلىاليان	عاراتاتاتا	A MAN CANA	ORDER 1					
Val.1 aft 0/		1000/	00/	009/	00/.	00%	100%	00%				
Vol Left, %		100%	0%	99%	0%	0% 0%	100%	0% 82%				
Vol Thru, %		0%	98%	1%	0%	0%	0%	82%				
Vol Thru, % Vol Right, %		0% 0%	98% 2%	1% 0%	0% 100%	0% 100%	0% 0%	82% 18%				
Vol Thru, % Vol Right, % Sign Control		0% 0% Stop	98% 2% Stop	1% 0% Stop	0% 100% Stop	0%	0% 0% Stop	82% 18% Stop				
Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane		0% 0% Stop 20	98% 2% Stop 112	1% 0% Stop 416	0% 100% Stop 351	0% 100% Stop	0% 0% Stop 10	82% 18% Stop 175				
Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol		0% 0% Stop 20 0	98% 2% Stop 112 110	1% 0% Stop 416 6	0% 100% Stop 351 0	0% 100% Stop 1	0% 0% Stop 10	82% 18% Stop 175 143				
Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol		0% 0% Stop 20 0	98% 2% Stop 112 110	1% 0% Stop 416 6	0% 100% Stop 351 0 351	0% 100% Stop 1 0	0% 0% Stop 10 0	82% 18% Stop 175 143 32				
Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol		0% 0% Stop 20 0 0	98% 2% Stop 112 110 2	1% 0% Stop 416 6 0 410	0% 100% Stop 351 0 351 0	0% 100% Stop 1 0 1	0% 0% Stop 10 0 0	82% 18% Stop 175 143 32 0				
Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate		0% 0% Stop 20 0 0 20 20	98% 2% Stop 112 110 2 0 132	1% 0% Stop 416 6 0 410 489	0% 100% Stop 351 0 351 0 413	0% 100% Stop 1 0 1 0	0% 0% Stop 10 0 0 10	82% 18% Stop 175 143 32				
Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate Geometry Grp		0% 0% Stop 20 0 0 20 24 7	98% 2% Stop 112 110 2 0 132 7	1% 0% Stop 416 6 0 410 489 7	0% 100% Stop 351 0 351 0 413	0% 100% Stop 1 0 1 0 1 6	0% 0% Stop 10 0 10 12 7	82% 18% Stop 175 143 32 0 206				
Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate Geometry Grp Degree of Util (X)		0% 0% Stop 20 0 0 20 24 7 0.05	98% 2% Stop 112 110 2 0 132 7 0.26	1% 0% Stop 416 6 0 410 489 7 0.85	0% 100% Stop 351 0 351 0 413 7 0.579	0% 100% Stop 1 0 1 0 1 6 0.002	0% 0% Stop 10 0 0 10 12 7 0.024	82% 18% Stop 175 143 32 0 206 7				
Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate Geometry Grp Degree of Util (X) Departure Headway (Hd)		0% 0% Stop 20 0 20 24 7 0.05 7.587	98% 2% Stop 112 110 2 0 132 7 0.26 7.098	1% 0% Stop 416 6 0 410 489 7 0.85 6.252	0% 100% Stop 351 0 351 0 413	0% 100% Stop 1 0 1 0 1 6	0% 0% Stop 10 0 10 12 7	82% 18% Stop 175 143 32 0 206 7 0.391				
Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate Geometry Grp Degree of Util (X) Departure Headway (Hd) Convergence, Y/N		0% 0% Stop 20 0 20 24 7 0.05 7 587 Yes	98% 2% Stop 112 110 2 0 132 7 0.26 7.098 Yes	1% 0% Stop 416 6 0 410 489 7 0.85 6.252 Yes	0% 100% Stop 351 0 351 0 413 7 0.579 5 051 Yes	0% 100% Stop 1 0 1 0 1 6 0.002 6.297 Yes	0% 0% Stop 10 0 10 12 7 0.024 7 486 Yes	82% 18% Stop 175 143 32 0 206 7 0.391 6.845				
Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate Geometry Grp Degree of Util (X) Departure Headway (Hd) Convergence, Y/N Cap		0% 0% Stop 20 0 20 24 7 0.05 7 587 Yes 472	98% 2% Stop 112 110 2 0 132 7 0.26 7.098 Yes 506	1% 0% Stop 416 6 0 410 489 7 0.85 6.252 Yes 582	0% 100% Stop 351 0 351 0 413 7 0.579 5 051 Yes 714	0% 100% Stop 1 0 1 0 1 6 0.002 6 297	0% 0% Stop 10 0 0 10 12 7 0.024 7 486	82% 18% Stop 175 143 32 0 206 7 0.391 6.845 Yes				
Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate Geometry Grp Degree of Util (X) Departure Headway (Hd) Cap Service Time		0% 0% Stop 20 0 20 24 7 0.05 7.587 Yes 472 5.334	98% 2% Stop 112 110 2 0 132 7 0.26 7.098 Yes 506 4.845	1% 0% Stop 416 6 0 410 489 7 0.85 6.252 Yes 582 3.984	0% 100% Stop 351 0 351 0 413 7 0.579 5 051 Yes 714 2.782	0% 100% Stop 1 0 1 0 1 6 0.002 6 297 Yes 567	0% 0% Stop 10 0 10 12 7 0.024 7 486 Yes 478	82% 18% Stop 175 143 32 0 206 7 0.391 6.845 Yes 525				
Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate Geometry Grp Degree of Util (X) Departure Headway (Hd) Convergence, Y/N Cap Service Time HCM Lane V/C Ratio		0% 0% Stop 20 0 20 24 7 0.05 7 587 Yes 472 5.334 0.051	98% 2% Stop 112 110 2 0 132 7 0.26 7.098 Yes 506	1% 0% Stop 416 6 0 410 489 7 0.85 6.252 Yes 582 3.984 0.84	0% 100% Stop 351 0 351 0 413 7 0.579 5 051 Yes 714	0% 100% Stop 1 0 1 0 1 6 0.002 6 297 Yes 567 4.354	0% 0% Stop 10 0 10 12 7 0.024 7 486 Yes 478 5.232	82% 18% Stop 175 143 32 0 206 7 0.391 6.845 Yes 525 4.591				
Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate Geometry Grp Degree of Util (X) Departure Headway (Hd) Cap Service Time		0% 0% Stop 20 0 20 24 7 0.05 7.587 Yes 472 5.334	98% 2% Stop 112 110 2 0 132 7 0.26 7.098 Yes 506 4.845 0.261	1% 0% Stop 416 6 0 410 489 7 0.85 6.252 Yes 582 3.984	0% 100% Stop 351 0 351 7 0.579 5 051 Yes 714 2.782 0.578	0% 100% Stop 0 1 0 1 6 0.002 6 297 Yes 567 4.354 0.002	0% 0% Stop 10 0 10 12 7 0.024 7 486 Yes 478 5.232 0 025	82% 18% Stop 175 143 32 0 206 7 0.391 6.845 Yes 525 4.591 0.392				

^{~:} Volume Exceeds Capacity; \$: Delay Exceeds 300 Seconds; Error: Computation Not Defined

DONE BY SA DATE 6/18/15

	<i>*</i>	-	7	1	4		A.	4	†	1	-	↓	4
Lane Group	EBL	EBT	EBR	WBL	WBT		WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4				44			4	
Volume (vph)	297	6	• 174 •	0	1 1	0	2 -	84	104*	0	4	146	40"
Ideal Flow (vphpl)	1900	# 1900 f	• 1900°	1900	» 1900		1900 *	1900	"1900	1900 .	1900	<i>•</i> 1900 •	1900 •
Lane Width (ft)	13	* 13	* 13*	15	# 15		15 *	10	<i>▶</i> 10 °	10 -	10	* 10 *	10 *
Grade (%)		3%	•		-2%				-3% *			0% 🎤	
Satd. Flow (prot)	0	1784	. 0	0	#1921		0 ::	0	· 1735 •	0	0	• 1720°	0
FIt Permitted		0.970							0.978 🎍			0.999	
Satd. Flow (perm)	0	1784	• 0	. 0	1921		0.	0	# 1735 ·	0-	0	, 1720 ·	0
Link Speed (mph)		25	6)		25	16			35 ₡			30 "	
Link Distance (ft)		540			357				1410 •			1171	
Travel Time (s)		14.7			9.7	,			27.5 •			26.6	
Confl Peds (#/hr)			4	. 4				1	1			. (1:1
Peak Hour Factor	0.94	, 0.94	0.94	0.94	≠ 0.94		0.94 *	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	0%	0%	0%	0%		0% "	2%	1%	0%-	0%	. 0%-	0%
Shared Lane Traffic (%)													
Lane Group Flow (vph)	0	, 507	0	- 0	4 3		0 *	0	200 .	0	0	202 *	0
Sign Control		Stop	,		Stop				Stop .			Stop #	
Intersection Summary													
Area Type:	Other												
Control Type: Unsignalize	d												
Intersection Capacity Utili: Analysis Period (min) 15		6			ICU Leve	l of	Service	С					

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CHECKED BY SAD DATE 6/8/5

Intersection												
Intersection Delay, s/veh	14.9											
Intersection LOS	В											
Movement	EBL	EBT	EBR	WBL	WBI	WBR	NBL	NBT	MBR	SBL	SBT	SBR
Vol, veh/h	297	6	174	0	1	2	84	104	0	4	146	40
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles, %	0	0	0	0	0	0	2	1	0	0	0	0
Mymt Flow	316	6	185	0	1	2	89	111	0	4	155	43
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1_	0
Approach	EB				WB		NB			SB		
Opposing Approach	WB				EB		SB			NB		
Opposing Lanes	1				1		1			- 1		
Conflicting Approach Left	SB				NB		EB			WB		
Conflicting Lanes Left	1				1		1			1		
Conflicting Approach Right	NB				SB		WB			EB		
Conflicting Lanes Right	1				1		1			.1		
HCM Control Delay	18				8.5		11.4			10.9		
HCM LOS	С				Α		В			В		
			THE STATE OF THE S	Tables Table								
Lane		MBLM	EBLn1	25.7 10.115	SBLn1							
Vol Left, %		45%	62%	0%	2%							
Vol Thru, %		55%	1%	33%	77%							
Vol Right, %		0%	36%	67%	21%							
Sign Control		Stop	Stop	Stop	Stop							
Traffic Vol by Lane		188	477	3	190							
LT Vol		104	6	1	146							
Through Vol		0	174	2	40							
RT Vol		84	297	0	4							
Lane Flow Rate		200	507	3	202							
Geometry Grp		1	1	1	1							
Degree of Util (X)		0.317	0.683	0.005	0.307							
Departure Headway (Hd)		5 712	4.966	5.435	5.474							
Convergence, Y/N		Yes	Yes	Yes	Yes							
		632	731	659	659							
Cap												
Cap Service Time		3.72	2.966	3.467	3.482							
Cap Service Time HCM Lane V/C Ratio		3.72 0.316	0.694	0.005	0.307							
Cap Service Time HCM Lane V/C Ratio HCM Control Delay		3.72 0.316 11.4	0.694 18	0.005 8.5	0.307 10.9							
Cap Service Time HCM Lane V/C Ratio		3.72 0.316	0.694	0.005	0.307							

⁻ Volume Exceeds Capacity; \$: Delay Exceeds 300 Seconds; Error : Computation Not Defined

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Notes

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DONE BY OVY DATE GIBIS

CHECKED BY S DATE GIBIS

Intersection Capacity Utilization 86 0%

Analysis Period (min) 15

12. FISHBUITI NO (S	K ZUII	1/ 9	X Oc	יו וג	u i iiii i	\u					 	3, , 3, ===
	۶		•		1	†		Į.	4			
Lane Group	EBL		EBR		NBL	NBT		SBJ	SBR			
Lane Configurations	W	4				र्भ	•	1				
Volume (vph)	100		297	•	88	382	71	387	112*			
deal Flow (vphpl)	1900	•	1900	•	1900°	1900		1900 •	1900			
Lane Width (ft)	9		9	•	10 •	10	14	14 •	14			
Grade (%)	0%	•				1%		-4%-				
Satd. Flow (prot)	1511		0		0 *	1734	Ť,	1975 •	0 🛎			
Fit Permitted	0.988					0.991	•					
Satd Flow (perm)	1511	- 14	0		0 •	1734	-	1975	0 •			
Link Speed (mph)	35					35		35 -				
Link Distance (ft)	1171	4				1607		348				
Travel Time (s)	22.8					31.3		6.8				
Peak Hour Factor	0.99		0.99	R	0.99	0.99		0.99	0.99			
Heavy Vehicles (%)	2%		0%		0%	1%	- 4	2% •	0%*			
Shared Lane Traffic (%)												
Lane Group Flow (vph)	401		0	٠	0 *	475	4	504 •	0•			
Sign Control	Stop	•				Free	•	Free				
mersection Summary						.eti					De N	
Area Type:	Other											
Control Type: Unsignalized												

ICU Level of Service E

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CHECKED BY SP DATE 6/18/15

12: Fishburn Rd (SR 2011) & Sand Hill Rd

Intersection Delay, s/veh 16.5 16.5 16.5 16.5 16.5	
Vol. veh/h	
Vol. veh/h 100 297 88 382 387 112 Conflicting Peds, #hr 0 - - - - - None - None - None - None -	
Conflicting Peds, #/hr 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	2
Stop Stop Stop Free)
None	
Storage Length	
Veh in Median Storage, # 0 - - 0 - - 0 - - 1 - - - 0 - - 1 - - - - 1 - - - 0 - - 1 - <td></td>	
Grade, % 0 - 1 -4	
Peak Hour Factor 99 99 99 99 99 99 99 99 99 99 99 Heavy Vehicles, % 2 0 0 0 1 2 0 0 0 1 2 0 0 0 1 1 2 0 0 0 0	
Heavy Vehicles, % 2 0 0 1 2 0)
Major/Minor Minor2 Major	
Conflicting Flow All 1011 447 504 0 - 0 Stage 1 447	
Conflicting Flow All 1011 447 504 0 - 0 Stage 1 447	
Stage 1)
Stage 2 564 - - - - - - -	
Follow-up Headway 3.518 3.3 2.2	
Pot Capacity-1 Maneuver 265 616 1071	
Stage 1	
Stage 2 569 - -	3
Time blocked-Platoon, % Mov Capacity-1 Maneuver 237 616 1071	
Mov Capacity-1 Maneuver 237 616 1071 - <td< td=""><td></td></td<>	
Mov Capacity-2 Maneuver 237	
Stage 1 644 Stage 2 509	
Stage 2 509	
HCM Control Delay, s 55	
HCM Control Delay, s 55 1.6 0 HCM LOS F Minor Lana / Major Myrmi NBL MBT LBith: SBT SBR Capacity (veh/h) 1071 - 439 HCM Lane V/C Ratio 0.083 - 0.913 HCM Control Delay (s) 8.665 0 55 HCM Lane LOS A A F	
HCM LOS F Migor Lana / Major Myrot NBL MBT LBLn1 SBT SBR Capacity (veh/h) 1071 - 439 HCM Lane V/C Ratio 0.083 - 0.913 HCM Control Delay (s) 8.665 0 55 HCM Lane LOS A A F	
Minor Caps / Major Myor	
Capacity (veh/h) 1071 - 439 - - HCM Lane V/C Ratio 0.083 - 0.913 - - HCM Control Delay (s) 8.665 0 55 - - HCM Lane LOS A A F	
Capacity (veh/h) 1071 - 439 - - HCM Lane V/C Ratio 0.083 - 0.913 - - HCM Control Delay (s) 8.665 0 55 - - HCM Lane LOS A A F	
HCM Lane V/C Ratio 0.083 - 0.913 - - HCM Control Delay (s) 8.665 0 55 - - HCM Lane LOS A A F	
HCM Control Delay (s) 8.665 0 55 - A A F	
HCM Lane LOS A A F	
Notes	

^{~ .} Volume Exceeds Capacity, \$ Delay Exceeds 300 Seconds, Error Computation Not Defined

SOME DV

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	<i>></i>	\rightarrow	*	1	4-	•	1	Ť		1	-	↓		4
Lane Group	EBL	EBT	EBR	WBL	WBT	WER	NBI	NBT		NBR	SBL	SBT		SBR
Lane Configurations		4	,		^	, 7	. 1	i î			7	1		
Volume (vph)	116	64	0 *	0	224	108	• 87	7 40	•	13	32	. 0	•	180
Ideal Flow (vphpl)	1800	1800	• 1800 •	1800	1800	1800	1800	1800	•	1800 •	1800	1800		1800
Lane Width (ft)	12	• 12	12 *	13	13	• 13	12			12	12	12	*	12
Grade (%)		1%			-6%			-2%				1%		
Storage Length (ft)	0		0	. 0	•	(• () *		0	315			0
Storage Lanes	0		0	. 0	•	1				0	1	•		0
Taper Length (ft)	25	N 10		25			2	5*			25			
Satd. Flow (prot)	0	1685	• 0 •	0	1842	1628	166	1 1548	} ,	0*	1652	1492		0
FIt Permitted		0.518					0.434	4			0.716			
Satd. Flow (perm)	0	901		0	1842	* 1592	759	1548	*	0	1245	1492	•	0
Right Turn on Red			Yes			Yes				Yes •				Yes
Satd. Flow (RTOR)						129		15	5			729		
Link Speed (mph)		25			25			25	_			25		
Link Distance (ft)		505			274			408				1602		
Travel Time (s)			•		7.5			11.1				43.7		
Confl. Bikes (#/hr)	2		3.	3			•		Ť					
Peak Hour Factor	0.84	0.84		0.84				4 0.84		0.84	0.84	0.84		0.84
Heavy Vehicles (%)	3%	3%		0%	4%						3%			2%
Shared Lane Traffic (%)	070	070	0 70	0,0	. 170					.070				
Lane Group Flow (vph)	0	214	• 0 •	0	• 267	• 129	10	4 63	١.	0 +	38	214		0
Turn Type	Perm	NA NA		Ŭ		• Perm					Perm			
Protected Phases	I GIIII	4			8		i Giii	2			1 01111	6		
Permitted Phases	4				- 0		4	2 🧸			6		•	
Detector Phase	4	4			8						6	- 6		
	4				, , , , , , , , , , , , , , , , , , ,	•	,	2 . 2			U	, ,		
Switch Phase	3.0	3.0			3.0	4 3.0	3.0	0 • 3.0	١.		3.0	• 3.0	•	
Minimum Initial (s)	12.7	12.7			12.7						16.0			
Minimum Split (s)		36.0			36.0	36.0					35.7			
Total Split (s)	36.0					33.79						• 33.5%		
Total Split (%)	33.7%	33.7%			33.7%				_		3.0			
Yellow Time (s)	3.3	3.3			3.3	0.1						27		
All-Red Time (s)	2.7	2.7			27				-		2.7			
Lost Time Adjust (s)		-1.0			-1.0						-1.0	-1.0		
Total Lost Time (s)		50	•		5.0	• 5.0) 4 .	7 • 47			4.7	4.7	100	
Lead/Lag														
Lead-Lag Optimize?					Management	Man	Nien	. Now			Mana	None		
Recall Mode	None	None	•		None	None								
Act Effct Green (s)		27.9			27.9	27.					16.9	16.9		
Actuated g/C Ratio		0.31			0.31	0.3					0.19			
v/c Ratio		0.77			0.47	0.2					0.16			
Control Delay		49.2			29.1	5.					32.3			
Queue Delay		0.0			0.0	0.0					0.0			
Total Delay		49.2			29.1	5.					32.3			
LOS		D			С		4	E (С			
Approach Delay		49.2			21.5			49.9				5.4		
Approach LOS		D			C			- [)			Α	1	
Intersection Summary								-			-			

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Synchro 8 Report

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Lane Group	ø9	<u> </u>	
Lane Configurations			
Volume (vph)			
deal Flow (vphpl)			
Lane Width (ft)			
Grade (%)			
Storage Length (ft)			
Storage Lanes			
Taper Length (ft)			
Satd. Flow (prot)			
Flt Permitted			
Satd. Flow (perm)			
Right Turn on Red			
Satd. Flow (RTOR)			
Link Speed (mph)			
Link Distance (ft)			
Travel Time (s)			
Confl. Bikes (#/hr)			
Peak Hour Factor			
Heavy Vehicles (%)			
Shared Lane Traffic (%)			
Lane Group Flow (vph)			
Turn Type			
Protected Phases	9 •		
Permitted Phases	·		
Detector Phase			
Switch Phase			
Minimum Initial (s)	33.0		
Minimum Split (s)	35.0		
Total Split (s)	35.0		
Total Split (%)	33%		
Yellow Time (s)	2.0		
All-Red Time (s)	0.0		
Lost Time Adjust (s)	0.0		
Total Lost Time (s)			
Lead/Lag			
Lead-Lag Optimize?			
Recall Mode	Min •		
Act Effct Green (s)	MILL		
Actuated g/C Ratio			
v/c Ratio			
Control Delay			
Queue Delay			
Total Delay			
LOS Approach Dalou			
Approach Delay			
Approach LOS			
ntersection Summary			

Synchro 8 Report Page 36

CHECKED BY SATE SATE

Cycle Length: 106.7 Actuated Cycle Length: 90.1

Natural Cycle: 80

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.77
Intersection Signal Delay 27 9
Intersection Capacity Utilization 55.8%

Intersection LOS C ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 13: Centerview Dr & Campus Dr

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Synchro 8 Report Page 37

DONE BY 0000 DATE 6/18/15
CHECKED BY 845 DATE 6/18/15

	→	-	4	1	1	-	1
Lane Group	EBT	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	214	267	129	104	63	38	214
v/c Ratio	0 77	0.47	0.22	0.73	0.21	0.16	0.25
Control Delay	49.2	29.1	5.8	64.1	26.4	32.3	0.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	49.2	29.1	5.8	64.1	26.4	32.3	0.7
Queue Length 50th (ft)	109	121	0	58	24	19	0
Queue Length 95th (ft)	#223	202	35	107	53	43	0
Internal Link Dist (ft)	425	194			328		1522
Turn Bay Length (ft)						315	
Base Capacity (vph)	314	641	638	264	549	433	995
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0 68	0.42	0.20	0.39	0.11	0.09	0 22
Mersection Summary			-				

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

Queue shown is maximum after two cycles.

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Synchro 8 Report Page 38

DONE BY 307 DATE 6/8/15
CHECKED BY 8/3 DATE 6/18/17

1: University Dr & Governor Rd (SR 0322)

	▶	\rightarrow	*	1	4		4	1		†	-	1		ļ	1
Lane Group	EBL	EBT	EBR	WBL	WBT		WBR	NBL:	N	BŢ	NBR	SBL	H	SBT	SBR
Lane Configurations	7	• 44	. 7.	ሻ	· 44		# .	7	1/4	4 .	1	79		1	
Volume (vph)	28	1042	• 421	274	491		101	95	11 1	09	106	90		209	19
Ideal Flow (vphpl)	1800	, 1800	· 1800•	1800	1800		1800 •	1800		300	1800	1800		1800	1800
Lane Width (ft)	12	, 12	12 •	12	• 13		12*	14	4	12 *	14	12		12	12
Grade (%)		1%			-1%				-	1%				-3%	
Storage Length (ft)	180		250	220	14		220	. 0			165	. 0			0
Storage Lanes	1	•		1	*		1 '	1	*		1	1			0
Taper Length (ft)	25			25				25				25			
Satd. Flow (prot)	1701	3336	• 1522 •	1719	4 3448		1479	1833	, 17	791	1624	1702		1769	0
Flt Permitted	0.453	79		0.087	*			0.259	,			0.681	4		
Satd. Flow (perm)	811	3336	• 1501		3448		1459	499	* 17	91	1589	1210		1769 •	0
Right Turn on Red			Yes				Yes		- 1		Yes				Yes
Satd. Flow (RTOR)			241				134				140			4 🔹	100
Link Speed (mph)		35			35	,	101			25 •	1-10			25•	
Link Distance (ft)		1985			974				۶	81				833	
Travel Time (s)		38.7			19.0					40				22.7	
Confl. Peds. (#/hr)	*	1	2	2			1	2		T 0 (8	8		22 1	2
Peak Hour Factor	0.92	0.92	• 0.92	0.92	• 0.92		0 92	0.92	. 0	92 •	0.92	0.92		0.92	0.92
Heavy Vehicles (%)	0%	2%	0%		3%		4%	0%		1%	1%	2%		2%	0%
Shared Lane Traffic (%)	070	, 270	070	070	570		7 /0	070	<u> </u>	1 /0 -	1 70-	270	,	270	0 70
Lane Group Flow (vph)	30	1133	458	298	• 534		110•	103	, 1	18 •	115	98		248	0
Turn Type	pm+pt		pm+ov	pm+pt			Perm	pm+pt		NA .		Perm	_	NA ·	U
Protected Phases	5 pini-pt	2	* 3	рштрі 1	• 6		reilli	упатра		8	Felili	FEIIII	-	4 *	
Permitted Phases	2	. 2	2	6	. 0		6 •	8		0 0	0			4 %	
Detector Phase	5	. 2	. 3.	1	6		6•	3		8	8	4		4 *	
Switch Phase	3		3			Ť	0,	J	1100	0	0	4	•	4	
Minimum Initial (s)	3.0	10.0	• 3.0 •	3.0	10.0		10.0	3.0		3.0	3.0	3.0		3.0	
Minimum Split (s)	12.0	42.7	12.4	12.7	42.7				3			15.0		15.0	
Total Split (s)	12.0	49.0	13.0	19.0	56.0		56.0	13.0	4		42.0	29.0		29.0	
Total Split (%)	10.9%	44.5%	11.8%	17.3%	50.9%		50.9%			2.0 2% •	38 2%				
	3.7	3.7						11.8%				26.4%			
Yellow Time (s) All-Red Time (s)	2.0	2.0		3.7	3.7		3.7 • 2.0 •	3.0		3.0 • 2.4	3.0	3.0		3.0	
								2.4			2.4	24		2.4	
Lost Time Adjust (s)	-1.0	-1.0 • 4.7	-1.0	-1.0	• -1.0 • 4.7	•	-1.0	-1.0		1.0		-1.0		-1.0	
Total Lost Time (s) Lead/Lag	4.7			4.7				4.4		4.4	44			4.4	
	Lead	Lag	• Lead •	Lead	Lag	•	Lag	Lead	•			Lag		Lag•	
Lead-Lag Optimize?	None	C May	Manag	Mana	O Mass	_	0 May	Mana	NI.		Mana	Mana	٠.		
Recall Mode	None	C-Max		None	C-Max			None		ne •		None		None *	
Act Effct Green (s)	51.8	44.7	53.6	67.3	60.0		60.0	33.6		3.6	33.6	20.6		20.6	
Actuated g/C Ratio	0.47	0.41	0.49	0.61	0.55		0.55	0.31		.31	0.31	0.19		0.19	
v/c Ratio	0.07	0.84	0.54	0.85	0.28		0.13	0.40		.22	0.20	0.43		0.74	
Control Delay	10.8	36.3	10.0	54.8	15.6		3.7	31.8		8.4	3.4	44.7		54.8	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0		0.0	
Total Delay	10.8	36.3	10.0	54.8	15.6		3.7	31.8	2	8.4	3.4	44.7		54.8	
LOS	В	D	В	D	В		Α	С		С	Α	D		D	
Approach Delay Approach LOS		28.4 C			26.6 C				2	0.9 C				51.9 D	
		U			U					U				U	
Intersection Summary	011-														
Area Type:	Other														

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Synchro 8 Report Page 1

CHECKED BY SDATE 6/18/1

Cycle Length: 110

Actuated Cycle Length 110

Offset: 86 (78%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio 0.85

Intersection Signal Delay: 29.6 Intersection Capacity Utilization 81.0% Intersection LOS: C

ICU Level of Service D

Analysis Period (min) 15

Splits and Phases: 1: University Dr & Governor Rd (SR 0322)

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Synchro 8 Report

Page 2

CHECKED BY

DATE 6

	1	→	7	1	-	1		†	1	-	↓	
Lane Group	EBL	EBT	EBR	WBL	WBI	WBR	NBL	NBT	NBR	SBL	SBT	
Lane Group Flow (vph)	30	1133	458	298	534	110	103	118	115	98	248	
v/c Ratio	0.07	0.84	0.54	0.85	0.28	0.13	0.40	0.22	0.20	0.43	0.74	
Control Delay	10.8	36.3	10.0	54.8	15.6	3.7	31.8	28.4	3.4	44.7	54.8	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	10.8	36.3	10.0	54.8	15.6	3.7	31.8	28.4	3.4	44.7	54.8	
Queue Length 50th (ft)	8	374	86	178	78	1	53	61	0	61	163	
Queue Length 95th (ft)	22	468	169	m#220	m102	m8	92	103	26	111	243	
Internal Link Dist (ft)		1905			894			801			753	
Turn Bay Length (ft)	180		250	220		220			165			
Base Capacity (vph)	443	1355	856	349	1880	856	256	612	635	270	398	
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Reduced v/c Ratio	0.07	0.84	0.54	0.85	0.28	0.13	0.40	0.19	0.18	0.36	0.62	
Harsacont Summary												

^{# 95}th percentile volume exceeds capacity, queue may be longer Queue shown is maximum after two cycles.

Synchro 8 Report Page 3

DONE BY 30% DATE 6

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

	*	\rightarrow	7	1	—	4		1		†	1	1	Ţ	1
Lane Group	EBL	EBŢ	EBR	WBL	WBT	WB	R	NBL	N	BT	NBR	SBL	SBT	SBF
ane Configurations	7	• 44	. 7	ሻ	, þ			44		1	4	7	6	
/olume (vph)	6	659	492	324	815		2	90		24 •	98 *	45	223	• 1
deal Flow (vphpl)	1800	1800	1800	1800	1 800	180	0 1	1800	• 18	00	1800	1800	, 1800 •	1800
ane Width (ft)	12	14	14	12	61 12	• 1	2	12		12 *	14	16	16	10
Grade (%)		1%			-2%					%			-1% *	
Storage Length (ft)	170		250	300			0 🥨	225			0	100		- (
Storage Lanes	1	*	1	* 1			0	2			0			(
Taper Length (ft)	25			25			ĬШ	25			أناسا	25		
Satd. Flow (prot)	1701	4 3361	• 1624	1727	1745	,	0 • 3	3174	15	29	. 0		2036	. (
FIt Permitted	0.133	4	1021	0.138	1740	فالمت		950				0.658		
Satd. Flow (perm)	238	3361	1588 -		1745			3174-	15	20	. 0 -		2036	. (
Right Turn on Red	200	• 0001	Yes	201	1770	Ye		,,,,	10	20	Yes	1000	2000	Ye
Satd. Flow (RTOR)			557		4	10	· ·		1	14 🗸	163		2	
ink Speed (mph)		35	007		35					25 4			25	
ink Distance (ft)		974			921					02			866)
Travel Time (s)		19.0			17.9									
	4	19.0	4	4	17.9		4		43	3.7			23.6	
Confl. Peds. (#/hr)	0.00	0.00	1.	0.00	0.00		1 •			00	8	8		0.0
Peak Hour Factor	0.86	0.86		0.86	• 0.86			0.86		86	0.86	0.86	0.86	0.8
leavy Vehicles (%)	0%	* 8%	0%;	0%	3%	• 5%	%	4%	, ,	3% *	0%	0%	/ 0% *	09
Shared Lane Traffic (%)														
ane Group Flow (vph)	7	766		377	1008		0	105		42	0 •	52	272 *	
Turn Type	Perm		Perm	pm+pt				Prot	, I	۱A 🔹		pm+pt	NA	
Protected Phases		2	*	1	• 6	•		3		8 •		7	4*	
Permitted Phases	2	(*)	-	6								4		
Detector Phase	2	· 2•	2	1	• 6	•		3		8.		7	4 *	
Switch Phase														
Vlinimum Initial (s)	10.0	1 0.0 •	10.0	3.0				3.0		3.0 •		3.0		
Vinimum Split (s)	15.1	15.1		12.1	15.1	•		11.9	· 11	9		11.9	11.9	
Total Split (s)	29.0	29.0	29.0	22.0	51.0			31.0	20	0.0		39.0	28.0	
Fotal Split (%)	26.4%	26.4%	26 4%	20.0%	46 4%		28	2%	18.2	2%		35.5%	25.5%	
/ellow Time (s)	3.8	· 3.8 •	3.8	3.8	• 3.8	# ()		3.0	. 3	3.0 🔭		3.0	3.0	
All-Red Time (s)	1.3	1.3	1.3	1.3	1.3	•		1.9		9 •		1.9	1.9	
ost Time Adjust (s)	-1.0	-1.0	0.0	-1.0	-1.0			-0.5	().5		-0.5	-0.5	
Total Lost Time (s)	4.1	4.1	51	4.1	4 1	•		4.4		1.4		4.4	4.4	
.ead/Lag	Lag	Lag		Lead			L	ead		ag •		Lead	Lag	
_ead-Lag Optimize?								Yes		es		Yes		
Recall Mode	C-Max	G-Max	C-Max	None	C-Max			lone		ne		None		
Act Effct Green (s)	33.1	33.1	32.1	67.0	67.0			9.7		1.0		28.5	20.3	
Actuated g/C Ratio	0.30	0.30	0.29	0.61	0.61		- 1	0.09		22		0.26	0.18	
/c Ratio	0.10	0.76	0.23	0.68	0.95			0.38		34		0.13	0.72	
Control Delay	31.7	29.8	7.2	32.4	38.8			53.8		7.0		25.0	52.4	
Queue Delay	0.0	0.0	0.0	0.0	0.0			0.0		0.0		0.0	0.0	
Fotal Delay	31.7	29.8	7.2	32.4	38.8			53.8		7.0		25.0	52.4	
OS	31.7 C	29.0 C	7.Z A	32.4 C	30.0 D				31			25.0 C		
	C		А	C				D	4.	D		C	D	
Approach Delay		20.2			37.1				42	1.1			48.0	
Approach LOS		С			D					D			D	
Intersection Summary Area Type:	Other									-1	Щ	ЦВ		

Synchro 8 Report

Page 5

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BY DATE

Cycle Length: 110

Actuated Cycle Length 110 1

Offset: 108 (98%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green

Natural Cycle 90

Control Type: Actuated-Coordinated

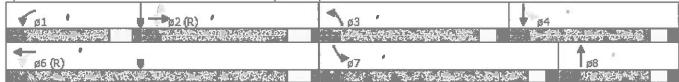
Maximum v/c Ratio 0.95

Intersection Signal Delay: 31.8
Intersection Capacity Utilization 87 5%

Intersection LOS: C
ICU Level of Service E

Analysis Period (min) 15

Splits and Phases: 2: Centerview Dr & Governor Rd (SR 0322)



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Synchro 8 Report Page 6

DONE BY PATE 6/18/15

CHECKED BY SP DATE 6/18/15

	J	→	7	1	←	4	1	1	↓	
Lane Group	EBL	EBT	EBR	WBL	WET	NBL	NBT	SBL	SBT	
Lane Group Flow (vph)	7	766	572	377	1008	105	142	52	272	
v/c Ratio	0.10	0.76	0.67	0.68	0.95	0.38	0.34	0.13	0.72	
Control Delay	31.7	29.8	7.2	32.4	38.8	53.8	37.0	25.0	52.4	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	31.7	29.8	7.2	32.4	38.8	53.8	37.0	25.0	52.4	
Queue Length 50th (ft)	2	106	12	206	534	40	65	26	181	
Queue Length 95th (ft)	m4	#376	m112	m290	#968	m52	m87	46	240	
Internal Link Dist (ft)		894			841		1522		786	
Turn Bay Length (ft)	170		250	300		225		100		
Base Capacity (vph)	71	1011	858	552	1064	767	423	642	449	
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	
Reduced v/c Ratio	0.10	0.76	0.67	0.68	0.95	0.14	0.34	0 08	0.61	
neisedon Sunetar										

^{# 95}th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.

Synchro 8 Report Page 7

DONE BY SY DATE 6/8/15

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

	*	\rightarrow		1	1		1		
Lane Group	EBL.	EBT	WBT	WBR	SBL		SBR		
Lane Configurations	79	· 1	• 15		W				
Volume (vph)	5	4 802	* 1221	1	2	9	11 *		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	* 1	900 *		
Lane Width (ft)	11	1 11	* 11 '	11	1 15	•	15		
Grade (%)		1%	0% *		-3%	(8)			
Satd Flow (prot)	1736	1724	* 1799 ·	0	,1702		0 •		
Fit Permitted	0.950				0.993	4			
Satd. Flow (perm)	1736	1724	• 1799	0	1702		0*		
Link Speed (mph)		35	, 30.		25	4			
Link Distance (ft)		921	4 400		1058	•			
Travel Time (s)		17.9	9.1		28.9				
Peak Hour Factor	0.93	* 0.93	0.93	0.93	# 0.93		0.93 •		
Heavy Vehicles (%)	0%	6%	• 2%	100%	• 0%		11%*		
Shared Lane Traffic (%)									
Lane Group Flow (vph)	5	862	■ 1314 [•]	0	4 14	•	0"		
Sign Control		Free	Free •		Stop	1			
Intersection Summary								(2.0	
Area Type	Other								
Control Type: Unsignalize	ed								
Intersection Capacity Utili:	zation 74.3%			1	CU Level	of S	ervice D		
Analysis Period (min) 15									

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CHECKED BY DATE 6/8/15

3: Governor Rd (SR 0322) & Hillview Ln

ntersection									
Intersection Delay, s/veh	0.2								
Moyement	374	af			WBT	WBR	SBL	SER	
Vol, veh/h	5	802			1221	1	2	11	SCHOOL ST
Conflicting Peds, #/hr	0	0			0	0	Ō	0	
Sign Control	Free	Free			Free	Free	Stop	Stop	
RT Channelized	-	None				None	-	None	
Storage Length	0						0		
Veh in Median Storage, #	-	0			0	-	Ö	250	
Grade, %	-	1			0		-3		
Peak Hour Factor	93	93			93	93	93	93	
Heavy Vehicles, %	0	6			2	100	ő	11	
Mymt Flow	5	862			1313	1	2	12	
	- u, i								
Major/Minor	Majort			- 80	Major2		Minur2		
Conflicting Flow All	1314	0		- 1		0	2186	1313	
Stage 1	100	0.73				-	1313		
Stage 2		ile:					873	77.1	
Follow-up Headway	2.2	500			-	-	3.5	3.399	
Pot Capacity-1 Maneuver	533				*	-	73	206	
Stage 1							316		
Stage 2	-	100			-	-	476		
Time blocked-Platoon, %					-	-			
Mov Capacity-1 Maneuver	533				-		72	206	
Mov Capacity-2 Maneuver	_	_				_	72	283	
Stage 1						-	316	\$	
Stage 2		120			2	25	472	020	
Approach	EB				WB		SB		
HCM Control Delay, s	0:1				0		29.6		
HCM LOS							D		
		political		14100		001			
Minor Lane / Major Myml			EST	WBT	WER	SBLn1			
Capacity (veh/h)		533	-	72		160			
HCM Lane V/C Ratio		0.01		-	-	0.087			
HCM Control Delay (s)		11.823	30		-	29.6			
HCM Lane LOS		В				D			
HCM 95th %tile Q(veh)		0.031	88	-	-	0.283			
Notes									

[~] Volume Exceeds Capacity, \$ Delay Exceeds 300 Seconds; Error Computation Not Defined

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CHECKED BY ESS DATE (1/8/19

4: Governor Rd (SR 0322) & Areba Ave

	1	→	•	1	←		4	4	1		1	1	1		4
Lane Group	EBL.	EBT	EBR	WBL	WBT		WBR	NBL	NBT		NBR	SBL	ŠBT		SBR
Lane Configurations	7	- B			4				4	e			4		
Volume (vph)	5	⁴ 801 *	2	0	, 1151		4 •	2	. 0		0	1	. 0		59
Ideal Flow (vphpl)	1900	# 1900 #	1900	1900	1900	P	1900	1900	1900		1900	1900	. 1900		1900 •
Lane Width (ft)	11	, 11 .	11.	11	11	0	11 '	10	· 10		10	16	, 16		16
Grade (%)		-2% -			1%	ø			7%	1			1%	8	
Storage Length (ft)	75	6	0 4	0			0	0			0 -	0-			0
Storage Lanes	1		0 🖲	0-			0 .	0			0 *	0 *			0
Taper Length (ft)	25			25	4			25				25			
Satd. Flow (prot)	1762	1750	0.	0	₊ 1771		0.	0	1626		0 •	0	· 1820	¥.	0 *
Fit Permitted	0.950								0.950	4			0.999) #	
Satd. Flow (perm)	1762	₄ 1750	0 :	0	4 1771		0 *	0	r 1626		0	0	, 1820) .	0 •
Link Speed (mph)		35	,		35	-			30				25		
Link Distance (ft)		400			375	á			85				1017		
Travel Time (s)		7.8			7.3	1			1.9	1			27.7		
Confl. Peds. (#/hr)			10	- 10	•										
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	12	0.93 •	0.93	0.93	6	0.93	0.93	, 0.93		0.93 -
Heavy Vehicles (%)	0%	6%	0%	0%	3%		67%	0%	0%		0% •	0%	0%		2%
Shared Lane Traffic (%)						Ť									
Lane Group Flow (vph)	5	863 •	0	0	1242	-	0 *	0	2	ø	0	0	64		0.
Sign Control		Free			Free	1			Stop	,			Stop) ,	
PROPERTY OF THE CASE															

Intersection Summary

Area Type:

Other

Control Type: Unsignalized

Intersection Capacity Utilization 71 2%

Analysis Period (min) 15

ICU Level of Service C

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CHECKED BY S DATE 6/18/15

Intersection												
Intersection Delay, s/veh	1.5		811, 88									
Movement	EBL	251	EBR	WBL	WBT	MER	MBI	TEN	MER	SBI	SBT	SBF
Vol, veh/h	5		2	0	1151	4	2	0	0	1	0	59
Conflicting Peds, #/hr	0	0	10	10	0	0	0	0	0	0	0	(
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	1	_	None	250	-1	None	-	-	None			None
Storage Length	75					-						
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	(2.1	0	
Grade, %		-2	-	100	1			7		0.00	1	
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	0	6	0	0	3	67	0	0	0	0	0	2
Mvmt Flow	5	861	2	0	1238	4	2	0	0	1	Ō	63
Major/Minor	Vajor1		-	Major2		-	Minor			Minor2		
Conflicting Flow All	1242	0	0	863	0	0	2145	2115	872	2113	2114	1250
Stage 1	12.12		7.	-	_	-	873	873	-	1240	1240	1200
Stage 2		- 2					1272	1242		873	874	
Follow-up Headway	2.2			2.2			3.5	4	3.3	3.5	4	3.318
Pot Capacity-1 Maneuver	568			788			15	23	298	33	46	204
Stage 1	-	**	11.50	700	_	_	248	264	230	202	233	204
Stage 2					-		127	154		331	353	-
Time blocked-Platoon, %				_	- 15	-	121	104		331	303	
Mov Capacity-1 Maneuver	564		_	782			10	23	296	33	46	202
Mov Capacity-2 Maneuver	-		-	102		- 6	10	23	200	33	46	202
Stage 1				-	24		246	262	100	200	233	-
Stage 2		¥7			19		86	154		326	350	
										020	000	
Approach	EB			WB			MB		4 8	SB	H	
HCM Control Delay, s	0.1			0			\$ 445.4			34.3		
HCM LOS							F			D		
Minor Lane / Major Myrnt		NBLn1	EG.	EBT	EBR	WELL	WET	WER.	SBLnt			
Capacity (veh/h)		10	564	_	-	782	the Contract of the Contract o	-	186			
HCM Lane V/C Ratio		0.215	0.01	147	15		2	20	0.347			
HCM Control Delay (s)		\$ 445.4	11.444		1/2	0			34.3			
HCM Lane LOS		F	В			Ă			D			
HCM 95th %tile Q(veh)		0.533	0.029	-	7	Ô		*:	1 454			
Notes												
1000												

Tolume Exceeds Capacity; \$ Delay Exceeds 300 Seconds; Error Computation Not Defined

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5: Governor Rd (SR 0322) & Beech Ave

	1	\rightarrow	4-	*	- 🌭	1	
Lane Group	EBL	EBT	WBT	WBR	SBL	SBF	1
Lane Configurations	Ť	. 1	· 1		Ψ.		
Volume (vph)	4	808	4 1156	1	, 1	. 4	1 4
Ideal Flow (vphpl)	1900	#1900	• 1900 •	1900	1900	1900).
Lane Width (ft)	11	/ 11	* 11°	11	· 16	• 16	3 1
Grade (%)		-1%	0%		1%	,	
Storage Length (ft)	75	4		0	. 0	• () +
Storage Lanes	1			0	# 1	" () *
Taper Length (ft)	25				25		
Satd. Flow (prot)	1754	, 1741	· 1783 ·	0	ø1892	* () *
Flt Permitted	0.950	4			0.990	9	
Satd. Flow (perm)	1754	+ 1741	• 1783 •	0	41892	• () (i
Link Speed (mph)		30	· 30 ·		25		
Link Distance (ft)		375	379 .		801		
Travel Time (s)		8.5	4 8.6		21.8		
Peak Hour Factor	0.92	0.92	* 0.92 *	0.92	≠ 0.92	• 0.92	8
Heavy Vehicles (%)	0%	* 6%	* 3% *	0%	# 0%	4 0%	,
Shared Lane Traffic (%)							
Lane Group Flow (vph)	4	, 878	# 1258 ·	0	5	. () *
Sign Control		Free	Free -		Stop.		
ntersection Summary		Serve.	1 1 6		-3785		
Area Type:	Other						
Control Type: Unsignalized							
Intersection Capacity Utiliza		,		þ	CU Level	of Servi	ce C
Analysis Period (min) 15							

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Intersection									
Intersection Delay, s/veh	0.1								
Movement	EBL	EBT			WBT	WBR	SAL	SER	
Vol, veh/h	4	808			1156	1	1	4	
Conflicting Peds, #/hr	0	0			0	Ó	Ö	Ó	
Sign Control	Free	Free			Free	Free	Stop	Stop	
RT Channelized	74	None			-	None	-	None	
Storage Length	75	-			1117	_	0	110110	
Veh in Median Storage, #	-	0			0	-	ŏ		
Grade, %		-1			ŏ		1		
Peak Hour Factor	92	92			92	92	92	92	
Heavy Vehicles, %	0	6			3	0	0	0	
Mymt Flow	4	878			1257	1	1	4	
	-,-	0,0			1201			4	
Major/Minor	Major		2-0		Major2	I SI S	ivinior2		
Conflicting Flow All	1258	0			-	0	2144	1257	
Stage 1	-	-					1257	-	
Stage 2						1-4	887		
Follow-up Headway	2.2						3.5	3.3	
Pot Capacity-1 Maneuver	560						48	204	
Stage 1	-					19	252		
Stage 2	3				243	39	386	*	
Time blocked-Platoon, %		-				54	440		
Mov Capacity-1 Maneuver	560					- 1	48	204	
Mov Capacity-2 Maneuver	-	-			0.0	- 32	48	207	
Stage 1					-	12	252	7 3 3	
Stage 2							383		
Jugo E							000		
Periodei	E8				WB		SB		
HCM Control Delay, s	0.1				0		35.4		
HCM LOS							E		
			171 539 7750 7		3007,0000 0,000				
Minor Lane / Major Mini		ÉBL	EBT	WBT	WBR	SBLm1			
Capacity (veh/h)		560		12	221	124			
HCM Lane V/C Ratio		0.008	-		-	0.044			
HCM Control Delay (s)		11.479	_		-	35.4			
HCM Lane LOS		В				E			
HCM 95th %tile Q(veh)		0.023				0.136			

^{~ .} Volume Exceeds Capacity; \$. Delay Exceeds 300 Seconds; Error Computation Not Defined

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	1	\rightarrow	4	4	1	1		
ne Group	EBL	EBT	WBT	WBR	SBL	SBR		
e Configurations	ħ	· •	• 1b •		W.			
ume (vph)	2	795	1140	0	, 0	• 5	•	
al Flow (vphpl)	1900	1900	1900	1900	1900	• 1900	1.	
e Width (ft)	11	· 11	• 11 •	11	· 15 •	15	j* = =	
de (%)		2%	-2%			d		
rage Length (ft)	75			0		• 0) *	
orage Lanes	1	1		0	, 1	• C) •	
per Length (ft)	25				25	,		
d. Flow (prot)	1727	1715	• 1819	0	, 1781 ·)*	
Permitted	0.950							
d. Flow (perm)	1727	1715	1819	0	⁴ 1781 •	0	j	
Speed (mph)		35	35 •		25 -			
k Distance (ft)		379	1359		567 *			
vel Time (s)		7.4	26.5		15.5			
ık Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94		
avy Vehicles (%)	0%	6%	• 2% ·	0%	, 0%	• 0%	, •	
ared Lane Traffic (%)								
e Group Flow (vph)	2	846	• 1213 •	0	5	• C) •	
n Control		Free	Free		Stop			
section Summary			E MIE					
a Type:	Other							
trol Type: Unsignalized								
rsection Capacity Utiliza llysis Period (min) 15	tion 70.0%			l	CU Level	of Servi	ce C	

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6: Governor Rd (SR 0322) & Greenlea Rd

Intersection									
Intersection Delay, s/veh	0.1								
Movement	EBL	231			WBT	WBR	SBI:	SBR	
Vol. veh/h	2	795			1140	0	0	5	
Conflicting Peds, #/hr	0	0			0	Ö	ő	Ō	
Sign Control	Free	Free			Free	Free	Stop	Stop	
RT Channelized	1100	None			-	None	-	None	
Storage Length	75	-			- 2	-	0		
Veh in Median Storage, #	-	0			0		Ŏ	22	
Grade, %	-	2			-2	-	3		
Peak Hour Factor	94	94			94	94	94	94	
Heavy Vehicles, %	0	6			2	Ő	0	Ö	
Mymt Flow	2	846			1213	Ö	ŏ	5	
INIVITIE I 3044		040			1210				
Major/Minor	Major1				Major2		Minor2		
Conflicting Flow All	1213	0				0	2063	1213	
Stage 1	10	G)			15	12	1213	<u>\$6</u>	
Stage 2	2					2	850	2 2	
Follow-up Headway	2.2	-			-		3.5	3.3	
Pot Capacity-1 Maneuver	582				1.0		43	202	
Stage 1	-				-	3.5	232		
Stage 2	_				-		367		
Time blocked-Platoon, %					-	1.0			
Mov Capacity-1 Maneuver	582	-					43	202	
Mov Capacity-2 Maneuver	-				_	14	43	-	
Stage 1	9				_	1.4	232		
Stage 2	-	-					366	*	
cuigo =									
Nonoach	EB	Ш			MB		SE		
HCM Control Delay, s	0				0		23.3		
HCM LOS							С		
Minan Carlos Application of the Control		EBL	EBT	apr	WAS	Salni			
Minor Large / Major Myint			E01	WBT	WBR	V . A			
Capacity (veh/h)		582	-	-		202			
HCM Lane V/C Ratio		0.004				0.026			
HCM Control Delay (s)		11.208				23.3			
HCM Lane LOS		В				C			
HCM 95th %tile Q(veh)		0 011	-			0.081			
Notes									
- : Volumo Evocado Canaci	hu C - Dale	Evened	200 0-	anda. Fr	· Co	anulation.	Not Dofined		

^{~:} Volume Exceeds Capacity; \$ Delay Exceeds 300 Seconds; Error: Computation Not Defined

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7: Cherry Dr & Governor Rd (SR 0322)

	1	-	*	1	—	A.	4	†	-	-	↓	4
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBF
Lane Configurations	ħ	• 44	• 1	*	· 1>		ħ	• 1	• 7	1	· 15 ·	
Volume (vph)	5	610	171	372	1000	8	144	27	66	44	65	4
Ideal Flow (vphpl)	1800	1800	1800°	1800	1800	1800 •	1800	1800	1800	1800	, 1800 ·	1800
Lane Width (ft)	10	12	14	10	. 14 •	14	10	11	12	10	. 12 *	12
Grade (%)		-3%			-2%			0%			1%	
Storage Length (ft)	100		210	350		0	/ 300		250	100		(
Storage Lanes	1	,	1	, 1		0	÷ 1		1			(
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1620	3244	1593-	1580	1881	0	1565	1740	· 1500*	1588	1775	ĺ
Fit Permitted	0.098	OL TT	1000	0.296	, 1001	·	0 483	11 10	1000	0.738		
Satd. Flow (perm)	167	3244	1547	492	1881	0		1740	1478		1775	
	107	3244		432	1001			1740	Yes		1773	Ye
Right Turn on Red			Yes		4	Yes			87		2	16
Satd. Flow (RTOR)		35	190 *		35			25			25	
Link Speed (mph)												
Link Distance (ft)		1359			950			763			556	4
Travel Time (s)		26.5			18.5			20.8			15.2 *	
Confl. Peds. (#/hr)	-1	•	3 /			1	, 1	•	2	, 2		
Confl Bikes (#/hr)			3	3								
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90			• 0.90	0.9
Heavy Vehicles (%)	0%	7%	4%	2%	3% •	0%	2%	, 0%	2%	0%	- 0% -	09
Shared Lane Traffic (%)												
Lane Group Flow (vph)	6	678	190	413	1120	0	160	• 30	* 73 *	49	76 •	1
Turn Type	Perm	• NA	Perm	pm+pt	NA •		pm+pt	* NA	Perm	Perm	NA*	
Protected Phases		2			4 6*		3	, 8			4	
Permitted Phases	2		2	6			8		8	4	• /	
Detector Phase	2	2	• 2		. 6		3	. 8				
Switch Phase		• -						•				
Minimum Initial (s)	10.0	¥ 10.0	10.0	3.0	10.0		3.0	3.0	3.0	3.0	. 30 .	
Minimum Split (s)	15.9	15.9		12.9	15.9		12.0	12.0	12.0	12.0	12.0	
Total Split (s)	55.0	55.0		18.0	70.0		18.0	37.0	• 37.0	19.0	19.0	
	50.0%	50.0%		16.4%	66.4%		16.4%	33.6%			17.3%	
Total Split (%)												
Yellow Time (s)	39	3.9	0.0	3.9	3.9		3.0	4 30		3.0	3.0	
All-Red Time (s)	2.0		2.0	2.0	2.0		2.0	2.0			2.0	
Lost Time Adjust (s)	-1.0	10	-10		· -1.0 ·		-1.0	-10				
Total Lost Time (s)	4.9	4.9	4.9	4.9	4.9		4.0	4.0	4.0			
Lead/Lag	Lag	Lag	Lag	Lead			Lead			Lag	Lag Lag	
Lead-Lag Optimize?												
Recall Mode	C-Max	C-Max	· C-Max	None	C-Max		None	None		None	None	
Act Effct Green (s)	53.4	53.4	53.4	74.8	74.8		26.3	26.3	26.3	11.2	11.2	
Actuated g/C Ratio	0.49	0.49	0.49	0.68	0.68		0.24	0.24	0.24	0.10	0.10	
v/c Ratio	0.07	0.43	0.22	0.83	0.88		0.57	0.07	0.17	0.39	0.42	
Control Delay	5.8	4.8	0.7	29.4	32.9		41.8	29.4	5.6	54.5	51.3	
Queue Delay	0.0	0.0	0.0	0.0	3.0		0.0			0.0	0.0	
Total Delay	5.8	4.8	0.7	29.4			41.8	29.4		54.5	51.3	
LOS	Α	A	A	C	D		D	C		D	D	
Approach Delay		3.9	, ,		34.2			30.3			52.5	
Approach LOS		3.5 A			C			C			D	
Approtion LOO		^			•			O				

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DATE 6/18/11

Area Type:

Other

Cycle Length: 110

Actuated Cycle Length: 110 1

Offset: 62 (56%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green

Natural Cycle: 80

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.88

Intersection Signal Delay. 25 2

Intersection LOS C

Intersection Capacity Utilization 91.3%

ICU Level of Service F

Analysis Period (min) 15

Splits and Phases: 7: Cherry Dr & Governor Rd (SR 0322)

Ø1 , Ø2 (R) .	Ø3 ' Ø4 '
	· · · · · · · · · · · · · · · · · · ·
ø6 (R)	1 gg
The state of the second	

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DONE BY DATE 6/18/15

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	1	→	*	1	—	4	†	-	1	+	
Lane Group	EBL	EBT	EBR	WBL	WBJ	NBL.	NBT	MBR	SBL	SBT	
Lane Group Flow (vph)	6	678	190	413	1120	160	30	73	49	76	
v/c Ratio	0.07	0.43	0.22	0.83	0.88	0.57	0.07	0.17	0.39	0.42	
Control Delay	5.8	4.8	0.7	29.4	32.9	41.8	29.4	5.6	54.5	51.3	
Queue Delay	0.0	0.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	5.8	4.8	0.7	29.4	35.9	41.8	29.4	5.6	54.5	51.3	
Queue Length 50th (ft)	0	26	0	236	834	93	16	0	33	50	
Queue Length 95th (ft)	m1	38	m1	m#344	m#1027	148	38	26	70	94	
Internal Link Dist (ft)		1279			870		683			476	
Turn Bay Length (ft)	100		210	350		300		250	100		
Base Capacity (vph)	81	1574	848	497	1278	292	522	504	167	243	
Starvation Cap Reductn	0	0	0	0	87	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	
Reduced v/c Ratio	0.07	0.43	0.22	0.83	0.94	0.55	0.06	0.14	0.29	0.31	
Intersection Strumpary											

^{# 95}th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.

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CHECKED BY SATE 6/18/16

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

	*	\rightarrow	*	1	-	1	4	†	-	-	Į.	1
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	7	- 44	. 7.	79	· 44	. #	· 1	· 4	. 7.	7	90	* P
Volume (vph)	65	425	144	91	1032	* 147	303	251	* 139	198	4 171	138
Ideal Flow (vphpl)	1650	1650	1650	1650	4 1650	1650		, 1650		1650	1650 •	1650
Lane Width (ft)	11	12	• 12	10	, 12	* 12		, 11	• 11 •	10	12	12
Grade (%)		1%	,		0%	*		-1%	,		2%	
Storage Length (ft)	150	4	050	250		250	4 225		90	300		150
Storage Lanes	1	•	1	. 1.	,	1			1	1		1
Taper Length (ft)	25	4		25			25			25		
Satd. Flow (prot)	1422	2943	1382°	1367	, 3074	1362		. 1512	- 1298 ·	1434	1571	1348
Flt Permitted	0.098			0.402	0		0.369			0.470	,	
Satd. Flow (perm)	147	2943	1382	579	3074	1362		1512	1298	709	, 1571	• 1348
Right Turn on Red			Yes			Yes	100		Yes			Yes
Satd. Flow (RTOR)			195	0		195			138			194
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		950			214			348			1493	
Travel Time (s)		18.5	2		4.2			6.8			29.1	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	• 0.94	0.94		0.94	0.94	0.94	• 0.94
Heavy Vehicles (%)	6%	. 6%	. 1%	7%	2%	3%		, 6%		1%	4%	3%
Shared Lane Traffic (%)	0,0	, 0,0		1 70		0.0	2.70	, 0,0	0.10	170	, 170	, 070
Lane Group Flow (vph)	69	452	• 153	97	1098	156	322	267	148	211	, 182	• 147
Turn Type	pm+pt	* NA	Perm	pm+pt							NA	• Perm
Protected Phases	5	7 : 2		1	6		3	. 8	1 01111	7		
Permitted Phases	2			• 6	4	6		, ,	8		7	4
Detector Phase	5	, 2	2	1	, 6	• 6		. 8	8		. 4	. 4
Switch Phase		_	_		•	·		, ,		•		
Minimum Initial (s)	3.0	10.0	• 10.0 •	3.0	10.0	10.0	• 30	4 30	* 30	3.0	3.0	· 3.0
Minimum Split (s)	12.6	15.6	15.6	12.6	15.6				• 15.7		, 15.7	• 15.7
Total Split (s)	13.0	39.0	* 39.0 *	13.0	, 39.0				· 36.0			· 30.0
Total Split (%)	11.8%		• 35.5%	11.8%	35.5%	•35.5%		32.7%		20.0%	27.3%	
Yellow Time (s)	36	ø 36	* 3.6 *	3.6	3.6	* 3.6		4 3.7		3.7	3.7	
All-Red Time (s)	2.0	2.0	* 2.0	2.0	2.0	• 2.0		2.0		2.0	, 2.0	2.0
Lost Time Adjust (s)	-1.0	· -1.0		-1.0	* -1.0	0.0		-1.0		-1.0	4 -1.0	* 0.0
Total Lost Time (s)	4.6	4.6		4.6	4.6	• 5.6		4 4.7	4.7	4.7	4.7	5.7
Lead/Lag	Lead			Lead	Lag			, Lag		Lead	Lag	
Lead-Lag Optimize?	Leau	Lag '	Lag	Leau	, Lag	Lag	LEAU	, Lay	· Lag	Lead	Lag	Lag
Recall Mode	None	C-May	C-Max	None	C-May	• C-Max	None	None	• None •	None	None	None
Act Effct Green (s)	49.5	40.8	39.8	51.5	43.7	42.7				35.3	19.3	18.3
Actuated g/C Ratio	0.45	0.37	0.36	0.47	0.40	0.39				0.32	0.18	0.17
v/c Ratio	0.43	0.41	0.36	0.29	0.90	0.39				0.64	0.66	0.38
	16.4	23.9	10.0	19.6	45.0	2.8				30.5	53.3	4.8
Control Delay	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.6
Queue Delay	16.4	23.9	10.0	19.6	45.0	2.8			9.1	30.5	53.3	5.4
Total Delay										30.5 C		
LOS	В	C	Α	В	D	Α	D		Α	C		Α
Approach Delay Approach LOS		20 0 B			38.3 D			45 3 D			31.4 C	
Intersection Summary												
Area Type: Cycle Length: 110	Other											

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Actuated Cycle Length: 110 •

Offset 0 (0%), Referenced to phase 2 EBTL and 6 WBTL, Start of Green, Master Intersection

Natural Cycle: 90

Control Type. Actuated-Coordinated

Maximum v/c Ratio: 0.90

Intersection Signal Delay 35 0
Intersection Capacity Utilization 82.2%

Intersection LOS C ICU Level of Service E

Analysis Period (min) 15

Splits and Phases: 8: Fishburn Rd (SR 2011)/Hockersville Rd (SR 2011) & Governor Rd (SR 0322)



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Queues

8: Fishburn Rd (SR 2011)/Hockersville Rd (SR 2011) & Governor Rd (SR 0322)

6/18/2015

	1	-	7	1	-		4	†	-	1	↓	1
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	69	452	153	97	1098	156	322	267	148	211	182	147
v/c Ratio	0.42	0.41	0.25	0.29	0.90	0.24	0.76	0.77	0.37	0.64	0.66	0.38
Control Delay	16.4	23.9	10.0	19.6	45.0	2.8	34.9	54.0	9.1	30.5	53.3	4.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	19.1	0.9	0.0	0.0	0.0	0.6
Total Delay	16.4	23.9	10.0	19.6	45.0	2.8	54.0	54.9	9.1	30.5	53.3	5.4
Queue Length 50th (ft)	19	167	49	37	~413	0	161	176	6	97	121	0
Queue Length 95th (ft)	53	223	112	77	#611	27	221	255	54	141	185	23
Internal Link Dist (ft)		870			134			268			1413	
Turn Bay Length (ft)	150		250	250		250	225		90	300		150
Base Capacity (vph)	171	1091	624	338	1220	647	435	430	468	349	361	448
Starvation Cap Reductn	0	0	0	0	0	0	47	40	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	106	0	0	0	0	108
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.40	0.41	0.25	0.29	0.90	0 24	0.98	0.68	0.32	0 60	0.50	0.43
ntersection Summary												U. U

Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

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^{# 95}th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.

	*	-	4	4	1		1
Lane Group	EBL	展打	WBT	WBR	SBL		SBR
Lane Configurations		स	1		W	/	
Volume (vph)	65	700	• 1106	0	0		140
Ideal Flow (vphpl)	1900	1900	1900 *	1900	· 1900		1900
Lane Width (ft)	14	, 14	• 15 °	15	, 16		16
Grade (%)		0%	-1%		1%		
Satd Flow (prot)	0	1921	• 2039 *	0	1817	- 0	0 •
Flt Permitted		0.996	•		•		
Satd Flow (perm)	0	1921	2039	0	1817	4	0
Link Speed (mph)		35	· 35 ·		35		
Link Distance (ft)		214	1855 ∗		620	d	
Travel Time (s)		4.2	<i>3</i> 6.1•		12.1		
Peak Hour Factor	0.94	0.94	· 0.94 ·	0.94	0.94		0.94°
Heavy Vehicles (%)	6%	- 5%	• 3%	0%	0%	4	2%
Shared Lane Traffic (%)							
Lane Group Flow (vph)	0	814	1177	0	149		0
Sign Control		Free	Free •		Stop	*	
Intersection Summary							199
Area Type	Other						
Control Type: Unsignalize Intersection Capacity Utilia Analysis Period (min) 15		%			CU Leve	l of	Service (

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Intersection									
Intersection Delay, s/veh	3.7								
Movement	FBL	E81		311	WET	WBR	SBL	SBR	
Vol, veh/h	65	700			1106	0	0	140	
Conflicting Peds, #/hr	0	0			0	0	0	0	
Sign Control	Free	Free			Free	Free	Stop	Stop	
RT Channelized	-	None				None	2	None	
Storage Length		-			12	-	0		
Veh in Median Storage, #	-	0			0	-	0	-	
Grade, %	-	0			-1	-	1	100	
Peak Hour Factor	94	94			94	94	94	94	
Heavy Vehicles, %	6	5			3	0	0	2	
Mvmt Flow	69	745			1177	0	0	149	
Major/Minor	Majort				Major2		Minor2	-	
Conflicting Flow All	1177	0			mosta.	0	2060	1177	
Stage 1	- 1111	-			35	-	1177	1111	
Stage 2							883		
Follow-up Headway	2.254	_			- 1		3.5	3.318	
Pot Capacity-1 Maneuver	579				2.0	-	55	225	
Stage 1	010	**			1.5	-	277		
Stage 2					19	- ,,,,,,,	388		
Time blocked-Platoon, %		23 23			-	-	000	_	
Mov Capacity-1 Maneuver	579	- 10			- 4	_	44	225	
Mov Capacity-2 Maneuver	-	45			12	_	44		
Stage 1						- 2	277	1/2	
Stage 2	2	A.			71	- 2	309		
Approach	EB				WB		SB		
HCM Control Delay, s	1				0		47.7		
HCM LOS							E		
Minor Lane / Major Mydit		EBL		WET	MOR	SHA			
Capacity (veh/h)		579			_	225			
HCM Lane V/C Ratio		0.119	-		-	0.662			
HCM Control Delay (s)		12.059	0		7	47.7			
HCM Lane LOS		В	A			Е			
HCM 95th %tile Q(veh)		0.404	-		-	4.103			
Notes									
110100									

[&]quot;Volume Exceeds Capacity, \$ Delay Exceeds 300 Seconds, Error: Computation Not Defined

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	<i>•</i>	-	7	1	←	*	1	†	1	1	Ţ	1
Lane Group	EBL	EBI	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SET	SBR
Lane Configurations		ની	1 7	•	44		7	6 B 1		7	7 b	
Volume (vph)	39	. 0	43	_ 1	1	• 4	465		14*	27	46	498
Ideal Flow (vphpl)	1900	- 1900	• 1900 •	1900	1900	• 1900	1900		1900	1900	1900	1900
Grade (%)		-3%	7		4%		1000	-2%	1000	1000	0% 4	
Storage Length (ft)	0	100	150	. 0		0	300		0 •	125	- 070 A	0
Storage Lanes	0	4	1	. 0		Ö		17	Ō			Ö
Taper Length (ft)	25			25			25		•	25		
Satd. Flow (prot)	0	1712	1639	0		0	1823	1855	0 -	1805	1580	0
Flt Permitted		0.769		•	0.940	_	0.135	1000		0.633	11000	
Satd. Flow (perm)	0	1386	• 1639	0	1582		259	1855	0	1186	1580	0
Right Turn on Red	v	#1000	Yes		1002	Yes		# 1000#	Yes	1100	1000	Yes
Satd Flow (RTOR)			164		5	# 100		17	1 63		421	1 53
Link Speed (mph)		25			15			25				
Link Opeed (mph) Link Distance (ft)		1016			81						25	
Travel Time (s)		27.7			3.7			540			763	
		21.1			3.1			14.7	40	40	20.8	
Confl. Peds. (#/hr)	0.00	0.00	0.00	0.00	0.00		6	0.00	13 •	13		6
Peak Hour Factor	0.83	0.83		0.83	• 0.83	• 0.83	0.83	0.83	0.83		0.83	0.83
Heavy Vehicles (%)	7%	0%	• 0% •	0%	• 0%	0%	0%	2%	0%	0%	, 13% ·	0%
Shared Lane Traffic (%)	•				_			100				
Lane Group Flow (vph)	_ 0	• 47	52	_ 0	• 7	• 0	560		0*	33	655	0
Turn Type	Perm	● NA	* Perm *	Perm	NA*		pm+pt			Perm	, NA •	
Protected Phases		4	4		8		5	• 2			6	
Permitted Phases	4	•	4	8	•		2	1		6	•	
Detector Phase	4	• 4	• 4	8	<i>*</i> 8	•	5	· 2 ·		6	6 💌	
Switch Phase												
Minimum Initial (s)	3.0	• 3.0	• 30	3.0	4 3.0		3.0	10.0		10.0	· 10.0 ·	
Minimum Split (s)	13.0	13.0	* 13.0 *	13.0	• 13.0	•	13.0	16.0		16.0	16.0 •	
Total Split (s)	13.0	13.0	13.0	13.0	13.0		21.0	47.0		26.0	· 26.0	
Total Split (%)	21.7%	21.7%	21.7%	21.7%	21.7%		35.0%	⁴ 78.3% *		43.3%	43.3%	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0		
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	,	2.0	2.0		2.0		
Lost Time Adjust (s)		-10	-1.0		-1.0		-1.0			-1.0		
Total Lost Time (s)		5.0	5.0		5.0		5.0			5.0	5.0	
Lead/Lag							Lead			Lag		
Lead-Lag Optimize?							Yes			Yes		
Recall Mode	None	None	• None	None	• None •			-C-Max			C-Max	
Act Effct Green (s)		7.5	7.5		7.4		47.2	49.2		27.2	27.2	
Actuated g/C Ratio		0.12	0.12		0.12		0.79	0.82		0.45	0.45	
v/c Ratio		0.27	0.15		0.04		0.94	0.13		0.06	0.43	
Control Delay		27.8	0.13		17.3		36.9	5.0		13.3	11.3	
Queue Delay		0.0	0.0		0.0		0.0	0.0		0.0	0.0	
Total Delay		27.8	0.0		17.3		36.9	5.0		13.3	11.3	
LOS		21.0 C	0.9 A									
Approach Delay		13.7	А		17.3		D	A 20 6		В	B	
Approach LOS		13.7 B			17.3 B			28 6 C			11 4 B	
Intersection Summary								1 20		100		

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Actuated Cycle Length: 60

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

Natural Cycle: 60

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.94

Intersection Signal Delay 20 0

Intersection Capacity Utilization 80.9%

Analysis Period (min) 15

Intersection LOS B

ICU Level of Service D

Splits and Phases: 10: Cherry Dr & Hope Dr/Kindercare Dwy

# 1 p2 (R)		-64	
人名英格兰人名英格兰人姓氏	THE BOMON LUNGSON WITH THE SECOND STREET		
↑ ø5	₩ ø6 (R)	ø8 .	
		1 202 3 2 2 2 2 3	

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DATE 6/12/15

	-	*	4	1	†	1	↓
Lane Group	EBT	EBR	WBT	NBL	NBT	SBL	SBŢ
Lane Group Flow (vph)	47	52	7	560	199	33	655
v/c Ratio	0.27	0.15	0.04	0.94	0.13	0.06	0.69
Control Delay	27.8	0.9	17.3	36.9	5.0	13.3	11.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	27.8	0.9	17.3	36.9	5.0	13.3	11.3
Queue Length 50th (ft)	16	0	1	163	35	8	63
Queue Length 95th (ft)	39	0	10	#277	m61	22	150
Internal Link Dist (ft)	936		1		460		683
Turn Bay Length (ft)		150		300		125	
Base Capacity (vph)	184	360	215	620	1524	538	946
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.26	0.14	0.03	0.90	0.13	0.06	0.69
Intersection Stripmary				0.0	0.00		

^{# 95}th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.

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CHECKED BY S DATE 6/8/

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

	1	—	•	\searrow	1		4-		4	4		Ť		1	-		↓	1
Lane Group	EBL	EB		EBR	WBL	H	WBT		WBR	NBL	-	NBT		NBR	SBL		SBT	SBR
Lane Configurations			, ,				4	•				4					4	
Volume (vph)	36		4 •	50▶	0		. 0		1.	240	1	159		13	7	1	75 •	375
Ideal Flow (vphpl)	1900	190) •	1900	1900		1900		1900 •	1900		1900		1900	1900			1900
Lane Width (ft)	13	, 1		13 •	15		15		15 •	10	(8)			10 *	10		10 •	10
Grade (%)		39		,			-2%					-3%	,			ď	0%	
Satd Flow (prot)	0	165		0 *	0		1826		0*	0	. 1	1717		0 •	0		1570 •	0
FIt Permitted		0.86									_	.559	,			-	0.993	
Satd. Flow (perm)	0	146		0 •	0	-	1826		0 *	0		988	-	0 •	0		1560	0
Right Turn on Red				Yes					Yes .					Yes				Yes
Satd Flow (RTOR)		6	1				767										457	
Link Speed (mph)		2					25	•				35					30	
Link Distance (ft)		54					357	1			4	1410	1				1171	
Travel Time (s)			7				9.7					27.5					26.6	
Peak Hour Factor	0.82	0.8		0.82	0.82		0.82		0.82	0.82		0.82	ŕ	0.82	0.82		0.82	0.82
Heavy Vehicles (%)	0%	09		11%	0%		0%		0% •	1%		3%		0%	0%	,		0%
Shared Lane Traffic (%)	070	, 0,		1170	070		070	Ť	070	1 70		0 /0		070	0,0		270	0 70
Lane Group Flow (vph)	0	• 11	0	0	0		. 1		0 •	0		488		0•	0	,	557 •	0*
Turn Type	Perm		Ų ir		Perm		BIA			Perm		NA			Perm	4		
Protected Phases			4		, 0,,,,		8			1 0(11)	·	2					6 *	
Permitted Phases	4		ini		8			1		2			4		6			
Detector Phase	4		4 .		8		8	4			,	2	•		6		6 -	
Switch Phase		•			Ĭ													
Minimum Initial (s)	4.0	• 4.	0 •		4.0		4.0	ı,		4.0	100	4.0			4.0	,	4.0	
Minimum Split (s)	13.0	13.			13.0		13.0			16.0		16.0			16.0		16.0	
Total Split (s)	13.0	13.			13.0		13.0			47.0		47.0			47.0		47.0	
Total Split (%)	21.7%	•21.79			21.7%					78.3%							78.3%	
Yellow Time (s)	4.0		0 .		4.0		4.0			4.0		4.0			4.0		4.0•	
All-Red Time (s)	2.0		0 •		2.0		2.0			2.0		2.0			2.0			
Lost Time Adjust (s)	20	-1.					-1.0					-1.0					-1.0	
Total Lost Time (s)			0				5.0					5.0					5.0	
Lead/Lag		Ů.					0.0	•				0.0					0.0	
Lead-Lag Optimize?																		
Recall Mode	None	Non	е .		None		None			C-Max	e-	-Max			C-Max	# (C-Max	
Act Effct Green (s)		7			110110	Ť	7.4			O IVION		45.9	Ť		- 111001		45.9	
Actuated g/C Ratio		0.1					0.12					0.76					0.76	
v/c Ratio		0.4					0.00					0.65					0.43	
Control Delay		19.					0.0					10.4					1.1	
Queue Delay		0.					0.0					0.0					0.0	
Total Delay		19.					0.0					10.4					1.1	
LOS			3				Α					В					A	
Approach Delay		19.					0.0					10.4					1.1	
Approach LOS			3				0.0 A					В					A	
			,				^					D					^	
Intersection Summary																		

ntersection Summary

Area Type Other

Cycle Length: 60

Actuated Cycle Length: 60

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

Natural Cycle: 60

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DATE 6/18/1,

Control Type: Actuated-Coordinated

Maximum v/c Ratio 0.65

Intersection Signal Delay: 6.8 Intersection Capacity Utilization 73 6%

Intersection LOS: A ICU Level of Service D

Analysis Period (min) 15

Splits and Phases: 11: Cherry Dr & Sand Hill Rd

opito and masos. Tr. onory bracound mirro	
1 g2 (R)	<u>→</u> p4
	1.5
▼ p6 (R)	₩8 °

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	\rightarrow	←	1	↓
Lane Group	EBT	WBT	NBT	SBT
Lane Group Flow (vph)	110	1	488	557
v/c Ratio	0.47	0.00	0.65	0.43
Control Delay	19.9	0.0	10.4	1.1
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	19.9	0.0	10.4	1.1
Queue Length 50th (ft)	18	0	81	1
Queue Length 95th (ft)	m45	0	146	0
Internal Link Dist (ft)	460	277	1330	1091
Turn Bay Length (ft)				
Base Capacity (vph)	248	908	755	1300
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.44	0.00	0.65	0 43
Intersection Schounary				

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

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DONE BY SOND DATE 6/18/15
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	*	1	1	T	+	4		
ane Group	EBL	EBR	NBL	NBT	SBT	SB	R	
ane Configurations	ħ	, 7		4	7 1	P		
/olume (vph)	151	76	407	541	4 308		2	
leal Flow (vphpl)	1900	1900	1900°	1900	1900			
ane Width (ft)	9		• 10•	10	14		4	
rade (%)	0%	•		1%	-4%			
torage Length (ft)	200	. 0	125				0 •	
torage Lanes	1	545 1	. 1.				0 *	
aper Length (ft)	25		25					
Satd. Flow (prot)	1608	1454	1660	1730	1930		0*	
It Permitted	0.950		0.318					
Satd. Flow (perm)	1608	1454		1730	1 930		0 •	
Right Turn on Red		Yes			. 500		S r	
atd. Flow (RTOR)		84			18		•	
ink Speed (mph)	35			35	35			
ink Distance (ft)	1171			1607	348			
ravel Time (s)	22.8	V.T.		31.3	6.8			
eak Hour Factor	0.91	0.91	• 0.91 •	0.91	0.91		1 *	
eavy Vehicles (%)	1%	0.31	1%	2%	4%		% •	
hared Lane Traffic (%)	1 10	, 070	1 70	210	770	J	70	
ane Group Flow (vph)	166	1 84	447	595	406		0 *	
urn Type	NA		pm+pt				•	
rotected Phases	4		5	• 2	• 6			
ermitted Phases	7	4		_				
etector Phase	4	* 4		2	, 6			
witch Phase	4	4	• 5		, 0	•		
linimum Initial (s)	4.0	4.0	4.0	4.0	4.0			
linimum Split (s)	13.0	13.0		16.0	16.0			
	14.0	14.0			25.0			
otal Split (s)	23.3%	23.3%	•35.0%		41.7%			
otal Split (%)	4.0	4 4 0		4.0				
ellow Time (s)	2.0	2.0		2.0				
I-Red Time (s)	-1.0	-1.0	-1.0					
ost Time Adjust (s)	5.0	5.0						
otal Lost Time (s)	0.0	5.0						
ead/Lag			Lead		Lag			
ead-Lag Optimize?	Mone	Mana	Yes *	CHA	Yes			
ecall Mode	None	None			C-Max			
ct Effct Green (s)	8.9	8.9		41.1	22.7			
ctuated g/C Ratio	0.15	0.15	0.68	0.68	0.38			
c Ratio	0.70	0.29	0.71	0.50	0.55			
ontrol Delay	41.0	10.9	11.9	6.4	18.2			
ueue Delay	0.0	0.0		0.0	0.4			
otal Delay	41.0	10.9		64	18.6			
os	D	В	В	A	В			
pproach Delay	30.9			8.7	18.6			
pproach LOS	С			Α	В			
tersection Summary								

Synchro 8 Report

Page

DONE BY STO DATE 6/18/15
CHECKED BY STO DATE 6/18/15

Actuated Cycle Length: 60 1

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

Natural Cycle: 60

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.71

Intersection Signal Delay 14.3 Intersection Capacity Utilization 63.4%

Intersection LOS: B
ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 12: Fishburn Rd (SR 2011) & Sand Hill Rd

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Synchro 8 Report

Page 3

DONE BY SS DATE COURSE

	*	*	1	†	↓
Lane Group	EBL	EBR	NBL	ИВТ	SBT
Lane Group Flow (vph)	166	84	447	595	406
v/c Ratio	0.70	0.29	0.71	0.50	0.55
Control Delay	41.0	10.9	11.9	6.4	18.2
Queue Delay	0.0	0.0	0.0	0.0	0.4
Total Delay	41.0	10.9	11.9	6.4	18.6
Queue Length 50th (ft)	48	0	55	82	107
Queue Length 95th (ft)	m#112	m16	120	140	197
Internal Link Dist (ft)	1091			1527	268
Turn Bay Length (ft)	200		125		
Base Capacity (vph)	241	289	675	1186	741
Starvation Cap Reductn	0	0	0	0	72
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.69	0 29	0.66	0.50	0.61
rtersection Stimmary					

⁹⁵th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.

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DONE BY 1000 DATE 6/18/15
CHECKED BY 1000 DATE 4/18/16

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

	1	-	-	1	4		4	1		†	1	1		↓ ·	1
Lane Group	EBJ.	EBŢ	EBR	WBL	WBT	ý	VBR	NBL		NBT	NBR	SBL		SBT	SBR
Lane Configurations	*	′ _↑	į.		1	(#)		1		13.1		ሻ		₽.	
Volume (vph)	260	* 290	• 0	0	90		40	38		23 •	37 •	52		. 0 .	87
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	• 1	1800	1800	,	1800 •	1800	1800		1800	1800
Lane Width (ft)	12	12	• 12	13	13	*	13	12	,	12 •	12 •	12		12	12
Grade (%)		1%			-6%	4				-2% 🦸			•	1%	
Storage Length (ft)	0	/	0	. 0			0 4	0			0	* 315	,		0
Storage Lanes	1	4	0	0	•		1	. 1			0	• 1			0
Taper Length (ft)	25			25	•			25				25	,		
Satd. Flow (prot)	1652	1773	• 0			. 1	1628 •	1727		1421 🌯	0	1668		1478	0
Flt Permitted	0.431							0.504	-			0.708			
Satd. Flow (perm)	749	1773	• 0	. 0	1681	* 1	1583	916		1421 •	0	1243		1478	0
Right Turn on Red			Yes				Yes 🕡				Yes	•			Yes
Satd. Flow (RTOR)							163			47				915	
Link Speed (mph)		25			25	60				25				25 •	
Link Distance (ft)		505			274					408				1602 *	
Travel Time (s)		13.8			7.5					11.1				43.7	
Confl. Bikes (#/hr)	3		2.	2			3							10.	
Peak Hour Factor	0.79	0.79	0.79		0.79		0.79	0.79		0.79 •	0.79	0.79		0.79	0.79
Heavy Vehicles (%)	3%	1%	0%		14%		0%	0%		0% •	26%	2%		0%	3%
Shared Lane Traffic (%)													ĺ		
Lane Group Flow (vph)	329	· 367		0			51	48		76 •	0 -	66		110	0
Turn Type	pm+pt						erm 🔸	pm+pt		NA 🐐		Perm	4	NA *	
Protected Phases	7	4	•		8	•		5		2•				6 🔸	
Permitted Phases	4						8 •					6			
Detector Phase	7	4			8	10	8•	5	•	2 •		6		6*	
Switch Phase															
Minimum Initial (s)	3.0				3.0		3.0	3.0		3.0		3.0		3.0	
Minimum Split (s)	13.0				12.7		12.7	12.7		16.0		16.0	- 23	16.0	
Total Split (s)	23.0				20.0		20.0	13.0		32.0		19.0	4	19.0	
Total Split (%)	20 9%	* 39.1%			18 2%	• 18	3.2%	11.8%	4 29	9.1%		17.3%	-	17 3% •	
Yellow Time (s)	3.3	3.3	•		3.3		3.3	3.0		3.0		3.0	•	3.0	
All-Red Time (s)	2.7	• 27	•		2.7		2.7	2.7		2.7 •		2.7	-	2.7*	
Lost Time Adjust (s)	-1.0	-1.0			-1.0	•	-1.0 •	-1.0		-1.0		-1.0		-1.0•	
Total Lost Time (s)	5.0	5.0			5.0		5.0	4.7	1	4.7		4.7	4	47.	
Lead/Lag	Lead				Lag	4	Lag •	Lead				Lag		Lag •	
Lead-Lag Optimize?	Yes	*			Yes		Yes •	Yes				Yes	4	Yes •	
Recall Mode	None	None			None	000	lone •	None	I C-	-Max		None	1	None	
Act Effct Green (s)	35.8	35.8			12.8		12.8	29.5		29.5		19.0		19.0	
Actuated g/C Ratio	0.33	0.33			0.12		0.12	0.27		0.27		0.17		0.17	
v/c Ratio	0.84	0.64			0.58		0.16	0.16		0.18		0.31		0.11	
Control Delay	51.5	36.9			57.9		1.0	33.1		16.4		44.5		0.2	
Queue Delay	0.0	0.0			0.0		0.0	0.0		0.0		0.0		0.0	
Total Delay	51.5	36.9			57.9		1.0	33.1		16.4		44.5		0.2	
LOS	D	D			Е		Α	C		В		D		A	
Approach Delay		43.8			40.3		-	-		22.8		_		16.8	
Approach LOS		D			D					C				В	
Intersection Summary	-11-4											-			-

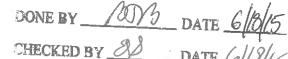
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DONE BY / D

DATE 6/18/15

Lane Group	ø9		
Lane Configurations			
Volume (vph)			
Ideal Flow (vphpl)			
Lane Width (ft)			
Grade (%)			
Storage Length (ft)			
Storage Lanes			
Taper Length (ft)			
Satd. Flow (prot)			
Flt Permitted			
Satd. Flow (perm)			
Right Turn on Red			
Satd. Flow (RTOR)			
Link Speed (mph)			
Link Distance (ft)			
Travel Time (s)			
Confl. Bikes (#/hr)			
Peak Hour Factor			
Heavy Vehicles (%)			
Shared Lane Traffic (%)			
Lane Group Flow (vph)			
Turn Type			
Protected Phases	9		
Permitted Phases	9	1	
Detector Phase			
Switch Phase			
Minimum Initial (s)	33.0	4	
Minimum Split (s)	35.0		
Total Split (s)	35.0		
	32%		
Total Split (%)			
Yellow Time (s)	2.0		
All-Red Time (s)	0.0	6.	
Lost Time Adjust (s)			
Total Lost Time (s)			
Lead/Lag			
Lead-Lag Optimize?	A disa		
Recall Mode	Min	•	
Act Effet Green (s)			
Actuated g/C Ratio			
v/c Ratio			
Control Delay			
Queue Delay			
Total Delay			
LOS			
Approach Delay			
Approach LOS			

Synchro 8 Report Page 40



Cycle Length: 110 Actuated Cycle Length: 110

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

Natural Cycle 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio 0 84

Intersection Signal Delay: 37.0
Intersection Capacity Utilization 39.7%

Intersection LOS: D
ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 13: Centerview Dr & Campus Dr

ø2 (R)		→ ø4 •		A1.09	
9 202		43.8	-,', -, -, -, -, -,	313	
↑ ø5	₩ ø6 •	→ Ø7	€		
- 17 E	林事成为 第	23.5	Fig.		

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Synchro 8 Report

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E 6/10/12

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	1	-	-	4	4	†	1	1	-	
Lané Group	EBL	EBT	WBT	WBR	NBL	NBT	SBL	SBT		
Lane Group Flow (vph)	329	367	114	51	48	76	66	110		_
v/c Ratio	0.84	0.64	0.58	0.16	0.16	0.18	0.31	0.11		
Control Delay	51.5	36.9	57.9	1.0	33.1	16.4	44.5	0.2		
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Total Delay	51.5	36.9	57.9	1.0	33.1	16.4	44.5	0.2		
Queue Length 50th (ft)	192	217	77	0	26	16	45	0		
Queue Length 95th (ft)	238	262	116	0	50	44	m64	m0		
nternal Link Dist (ft)		425	194			328		1522		
Furn Bay Length (ft)						0_0	315	1022		
Base Capacity (vph)	391	612	229	356	307	415	214	1012		
Starvation Cap Reductn	0	0	0	0	0	0	0	0		
Spillback Cap Reductn	0	0	0	0	0	Ö	Ŏ	Ö		
Storage Cap Reductn	0	0	0	0	Ō	ō	0	ŏ		
Reduced v/c Ratio	0.84	0.60	0.50	0.14	0.16	0.18	0.31	0.11		
ntersection Summary										

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

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DATE 6/18/1

1: University Dr & Governor Rd (SR 0322)

	*	-	*	1	-	4	1	1	-	1	. ↓	1	4
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT		SBR
Lane Configurations	7	· 44	10	. 1	亚 十十	. 7	· 1	• 4	• 7	7	/ ja		
Volume (vph)	90	630	142	81	1042	298	334	4 316	_	49	79		52
Ideal Flow (vphpl)	1800	1800	• 1800	1800	1800	1800	1800	1800	1800	1800	1800		1800
Lane Width (ft)	12	, 12	12	12	13	12	14		• 14	12	12		12
Grade (%)		1%			-1%			-1%	i		-3%		
Storage Length (ft)	180		250	220		220	. 0		165	0			0
Storage Lanes	1		1	1.		1	. 1		1	1	•		0
Taper Length (ft)	25	*		25			25			25			Į.
Satd. Flow (prot)	1701	3336	1507 •	1719	4 3517	1522	1833	1809	• 1640	1736	1677		0
Flt Permitted	0.165			0.343			0.370			0.563			
Satd. Flow (perm)	296	3336	1479	619	3517	1522		1809	• 1607	1023	1677		0
Right Turn on Red			Yes		,	1/	*		Yes	,,,,		ñ	Yes
Satd. Flow (RTOR)						307			151	•	26		100
Link Speed (mph)		35			35	007		25			25		
Link Distance (ft)		372			974	•		881			833		
Travel Time (s)		7.2			19.0			24.0			22.7		
Confl. Peds. (#/hr)		1.2	8	. 8	13.0	•		24 0	7	7	22.1		
Peak Hour Factor	0.97	0.97		0.97	0.97	0.97	0.97	0.97		0.97	0.97	-	0.97
Heavy Vehicles (%)	0%	2%	40/		1%					0.97		•	
Shared Lane Traffic (%)	0 /0	2 /0	1%	070	1 70	1%	0%	, 0%	0%	U%	4%		0%
	02	640	140	0.4	4074	207	244	200	454	E4	425		^
Lane Group Flow (vph)	93	649		84	1074		344				135		0
Turn Type	pm+pt		pm+ov •		NA	Perm	pm+pt			Perm	• NA		
Protected Phases	5	. 2	• 3•	1	6	•	3	. 8			4	•	
Permitted Phases	2	*	2	6		6		•	8	• 4			
Detector Phase	5	• 2	• 3	1	· 6	• 6	3	• 8	• 8•	4	4	. *	
Switch Phase	2.0	400			40.04	40.0							
Minimum Initial (s)	3.0	10.0		3.0		10.0	3.0	• 3.0		3.0	3.0		
Minimum Split (s)	12.0	42.7	, 124	120	427		12.4	32.4	32.4		12.0		
Total Split (s)	12.0	55.0	22.0	12.0	55.0		22.0	43.0	43.0	21.0	21.0		
Total Split (%)	10.9%		• 20.0%	10.9%	•50.0%		20.0%		• 39 1%		19 1%		
Yellow Time (s)	3.7	, 3.7		3.7	3.7		3.0	, 3.0		3.0	· 3.0		
All-Red Time (s)	2.0	, 2.0		20	, 20			2.4	• 24 ·		• 24		
Lost Time Adjust (s)	-1.0	-1.0	• -1.0 •	-1.0	-1.0		-1.0	-1.0		-1.0	-1.0		
Total Lost Time (s)	4.7	4.7	• 44	4.7	4 4 7		4.4	. 4.4	4.4	4.4	• 4.4		
Lead/Lag	Lead	 Lag 	Lead	Lead	Lag	Lag*	Lead	i		Lag	Lag	•	
Lead-Lag Optimize?													
Recall Mode	None	C-Max		None		C-Max	None	None	None			•	
Act Effct Green (s)	62.1	55.6	73.5	62.0	55.5	55.5	35.1	35.1	35.1	13.1	13.1		
Actuated g/C Ratio	0.56	0.51	0.67	0.56	0.50	0.50	0.32	0.32	0.32	0.12	0.12		
v/c Ratio	0.35	0.38	0.14	0.20	0.61	0.33	0.85	0.57	0.25	0.42	0 61		
Control Delay	14.0	18.8	1.5	15.0	26.9	6.2	51.4	34.9	5.1	54.4	48.1		
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Total Delay	14.0	18.8	1.5	15.0	26.9	6.2	51.4	34.9	5.1	54.4	48.1		
LOS	В	В	Α	В	С	Α	D	С	Α	D	D		
Approach Delay		15.4			21.9			36.3			49.8		
Approach LOS		В			С			D			D		
Intersection Summary							233		1000				
Area Type	Other												

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DATE (1) 18/15

Synchro 8 Report Page 1 Cycle Length: 110

Actuated Cycle Length: 110 *

Offset: 24 (22%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio 0.85

Intersection Signal Delay: 25.2 Intersection Capacity Utilization 78 1%

Intersection LOS: C

ICU Level of Service D

Analysis Period (min) 15

Splits and Phases: 1: University Dr & Governor Rd (SR 0322)



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Synchro 8 Report Page 2

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	۶	→	*	1	←	4	1	†	1	1	↓	
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	
Lane Group Flow (vph)	93	649	146	84	1074	307	344	326	151	51	135	
v/c Ratio	0.35	0.38	0.14	0.20	0.61	0.33	0.85	0.57	0.25	0 42	0.61	
Control Delay	14.0	18.8	1.5	15.0	26.9	6.2	51.4	34.9	5.1	54.4	48.1	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	14.0	18.8	1.5	15.0	26.9	6.2	51.4	34.9	5.1	54.4	48.1	
Queue Length 50th (ft)	26	154	0	24	329	36	201	189	0	34	73	
Queue Length 95th (ft)	53	206	20	m37	m381	m49	#320	269	43	72	134	
Internal Link Dist (ft)		292			894			801			753	
Turn Bay Length (ft)	180		250	220		220			165			
Base Capacity (vph)	269	1686	1040	428	1775	920	406	634	661	154	275	
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Reduced v/c Ratio	0.35	0.38	0.14	0.20	0.61	0.33	0.85	0.51	0.23	0.33	0.49	
Intersection Summary												

⁹⁵th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.

Synchro 8 Report

Page 3

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

2: Centerview Dr & Governor Rd (SR 0322)

	*	\rightarrow	*	1	-	A.	1	†	1	- /	1		4
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBF	R SBL	SBT		SBR
Lane Configurations	*	- 44	. 7.	1	, B		ካካ	, ĵ.		ካ	, p	,	
Volume (vph)	17	, 671	. 79.	71	4 798	88			· 269	9 45			36
Ideal Flow (vphpl)	1800	1800	1800	1800	_e 1800	• 1800	1800	1800	. 1800	1800	⁴ 1800	9 1	1800
Lane Width (ft)	12	14	* 14*	12									16
Grade (%)		1%	1		-2% #			1%			-1%		
Storage Length (ft)	170	4	250	300	t	0	225			100			0
Storage Lanes	1		1	. 1	8	0	. 2		(1			0
Taper Length (ft)	25			25			25			25			
Satd. Flow (prot)	1701	₄3490	1547	1693	- 1739	• 0		1573	. (1891	1856	9	0
Flt Permitted	0.116			0.286	4		0.950			0.529			
Satd. Flow (perm)	208	3490	. 1472 -	506	1739	0			· /4 (1047	-1856		0
Right Turn on Red			Yes •			Yes		,	Yes				Yes
Satd. Flow (RTOR)			167		9			90		• •	37		100
Link Speed (mph)		35			35			25			25	3	
Link Distance (ft)		974			921	,		1602			866	4	
Travel Time (s)		19.0			17.9	4		43.7			23.6		
Confl. Peds. (#/hr)	3		11	. 11		3	. 2	10.7		3 8			2
Confi Bikes (#/hr)			4		4	Ü				, ,			
Peak Hour Factor	0.97	0.97		0.97	0.97	0.97	0.97	0.97	0.97	7 0.97	≠ 0.97		0.97
Heavy Vehicles (%)	0%	4%	5%	2%	3%	• 0%		1%			, 0%		0%
Shared Lane Traffic (%)	070	7 -7 70	* 3/0 *	270	J 70	0 70	1 /0	1 /0	0 /	0 370	, 070	•	0 /0
Lane Group Flow (vph)	18	/ 692	* 81 *	73	• 914	· 0	498	· 395	. 1	46	, 64		0
Turn Type	Perm		Perm				Prot					15411	U
Protected Phases	Feilii	2	FCIIII	ріптрі	. 6		3			pm+pt	* INA		
Permitted Phases	2		9		. 0,		3	" 0		4	4		
	2	9	2	6	. 6*		3	. 0		4			
Detector Phase Switch Phase	Z	2	2		, 0,		3	, 0	•	- /	, 4	•	
	40.0	1100	F 40 0 5	2.0	40.0		4.0	4 20		4.0	2.0		
Minimum Initial (s)	100	10.0	100	3.0			4.0			4.0			
Minimum Split (s)	15.1	15.1	15.1	12.1	15.1		11.9			11.9	11.9		
Total Split (s)	55.0	55.0		13.0			30.0			22.0	, 12.0		
Total Split (%)	50.0%	⁴ 50.0%			61.8%		27.3%			20.0%			
Yellow Time (s)	38	4 38		3.8			3.0			3.0	3.0		
All-Red Time (s)	1.3	1.3		1.3			1.9			1.9	1.9		
Lost Time Adjust (s)	-1.0	-1.0		-1.0			-0.5			-0.5			
Total Lost Time (s)	4.1	* 4.1		4.1	4.1		4 4			4.4	4.4		
Lead/Lag	Lag	Lag	Lag	Lead	16		Lead			Lead	Lag		
Lead-Lag Optimize?							Yes			Yes			
Recall Mode	C-Max		C-Max		C-Max		None			None		w	
Act Effct Green (s)	53.8	53.8	52.8	63.9			26.3			15.8			
Actuated g/C Ratio	0.49	0 49	0.48	0.58	0 58		0.24			0 14			
v/c Ratio	0.18	0.41	0.10	0.19			0.64			0.22			
Control Delay	32.8	25.1	5.0	9.5			42 7			29.0			
Queue Delay	0.0	0.0	0.0	0.0			0.0			0.0			
Total Delay	32.8	25 1	5.0	9.5			42.7			29.0			
LOS	С	С	Α	Α			D			С			
Approach Delay		23.2			27.6			46.7			29.9		
Approach LOS		С			С			D			С		
Intersection Summary													

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Synchro 8 Report Page 5

DONE BY SOYS DATE G/18/15
CHECKED BY SS DATE G/18/15

Area Type:

Other

Cycle Length: 110

Actuated Cycle Length: 110

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

Natural Cycle: 90

Control Type Actuated-Coordinated

Maximum v/c Ratio: 0.90

Intersection Signal Delay 32 6

Intersection LOS C

Intersection Capacity Utilization 100.2%

ICU Level of Service G

Analysis Period (min) 15

Splits and Phases: 2: Centerview Dr & Governor Rd (SR 0322)

ø1 \$2 (R)	★ ø3	₩ 64
		Y 150
₩ p6 (R) • ₩	ø7	T p8
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Synchro 8 Report Page 6

DONE BY ___

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	<i>></i>	→	*	1	←	4	†	-	↓	
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL.	NBT	SBL	SBT	
Lane Group Flow (vph)	18	692	81	73	914	498	395	46	64	
v/c Ratio	0.18	0.41	0.10	0.19	0.90	0.64	0.86	0.22	0.35	
Control Delay	32.8	25.1	5.0	9.5	29.1	42.7	51.7	29.0	30.5	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	32.8	25.1	5.0	9.5	29.1	42.7	51.7	29.0	30.5	
Queue Length 50th (ft)	7	148	0	13	516	171	218	22	18	
Queue Length 95th (ft)	m25	233	19	m34	#831	222	#424	48	62	
Internal Link Dist (ft)		894			841		1522		786	
Turn Bay Length (ft)	170		250	300		225		100		
Base Capacity (vph)	101	1706	793	389	1013	831	457	376	190	
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	
Reduced v/c Ratio	0.18	0.41	0.10	0.19	0.90	0.60	0.86	0.12	0.34	
Intersection Surpriery										

^{# 95}th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.

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DONE BY SP DATE 6/18/15

CHECKED BY ES DATE 6/18/15

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

	1	-	—	1	1		1		
Lane Group	EBL	EBŢ	WBT	WBR	SBL	N.	SBR		
Lane Configurations	7	, †	1 > 1		W	•			
Volume (vph)	13	998	959	5	4		9 •		
Ideal Flow (vphpl)	1900	1900	1900	1900	• 1900	•	1900		
Lane Width (ft)	11	11	11 *	11	15		15•		
Grade (%)		1%	0% •		-3%	,			
Satd Flow (prot)	1736	• 1757 •	1799	0	1739		010		
Flt Permitted	0.950	(*)			0.985				
Satd Flow (perm)	1736	1757	1799	0	•1739		0		
Link Speed (mph)		35	30		25	•			
Link Distance (ft)		921	400		1058				
Travel Time (s)		17.9	9.1		28.9				
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99		0.99		
Heavy Vehicles (%)	0%	4%	2% •	0%	0%		13%		
Shared Lane Traffic (%)									
Lane Group Flow (vph)	13	1008 •	974	0	13		0		
Sign Control		Free	Free		Stop	4			
Intersection Summary						Y			
Area Type:	Other			THE					
Control Type: Unsignalize	d								
Intersection Capacity Utiliz	zation 62.5%)		l l	CU Level	of	Service B		
Analysis Period (min) 15									

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DONE BY DATE 6/8/5
CHECKED BY S DATE 6/8/15

Intersection									
ntersection Delay, s/veh	0.2					-			
Movement	EBL	EBT			WBT	WBR	SBL	SBR	
Vol, veh/h	13	998			959	5	4	9	
Conflicting Peds, #/hr	0	0			0	0	0	0	
Sign Control	Free	Free			Free	Free	Stop	Stop	
RT Channelized	_	None			82	None	-	None	
Storage Length	0	1					0		
Veh in Median Storage, #	-	0			0	-	0	-	
Grade, %		1			0		-3		
Peak Hour Factor	99	99			99	99	99	99	
Heavy Vehicles, %	0	4			2	0	0	13	
Mvmt Flow	13	1008			969	5	4	9	
Major/Minor	Majori				Major2		Minor2		
Conflicting Flow All	974	0			-	0	2005	971	
Stage 1		**			-	-	971	20	
Stage 2					17	_	1034		
Follow-up Headway	2.2	**			-	25	3.5	3.417	
Pot Capacity-1 Maneuver	716	*			-	-	92	317	
Stage 1					3.	-	435	*	
Stage 2	*	-			1.00		411	**	
Time blocked-Platoon, %		-			-	25			
Mov Capacity-1 Maneuver	716					- 54	90	317	
Mov Capacity-2 Maneuver	Ψ	-			4	(+	90	**	
Stage 1	- 2	-			-	14	435	4/	
Stage 2	100	\$			-	12	404	\$5	
Approach					MB		SB		
HCM Control Delay, s	0.1				0		26.8		
HCM LOS							D		
Minor Lane / Major Mymt		2:1	E:47	WET	WAR	Selfin	- 4		
Capacity (veh/h)		716		JAMES A		178			
HCM Lane V/C Ratio		0.018		_	125	0.074			
HCM Control Delay (s)		10.122	_		923	26.8			
HCM Lane LOS		10 122 B	_	-		20.0 D			
		0.056				0.236			
HCM 95th %tile Q(veh)		111122				[] / 30			

^{**:} Volume Exceeds Capacity, \$: Delay Exceeds 300 Seconds, Error : Computation Not Defined

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CHECKED BY STORY DATE 6/8/

4: Governor Rd (SR 0322) & Areba Ave

	1	-		*	1	4	t	4	1	†		1	1	Ţ		4
Lane Group	EBL	EBT		EBR	WBL	WBT		WBR	NBL	NBT		NBR	SBL	SBT		SBR
Lane Configurations	7	+ B				4	4			4	6			4	1	
Volume (vph)	51	921	٠	0.*	0	958		14	2	. 0		0 •	1	. 0		14 *
Ideal Flow (vphpl)	1900	1900	٠	1900°	1900	1900		1900	1900	1900	- 4	1900 -	1900	1900		1900
Lane Width (ft)	11	• 11		11+	11	+ 11	-5	11*	10	· 10		10 •	16	, 16		16 •
Grade (%)		-2%				1%				7%	í			1%	4	
Storage Length (ft)	75	4		0 .	0			0 -	0			0 *	0			0 .
Storage Lanes	1			0 -	0			0 ,	0	,		0 *	0			0 *
Taper Length (ft)	25	6			25				25	4			25	4		
Satd. Flow (prot)	1728	1801		0	0	1784		0	0	1626		0 •	0	# 1737		0
Flt Permitted	0.950	9								0.950				0.997		
Satd. Flow (perm)	1728	.1801		0.+	0	• 1784		0	0	1626		0 *	0	4737	•	0 -
Link Speed (mph)		35				35	,			30				25	1	
Link Distance (ft)		400	ij.			375				85				1017	2	
Travel Time (s)		7.8				7.3	1			1.9	14			27.7		
Confl. Peds. (#/hr)	1	4		7	7	4		1.*							·	
Peak Hour Factor	0.98	0.98		0.98*	0.98	0.98		0.98	0.98	0.98		0.98*	0.98	0.98	. •	0.98
Heavy Vehicles (%)	2%	. 3%	ě	0% •	0%	2%	, «	17% •	0%	• 0%	•	0%	0%	0%		8%*
Shared Lane Traffic (%)																
Lane Group Flow (vph)	52	940		0 -	0	992		0 =	0	. 2		0 =	0	* 15	4	٥٠
Sign Control		Free	*			Free	#			Stop				Stop		
Intersection Summary																

Intersection Summary

Area Type:

Control Type: Unsignalized

Intersection Capacity Utilization 61.3%

Other

Analysis Period (min) 15

ICU Level of Service B

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Synchro 8 Report

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DONE BY ST DATE 6/18/15

CHECKED BY ST DATE 6/18/15

Intersection										B. IL		
Intersection Delay, s/veh	0.7											
Movement	20 80 20 60	EBT	EBR	WBL	WBT	WBR	NB).	NBT	NBR	SBL	SBI	SBR
Vol, veh/h	51	921	0	0	958	14	2	0	0	1	0	14
Conflicting Peds, #/hr	1	0	7	7	0	1	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	150	1.7	None	-	-	None	-	12	None
Storage Length	75		-			-		20			-	
Veh in Median Storage, #	-	0	-	5.45	0	-	-	0	-	0.50	0	
Grade, %	-	-2	-	1.61	1	-	-	7	-	100	1	- 8
Peak Hour Factor	98	98	98	98	98	98	98	98	98	98	98	98
Heavy Vehicles, %	2	3	0	0	2	17	0	0	0	0	0	8
Mvmt Flow	52	940	0	0	978	14	2	0	0	1	0	14
Major/Minor	Major1_			Major2		EIR	Minor1		-	Minor2		
Conflicting Flow All	992	0	0	940	0	0	2036	2036	947	2029	2029	992
Stage 1	- 002	-	_	-			1044	1044	-	985	985	
Stage 2	+	-		-			992	992		1044	1044	
Follow-up Headway	2.218		**	2.2	-	: *	3.5	4	3.3	3.5	4	3.372
Pot Capacity-1 Maneuver	697	-	*	737			19	26	266	39	52	283
Stage 1		-					186	206	-	285	311	
Stage 2	-	×	**	-			203	222	-	263	291	
Time blocked-Platoon, %		-	€			136						
Mov Capacity-1 Maneuver	693			733	140		17	24	265	37	48	281
Mov Capacity-2 Maneuver	100		\$3	-	-	- 8	17	24	96	37	48	2
Stage 1	2	_		1	-	1.5	172	191		264	311	
Stage 2	3	-	-		1920	-	192	222		242	269	5
Approach	29			WB			MB			SB		
HCM Control Delay, s	0.6			0			243.8			25		
HCM LOS	0.0			•			F			D		
		ABLn!	EBL			Will	WBT	WARD !	SEIN			-
Minor Lane / Albin Wint				E01	EPD		WP1	SPLEIN.	195			
Capacity (veh/h)		17 0.12	693 0.075	- I	-	733	19		0.078			
HCM Central Polov (a)			10.616	-		0			25			
HCM Long LOS		243.8	_	- 3		A	a a		20 D			
HCM Lane LOS HCM 95th %tile Q(veh)		0.345	0.243			0	1-	_	0.253			
HURA ADID WITH LIKVENI		U.J43	U 243	-	-	U		-	U.Z.JJ			

⁻ Volume Exceeds Capacity; \$ Delay Exceeds 300 Seconds, Error Computation Not Defined

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DATE 6/8

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	*		—	1	1	1			
Lane Group	EBL	EBT	WBT	WBR	ŜBL	SBR			
Lane Configurations	ħ	4. 本:	- Tp*		14				
Volume (vph)	5	' 949 '	962	4	0 •	0,			
Ideal Flow (vphpl)	1900	* 1900 *	1900	1900	1900	1900 °			
Lane Width (ft)	11	4 11 °	11-	11	* 16	16 '			
Grade (%)		-1%	0%		1% *				
Storage Length (ft)	75	Man		0	r 0 *	0.			
Storage Lanes	1	30		0	. 1	0.4			
Taper Length (ft)	25				25				
Satd. Flow (prot)	1754	, 1775	1799	0	₄ 2143	• 0 •			
FIt Permitted	0.950	4							
Satd. Flow (perm)	1754	1775	1799-	0	2143	. 0 .			
Link Speed (mph)		30	· 30 ·		25	60			
Link Distance (ft)		375	∞ 379 •		801	i.			
Travel Time (s)		8.5	* 8.6 *		21.8				
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97			
Heavy Vehicles (%)	0%	. 4%	. 2% .	0%	0%	0% •			
Shared Lane Traffic (%)									
Lane Group Flow (vph)	5	978	· 996 ·	0	, 0	0			
Sign Control		Free	Free		Stop	,			
Intersection Summary									
Area Type:	Other								

Area Type:

Control Type. Unsignalized

Intersection Capacity Utilization 54.2%

Analysis Period (min) 15

ICU Level of Service A

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Intersection							B-114		
ntersection Delay, s/veh	0								
Voyement	EBL	511		-	WBT	WER	SBL	SBR	
Voi, veh/h	5	949			962	4	0	0	
Conflicting Peds, #/hr	ŏ	0			0	0	0	0	
Sign Control	Free	Free			Free	Free	Stop	Stop	
RT Channelized	(100	None			-	None	3	None	
Storage Length	75	-			-	_	0	29	
Veh in Median Storage, #	-	0			0	-	0		
Grade, %		-1			ō		1		
Peak Hour Factor	97	97			97	97	97	97	
Heavy Vehicles, %	0	4			2	0	Ö	0	
Mymt Flow	5	978			992	4	Ö	0	
MAINT LIOM		310			JOE				
Major/Minor	Major1				Major2		Minar2		
Conflicting Flow All	996	0			160	0	1983	994	11 W 11 1
Stage 1		-				-	994	2	
Stage 2						0.77	989		
Follow-up Headway	2.2						3.5	3.3	
Pot Capacity-1 Maneuver	703	-			- 1	-	61	292	
Stage 1	54					-	342	_	
Stage 2	34					260	344		
Time blocked-Platoon, %		-							
Mov Capacity-1 Maneuver	703	-			-		61	292	
Mov Capacity-2 Maneuver	100	-				196	61	-	
Stage 1	- 12	-			-	743	342		
Stage 2	22					5.8	342	*	
Approach	E8				WB		58		
HCM Control Delay, s	0.1				0		0		
HCM LOS							Α		
				WEY	Wind.	SBLn1			
Winor Labe / Waler (Vurn)			EST	WBT	KARIK				
Capacity (veh/h)		703				0			
HCM Lane V/C Ratio		0.007	-	-	-	+			
HCM Control Delay (s)		10.159	-			0			
HCM Lane LOS		В				Α			
HCM 95th %tile Q(veh)		0 022	-	*	*	+			
Notes									

~ : Volume Exceeds Capacity, \$1 Delay Exceeds 300 Seconds, Error 1 Computation Not Defined

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CHECKED BY ES DATE 6/18/15

	1	→	-	4	1		4
Lane Group	EBL	EBT	WBT	WBR	SBL		SBR
Lane Configurations	7	• •	1		W	4	
Volume (vph)	5	947	962	6	. 0		2 *
Ideal Flow (vphpl)	1900	4 1900 °	1900	1900	· 1900		1900°
Lane Width (ft)	11	11	• 11°	11	4 15		15
Grade (%)		2%	-2%		3%		
Storage Length (ft)	75	•		0	. 0		0 •
Storage Lanes	1	508		0	a) 1		0 🗻
Taper Length (ft)	25	1			25		
Satd. Flow (prot)	1727	_* 1765	· 1817 ·	0	- 1781		0
Flt Permitted	0.950						
Satd. Flow (perm)	1727	· 1765	* 1817*	0	<i>•</i> 1781		0 "
Link Speed (mph)		35	35		25	O).	
Link Distance (ft)		379	1359 •		567		
Travel Time (s)		7.4	26.5		15.5		
Peak Hour Factor	0.99	0.99	0.99 *	0.99	• 0.99		0.99°
Heavy Vehicles (%)	0%	3%	2%	0%	• 0%		0%
Shared Lane Traffic (%)							
Lane Group Flow (vph)	5	₀957	• 978	• 0	+ 2	4	٥١
Sign Control		Free	, Free -		Stop		
ntersection Summary							
Area Type:	Other						
Control Type Unsignalized							
Intersection Capacity Utiliz	ation 61.09	6			ICU Leve	of	Service E
Analysis Period (min) 15							

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DONE BY SOM DATE 6/18/15
CHECKED BY SS DATE 6/18/15

Intersection									
ntersection Delay, s/veh	0.1								-
Movement	EBL	EBT			WBT	WBR	SEL	SBR	
Vol, veh/h	5	947			962	6	0	2	
Conflicting Peds, #/hr	0	0			0	0	0	0	
Sign Control	Free	Free			Free	Free	Stop	Stop	
RT Channelized		None			. 7	None	-	None	
Storage Length	75	_				-	0	7/	
Veh in Median Storage, #	-	0			0	-	0	**	
Grade, %		2			-2	-	3	7	
Peak Hour Factor	99	99			99	99	99	99	
Heavy Vehicles, %	ő	3			2	ő	Ő	0	
Mymt Flow	5	957			972	6	Ö	2	
Major/Minor	Major1	72.1	TI.A.I		Major2		Minor2		
Conflicting Flow All	978	0			-	0	1942	975	
Stage 1	(2)	**			521	13	975	8	
Stage 2	-	-			-	-	967	7.	
Follow-up Headway	2.2				-	88	3.5	3.3	
Pot Capacity-1 Maneuver	714				361	16	52	284	
Stage 1	*	-			-	94	313		
Stage 2					-	24	317	-	
Time blocked-Platoon, %		¥			345	84			
Mov Capacity-1 Maneuver	714					- 4	52	284	
Mov Capacity-2 Maneuver	1	-			-	12	52	-	
Stage 1	- 2				-	34	313		
Stage 2	-				40	7.	315	\$	
Aggreace	EB				WB		SB		
HCM Control Delay, s	0.1				0		17.8		
HCM LOS							С		
		ESL.	EBT	WBT	(ATO)	epi "4			
Minor Lane / Major Nymi			COI	VV 0.1	WDR.	SBLn1			
Capacity (veh/h)		714	-		1	284			
HCM Lane V/C Ratio		0.007	-	- 50	*	0.007			
HCM Control Delay (s)		10.078		7.5	0.5	17.8			
HCM Lane LOS		В				0.034			
HCM 95th %tile Q(veh)		0.021	-	23	_	0.021			
Notes									

~: Volume Exceeds Capacity; \$: Delay Exceeds 300 Seconds, Error: Computation Not Defined

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DONE BY ________

CHECKED BY

DATE 6/18/15

*	\rightarrow	7	1	-	4	1	†	1	1	1	1
EBL	EBŤ	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBI	SBR
7	• 44	7	, Y	· 1>	•	ሻ	· 1	, 77	ሻ	1 P	
13	755	160	124	650	± 43	259	65	391	36	47	15
1800	1800	• 1800°	1800	· 1800	1800	1800	" 1800	1800	1800	1800	1800
10	12	14	10	. 14	14	10	a 11	• 12	10	· 12 *	12
	-3%	•		-2%			0%	,		1% 🛎	
100			350			300		250	. 100		0
1	,	1			C			1	. 1		0
25									25		
		1640		₄ 1866	. 0		1740	• 1530			0
		1603			× 0		1740	1530			0
000	, 0010			#1000							Yes
				6						12	
	35						25	2-101			
					,			,			
	20.0	1	1	10.0		2	20.0			10.2	2
		1	* 1			2	Ž.				2
0.06	0.06	- 0.06			# A 96			n 96	0.06	, n 96	• 0.96
U%	7 370	170	370	370	370	1 70	4 0/0	* 076	V /0	370	0 /0
4.4	706	167	120	722	(a)	270	. 60	* 407	30	85	0
Perm			pm+pt						FEIIII		
	2		1	, 0	•		. 0		2 4		
	1		0				. 0				
2	. 2	• 2	7.1	, ,		3	, 0	0	4	4	
40.0	40.0	. 400		40.0		2.0	2.0	. 20	. 20	. 200	
										1.0	
	-										
4.9					•		4.0	4.0			
Lag	, Lag	Lag	Lead	6)		Lead	19		Lag	Lag	
C-Max	C-Max	C-Max	None								
58.5	58.5	58.5									
0.53	0.53	0.53	0.66	0.66							
0.05	0.44	0.18	0.34	0.59		0.81					
16.5	18.3	6.0	12.5								
0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0			
16.5		6.0				55.0	29.8	20.1	54.8	45.9	
В		Α	В						D	D	
										49.2	
	В			В			С			D	
	13 1800 10 100 100 1 25 1620 0.340 580 0.96 0% 14 Perm 2 2 10.0 15.9 59.0 53.6% 3.9 2.0 -1.0 4.9 Lag C-Max 58.5 0.05 16.5 0.00 16.5	13 755 1800 1800 10 12 -3% 100 10 12 -3% 100 3370 36 1620 3370 370 38 1620 3370 370 370 370 370 370 370 370 370 3	13 755 160 1800 1800 1800 1800 10 12 14 -3% 100 210 1 1 25 1620 3370 1640 0.340 580 3370 1603 Yes 167 35 1359 26.5 1 0.96 0.96 0.96 0% 3% 1% 14 786 167 Perm NA Perm 2	13 755 160 124 1800 1800 1800 1800 10 12 14 10 -3% 100 210 350 1 1 1 1 25 25 1620 3370 1640 1565 0.340 0265 580 3370 1603 436 Yes 167 35 1359 26.5 1 1 1 1 0.96 0.96 0.96 0.96 0.96 0% 3% 1% 3% 14 786 167 129 Perm NA Perm pm+pt 2 2 2 6 2 2 2 2 1 100 100 100 30 15.9 15.9 15.9 12.9 59.0 59.0 59.0 13.0 53.6% 53.6% 53.6% 11.8% 3.9 3.9 3.9 3.9 2.0 2.0 2.0 2.0 -1.0 -1.0 -1.0 -1.0 4.9 4.9 4.9 4.9 Lag Lag Lag Lead C-Max C-Max C-Max None 58.5 58.5 58.5 72.2 0.53 0.53 0.53 0.66 0.05 0.44 0.18 0.34 16.5 18.3 6.0 12.5 0.0 0.0 0.0 0.0 16.5 18.3 6.0 12.5 B B A B	13 755 160 124 650 1800 1800 1800 1800 1800 10 12 14 10 14 -3% 210 350 1 1 1 25 25 1620 3370 1640 1565 1866 0.340 0265 580 3370 1603 436 1866 0.340 0265 580 3370 1603 436 1866 0.340 0265 580 3370 1603 436 1866 0.340 0265 580 3370 1603 436 1866 0.340 0265 580 3370 1603 436 1866 0.340 0265 0.340 0265 0.340 0265 0.340 0265 0.35 0.35 0.35 0.366 0.9	13 755 160 124 650 43 1800 1800 1800 1800 1800 1800 10 12 14 10 14 14 -3% 7 -2% 7 100 210 350 0 1 1 1 1 1 0 25 25 25 1620 3370 1640 1565 1866 0 0.340 0265 580 3370 1603 436 1866 0 Yes 167 6 35 35 35 35 1359 950 185 1 1 1 1 1 1 0 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96	13	13	13	13	13

Synchro 8 Report

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CHECKED BY ESS

DATE 6/18/

Area Type:

Other

Cycle Length 110

Actuated Cycle Length: 110 °

Offset: 94 (85%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green

Natural Cycle: 60

Control Type Actuated-Coordinated

Maximum v/c Ratio: 0.81

Intersection Signal Delay 22.1

Intersection LOS C

Intersection Capacity Utilization 80.5%

ICU Level of Service D

Analysis Period (min) 15

Splits and Phases: 7: Cherry Dr & Governor Rd (SR 0322)

Oping direct flooder in entering as a determinent in factor and		
61 • 62(R)	★ ø3	₩ ø4 ,
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♥ ø5 (R) ■	1 ø8*	
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Synchro 8 Report
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	1	→	*	1	-	4	†	-	1	. ↓	
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	
Lane Group Flow (vph)	14	786	167	129	722	270	68	407	38	65	
v/c Ratio	0.05	0.44	0.18	0.34	0.59	0.81	0.15	0.70	0.35	0.40	
Control Delay	16.5	18.3	6.0	12.5	16.2	55.0	29.8	20.1	54.8	45.9	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	16.5	18.3	6.0	12.5	16.2	55.0	29.8	20.1	54.8	45.9	
Queue Length 50th (ft)	6	182	34	27	204	165	36	98	26	36	
Queue Length 95th (ft)	m16	m259	m69	m70	342	#257	69	203	59	78	
Internal Link Dist (ft)		1279			870		683			476	
Turn Bay Length (ft)	100		210	350		300		250	100		
Base Capacity (vph)	308	1790	930	378	1226	333	537	642	140	204	
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	
Reduced v/c Ratio	0.05	0.44	0.18	0.34	0.59	0.81	0.13	0.63	0.27	0.32	
ntersection Summary											

⁹⁵th percentile volume exceeds capacity, queue may be longer Queue shown is maximum after two cycles.

Synchro 8 Report

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

	•	\rightarrow	7	1	—	1	4	†	-	1	1	4
Lane Group	EBL	EBT	EBR	WBL:	WBI	WBR	NBL	NBT	NBR	SBL	SBI	SBR
Lane Configurations	*	· 44	. 7.	N,	* 44	+ 7	1	/ ↑	. 7	- 1	191	(B)
Volume (vph)	162	888	+ 187+	182	• 541	170	223	, 267	* 206	329	, 335	. 89
Ideal Flow (vphpl)	1650	1650	• 1650 ⁺	1650	1650	 1650 	1650	_1650	. 1650	1650	1650	. 1650
Lane Width (ft)	11	· 12	12	10	• 12	12	11	, 11	, 11,		. 12	. 12
Grade (%)		1%			0%	4		-1%	21		2%	4
Storage Length (ft)	150		250	€ 250		250	225		90	# 300 ·		150
Storage Lanes	1		1 .	1.		1			1	1.		19
Taper Length (ft)	25	4		25	,		25			25		
Satd. Flow (prot)	1508	3088	1382	1463	3014	, 1389		1587	, 1363		1601	1388
Flt Permitted	0.365	. 0000	1002	0.109		, 1000	0.324	1001	, 1000	0.295		. 1000
Satd. Flow (perm)	579	3088	1382			1389		1587	1363		1601	1388
Right Turn on Red	010	3000	Yes	100	, 5017	Yes	, VIT-	1001	Yes		1001	Yes
_			191			173	*		158	34		138
Satd. Flow (RTOR)		35			25		-	35		*	35	130
Link Speed (mph)					35	1						
Link Distance (ft)		950			214	*		348			1493	*
Travel Time (s)		18.5		0.00	4.2			6.8		0.00	29.1	
Peak Hour Factor	0.98	0.98	0.98	0.98		0.98	0.98	0.98	0.98	0.98		0.98
Heavy Vehicles (%)	0%	1%	1%	0%	4%	· 1%	1%	1%	, 0%	• 0% •	2%	a 0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	165	× 906		186		4 173		272	, 210		342	91
Turn Type	pm+pt		• Perm•	pm+pt		Perm		NA	Perm	• pm+pt		, Perm
Protected Phases	5	. 2	6	1	, 6		* 31	8	6	7 *	4	
Permitted Phases	2	4	2 ,	6		6	. 8 .		8	• 4•		4
Detector Phase	5	. 2	. 2	1	• 6	, 6	• 3 •	8	, 8	* 7	4	(6) 4
Switch Phase												
Minimum Initial (s)	3.0	10.0	* 10.0 *	3.0	. 10.0	, 10.0	* 3.0 *	3.0	3.0	* 30 *	3.0	# 3.0
Minimum Split (s)	12.6	-15.6	# 15.6 ⁴	12.6	15.6	15.6	• 12.7 •	15.7	, 15.7	12.7	15.7	• 15.7
Total Split (s)	13.0	34.0	• 34.0	17.0	38.0	38.0	• 22.0 •	34.0	34.0	· 25 0·	37.0	, 37.0
Total Split (%)	11.8%	<i>-</i> 30.9%	• 30.9%		34.5%	34.5%	* 20.0% *	30.9%	30.9%	• 22.7% •	33.6%	33.6%
Yellow Time (s)	3.6	3.6		36		36	3.7	3.7	4 37		3.7	· 3.7
All-Red Time (s)	2.0	2.0		2.0		2.0		2.0			2.0	
Lost Time Adjust (s)	-1.0	, -1.0		-1.0		′ 0.0		-1.0		-1.0	-1.0	
Total Lost Time (s)	4.6			4.6		5.6		4.7	4 4.7	4.7	4.7	
Lead/Lag	Lead		■ Lag •		Lag		* Lead	Lag	, Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Leau	. Lag	- Lag	LUGU	Lug	Lag	Load	Lag	Lag	Loud	Lug	Lug
Recall Mode	None	C-May	- C-Max	None	_ C-Max	C-Max	None •	None	None	None	None	None
	43.0		32.3	50.0	36.8		40.8	24.8		48.6	28.8	27.8
Act Effct Green (s)	0.39		0.29	0 45	0.33			0.23		0.44	0.26	0.25
Actuated g/C Ratio												
v/c Ratio	0.54		0.35	0.81	0.55	0.30		0.76		0.88	0.82	0.20
Control Delay	18.5		25	51.4	33 3	6.0		53.6		47.1	54.0	24
Queue Delay	0.0		0.0	0.0	0.0			1.8		0.0	0.0	0.0
Total Deiay	18.5		2.5	51.4	33 3			55.4		47.1	54 0	2.4
LOS	В		Α	D	С	Α	С	Е		D	D	F
Approach Delay		38.4			31.8			35.0			44.9	
Approach LOS		D			С			D			D	
Intersection Summary							= [7]					
Area Type:	Other											
Cycle Length: 110												

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Lanes, Volumes, Timings

8: Fishburn Rd (SR 2011)/Hockersville Rd (SR 2011) & Governor Rd (SR 0322)

6/18/2015

Actuated Cycle Length: 110

Offset 0 (0%), Referenced to phase 2 EBTL and 6 WBTL, Start of Green, Master Intersection

Natural Cycle: 90

Control Type. Actuated-Coordinated

Maximum v/c Ratio: 0.97

Intersection Signal Delay: 37.5 Intersection Capacity Utilization 92.5%

Intersection LOS: D
ICU Level of Service F

Analysis Period (min) 15

Splits and Phases: 8: Fishburn Rd (SR 2011)/Hockersville Rd (SR 2011) & Governor Rd (SR 0322)

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≯ ø5 •	■ 6 (R)	ø7 ·	1 p8
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DATE 6/18/

Intersection Summary

	1	→	*	1	-	4	1	Ť	1	-	↓	1
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	165	906	191	186	552	173	228	272	210	336	342	91
v/c Ratio	0.54	0.97	0.35	0.81	0.55	0.30	0.68	0.76	0.49	0.88	0.82	0.20
Control Delay	18.5	49.6	2.5	51.4	33.3	6.0	30.1	53.6	13.9	47.1	54.0	2.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.8	0.1	0.0	0.0	0.0
Total Delay	18.5	49.6	2.5	51.4	33.3	6.0	30.1	55.4	14.0	47.1	54.0	2.4
Queue Length 50th (ft)	48	~381	2	87	174	0	98	176	29	159	225	0
Queue Length 95th (ft)	83	#492	14	#221	233	50	147	263	94	#281	326	13
Internal Link Dist (ft)		870			134			268			1413	
Turn Bay Length (ft)	150		250	250		250	225		90	300		150
Base Capacity (vph)	308	934	540	234	1008	569	353	422	478	382	470	493
Starvation Cap Reductn	0	0	0	0	0	0	0	56	11	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.54	0.97	0.35	0.79	0.55	0.30	0.65	0.74	0 45	0.88	0.73	0.18

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

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DONE BY DATE 6/8/5

^{# 95}th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.

	*	\rightarrow	←	1	1	1	1
Lane Group	EBL	EST	WBŢ	WER	SBL	SB	R
Lane Configurations		र्ब	1		W		
Volume (vph)	135	#1180	• 777 •	1	. 0	11	7 🔪
Ideal Flow (vphpl)	1900	₂ 1900	1900 ¬	1900	1900	190	00 "
Lane Width (ft)	14	, 14	· 15 ·	15	. 16	. 1	6
Grade (%)		0%	-1% -		1%	,	
Satd Flow (prot)	0	1999	2039	0	4 1853		0*
Flt Permitted		0.995	d)				
Satd. Flow (perm)	0	1999	• 2039	0	1853	•	0.
Link Speed (mph)		35	35 ●		35		
Link Distance (ft)		214	# 1855*		620	•	
Travel Time (s)		4.2	» 36.1 •		12.1		
Confl. Peds. (#/hr)	2	4		2	196		
Peak Hour Factor	0.95	0.95	• 0.95	0.95	₽ 0.95	. 0.9	95 🔻
Heavy Vehicles (%)	0%	1 1%	1 3%	0%	<i>■</i> 0%	- 0°	%
Shared Lane Traffic (%)							
Lane Group Flow (vph)	0	1384	* 819	0	123	•	0
Sign Control		Free	Free •		Stop	,	
Intersection Summary							4
Area Type:	Other						
Control Type: Unsignalize	d						
Intersection Capacity Utiliz	zation 127.89	%		1	CU Level	of Sen	vice H
Analysis Period (min) 15							

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CHECKED BY S DATE G/18/

9: Governor Rd (SR 0322) & Elm Ave

Intersection									
Intersection Delay, s/veh	1.7								
Movement	EBL	EBT			WBT	WER	SBL	SBR	
Vol, veh/h	135	1180			777	1	0	117	
Conflicting Peds, #/hr	2	0			0	2	0	0	
Sign Control	Free	Free			Free	Free	Stop	Stop	
RT Channelized	-	None			-	None	·-	None	
Storage Length		-			=	-	0		
Veh in Median Storage, #		0			0	-	0	•	
Grade, %	-	0			-1	-	1		
Peak Hour Factor	95	95			95	95	95	95	
Heavy Vehicles, %	0	1			3	0	0	0	
Mvmt Flow	142	1242			818	1	0	123	
Major/Minor	Majori				Major2		Minor2	_	
	819	0			Majuiz	0	2344	820	
Conflicting Flow All	019	U				U	818	020	
Stage 1 Stage 2		- 73					1526		
Follow-up Headway	2.2	*				- 17	3.5	3.3	
	818	**					36	370	
Pot Capacity-1 Maneuver	010	**			2000		418	310	
Stage 1						12	184	-	
Stage 2	,-:	**					104		
Time blocked-Platoon, %	816	90					16	369	
Mov Capacity-1 Maneuver	010				02.0	10	16	308	
Mov Capacity-2 Maneuver		- 20					418		
Stage 1							81		
Stage 2		- 5					01		
Approach	EB				WB		SB		
HCM Control Delay, s	1.1				0		19.6		
HCM LOS							С		
Minor Lane / Major Mymt		e e L	2:11	WET	WBR	SBLn1			
Capacity (veh/h)		816	- Constitution of the Cons	- Andrews	7.00	369			
HCM Lane V/C Ratio		0.174			2000	0.334			
HCM Control Delay (s)		10.34	0		1000	19.6			
HCM Lane LOS		10.34 B	Ā			C			
HCM 95th %tile Q(veh)		0.628	-	63		1.436			

[~] Volume Exceeds Capacity, \$. Delay Exceeds 300 Seconds, Error Computation Not Defined

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CHECKED BY EACH DATE 6/19

10: Cherry Dr & Hope Dr/Kindercare Dwy

	•	\rightarrow	*	1	←	1	1	†	1	1	↓	4
Lane Group	EBL.	E97	EBR	WBL	WET	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		લી	16		4		ሻ	/ (}		ħ	1 a	
Volume (vph)	562	, 7	483	0	. 0	C 1	45	/ 134	2 '	12	a 163 4	62
Ideal Flow (vphpl)	1900	1900	• 1900 °	1900	4 1900	1900	• 1900	· 1900	1900	1900	, 1900 ·	1900
Grade (%)		-3%			4%			-2%			0%	
Storage Length (ft)	0	•	150	. 0		0	300		0	125	•	0
Storage Lanes	0	6	1	. 0		0	* 1	4	0	. 1	4	0
Taper Length (ft)	25	,		25			25			25	•	
Satd. Flow (prot)	0	1838	# 1639 *		1611	0			0	1805	.1806 •	0
Flt Permitted		0.953	4				0.367			0.656		
Satd. Flow (perm)	0	1838	• 1639°	0	1611	0			0	1246	1806	0
Right Turn on Red	_		Yes	_		Yes			Yes			Yes
Satd. Flow (RTOR)			437 •		297			1.			20 •	
Link Speed (mph)		25			15 -			25 -			25 .	
Link Distance (ft)		1016			81 4			540			763	
Travel Time (s)		27.7			3.7			14.7 4			20.8	
Confl. Peds. (#/hr)					0.1		4					4
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85		0.85	0.85	0.85	0.85	0.85
Heavy Vehicles (%)	0%	• 0%	* 0% *	0%		0%	0%		• 0% •		0%	0%
Shared Lane Traffic (%)	0,0	070	0,0	0,0	0.00	0.70	0,0		070	0,0	4 070	070
Lane Group Flow (vph)	0	669	• 568°	0	- 1	• 0	53	160	* 0 *	14	265	0
Turn Type	Split	NA		Perm	NA *	•	pm+pt		•	Perm	NA *	•
Protected Phases	4	4		1 01111	8		5			1 Onti	6	1
Permitted Phases	7	, ,	4	. 8			2			6	4	
Detector Phase	1	4 4	4	8	8		5	. 2.		6	6	
Switch Phase	7	- т					·					
Minimum Initial (s)	3.0	, 3.0	* 3.0*	3.0	4 3.0		3.0	10.0		10.0	10.0	
Minimum Split (s)	13.0	13.0	13.0	13.0	13.0		13.0			16.0		
Total Split (s)	36.0	36.0	• 36.0	13.0	13.0	-	13.0			18.0		
Total Split (%)	45.0%	45.0%			16.3%		16.3%				22.5%	
Yellow Time (s)	4.0	4.0		4.0			4.0			4.0		
All-Red Time (s)	2.0	2.0		2.0			2.0			2.0		
Lost Time Adjust (s)	2.0	-1.0	-1.0	2.0	-1.0		-10			-1.0		
Total Lost Time (s)		5.0	5.0		5.0		5.0			5.0		
Lead/Lag		3.0	0.0		5.0		Lead			Lag		
Lead-Lag Optimize?							Yes			Yes	Yes	
Recall Mode	None	Mone	• None	None	None .			- C-Max			C-Max	
	NONE	31.0	31.0	INOHE	6.5		36.7			28.6	28.6	
Act Effct Green (s)		0.39	0.39		0.08		0 46			0.36	0.36	
Actuated g/C Ratio v/c Ratio		0.39	0.63		0.00		0.12			0.03	0.40	
		47.4	8.2		0.00		16.4			24.2	24.9	
Control Delay		0.0	0.3		0.0		0.0			0.0	0.0	
Queue Delay										24.2		
Total Delay		47.4	8.5		0.0		16.4			24.Z	24.9 C	
LOS		D 20.6	Α		A		В	15.6		C	24.9	
Approach Delay Approach LOS		29.6 C			0.0 A			В			24.9 C	
Intersection Summary												44
Area Type: Cycle Length: 80	Other											

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Synchro 8 Report

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Actuated Cycle Length: 80

Offset 13 (16%), Referenced to phase 2 NBTL and 6 SBTL, Start of Green

Natural Cycle: 80

Control Type Actuated-Coordinated

Maximum v/c Ratio: 0.94

Intersection Signal Delay 27.1 Intersection Capacity Utilization 67.3% Intersection LOS C ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 10: Cherry Dr & Hope Dr/Kindercare Dwy

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ø5 (R)		

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DONE BY DATE GO

	→	*	-	4	1	1	ţ
Lane Group	EBT	EBR	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	669	568	1	53	160	14	265
v/c Ratio	0.94	0.63	0.00	0.12	0.19	0.03	0.40
Control Delay	47.4	8.2	0.0	16.4	15.3	24.2	24.9
Queue Delay	0.0	0.3	0.0	0.0	0.0	0.0	0.0
Total Delay	47.4	8.5	0.0	16.4	15.3	24.2	24.9
Queue Length 50th (ft)	314	43	0	8	25	5	94
Queue Length 95th (ft)	#480	109	0	m30	73	21	#228
Internal Link Dist (ft)	936		1		460		683
Turn Bay Length (ft)		150		300		125	
Base Capacity (vph)	712	902	428	439	862	445	658
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	54	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.94	0.67	0.00	0 12	0.19	0.03	0.40
mersection Sommary							

^{# 95}th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.

Synchro 8 Report Page 29

DONE BY D

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

	•	\rightarrow	7	1	←	i	•	1		Î	1	1		↓	4
ane Group	EBL	EBT	EBR	WBL	WBI		WBR	NBL	N	BT	NBR	SBL		SBT	SBF
Lane Configurations		44			44					4				44	
Volume (vph)	398	7	222	0	, 1		2*	102		38	0 *	5		185	70
Ideal Flow (vphpl)	1900	1900	1900	1900	1900		1900	1900			1900 •	1900		1900	1900
Lane Width (ft)	13	13		15	4 15		15	10		10 •	10	10		10	
Grade (%)		3%			-2%					3% 🌶				0% 🖊	
Satd. Flow (prot)	0		. 0	0	1921		0	0			0	0			• 0
Fit Permitted		0.806	6				_		0.7					.994	
Satd Flow (perm)	0	1472	0	0	1921		0 1	0		75	0.	0		1689 •	0
Right Turn on Red	_		Yes	_			Yes ,		-		Yes				Yes
Satd Flow (RTOR)		55			2		=							24	
Link Speed (mph)		25			25					35				30	
Link Distance (ft)		540			357	- 4				10	-1			1171	
Travel Time (s)		14.7			9.7					7.5				26.6	
Confl. Peds. (#/hr)			4	4		ė		- 1	, -						1
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94		0.94	0.94	n	94 •	0.94	0.94		0.94	0.94
Heavy Vehicles (%)	0%	0%		0%	0%		0%	2%		1%		0.54	_	0%	0.54
Shared Lane Traffic (%)	070	0,0	070	070	- 070		070	270	•	1 /0	0 /0 •	0 70	•	070	0 70
Lane Group Flow (vph)	0	666	0 •	0	, 3		0	0		56 •	0	0		276	• 0
Turn Type	Perm		0	Perm			U	Perm		NA	U	Perm	•	NA *	_
Protected Phases	1 GIHI	4		: GIIII				Feiiii		2		reilli	ú	6	
Permitted Phases	4	Т (8	,			2		_		6		U 4	}
Detector Phase	4	. 4		8				2		2		6		6 *	
Switch Phase	4	7 4 1		0	, 0	•		2		_		O		O	
Minimum Initial (s)	4.0	4.0		4.0	4 4.0			4.0		4.0		4.0		4.0	
Minimum Split (s)	13.0			13.0	13.0			16.0		6.0		16.0		16.0	
	49.0			49.0	49.0										
Total Split (s)				61.3%				31.0		1.0		310	_	31.0	
Total Split (%)		61.3%			61.3%			38.8%				38.8%			
Yellow Time (s)	4.0			4.0	4.0			4.0		4.0		4.0		4.0	
All-Red Time (s)	2.0			2.0	2.0			2.0		2.0		2.0	•	2.0	
Lost Time Adjust (s)		-1.0			-1.0					1.0				-1.0 •	
Total Lost Time (s)		5.0			5.0	•				5.0				5.0	
Lead/Lag															
Lead-Lag Optimize?	Mana	Mana		Mana				0 H	0.1			0.14	_	14.	
Recall Mode	None			None	• None			C-Max				C-Max			
Act Effct Green (s)		40.2			40.2					9.8				29.8	
Actuated g/C Ratio		0.50			0.50					37				0.37	
v/c Ratio		0.87			0.00					54				0.43	
Control Delay		25.9			6.7					3.5				26.8	
Queue Delay		0.0			0.0					0.0				0.0	
Total Delay		25.9			6.7				20	3.5				26.8	
LOS		С			Α					С				С	
Approach Delay Approach LOS		25.9 C			6.7 A				20	3.5 C				26.8 C	
Intersection Summary					ND.										
Area Type:	Other														
Cycle Length: 80															

Synchro 8 Report

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Natural Cycle: 50

Control Type Actuated-Coordinated

Maximum v/c Ratio: 0.87

Intersection Signal Delay 26.2

Intersection Capacity Utilization 82.5%

Analysis Period (min) 15

Intersection LOS C

ICU Level of Service E

Splits and Phases: 11: Cherry Dr & Sand Hill Rd

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Synchro 8 Report

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	→	-	†	↓
Lane Group	EBT	WBT	NBT	SBT
Lane Group Flow (vph)	666	3	256	276
v/c Ratio	0.87	0.00	0.54	0.43
Control Delay	25.9	6.7	26.5	26.8
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	25.9	6.7	26.5	26.8
Queue Length 50th (ft)	279	0	105	98
Queue Length 95th (ft)	#457	4	187	154
Internal Link Dist (ft)	460	277	1330	1091
Turn Bay Length (ft)				
Base Capacity (vph)	834	1057	475	644
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.80	0.00	0.54	0.43
Intersection Summary				

^{# 95}th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.

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Lane Configurations		<i>></i>	7	4	1	+	4	
Lane Configurations	ane Group	EBL	EBR	NBL	NBT	SBT	SER	
Volume (yoh)	Lane Configurations	7	1 7			Ъ		
Ideal Flow (vphpl) 1900		252	405				131•	
Lane Width (ft) 9 9 10 10 14 14								
Grade (%)								
Storage Length (ft)			,					
1			. 0	125			0 -	
Faper Length (ft)								
Said. Flow (prori) 1593		25	4					
Stand Flow (perm) 1593 1454 386 1747 1976 0			1454		1747	1976	0	
Satd. Flow (perm) Right Turn on Red Septit Flow (RTOR) Jink Distance (ft) Jink Speed (mph) Jink Distance (ft								
Right Turn on Red Sald. Flow (RTOR) 402 22 4014 22 35 35 35 35 35 36 35 36 36 36 36 36 36 36 36 36 36 36 36 36			1454		1747	1976	0	
Sard. Flow (RTOR) Ink Speed (mph) Ink Speed (mph) Ink Distance (ft) I171 I1807 I						1010		
Link Speed (mph) 35	_					22		
Link Distance (ft) 1171		35			35			
Travel Time (s)								
Peak Hour Factor								
Delevy Vehicles (%)				• n qq			0.99	
Shared Lane Traffic (%) Lane Group Flow (vph)								
Lane Group Flow (vph)		270	0 70	070	1 70	270	0 70	
Turn Type		255	. 400	152	120	612	Λ.	
Protected Phases							-	
Permitted Phases								
Detector Phase Switch Phase Winimum Initial (s) 3.0 3.0 3.0 10.0 10.0 10.0 Winimum Split (s) 13.0 13.0 13.0 16.0 16.0 Total Split (s) 27 0 27 0 13 0 53.0 40.0 Total Split (s) 33.8% 33.8% 16.3% 66.3% 50.0% Yellow Time (s) 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0		4				. 0		
Switch Phase Minimum Initial (s)		1			- 2	6 -		
Alinimum Initial (s) 3.0 3.0 3.0 10.0 10.0 10.0 Alinimum Split (s) 13.0 13.0 13.0 16.0 16.0 Total Split (s) 27 0 27 0 13 0 53.0 40.0 Total Split (s) 33.8% 33.8% 16.3% 66.3% 50.0% (ellow Time (s) 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0		7		. 0		4 0+		
Minimum Split (s)		2.0	4 30	• 20 •	10.0	# 10.0°		
Total Split (s)								
Solid Split (%) 33.8% 33.8% 16.3% 66.3% 50.0% Yellow Time (s) 4.0 4.0 4.0 4.0 All-Red Time (s) 2.0 2.0 2.0 2.0 Lost Time Adjust (s) -1.0 0.0 -1.0 -1.0 -1.0 Total Lost Time (s) 5.0 6.0 5.0 5.0 Lead Lag Lead Lag Lead Lag Lead Lag Yes Yes Recall Mode None None None None C-Max C-Max C-Max Actuated g/C Ratio 0.23 0.22 0.65 0.65 0.48 Yes C-Max Actuated g/C Ratio 0.70 0.65 0.40 0.39 0.64 Control Delay 42.9 12.1 9.6 8.6 19.6 Caueue Delay 0.0 0.0 0.0 0.0 5.9 Total Delay 42.9 12.1 9.6 8.6 25.6 LOS D B A A C Approach Delay 23.9 8.9 25.6 Approach LOS C A C C C C C C C C C C C C C C C C C								
Yellow Time (s) 4.0								
All-Red Time (s) 2.0 2.0 2.0 2.0 2.0 2.0 2.0 2.0 2.0 2.0								
Cost Time Adjust (s)								
Fotal Lost Time (s) 5.0 6.0 5.0								
Lead/Lag Lead Lag Lead-Lag Optimize? Yes Yes Recall Mode None None None C-Max Act Effet Green (s) 18.3 17.3 51.7 51.7 38.6 Actuated g/C Ratio 0.23 0.22 0.65 0.65 0.48 v/c Ratio 0.70 0.65 0.40 0.39 0.64 Control Delay 42.9 12.1 9.6 8.6 19.6 Queue Delay 0.0 0.0 0.0 5.9 Total Delay 42.9 12.1 9.6 8.6 25.6 LOS D B A A C Approach LOS C A C								
Lead-Lag Optimize? Yes Yes Recall Mode None None None C-Max Act Effct Green (s) 18.3 17.3 51.7 51.7 38.6 Actuated g/C Ratio 0.23 0.22 0.65 0.65 0.48 v/c Ratio 0.70 0.65 0.40 0.39 0.64 Control Delay 42.9 12.1 9.6 8.6 19.6 Queue Delay 0.0 0.0 0.0 5.9 Total Delay 42.9 12.1 9.6 8.6 25.6 LOS D B A A C Approach LOS C A C C		5.0	6.0		5.0			
Recall Mode None None C-Max C-Max Act Effct Green (s) 18.3 17.3 51.7 51.7 38.6 Actuated g/C Ratio 0.23 0.22 0.65 0.65 0.48 v/c Ratio 0.70 0.65 0.40 0.39 0.64 Control Delay 42.9 12.1 9.6 8.6 19.6 Queue Delay 0.0 0.0 0.0 5.9 Fotal Delay 42.9 12.1 9.6 8.6 25.6 LOS D B A A C Approach LOS C A C								
Act Effct Green (s) 18.3 17.3 51.7 51.7 38.6 Actuated g/C Ratio 0.23 0.22 0.65 0.65 0.48 Actuated g/C Ratio 0.70 0.65 0.40 0.39 0.64 Control Delay 42.9 12.1 9.6 8.6 19.6 Queue Delay 0.0 0.0 0.0 5.9 Total Delay 42.9 12.1 9.6 8.6 25.6 LOS D B A A C Approach Delay 23.9 8.9 25.6 Approach LOS C A C		Mana	Mana				N.	
Actuated g/C Ratio 0 23 0 22 0 65 0 65 0.48 n/c Ratio 0.70 0.65 0.40 0.39 0.64 Control Delay 42.9 12.1 9.6 8.6 19.6 Queue Delay 0.0 0.0 0.0 0.0 5.9 Total Delay 42.9 12.1 9.6 8.6 25.6 LOS D B A A C Approach Delay 23.9 8.9 25.6 Approach LOS C A C								
Alc Ratio 0.70 0.65 0.40 0.39 0.64 Control Delay 42.9 12.1 9.6 8.6 19.6 Queue Delay 0.0 0.0 0.0 0.0 5.9 Total Delay 42.9 12.1 9.6 8.6 25.6 LOS D B A A C Approach Delay 23.9 8.9 25.6 Approach LOS C A C								
Control Delay 42.9 12.1 9.6 8.6 19.6 Queue Delay 0.0 0.0 0.0 5.9 Total Delay 42.9 12.1 9.6 8.6 25.6 LOS D B A A C Approach Delay 23.9 8.9 25.6 Approach LOS C A C								
Queue Delay 0.0 0.0 0.0 5.9 Total Delay 42.9 12.1 9.6 8.6 25.6 LOS D B A A C Approach Delay 23.9 8.9 25.6 Approach LOS C A C								
Total Delay 42.9 12.1 9.6 8.6 25.6 LOS D B A A C Approach Delay 23.9 8.9 25.6 Approach LOS C A C								
LOS D B A A C Approach Delay 23.9 8.9 25.6 Approach LOS C A C								
Approach Delay 23.9 8.9 25.6 Approach LOS C A C								
Approach LOS C A C		_	В	Α				
ntersection Summary	Approach LOS	С			Α	С		
	ntersection Summary							

Synchro 8 Report

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Actuated Cycle Length: 80 4

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

Natural Cycle: 60

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.70

Intersection Signal Delay 197

Intersection LOS B

Intersection Capacity Utilization 67.8%

Analysis Period (min) 15

ICU Level of Service C

Solits and Phases: 12: Fishburn Rd (SR 2011) & Sand Hill Rd

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	1	7	1	†	1	
Lane Group	EBL	EBR	NBL	NBT	SBT	
Lane Group Flow (vph)	255	409	153	438	613	
v/c Ratio	0.70	0.65	0.40	0.39	0.64	
Control Delay	42.9	12.1	9.6	8.6	19.6	
Queue Delay	0.0	0.0	0.0	0.0	5.9	
Total Delay	42.9	12.1	9.6	8.6	25.6	
Queue Length 50th (ft)	123	39	27	93	221	
Queue Length 95th (ft)	m164	m72	56	166	350	
Internal Link Dist (ft)	1091			1527	268	
Turn Bay Length (ft)	200		125			
Base Capacity (vph)	438	678	384	1129	964	
Starvation Cap Reductn	0	0	0	0	290	
Spillback Cap Reductn	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	
Reduced v/c Ratio	0.58	0.60	0.40	0.39	0.91	
ntersaction Summary						

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

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	*	\rightarrow	*	1	+	*		†	1	1	Ţ	1
Lane Group	EBL.	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBF
Lane Configurations	7	* *			1	. 7		1	4	19	4 B	
Volume (vph)	144	, 89	• 0 •	0	4 315	152	100	46	15 •	37	, 0	• 247
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	• 1800		1800	1800	1800	1800	• 1800
Lane Width (ft)	12	12	• 12 •	13	13	13*	12	12 .	12	12	• 12	12
Grade (%)			F		-6%	16		-2%			1%	
Storage Length (ft)	0	7	0	0		0	, 0,		0	315		(
Storage Lanes	1	,	0 .	0	6	1	1.		0	, 1		(
Taper Length (ft)	25			25	4		25			25		
Satd. Flow (prot)	1652	• 1739	0 •	0	1842	1628		1541	0 *	1652	1492	* (
Flt Permitted	0 165	*					0.258	4		0.709	,	
Satd. Flow (perm)	287	1739	0.	0	1842	• 1592		1541	0 •		1492	• (
Right Turn on Red			Yes ,			Yes			Yes			Yes
Satd. Flow (RTOR)						181		12,	100		637	
Link Speed (mph)		25,			25			25			25	0
Link Distance (ft)		505			274			408			1602	7
Travel Time (s)		13.8			7.5			11.1			43.7	
Confl. Bikes (#/hr)	2		3	3		2	,	1111			70 1	
Peak Hour Factor	0.84	0.84	0.84	0.84	ø 0 84	0.84		0.84	0.84	0.84	0.84	• 0.84
Heavy Vehicles (%)	3%	3%	0%	0%	4%	0%			46%	3%	0%	• 2%
Shared Lane Traffic (%)	0,0	• 070	070	070	770	0 70	770	370	TO /0	570	. 070	21
Lane Group Flow (vph)	171	106	• 0 •	0	375	181	119	73 -	0 -	44	294	• (
Turn Type	pm+pt		. 0	- U	NA	Perm			U	Perm		
Protected Phases	7				8	reilli	pm+pt 5			reilis	6	
Permitted Phases	4				0	0	_	<u>2 · </u>		6	0	
Detector Phase	7	4			8	. 8				6 6	. 6	
Switch Phase		4			0	, 0	J -	2		0	, 0	•
Minimum Initial (s)	4.0	• 3.0 •			2.0	. 20	4.0	3.0		20	20	
					3.0	43.7				3.0		
Minimum Split (s)	13.0				12.7	12.7	• 12.7			16.0		
Total Split (s)	15.0	58.0			43.0	43.0	15.0			22.0		
Total Split (%)		44 6%			33 1%	33.1%	11.5%			16 9%	16.9%	
Yellow Time (s)	3.3	3.3			3.3	3.3		3.0		3.0	3.0	
All-Red Time (s)	2.7	27			27	2.7				2.7	• 2.7	
Lost Time Adjust (s)		-1.0			-1.0	-1.0	-1.0	-1.0		-1.0		
Total Lost Time (s)	6.0	• 5.0°			5.0	5.0	47	4.7		4.7		
Lead/Lag	Lead				Lag	Lag	Lead			Lag		
Lead-Lag Optimize?	Yes				Yes	Yes				Yes		
Recall Mode	None				None	None		None		None	•	
Act Effct Green (s)	43.1	44.1			28.9	28.9	25.7	25.7		10.8	10.8	
Actuated g/C Ratio	0.38	0.38			0.25	0.25	0.22	0.22		0.09	0.09	
v/c Ratio	0.80	0.16			0.81	0.34	0.57	0.21		0.38	0.41	
Control Delay	53.4	24.0			54.7	6.6	50.2	33.6		60.6	1.7	
Queue Delay	0.0	0.0			0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	53.4	24.0			54.7	6.6	50.2	33.6		60.6	1.7	
LOS	D	C			D	Α	D	C		E	Α	
Approach Delay		42.1			39.0			43.9			9.4	
Approach LOS		D			D			D			Α	
Intersection Summary							-	_				

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Lane Group	ø9		
Lane Configurations			
Volume (vph)			
Ideal Flow (vphpl)			
Lane Width (ft)			
Grade (%)			
Storage Length (ft)			
Storage Lanes			
Taper Length (ft)			
Satd. Flow (prot)			
Flt Permitted			
Satd. Flow (perm)			
Right Turn on Red			
Satd. Flow (RTOR)			
Link Speed (mph)			
Link Distance (ft)			
Travel Time (s)			
Confl. Bikes (#/hr)			
Peak Hour Factor			
Heavy Vehicles (%)			
Shared Lane Traffic (%)			
Lane Group Flow (vph)			
Turn Type			
Protected Phases	9		
Permitted Phases	0.7		
Detector Phase			
Switch Phase			
Minimum Initial (s)	33.0 •		
Minimum Split (s)	35.0		
Total Split (s)	35.0		
Total Split (%)	27%		
Yellow Time (s)	2.0		
All-Red Time (s)	0.0		
Lost Time Adjust (s)	0.0		
Total Lost Time (s)			
Lead/Lag			
Lead-Lag Optimize?			
Recall Mode	Min *		
Act Effct Green (s)	I¥III I		
Actuated g/C Ratio			
v/c Ratio			
Control Delay			
Queue Delay			
Total Delay			
LOS			
Approach Delay			
Approach LOS			
Intersection Summary			

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Cycle Length: 130

Actuated Cycle Length 114.8

Natural Cycle: 100 .

Control Type Actuated-Uncoordinated

Maximum v/c Ratio: 0.81 Intersection Signal Delay 33 0 Intersection Capacity Utilization 64.1%

Intersection LOS C ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 13: Centerview Dr & Campus Dr

1 g2 /	94	A109
		350
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	1	→	-	4	4	1	1	1
Lane Group	EBL	EIJ	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	171	106	375	181	119	73	44	294
v/c Ratio	0.80	0.16	0.81	0.34	0.57	0.21	0.38	0.41
Control Delay	53.4	24.0	54.7	6.6	50.2	33.6	60.6	1.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	53.4	24.0	54.7	6.6	50.2	33.6	60.6	1.7
Queue Length 50th (ft)	87	50	260	0	74	37	31	0
Queue Length 95th (ft)	#163	88	356	42	129	76	69	0
Internal Link Dist (ft)		425	194			328		1522
Turn Bay Length (ft)							315	
Base Capacity (vph)	215	809	614	651	210	445	187	766
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.80	0.13	0.61	0.28	0.57	0.16	0.24	0.38
tersection Summary								

^{# 95}th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.

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