Saratoga Road Corridor Access Study

Grundy County, Illinois







Prepared for Grundy County Highway Department

Prepared by



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Contents

List of Figures and Tables, iii

1.	Introduction	1
2.	What is Access Management? Access Management Elements	3
3.	Existing Traffic Conditions Corridor Study Limits Existing Traffic Volumes Existing Roadway Conditions CSX Railroad Grade Crossing Public Transportation Existing Intersection Operations	6 9 11 16 16
4.	Future Land Use and Traffic Conditions Future Development and Traffic Generation Future Roadway System Distribution of Future Development Traffic Assignment of Future Development Traffic Year 2040 Projected Traffic Volumes	19 19 27 27 29 29
5.	Recommended Roadway Design Roadway Classification and Function Cross-Section and Geometric Characteristics Access Control and Traffic Signals Intersection Geometrics and Traffic Control Projected Intersection Operations	32 32 33 41 46 51
6.	Project Funding Options	53
7.	Conclusions	54
Ap	pendix	

List of Figures and Tables

Fi	gur	es

1.	Corridor Study Limits	7
2.	Aerial View of Corridor Study Area	8
3.	Existing Traffic Volumes	10
4.	Existing Typical Cross-Section	12
5.	Existing Conditions (Saratoga Road: Old Stage Road to Country Club Lane)	13
6.	Existing Conditions (Saratoga Road: Nettle Creek Drive to Interstate 80)	14
7.	Traffic Analysis Zones	21
8.	Residential Growth to 2040 (No I-80 Interchange)	22
9.	Residential Growth to 2040 (With I-80 Interchange)	23
10.	Retail Growth to 2040 (No I-80 Interchange)	24
11.	Retail Growth to 2040 (With I-80 Interchange)	25
12.	Institutional Growth to 2040 (With or W/O I-80 Interchange)	26
13.	Projected 2040 Traffic Volumes (No Interchange Scenario)	30
14.	Projected 2040 Traffic Volumes (With Interchange Scenario)	31
15.	Recommended Typical Cross-Section (No Interchange Scenario)	
	(Saratoga Road: Old Stage Road to I-80 Overpass)	34
16.	Recommended Typical Cross-Section (With Interchange Scenario)	
	(Saratoga Road: Old Stage Road to Nettle Creek Drive)	36
17.	Recommended Typical Cross-Section (With Interchange Scenario)	
	(Saratoga Road: Nettle Creek Drive to U.S. Route 6)	38
18.	Recommended Typical Cross-Section (With Interchange Scenario)	
	(Saratoga Road: U.S. Route 6 to I-80 Interchange)	40
19.	Recommended Access Locations/Intersection Geometrics (No I-80 Interchange)	
	(Saratoga Road: Old Stage Road to Country Club Lane)	42
20.	Recommended Access Locations/Intersection Geometrics (No I-80 Interchange)	
	(Saratoga Road: Nettle Creek Drive to I-80)	43
21.	Recommended Access Locations/Intersection Geometrics (With I-80 Interchange)	
	(Saratoga Road: Old Stage Road to Country Club Lane)	44
22.	Recommended Access Locations/Intersection Geometrics (With I-80 Interchange)	
	(Saratoga Road: Nettle Creek Drive to I-80)	45
	· · · · · · ·	

Tables

1.	Existing Daily (24-Hour) Traffic Volumes	9
2.	Level of Service Criteria	17
3.	Capacity Analysis Results – Existing Traffic Conditions	18
4.	Directional Distribution of Future Study Area Traffic - No I-80 Interchange	28
5.	Directional Distribution of Future Study Area Traffic - With I-80 Interchange	28
6.	Capacity Analysis Results- Projected 2040 Traffic Conditions-No I-80 Interchange	51
7.	Capacity Analysis Results-Projected 2040 Traffic Conditions-With I-80 Interchange	e 52

1. Introduction

The Grundy County Highway Department retained the services of Kenig, Lindgren, O'Hara, Aboona, Inc. (KLOA, Inc.) to develop a corridor access plan for Saratoga Road in the City of Morris and unincorporated Grundy County, Illinois.

The study limits for Saratoga Road extend over a 1.6-mile section from U.S. Route 6 on the north to Old Stage Road on the south. This section of Saratoga Road is presently a two-lane roadway with a rural cross-section (i.e., shoulders and drainage ditch) and is under the jurisdiction of the Grundy County Highway Department.

Saratoga Road is an important County highway as it is the only continuous north-south roadway between IL Route 47 in Morris, three miles to the east, and IL Route 170/LaSalle County Highway 25 in Seneca, seven miles to the west, that extends from the Illinois River north to U.S. Route 52 in Kendall County (via Lisbon Road).

The northern portion of Saratoga Road (U.S. Route 6 to the CSX Railroad) is located within the municipal limits of the City of Morris. The southern portion of Saratoga Road (CSX Railroad to Old Stage Road) is located within the City of Morris' 1.5-mile planning area. The Morris Comprehensive Plan identifies Saratoga Road as an arterial roadway and envisions the corridor developing with commercial uses between I-80 and U.S. Route 6, residential uses and open space between U.S. Route 6 and Old Stage Road, and commercial uses at the Old Stage Road intersection. The Grundy County 2020 Land Use Plan Map depicts a similar development scenario but envisions more industrial land uses to the south of the CSX Railroad.

The Morris Comprehensive Plan also features a new interchange on I-80 at Saratoga Road. While this improvement is not presently included in IDOT's 2013-2018 Proposed Multi-Modal Transportation Improvement Program, the construction of this interchange could be the impetus for larger-scale development growth within the Saratoga Road corridor.

Prior to the Saratoga Road corridor becoming more developed, access and design guidelines are needed. As such, the purpose of this Corridor Access Study is to develop a roadway improvement plan that (1) accommodates the projected traffic levels generated by development growth that may occur along the corridor, (2) establishes future access points along the roadway, (3) defines the ultimate roadway cross-section, right-of-way requirements, intersection geometrics and traffic controls, (4) achieves the County's functional and aesthetic vision of the roadway, and (5) attains consensus with the City of Morris on an acceptable roadway design.

Access management elements have been incorporated into the plan to balance mobility and access, so as to maintain an efficient movement of traffic while enhancing safe and efficient access to and from abutting properties. Since the current roadway grid along Saratoga Road is incomplete and to some degree spaced along the section lines at near one-mile intervals, the plan includes the locations of future connector roadways that will improve local traffic circulation, provide alternate means of property access, and can be constructed, in part or in total, by private developers as a condition of approval at the time that a subdivision or site plan is submitted to the governing agency for review.

2.

What Is Access Management?

"Access management is the systematic control of the location, spacing, design, and operations of driveways, median openings, interchanges, and street connections to a roadway." Along busy commercial corridors, as Saratoga Road will eventually be, a well conceived access management plan serves to improve the efficient movement of traffic while enhancing the safe and efficient access to and from abutting properties. Some specific benefits of access management include:

- Safer and more efficient access to properties
- Fewer and less severe vehicle crashes
- Fewer vehicle/pedestrian conflicts
- Less traffic congestion
- Reduced travel delays
- Reduced fuel consumption and vehicle emissions
- Increased and preserved traffic capacity
- Enhanced corridor aesthetics

Access Management Elements

There are many access management techniques that can be used to improve traffic flow and enhance safety along a corridor. The primary elements of this corridor access study include: well-spaced and coordinated traffic signals and full access intersections, location of future connector roadways, landscaped medians, and auxiliary lanes. The objective is to accommodate most, if not all, left-turn movements at the signalized intersections along the corridor.

Traffic Signal Spacing/Coordination and Connector Roads

The spacing of full access signalized and unsignalized intersections can have a dramatic influence on the safe and efficient movement of traffic along a corridor. Management of signal spacing includes planning for the frequency of signals, as well as the uniformity of their spacing.

¹ Access Management Manual, Transportation Research Board, Washington, D.C. 2003

The Grundy County Highway Access Regulation Ordinance (GCHARO) classifies Saratoga Road as an Access 3 roadway when defining access control standards. The minimum spacing of full access unsignalized intersections on Access 3 roadways is ½-mile (1,320 feet) and the minimum spacing of signal-controlled intersections is 1/3-mile (1,760 feet).

The Grundy County access standards are consistent with the standards of the adjoining counties of Kendall and LaSalle. However, these standards are more conservative than those of Will County and Kane County, where minimum spacing standards for signal-controlled intersections along suburban arterials and collectors are ½-mile.

The most efficient location for the future infill of connector roadways and property access drives within the existing roadway grid along Saratoga Road is likely to occur opposite the existing roadways (i.e., Nettle Creek Drive, Country Club Lane) or at the ½-mile point to maintain a proportional roadway grid. A minimum signalized intersection spacing standard of 1/3-mile is more appropriate in a rural, residential or other relatively low-density environment. Restricting signalized access to 1/3-mile spacing in areas of denser traffic generators can lead to less efficient signal operation, poorer signal coordination, dual turn lanes and/or longer turn lane stacking requirements at intersections, higher vehicle delays, lower levels of service, and unsafe travel conditions on arterial or major collector roadways.

For these reasons, the minimum spacing standards for signal-controlled intersections along Saratoga Road is recommended to be ¼-mile, consistent with Grundy County's minimum spacing standards for full access unsignalized intersections along these roadways.

To maintain efficient traffic signal operations and traffic flow progression at this spacing standard, all future signals within the Saratoga Road corridor should be interconnected into a coordinated signal system.

Landscaped Center Median

A landscaped center median can be a very effective access management tool because it separates directional traffic flow, limits the locations of left-turn movements, provides a refuge area for pedestrians crossing the roadway, and enhances community appearance. Left-turn movements adversely impact traffic flow and are far more likely to be involved in vehicular crashes than right-turn movements. The installation of a landscaped median has the effect of restricting driveway and minor cross-street turning movements to right-turn movements only. In addition, vehicular-pedestrian crash rates are typically less than one-half that on roadways with a two-way left-turn lane

Auxiliary Lanes

Deceleration lanes for left- and right-turns provide an effective way to limit the speed differential between turning vehicles and through vehicles. Left- and right-turn lanes are needed to maintain traffic progression on major signalized collector or arterial roadways. The GCHARO indicates that left-turn lanes "are mandatory for all major and minor use generators", which would include intersections with significant collector and arterial roadways. The GCHARO further specifies that right-turn lanes "should be installed at an access on a County highway if the average daily two-way volume at the access is at least 1,000 vehicles and the average peak hour entering right-turn volume is at least 40 vehicles. Other factors such as the highway design speed, the number of highway approach lanes, composition of access traffic, and adjacent highway alignment should influence the need for a deceleration lane regardless of whether the volumes mentioned above are or are not met."

3.

Existing Traffic Conditions

Transportation conditions in the Saratoga Road corridor were inventoried to create a database for analyzing existing and projected future conditions. Three general components of existing conditions were considered, including:

- 1. Characteristics of the roadways, including lane configuration, intersection traffic controls, and speed limits
- 2. Existing weekday traffic volumes
- 3. Intersection operations

Corridor Study Limits

The study limits for the Saratoga Road corridor extend over a 1.6-mile section from U.S. Route 6 on the north to Old Stage Road on the south. Five (5) intersections were evaluated and analyzed within the study limits, as follows:

- 1. Saratoga Road / U.S. Route 6
- 2. Saratoga Road / Nettle Creek Drive
- 3. Saratoga Road / Country Club Lane
- 4. Saratoga Road / Stockdale Road
- 5. Saratoga Road / Old Stage Road

Figure 1 shows the Saratoga Road corridor study area with respect to the surrounding roadway system. Figure 2 shows an aerial view of the corridor study area with the study intersections highlighted.

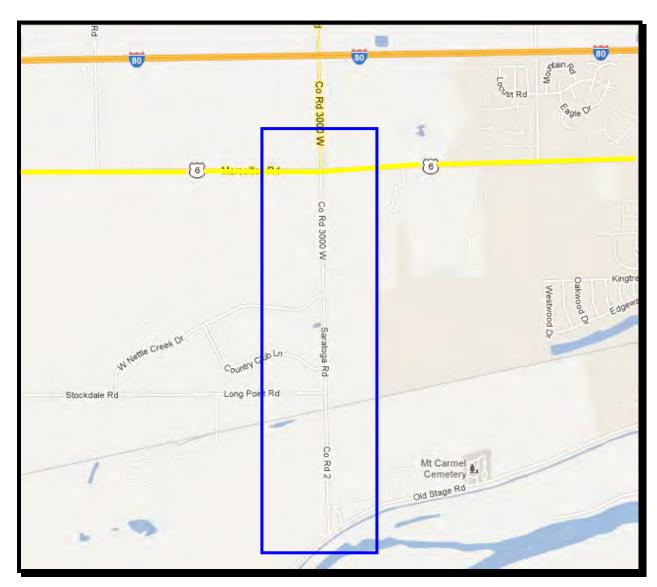


Figure 1 CORRIDOR STUDY LIMITS

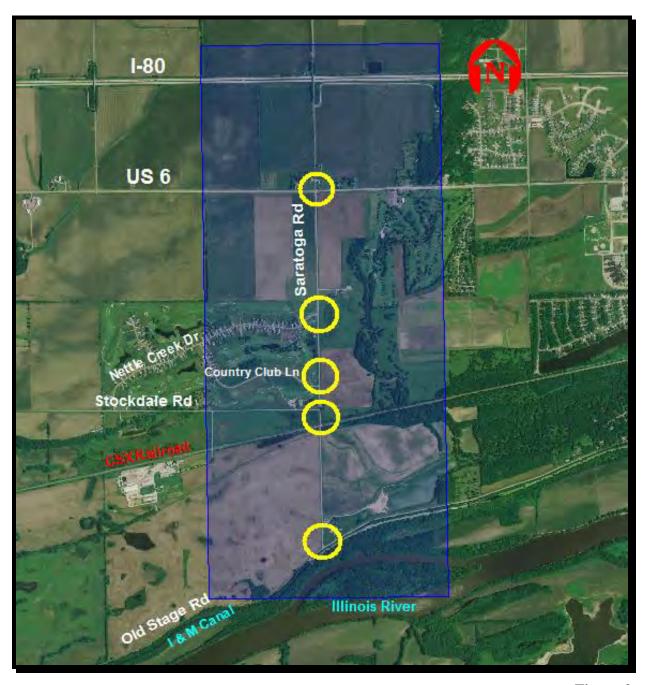


Figure 2 AERIAL VIEW OF CORRIDOR STUDY AREA

Existing Traffic Volumes

Traffic volume and vehicle classification data was collected or obtained by KLOA, Inc. as part of the corridor access study. The data was summarized on a 24-hour basis and for the weekday peak hours.

Average Daily (24-Hour) Traffic Volumes

Average daily traffic volume and vehicle classification data for the study area roadways was obtained from the Illinois Department of Transportation (IDOT). The data was collected by IDOT in 2010. The traffic count data indicates that Saratoga Road presently carries from approximately 450 to 1,350 vehicles per day (vpd), as shown in Table 1. While vehicle classification data for Saratoga Road was not available from IDOT, data collected by KLOA, Inc. during the peak periods hours (see below) indicated that approximately 3.6 to 7.6 percent of the traffic volume on the roadway is comprised of single unit and multi-unit trucks.

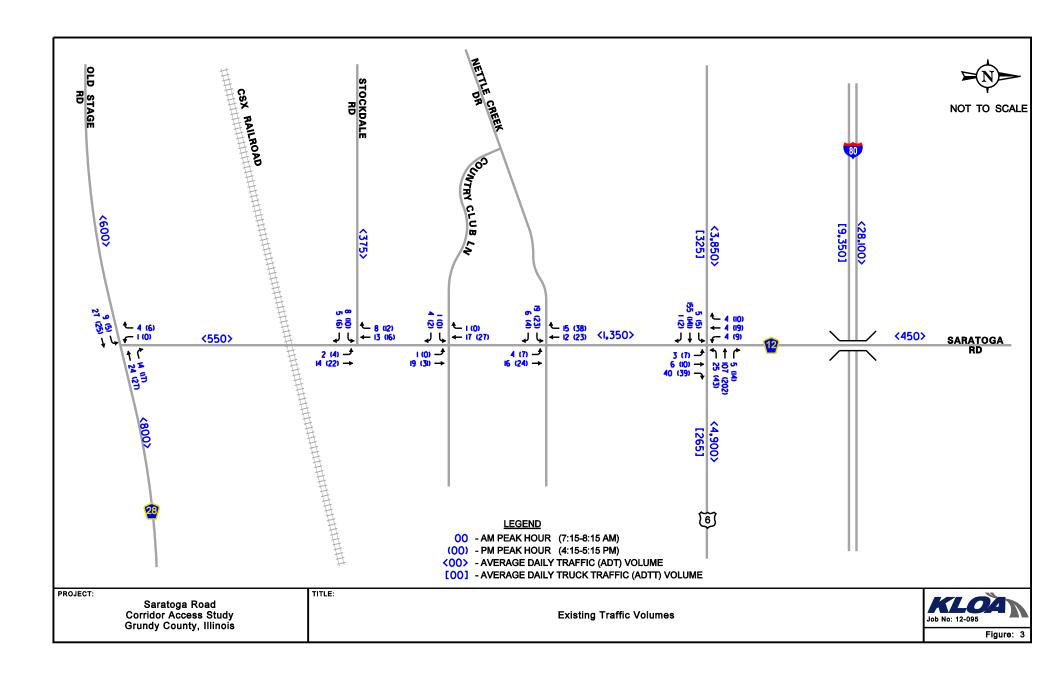
Table 1
EXISTING DAILY (24-HOUR) TRAFFIC VOLUMES

Section	Two-Way Traffic Volume (Total Vehicles)	Percent Trucks ¹			
Saratoga Road (North of U.S. Route 6)	450	5.9 %			
Saratoga Road (U.S. Route 6 to Stockdale Road)	1,350	7.6 %			
Saratoga Road (Stockdale Road to Old Stage Road)	550	3.6 %			
¹ Estimate based on peak period intersection counts conducted by KLOA, Inc.					

Peak Hour Intersection Traffic Volumes

Manual intersection turning-movement traffic counts and vehicle classification data were collected at the five intersections along Saratoga Road noted above on Thursday, September 6, 2012 during the weekday morning and afternoon commuter peak periods. From the traffic count data, the peak hours of traffic activity were determined to be 7:15-8:15 A.M. in the morning and 4:15-5:15 P.M. in the evening.

The existing peak hour traffic volumes and 24-hour volumes are shown in Figure 3.

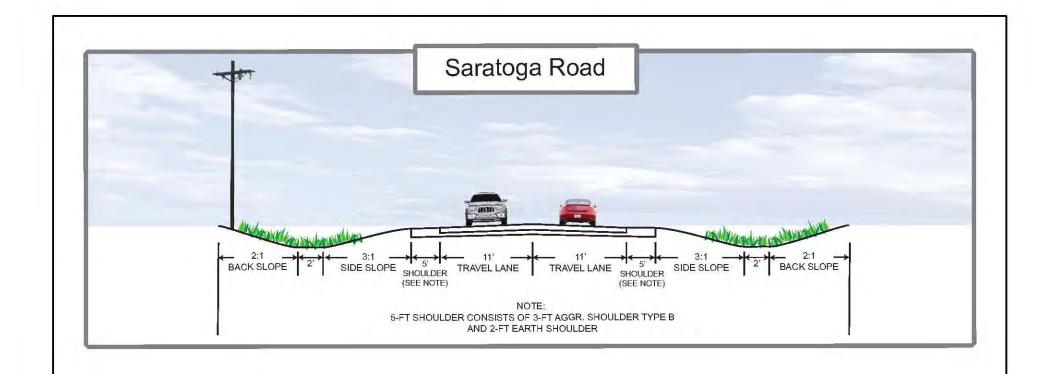


Existing Roadway Conditions

KLOA, Inc. obtained roadway design plans of the recent Saratoga Road resurfacing project from the Grundy County Highway Department. KLOA then conducted an extensive field review of the corridor and the intersections in the study area to identify the physical and operational aspects of the roadway system. Figure 4 illustrates the existing typical cross section of Saratoga Road. As shown, the roadway is designed to rural standards with aggregate/earth shoulders and open drainage swales. Grundy County has a prescriptive easement for Saratoga Road with no recorded public right-of-way as the private property lines extend to the centerline of the roadway, except adjacent to the Nettle Creek Country Club subdivision where there is a 40-foot public right-of-way from the center of Saratoga Road. Figures 5 and 6 illustrate the existing property lines, right-of-way, lane geometrics, traffic controls, and intersection spacing along Saratoga Road. The following paragraphs describe Saratoga Road and the roadways that intersect Saratoga Road within the corridor.

Saratoga Road (County Highway V12) is a two-lane, undivided, north-south roadway that extends approximately 6.6 miles from Old Stage Road on the south to Minooka Road/Lisbon Road on the north. The section of Saratoga Road under study (U.S. Route 6 to Old Stage Road) is under the jurisdiction of the Grundy County Highway Department (GCHD) and has a rural cross-section (i.e., shoulders and drainage ditch). Saratoga Road is functionally classified by IDOT as a minor arterial road while the Morris Comprehensive Plan classifies Saratoga Road as an arterial road to the north of U.S. Route 6 and a collector road to the south of U.S. Route 6. Saratoga Road is also classified in the Grundy County Highway Access Regulation Ordinance (GCHARO) as an Access 3 roadway when defining intersection spacing and traffic control standards. Saratoga Road is designated by the GCHD as a Class III truck route between U.S. Route 6 and Old Stage Road. Saratoga Road is also a Federal Aid Urban Route (FAU 5958) between U.S. Route 6 and Old Stage Road, making it eligible for Federal-aid through the Surface Transportation Program to fund resurfacing, reconstruction, traffic management, bicycle/ pedestrian, and operational improvement projects. There are no posted speed limits on Saratoga Road and the roadway was observed to operate within the Illinois statutory maximum speed limit of 55 mph.

U.S. Route 6 is a two-lane, undivided, east-west roadway that extends from IL Route 47 in the City of Morris on the east to Seneca Road on the west, where it continues south then west through the cities of Seneca, Marseilles, Ottawa, LaSalle and Peru. U.S. Route 6, also known as is under IDOT jurisdiction and has a rural cross-section. It is functionally classified by IDOT as a minor arterial roadway and as an arterial roadway by the City of Morris. U.S. Route 6 is also a Federal Aid Urban Route (FAU 392) and is designated by IDOT as a Class II truck route. The intersection of U.S. Route 6 and Saratoga Road is under stop control on Saratoga Road. U.S. Route 6 carries approximately 3,850-4,900 vehicles per day and 265-325 trucks per day in the vicinity of Saratoga Road. The posted speed limit on U.S. Route 6 is 55 mph.



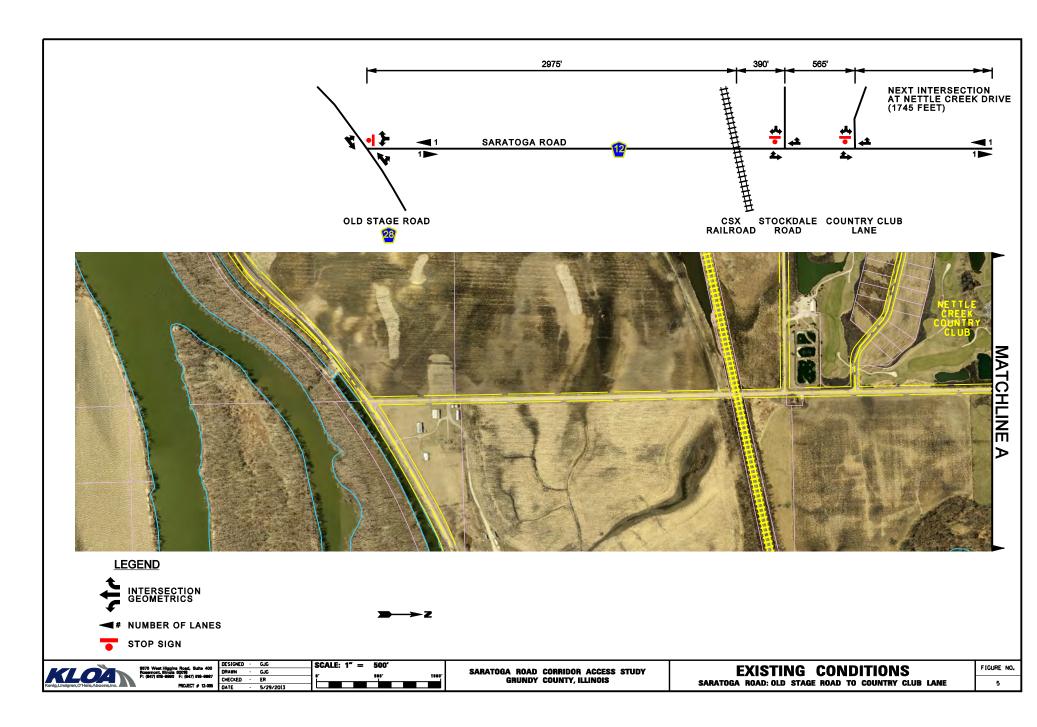
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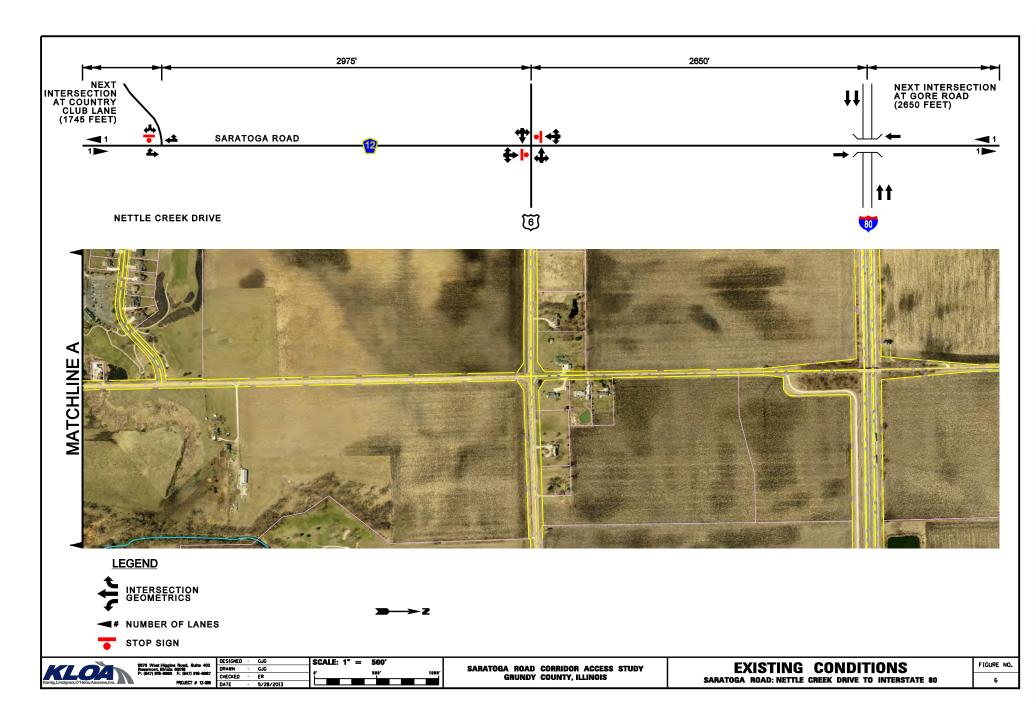
CORRIDOR ACCESS STUDY SARATOGA ROAD GRUNDY COUNTY, ILLINOIS TITLE:

EXISTING TYPICAL CROSS SECTION



Figure: 4





Old Stage Road (County Highway V28) is a two-lane, undivided, east-west roadway that extends from Fremont Avenue on the east in the City of Morris to the City of Seneca. Old Stage Road is under the jurisdiction of the GCHD from the Morris city limits to the Seneca city limits. Old Stage Road is classified by IDOT as a minor arterial roadway between Fremont Avenue and Saratoga Road, and a local street to the west of Saratoga Road. The City of Morris classifies Old Stage Road as a collector road. The ¼-mile section of Old Stage Road from Saratoga Road east to the sand pit entrance is designated by the GCHD as a Class III truck route. Old Stage Road has a rural cross-section and carries approximately 600-800 vehicles per day. The intersection of Old Stage Road with Saratoga Road in under stop control on Saratoga Road. There are no posted speed limits on Old Stage Road in the vicinity of Saratoga Road.

Stockdale Road is a two-lane, undivided, east-west roadway that extends from Saratoga Road west two miles to Nettle School Road. Stockdale Road, also known as Long Point Road, has a rural cross-section and is under the jurisdiction of Erienna Township. Stockdale Road is classified as a local street by IDOT and as a collector road by the City of Morris. The intersection of Stockdale Road with Saratoga Road is under stop control on Stockdale Road. Stockdale Road carries approximately 375 vpd and there are no posted speed limits on the roadway.

Nettle Creek Drive is a two-lane, undivided, east-west local roadway that extends through the Nettle Creek Country Club from Saratoga Road to Stockdale Road. Nettle Creek Drive has a rural cross-section with sidewalk generally located on both sides of the roadway adjoining developed residential parcels. The intersection of Nettle Creek Drive with Saratoga Road is stop controlled on Nettle Creek Drive. Nettle Creek Drive is under the jurisdiction of Erienna Township and has a posted speed limit that ranges from 20-25 mph.

Country Club Lane is a two-lane, undivided, east-west local roadway that extends through the Nettle Creek Country Club from Saratoga Road to Nettle Creek Drive. Country Club Lane has a rural cross-section with sidewalk generally located on both sides of the roadway adjoining developed residential parcels. The intersection of Country Club Lane with Saratoga Road is stop controlled on Country Club Lane. Country Club Lane is under the jurisdiction of Erienna Township and has a posted speed limit of 25 mph.

Interstate 80 (I-80) is a limited access east-west expressway that spans the United States from New Jersey on the east to California on the west. Within Illinois, I-80 is under IDOT jurisdiction. In the vicinity of Saratoga Road, I-80 has two lanes in each direction and a posted speed limit of 65 mph. The nearest interchanges on I-80 are approximately three miles to the east at IL Route 47 in Morris and approximately four miles to the west at Seneca Road. I-80 is a Federal Aid Interstate Route (FAI 80) making it part of the National Highway System. I-80 is also designated by IDOT as a Class I truck route.

CSX Railroad Grade Crossing

The CSX Railroad's New Rock east-west subdivision extends for 60 miles from Joliet to LaSalle and connects with the Burlington Northern Sante Fe (BNSF), Iowa Interstate (IAIS), and Union Pacific (UP) railroads. This freight line has a single track through Morris that crosses Saratoga Road at-grade and on an 80-degree skew approximately 375 feet south of Stockdale Road. The grade crossing has an asphalt surface with advance railroad warning signs, pavement markings, and train activated warning devices with flashers and gates. This rail line generally carries two eastbound trains and two westbound trains daily at a maximum speed of 40 mph.

A Phase I feasibility study of a potential commuter rail service on the CSX line was completed in 2003 and a follow-up Phase II feasibility study has been funded and will be performed by the Illinois Department of Transportation. The proposed service would be known as the Illinois Valley Commuter Rail service and would extend from Joliet's Union Station to La Salle with stations located in Channahon, Minooka, Morris, Seneca, Marseilles, Ottawa, Utica and LaSalle/Peru.

Public Transportation

There are presently no fixed-route transit services operating in the vicinity of the City of Morris. The only public transportation currently available in the area is dial-a-ride transit service provided by the Grundy Transit System (GTS) on weekdays between 7:30 A.M. and 4:00 P.M.

Existing Intersection Operations

To evaluate existing traffic operations in the Saratoga Road corridor during the peak weekday time periods, capacity analyses were conducted at all study intersections utilizing Synchro 8.0/Simtraffic computer software, which implements the Intersection Capacity Utilization (ICU) 2003 method and the methodologies outlined in the Transportation Research Board's *Highway Capacity Manual (HCM)*, 2010. This software allows for the analysis of multiple interconnected traffic signal systems as well as independent signalized or unsignalized intersections. The methodologies utilize traffic controls, traffic volumes, heavy vehicle percentages, parking conditions, and other street characteristics to determine the average control delay, levels of service, and queuing of vehicles at an intersection.

The ability of an intersection to accommodate traffic flow is expressed in terms of Level of Service, which is assigned a letter grade from A to F based on the average control delay experienced by vehicles passing through the intersection. Control delay is that portion of the total delay attributed to the traffic signal or stop sign control operation, and includes initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay. Level of Service A is the highest grade (best traffic flow and least delay), Level of Service E represents saturated or atcapacity conditions, and Level of Service F is the lowest grade (oversaturated conditions, extensive delays). As indicated in the GCHARO, Level of Service C is the desired peak-hour service level for projected 20-year future traffic conditions.

For signal-controlled intersections, levels of service are calculated for lane groups, intersection approaches, and the intersection as a whole. For all-way stop controlled (AWSC) intersections, levels of service are calculated based on the weighted average of the delay on each of the approaches (the approach delay consists of the weighted average of the delay on each lane of the approach). For two-way stop controlled (TWSC) intersections, levels of service are only calculated for the approaches controlled by a stop sign (not for the intersection as a whole). Level of Service F at TWSC intersections occurs when there are not enough suitable gaps in the flow of traffic on the major (uncontrolled) street to allow minor-street traffic to safely enter the major street flow or cross the major street in a reasonable amount of time. The *Highway Capacity Manual* definitions for levels of service and the corresponding control delay for signalized and unsignalized intersections are shown in Table 2.

Table 2 LEVEL OF SERVICE CRITERIA

Signalized Intersections				
Level of Service	Interpretation	Average Control Delay (seconds per vehicle)		
A	Very short delay, with extremely favorable progression. Most vehicles arrive during the green phase and do not stop at all.	≤10		
В	Good progression, with more vehicles stopping than for Level of Service A, causing higher levels of average delay.	>10-20		
C	Light congestion, with individual cycle failures beginning to appear. Number of vehicles stopping is significant at this level.	>20-35		
D	Congestion is more noticeable, with longer delays resulting from combinations of unfavorable progression, long cycle lengths, or high V/C ratios. Many vehicles stop, and the proportion of vehicles not stopping declines.	>35-55		
E	Limit of acceptable delay. High delays result from poor progression, high cycle lengths, and high V/C ratios.	>55-80		
F	Unacceptable delays occurring, with oversaturation.	>80.0		

Unsignalized Intersections				
Level of Service	Average Control Delay (seconds per vehicle)			
A	0-10			
В	>10-15			
C	>15-25			
D	>25-35			
E	>35-50			
F	>50			

Source: Highway Capacity Manual, 2010.

Table 3 summarizes the results of the capacity analyses for the existing weekday morning and afternoon peak-hour conditions, indicating the level service and delay for the critical minor street movement at all TWSC intersections. The capacity analysis worksheets are contained in the Appendix. The results indicate that all study area intersections along the Saratoga Road corridor presently operate at very good levels of service under existing traffic controls.

Table 3
CAPACITY ANALYSIS RESULTS – EXISTING TRAFFIC CONDITIONS

	Weekday AM Peak Hour		Weekday PM Peak Hour	
Intersection	LOS	Delay	LOS	Delay
Saratoga Road / U.S. Route 6 ¹	В	10.3	В	11.6
Saratoga Road / Nettle Creek Drive ¹	A	8.8	A	9.0
Saratoga Road / Country Club Lane ¹	A	8.5	A	8.4
Saratoga Road / Stockdale Road ¹	A	8.6	A	8.7
Saratoga Road / Old Stage Road ¹	A	8.6	A	8.5

Note: LOS = level of service Delay = seconds/vehicle

² Unsignalized TWSC intersection. LOS and delay representative of average of stop controlled approaches.

4.

Future Land Use and Traffic Conditions

An assessment of future traffic conditions in the Saratoga Road corridor is an essential step in determining the ultimate design requirements for the roadway. The assessment was based on three key components: (1) the types and densities of land use anticipated to develop in the corridor with and without a future new interchange at I-80/Saratoga Road, (2) the roadway system that will be developed to accommodate these land uses, and (3) the generation, distribution and assignment of the resulting traffic volumes from these land uses.

Based on a comparison of daily traffic volumes between that published by IDOT in 2010 and that published by IDOT in 1996, Saratoga Road has experienced a modest but steady increase in volume of approximately 3.6 percent per year (50% total) to the south of U.S. Route 6 and approximately 18.6 percent per year (260% total) to the north of U.S. Route 6. This trend may be reflective of the collector/arterial classification of Saratoga Road, the gradual development of the Nettle Creek Country Club subdivision, and development growth to the north of the corridor.

As land is developed along Saratoga Road over the next 20 years or more, the traffic volumes on the roadway and intersecting cross streets will increase. The aggregation of the traffic generated by these future developments with the existing traffic volumes comprise the projected traffic volumes utilized in this analysis. For the purpose of this study, a planning horizon of 27 years (i.e., Year 2040) was selected to coincide with the regional planning efforts of the Chicago Metropolitan Agency for Planning (CMAP) and with the anticipated development of the developable land area in the corridor. In actuality, full buildout of the developable land in the Saratoga Road corridor may not occur for many years beyond 2040.

Future Development and Traffic Generation

Estimates of future development to the 2040 planning horizon were prepared by the City of Morris based on the future land uses contained in the Morris Comprehensive Plan, with consideration given to the land use changes that might occur if a new interchange is constructed at I-80/Saratoga Road.

First the number of developable acres by land-use type was estimated based on an analysis of aerial mapping of the study area, existing land uses, existing property lines and rights-of-way, and natural (undevelopable) features. Next development ratios were determined based on development trends in the three communities. The development ratios are in units-per-acre for residential developments and floor-area-ratios (FAR) for retail and institutional developments. Development ratios range from 3.0 to 6.0 units per acre for residential uses and 0.2 to 0.25 FAR for retail and institutional uses. Next, development densities were estimated by multiplying the developable acreage by the development ratios.

The future development densities were then utilized to calculate weekday peak-hour traffic volumes that would be generated by these developments using trip generation equations published by the Institute of Transportation Engineers (ITE) in the *Trip Generation Manual*, 9th Edition, 2012. Average daily (24-hour) traffic volumes were also calculated by dividing the peak-hour volumes by a 12 percent peak-hour factor.

Due to the length of the Saratoga Road corridor (1.6 miles), the corridor was subdivided into 10 zones for traffic analysis purposes. Each zone has frontage on Saratoga Road, is equivalent in size (½-mile by ½-mile square), and is generally projected to contain parcels of similar land use. Figure 7 illustrates the boundaries of the traffic analysis zones (TAZs). A summary table of the future land-uses, developable acreage and ratios, projected development densities, and weekday peak-hour traffic generation for each of the TAZ's is contained in the Appendix.

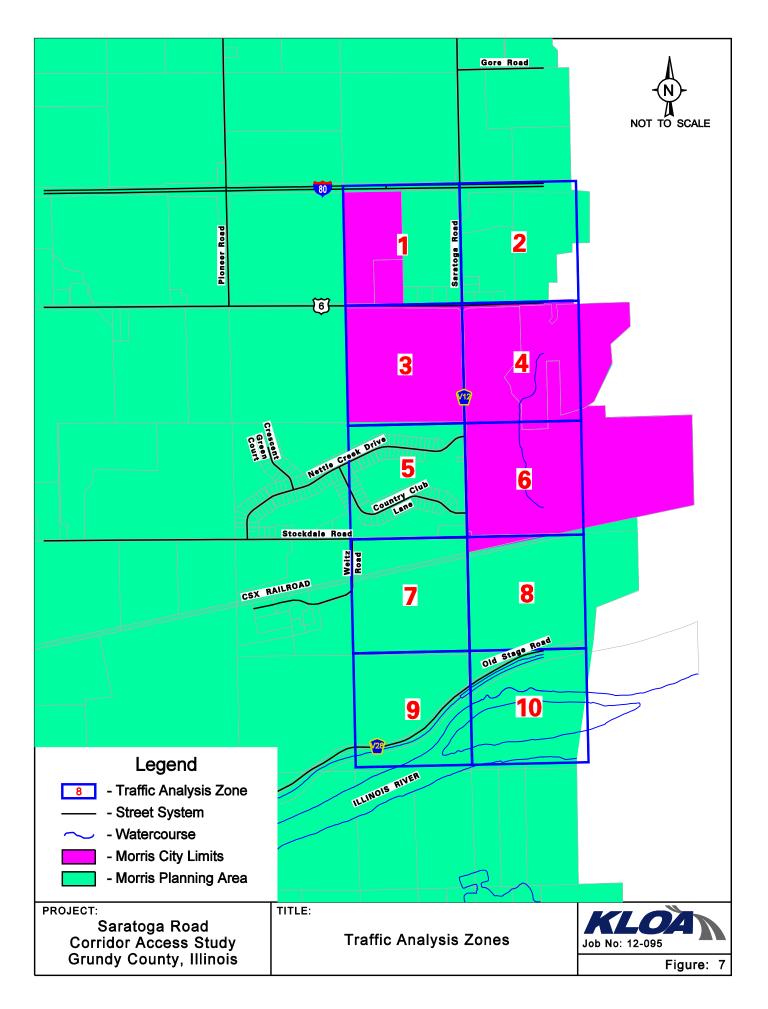
Figures 8 illustrates where residential growth is anticipated to occur with no new interchange at I-80. While residential growth is anticipated throughout the corridor, the largest numbers of new units are concentrated around the U.S. Route 6 intersection. Approximately 2,451 dwelling units are projected to be built within the study area if no I-80 interchange is constructed.

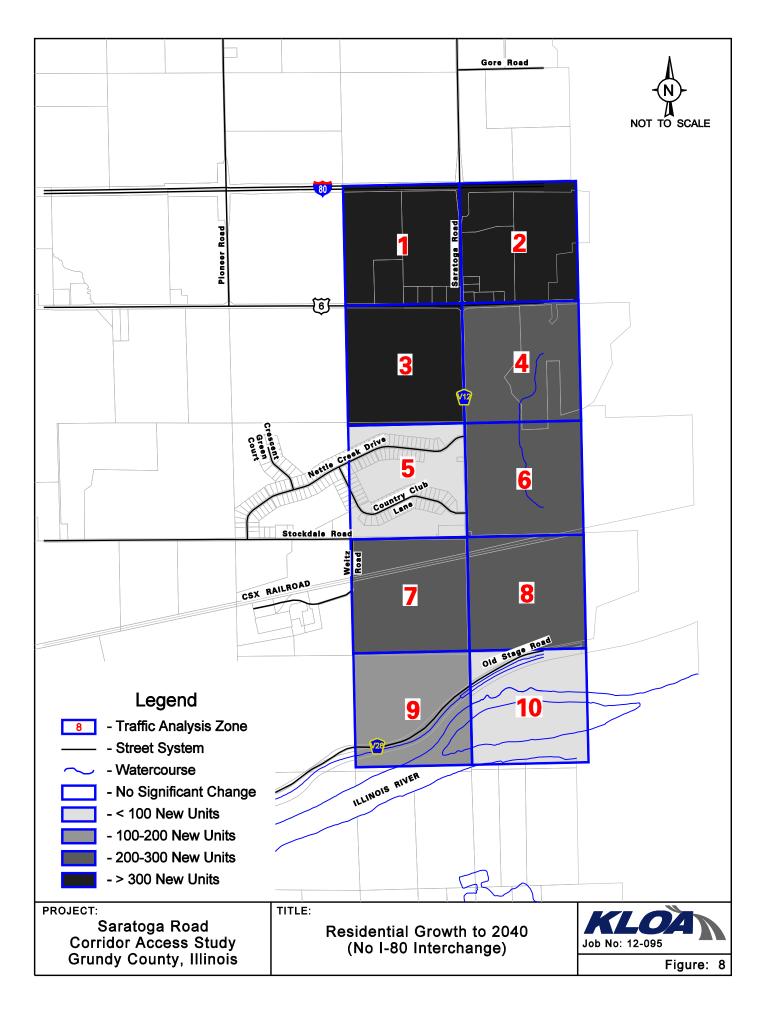
Figures 9 illustrates where residential growth is anticipated if a new interchange at I-80 is constructed. Approximately 2,091 dwelling units are projected to be built within the study area, which is 360 fewer units than shown in Figure 8, all of which are located north of U.S. Route 6.

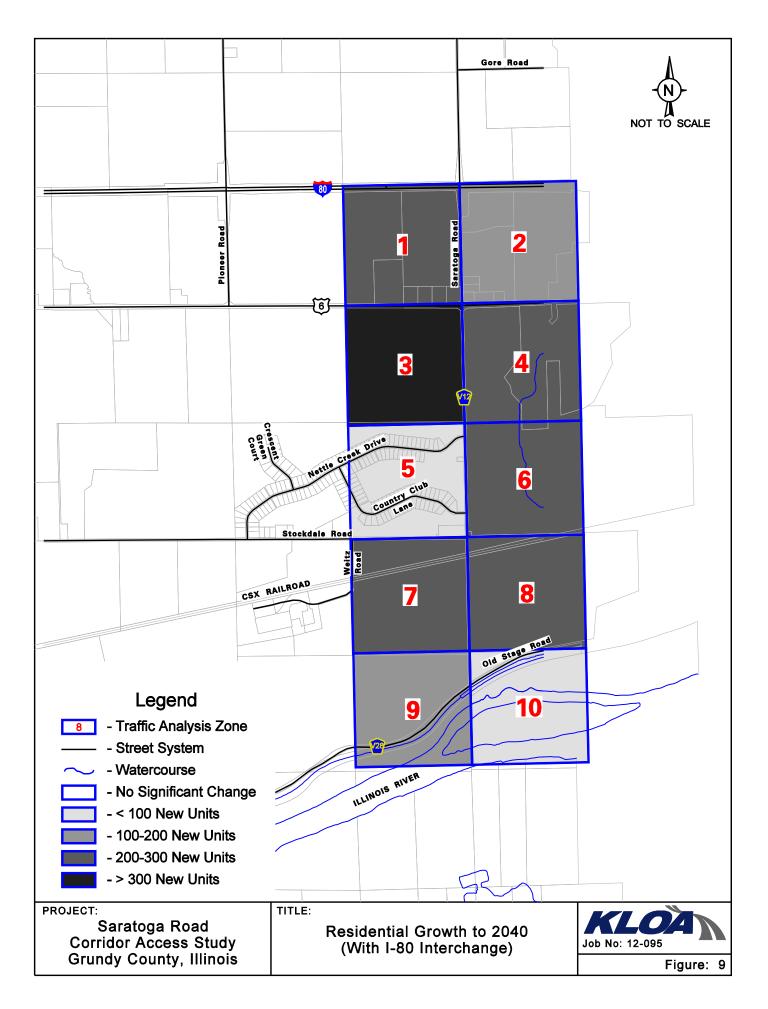
Figure 10 illustrates where retail growth is anticipated with no new interchange at I-80. Retail growth will occur in the form of neighborhood level centers, community level centers, and regional level centers. Regional retail growth will occur around the U.S. Route 6 intersection. Neighborhood or community level retail will occur around the Old Stage Road intersection. Approximately 958,000 square feet of retail space is projected to develop in the future.

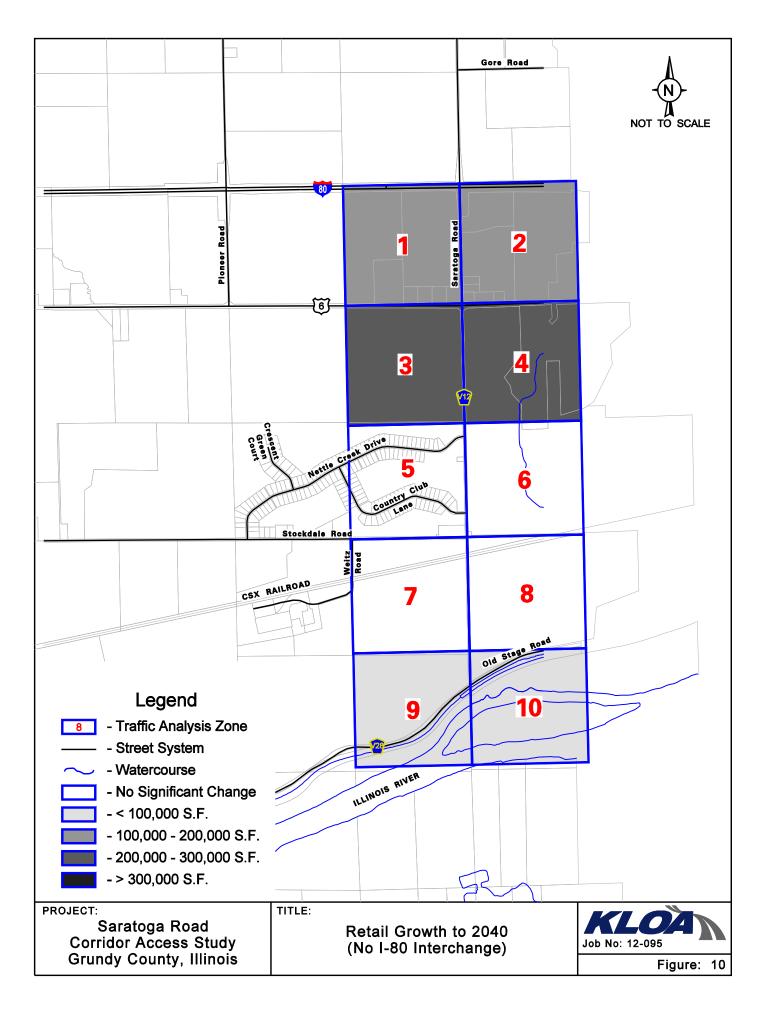
Figures 11 illustrates where retail growth is anticipated with an interchange at I-80. Approximately 1.655 million square feet of retail space is projected to develop, which is 697,000 square feet more space than shown in Figure 10, all of which is located north of U.S. Route 6.

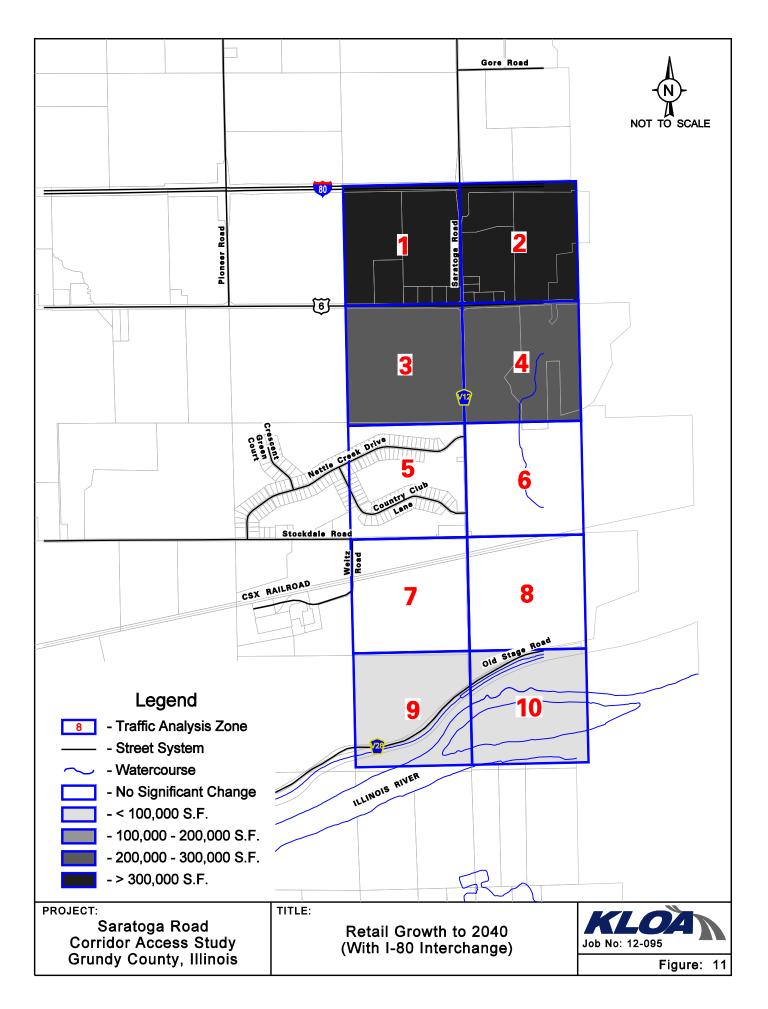
Figure 12 illustrates where institutional growth is anticipated. Approximately 240,000 square feet of space is projected to develop in the northwest quadrant of Saratoga Road/U.S. Route 6, irrespective of whether a new interchange is developed at I-80.

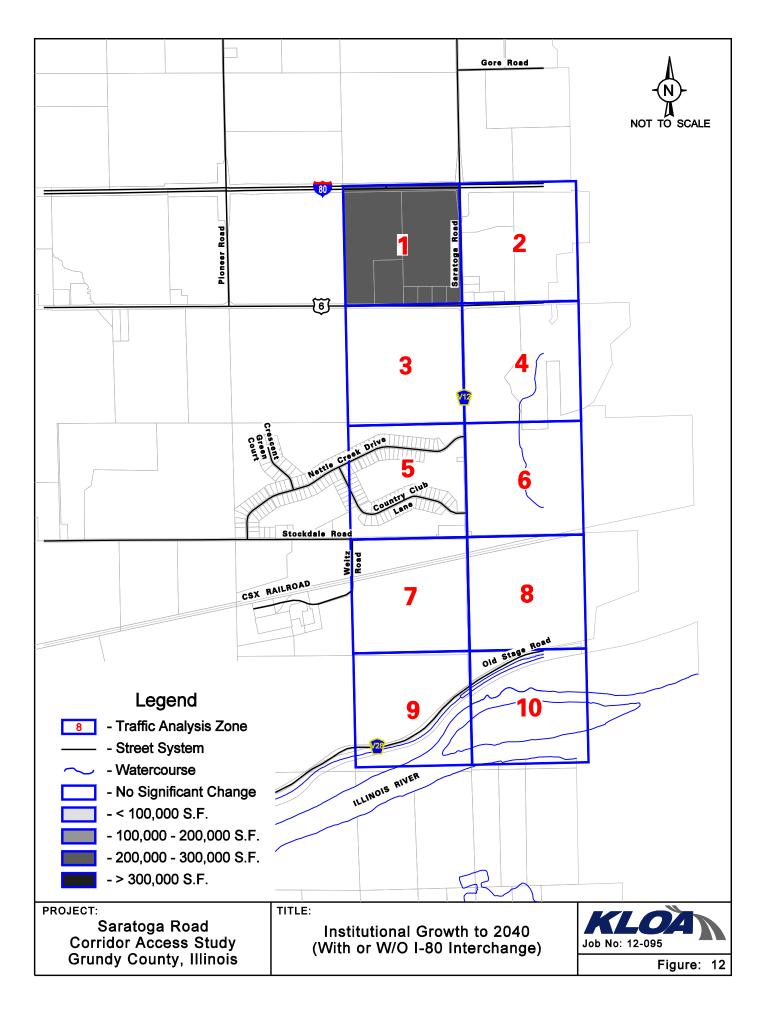












Future Roadway System

The roadway system that will serve future development in the Saratoga Road corridor will be an improvement over the current system with respect to local circulation within the study area and, potentially, from the perspective of access to the regional roadway system.

Locally, access to the Saratoga Road corridor may be improved in the future with the extensions of existing roadways, as documented in the Morris Comprehensive Plan. Potential roadway extensions include Pioneer Road south to Stockdale Road with an easterly extension to Saratoga Road (north of Nettle Creek Drive), and Ashton Road south to Kingtree Drive then west to Saratoga Road (opposite Nettle Creek Drive). Regionally, the Saratoga Road corridor could be directly connected to I-80 (eastbound and westbound) if a new interchange is constructed north of U.S. Route 6, also noted in the Morris Comprehensive Plan.

Distribution of Future Development Traffic

The distribution of traffic generated by future development within the traffic analysis zones was based on several factors. The first was existing traffic patterns on the roadways in the planning area. The second was an analysis of the distribution of existing households in the planning area as well as planned households, as noted in the Morris Comprehensive Plan. Lastly, consideration was given to the potential extensions of existing local roadways (i.e., Pioneer Road and Ashton Road) and the potential new interchange with I-80 at Saratoga Road.

Based on these factors, the directions from which future development traffic will approach and depart the study area were estimated. The directional distribution will vary by land use and the presence of a new I-80 interchange. Traffic generated by residential developments are more associated with the major travel corridors and regional roadway system. Traffic generated by retail and institutional developments will originate from the residential neighborhoods within the developments market area. The market areas for neighborhood and community scale retail centers will be smaller and draw more local traffic whereas the market area for regional scale retail centers will be larger and draw more traffic from I-80.

Tables 4 summarizes the estimated directional distribution of traffic for the various land uses assuming no new I-80 interchange is constructed at Saratoga Road. Table 5 summarizes the estimated directional distribution of traffic for the various land uses assuming construction of a new I-80 interchange at Saratoga Road.

Table 4
DIRECTIONAL DISTRIBUTION OF FUTURE STUDY AREA TRAFFIC-No I-80 Interchange

	Percentage of Traffic		
Direction To/From	Residential	Neighborhood/Community Retail & Institutional	Regional Retail
North via Saratoga Rd	10%	15%	20%
East via US Route 6, Old Stage Rd	65%	55%	45%
West via US Route 6, Stockdale Rd, Old Stage Rd	<u>25%</u>	30%	35%
Total	100%	100%	100%

Table 5 DIRECTIONAL DISTRIBUTION OF FUTURE STUDY AREA TRAFFIC- w/ I-80 Interchange

	Percentage of Traffic		
Direction To/From	Residential	Neighborhood/Community Retail & Institutional	Regional Retail
North via Saratoga Rd	30%	35%	40%
East via US Route 6, Old Stage Rd	55%	45%	35%
West via US Route 6, Stockdale Rd, Old Stage Rd	<u>15%</u>	20%	25%
Total	100%	100%	100%

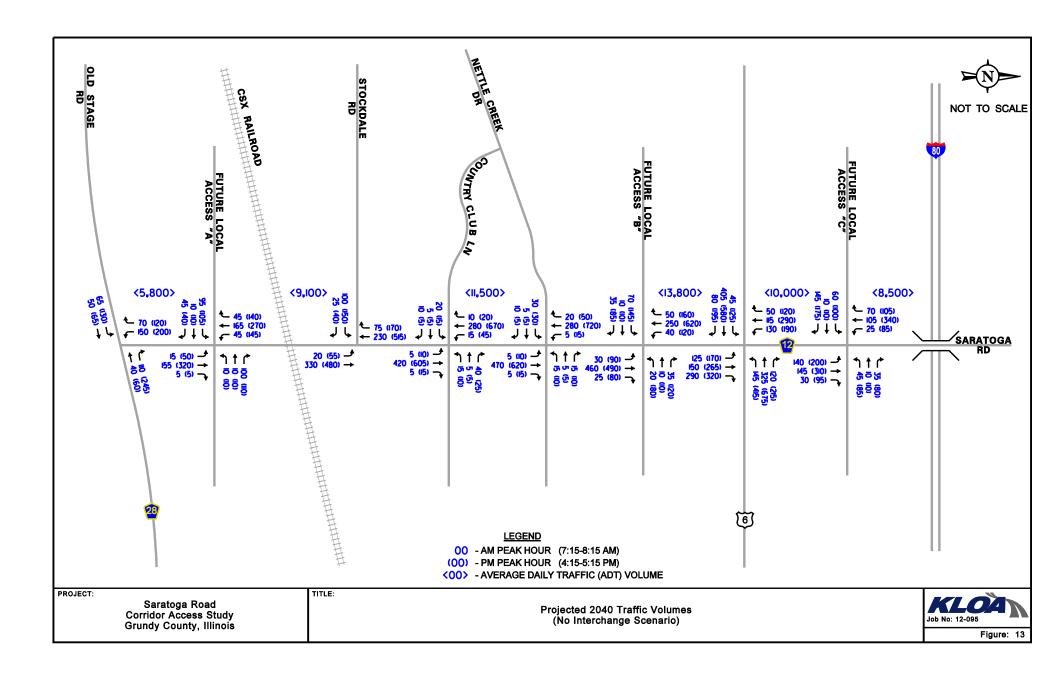
Assignment of Future Development Traffic

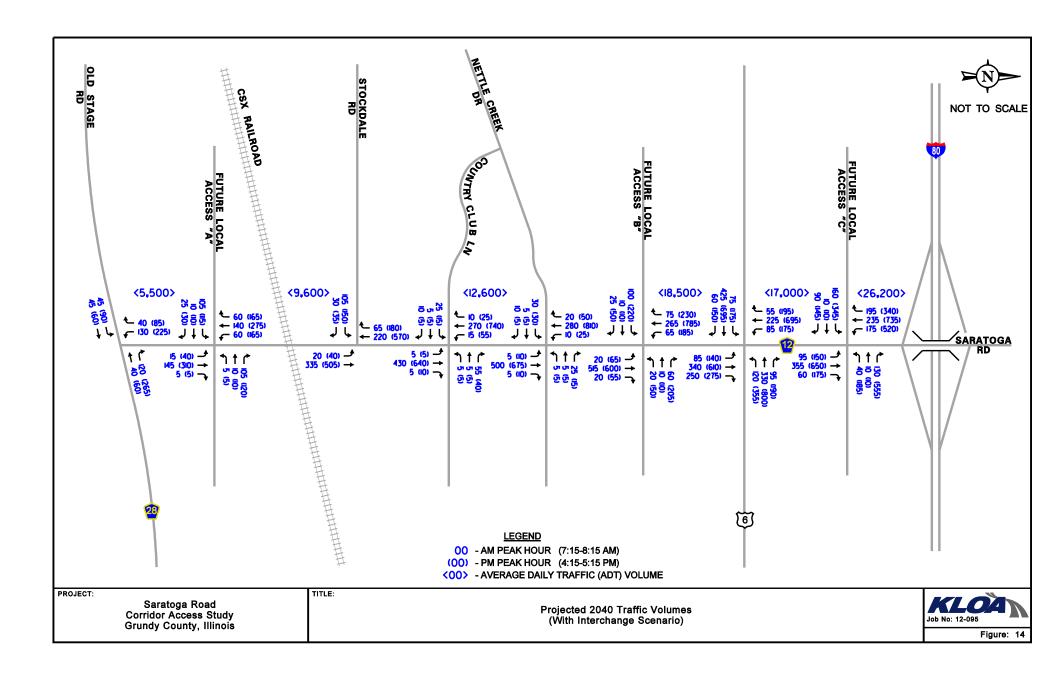
The weekday peak hour traffic generated by future development within the TAZ's was assigned to the roadway system based on the directional distributions shown in Tables 4 and 5. The traffic assignment process was performed manually based on a modified gravity model methodology that considered all network roadway options and functional classifications.

For future developments with Saratoga Road frontage, access was assumed from Saratoga Road as well as from the adjacent existing roadways and/or future connector roads that may be built to support these developments. Consequently, only a portion of the traffic generated by these developments will travel on Saratoga Road. Traffic assignments were made for trips both originating in and destined to the study area and reflect the fact that a portion of the retail development traffic will be generated internal to the study area from existing and future residential subdivisions.

Year 2040 Projected Traffic Volumes

The assignment of future development peak hour traffic was combined with the existing peak hour traffic volumes (Figure 3) to obtain the projected 2040 peak hour traffic volumes, which are shown in Figure 13 for the scenario that does not include a new I-80 interchange at Saratoga Road, and in Figure 14 for the scenario that includes the construction of a new I-80 interchange at Saratoga Road. Projected 2040 daily (24-hour) traffic volumes were also calculated utilizing the peak hour factor and are also shown in Figures 13 and 14. To plan for the ultimate design of Saratoga Road, it was assumed that all planned development would be completed by 2040. The KLOA projections for Saratoga Road range from 5,800-13,800 vpd for the scenario that does not include a new I-80 interchange at Saratoga Road.





5.

Recommended Roadway Design

This chapter summarizes the recommended design of Saratoga Road within the corridor study area. The first step in this process is to understand the function that the roadway provides within the hierarchy of the Grundy County and City of Morris roadway system. The next step is to develop a roadway design that sustains that function and operates at the desired level of service given the volume of traffic it may ultimately carry. Recommendations and/or policies developed in this chapter address the roadway cross-section, geometric characteristics (right-of-way requirements, number of lanes), access control, traffic signal spacing, intersection geometrics, traffic controls, and intersection operations.

Roadway Classification and Function

Saratoga Road is functionally classified by IDOT as a minor arterial road and by the City of Morris as an arterial road to the north of U.S. Route 6 and a collector road to the south of U.S. Route 6. Arterial roadways and major collector roads serve a similar function to promote a high degree of mobility with limited direct land access. They serve as the primary routes through urbanized areas connecting residential, employment, institutional, retail and recreational activities at the community level via the minor collector and local roadway system.

As such, the recommended Saratoga Road cross-sections and geometric characteristics were developed to meet the following criteria:

- 1. To provide sufficient capacity to accommodate the projected 2040 traffic volumes safely and efficiently, particularly regarding turning movements at major intersections.
- 2. To provide adequate right-of-way to accommodate potential future capacity improvements (additional through lanes or turn lanes) beyond the 27-year planning period.
- 3. To control access to the facility while maintaining sufficient spacing between traffic signals and full-access intersections.
- 4. To minimize "side friction" by prohibiting parking or loading on Saratoga Road.

- 5. To achieve an urban design standard (i.e., curb and gutter, sidewalks).
- 6. To develop an aesthetically-pleasing design that allows for streetscaping/landscaping opportunities within the median and/or parkways.
- 7. To encourage multimodal travel on separated off-street sidewalks and/or multi-use trails, which is a goal of the Grundy County 2020 Comprehensive Plan and is consistent with the Morris Comprehensive Plan, which includes a bike path along the southern portion of Saratoga Road connecting to the I&M Canal State Trail.

Cross-Section and Geometric Characteristics

No Interchange Scenario

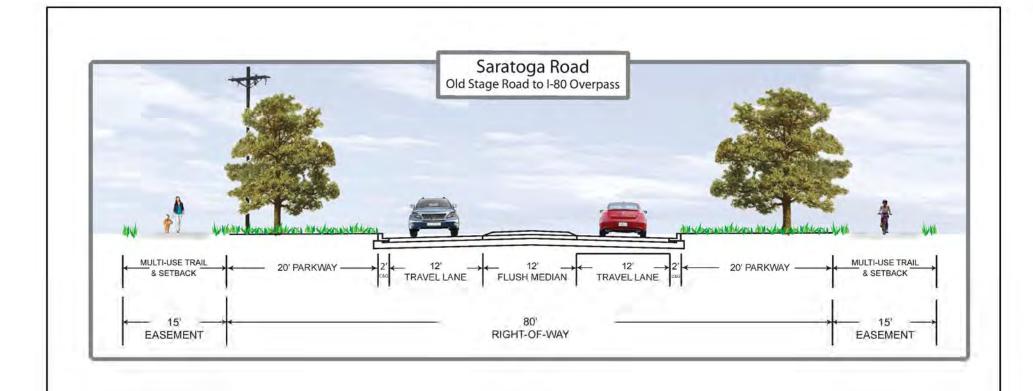
Old Stage Road to I-80 Overpass

This section of Saratoga Road, which represents the full 1.6-mile length of the study corridor, is presently adjoined by agricultural land on both sides of the roadway, with the exception of the Nettle Creek Country Club golf course and subdivision, located along the west side of Saratoga Road immediately north of Stockdale Road. It is anticipated that this corridor will eventually develop with retail land uses around the U.S. Route 6 and Old Stage Road intersections, institutional uses at the U.S. Route 6 intersection, and residential uses throughout the corridor.

The road capacity necessary to accommodate the projected 2040 traffic volumes along this section of Saratoga Road will require a three-lane cross-section, with one through lane in each direction plus a median accommodating a single left-turn lane at key intersections. Right-turn deceleration lanes are also recommended at the key intersections per GCHARO guidelines. The desired design for the three-lane roadway is an urban cross-section with a flush or traversable median and curb and gutter, built within an 80-foot right-of-way, which would be established through a roadway dedication easement of 40 feet of land on each side of the roadway as development occurs.

The recommended design for Saratoga Road between Old Stage Road and the I-80 overpass is shown in Figure 15 and is described below:

- One 12-foot wide through lane in the northbound and southbound directions.
- Curb and gutter on both sides of the roadway.
- A 12-foot wide flush (i.e., painted) or traversable (i.e., mountable) median. The median would accommodate a single 12-foot wide left-turn lane at key intersections.
- A 20-foot wide landscaped parkway on both sides of the road. The parkway would accommodate a 12-foot wide right-turn lane at key intersections.
- A 6-foot wide sidewalk or 10-foot wide multi-use path within a 15-foot wide easement on both sides of the roadway.



PROJECT:

CORRIDOR ACCESS STUDY SARATOGA ROAD GRUNDY COUNTY, ILLINOIS TITLE:

RECOMMENDED TYPICAL CROSS SECTION URBAN DESIGN ALTERNATIVE (NO INTERCHANGE SCENARIO)



Figure: 15

With Interchange Scenario

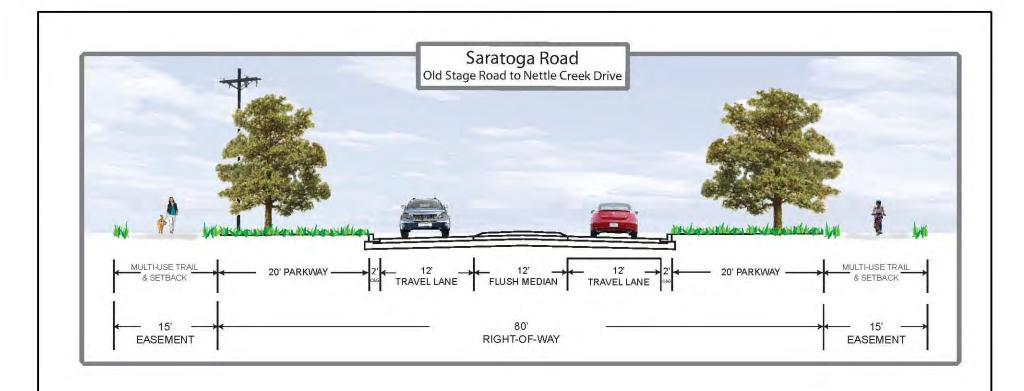
Old Stage Road to Nettle Creek Drive

This section of Saratoga Road is presently adjoined by agricultural land and the Nettle Creek Country Club golf course and subdivision. It is anticipated that this section of Saratoga Road will eventually develop with additional residential uses, and with retail uses focused around the Old Stage Road intersection.

The road capacity necessary to accommodate the projected 2040 traffic volumes along this section of Saratoga Road will require a three-lane cross-section, with one through lane in each direction plus a median accommodating a single left-turn lane at key intersections. Right-turn deceleration lanes are also recommended at the key intersections per GCHARO guidelines. The desired design for the three-lane roadway is identical to that shown in Figure 15 and consists of an urban cross-section with a flush or traversable median and curb and gutter, built within an 80-foot right-of-way, which would be established through a roadway dedication easement of 40 feet of land on each side of the roadway as development occurs.

The recommended design for Saratoga Road between Old Stage Road and Nettle Creek Drive is shown in Figure 16 and is described below:

- One 12-foot wide through lane in the northbound and southbound directions.
- Curb and gutter on both sides of the roadway.
- A 12-foot wide flush or traversable median. The median would accommodate a single 12-foot wide left-turn lane at key intersections.
- A 20-foot wide landscaped parkway on both sides of the road. The parkway would accommodate a 12-foot wide right-turn lane at key intersections.
- A 6-foot wide sidewalk or 10-foot wide multi-use path within a 15-foot wide easement on both sides of the roadway.



PROJECT:

CORRIDOR ACCESS STUDY SARATOGA ROAD GRUNDY COUNTY, ILLINOIS TITLE:

RECOMMENDED TYPICAL CROSS SECTION URBAN DESIGN ALTERNATIVE (WITH INTERCHANGE SCENARIO)



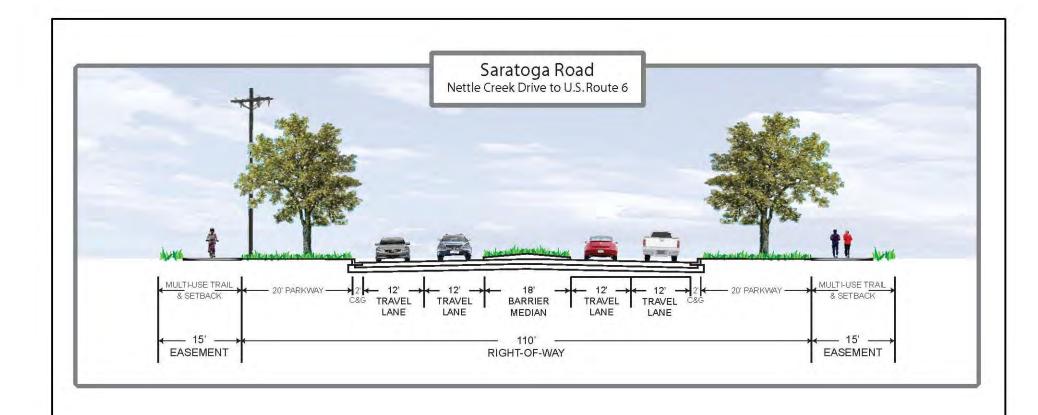
Figure: 16

Nettle Creek Drive to U.S. Route 6

This section of Saratoga Road is presently adjoined by agricultural land and is anticipated to eventually develop with residential and retail uses. The road capacity necessary to accommodate the projected 2040 traffic volumes along this section of Saratoga Road will require a four-lane roadway with two through lanes in each direction plus a median accommodating a single left-turn lane at key intersections. Right-turn deceleration lanes are also recommended at the key intersections per GCHARO guidelines. The desired design for the four-lane roadway consists of an urban cross-section with a raised barrier median and curb and gutter, built within a 110-foot right-of-way, which would be established through a roadway dedication easement of 55 feet of land on each side of the roadway as development occurs. This four-lane cross-section would transition to a three-lane cross-section to the north of Nettle Creek Drive, and the 110-foot right-of-way required for the four-lane roadway could be narrowed to 80-feet at Nettle Creek Drive.

The recommended design for Saratoga Road between Nettle Creek Drive and U.S. Route 6 is shown in Figure 17 and is described below:

- Two 12-foot wide through lanes in both the northbound and southbound directions.
- Curb and gutter on both sides of the roadway.
- An 18-foot wide raised barrier median, which can be turf or landscaped with shade trees and/or low-lying shrubs/flowers. The median would accommodate one 12-foot wide left-turn lane at key intersections. The median would not be opened at right-in/right-out driveways.
- A 20-foot wide landscaped parkway on both sides of the road. The parkway would accommodate a 12-foot wide right-turn lane at key intersections.
- A 6-foot wide sidewalk or 10-foot wide multi-use path within a 15-foot wide easement on both sides of the roadway.



PROJECT:

CORRIDOR ACCESS STUDY SARATOGA ROAD GRUNDY COUNTY, ILLINOIS TITLE:

RECOMMENDED TYPICAL CROSS SECTION
URBAN DESIGN ALTERNATIVE
(WITH INTERCHANGE SCENARIO)



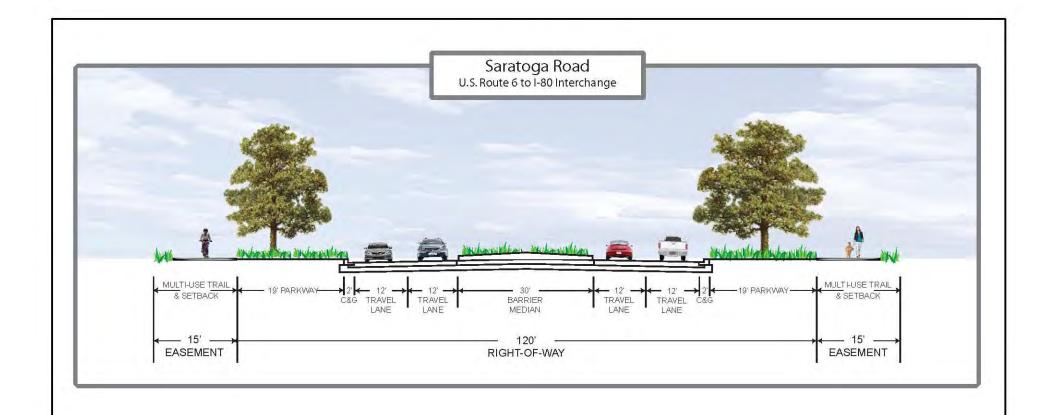
Figure: 17

U.S. Route 6 to I-80 Interchange

This section of Saratoga Road is presently adjoined by agricultural land and is anticipated to eventually develop with retail, institutional and residential uses. The road capacity necessary to accommodate the projected 2040 traffic volumes along this section of Saratoga Road will require a four-lane roadway with two through lanes in each direction plus a median capable of accommodating single or dual left-turn lanes at key intersections. Right-turn deceleration lanes are also recommended at the key intersections per GCHARO guidelines. The desired design for the four-lane roadway consists of an urban cross-section with a raised barrier median and curb and gutter, built within a 120-foot right-of-way, which would be established through a roadway dedication easement of 60 feet of land on each side of the roadway as development occurs. The right-of-way would be expanded further in the vicinity of the interchange and would be controlled by IDOT.

The recommended design for Saratoga Road between U.S. Route 6 and the proposed I-80 interchange is shown in Figure 18 and is described below:

- Two 12-foot wide through lanes in both the northbound and southbound directions.
- Curb and gutter on both sides of the roadway.
- A 30-foot wide raised barrier median, which can be landscaped on the non-bridge sections and paved on the bridge section. The median would accommodate up to two 12-foot wide left-turn lanes at key intersections.
- A 19-foot wide landscaped parkway on both sides of the road. The parkway would accommodate a 12-foot wide right-turn lane at key intersections.
- A 6-foot wide sidewalk or 10-foot wide multi-use path within a 15-foot wide easement on both sides of the roadway.



PROJECT:

CORRIDOR ACCESS STUDY SARATOGA ROAD GRUNDY COUNTY, ILLINOIS TITLE:

RECOMMENDED TYPICAL CROSS SECTION URBAN DESIGN ALTERNATIVE (WITH INTERCHANGE SCENARIO)



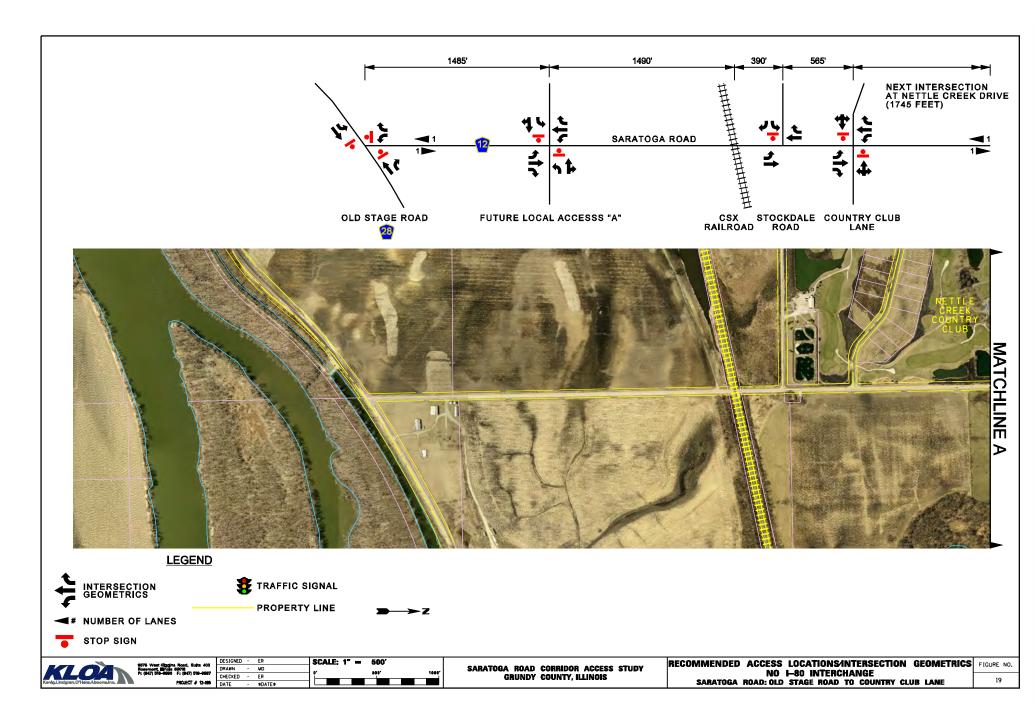
Figure: 18

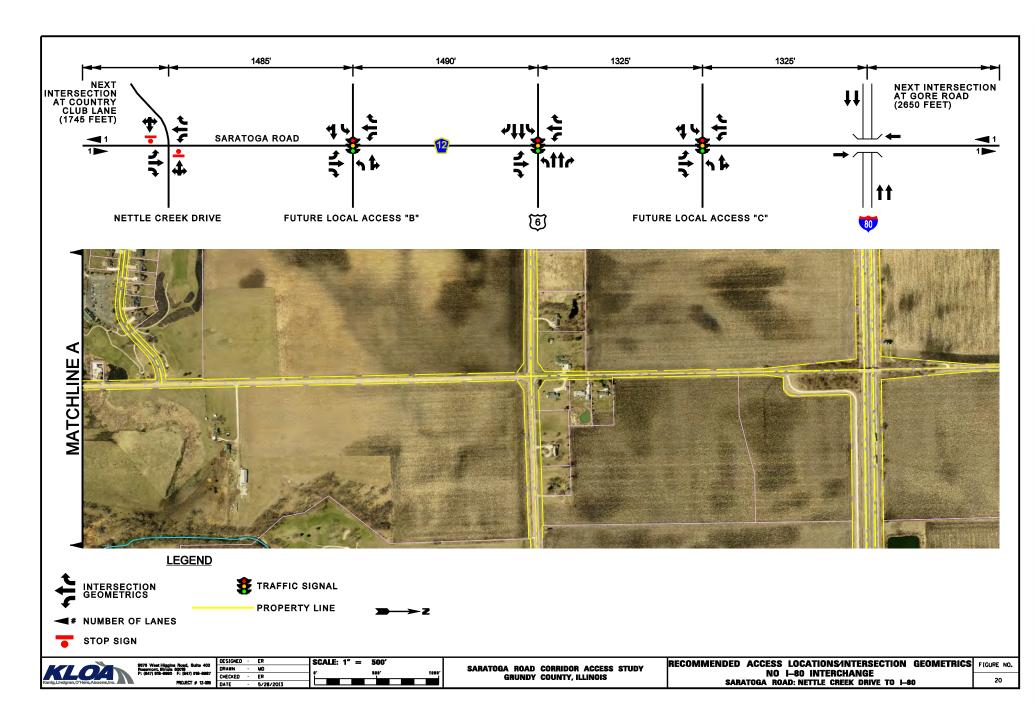
Access Control and Traffic Signals

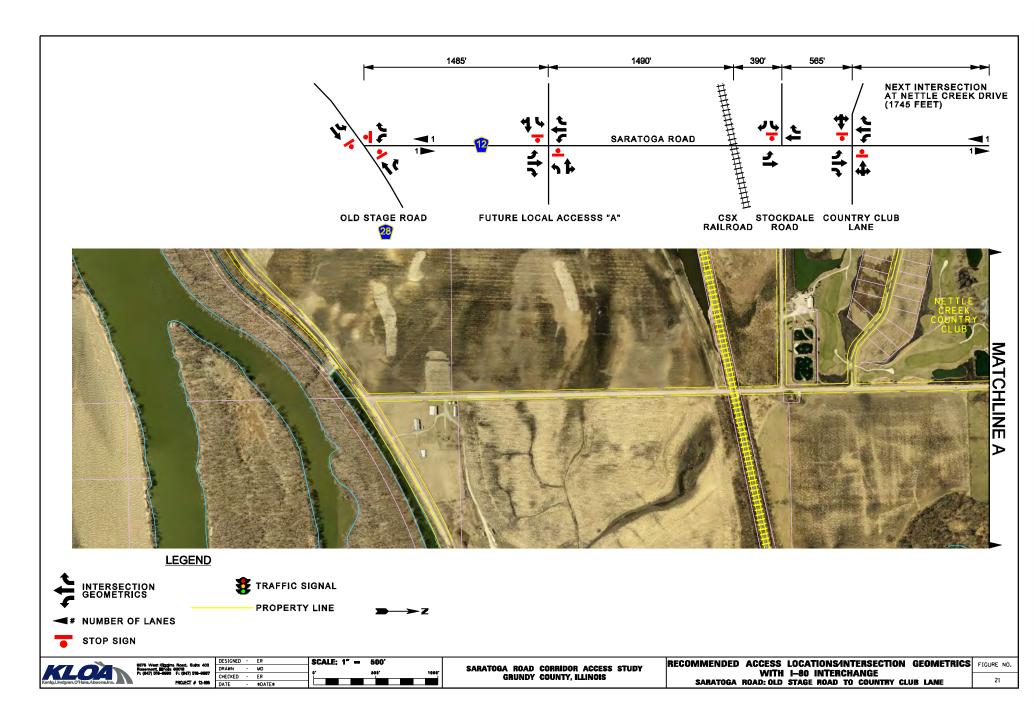
As noted above and discussed in Chapter 2, access control standards should be established and adhered to in order to maximize roadway capacity, maintain traffic flow efficiency and enhance safety. Saratoga Road is classified in the Grundy County Highway Access Regulation Ordinance (GCHARO) as an Access 3 roadway, which is defined as a locally-significant facility where direct access to abutting land is controlled to maximize the through movement of traffic. The following access control standards are recommended for Saratoga Road:

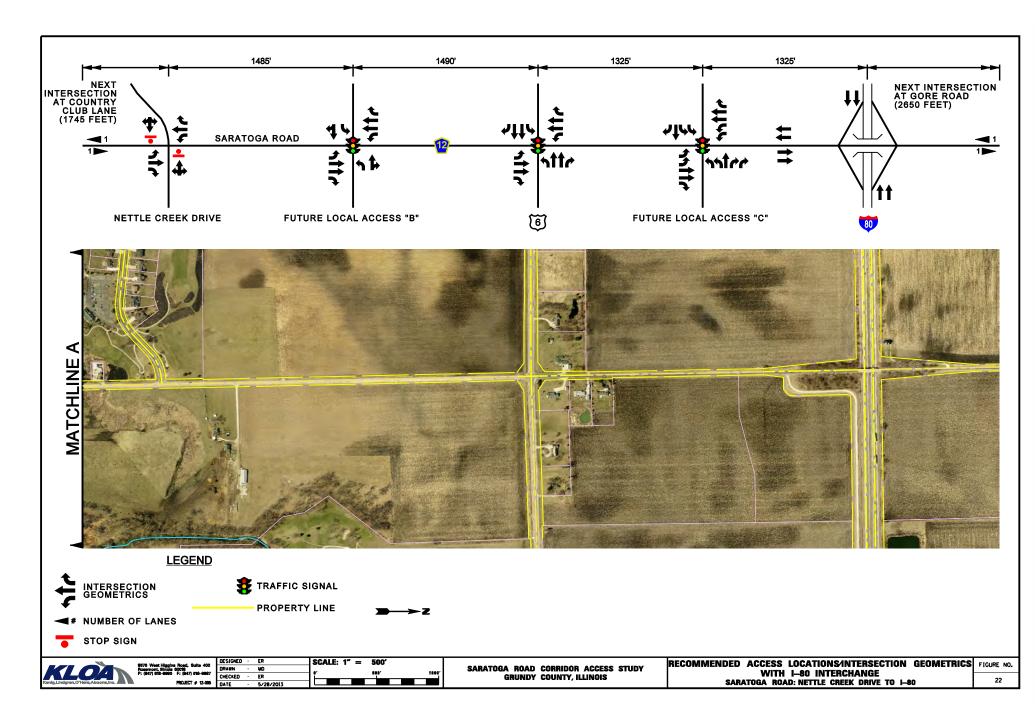
- Access should be limited along Saratoga Road as defined by its Access 3 roadway status. Currently, the minimum spacing of full access unsignalized intersections on Access 3 roadways is ¼-mile (1,320 feet) and the minimum spacing of signal-controlled intersections is 1/3-mile (1,760 feet). For reasons discussed in Chapter 2, the minimum spacing standards for signal-controlled intersections along Saratoga Road should be adjusted to ¼-mile, consistent with the spacing standard for suburban arterials and collectors in the urbanizing counties of Will and Kane.
- Restricted right-in/right-out (RIRO) access driveways should be spaced at a minimum of 500 feet with a desirable spacing of 1/8-mile (660 feet).
- As parcels are developed, consideration should be given to closing, relocating or consolidating existing driveways and/or limiting access at existing driveways to adhere to the minimum spacing guidelines.
- Access to adjoining parcels should be consolidated whenever possible.
- The raised barrier median should be extended across all RIRO driveways to reinforce the access restrictions by physically preventing left-turn entering and exiting movements.
- New full access driveways should be aligned opposite an existing full access driveway if it is reasonably close to meeting the minimum spacing requirements.
- The creation of offset intersections should be avoided.
- To promote development access flexibility, encourage a more uniform distribution of development traffic, and reduce traffic volumes on Saratoga Road, development access should also be provided from the adjoining cross streets.
- To maintain efficient traffic signal operations and traffic flow progression, all future signals within the Saratoga Road corridor that are located within ½-mile of each other should be interconnected into a coordinated signal system.

Figures 19 and 20 illustrate the recommended future access locations along Saratoga Road for the scenario that does not include a new interchange on I-80. Figures 21 and 22 illustrate the recommended future access locations along Saratoga Road for the scenario that includes a new I-80 interchange.









Intersection Geometrics and Traffic Control

Figures 19-22 also illustrate the recommended geometrics for each intersection within the Saratoga Road corridor for the ultimate design condition for the two evaluation scenarios (i.e., with and without a new I-80 interchange at Saratoga Road).

Where a three-lane cross-section is recommended, the roadway would consist of one through lane in each direction and a painted median. At key intersections, the median would be restriped to provide a dedicated left-turn lane, and a separate right-turn lane would also be provided.

Where a four-lane cross-section is recommended, the roadway would consist of two through lanes in each direction and a raised barrier median. At key intersections, the median would be reconstructed to accommodate single- or dual-left turn lanes, and a separate right-turn lane would also be provided.

It should be noted that the purpose of the corridor access study is to identify general geometric requirements for Saratoga Road to accommodate the projected 2040 traffic demands. The actual design of the intersections (i.e., length of turn lanes and tapers, intersection radii, signal equipment locations, etc.) will be determined when Phase I Intersection Design Studies (IDS) are prepared for the future signalized intersections or when Phase II engineering plans are developed. The following describes the recommended roadway improvements that will be required at each of the intersections in the corridor for the two evaluation scenarios.

Saratoga Road with Old Stage Road

No Interchange Scenario

This T-type intersection is the southern terminus of the Saratoga Road corridor and the projected 2040 traffic volumes do not warrant traffic signal control. However, the traffic volumes on Saratoga Road and Old Stage Road will be more balanced than current conditions and all-way stop control is recommended to maximize safety for turning movements to and from the roadways and for pedestrian/bicycle crossings to and from the I&M Canal State Trail. The three-lane cross-section of Saratoga Road will allow the Saratoga Road approach to be channelized to provide a dedicated left-turn lane and a separate right-turn lane, which can be accommodated with an urban design within the recommended 80-foot right-of-way. The east approach of Old Stage Road would be widened to provide a separate through lane and right-turn lane, and the west approach of Old Stage Road would be widened to provide a separate through lane and left-turn lane. Crosswalks should be installed on all three approaches to the intersection and a multiuse path should be extended along the south side of Old Stage Road to connect this intersection with the I&M Canal State Trail parking lot/trail access point approximately 400 feet to the west.

With Interchange Scenario

The projected traffic volumes through this intersection under this scenario are comparable to the "no interchange" scenario. As such, the lane configuration and traffic control under this scenario will be identical to the "no interchange" scenario.

Saratoga Road with Future Intersection between Old Stage Road and Stockdale Road

No Interchange Scenario

The intersection of Saratoga Road with a new local access road (referred to as Future Local Access "A") may develop at the approximate midpoint between Old Stage Road and the CSX Railroad to provide access to future development on both sides of the roadway. The projected 2040 traffic volumes through this intersection do not warrant traffic signal control and the access road approaches should be under stop sign control. The three-lane cross-section of Saratoga Road will allow the Saratoga Road approaches to be channelized to provide a dedicated left-turn lane and a single through lane. A separate right-turn deceleration lane should also be provided on the Saratoga Road approaches to maximize traffic flow efficiency. This cross-section can be adequately provided with an urban design within the recommended 80-foot right-of-way. The east and west approaches of the new local access road will likely require a dedicated left-turn lane and a combined through/right-turn lane, with a crosswalk across both approaches.

With Interchange Scenario

The projected traffic volumes through this intersection under this scenario are comparable to the "no interchange" scenario. As such, the lane configuration and traffic control under this scenario will be identical to the "no interchange" scenario.

Saratoga Road with Stockdale Road

No Interchange Scenario

The projected 2040 traffic volumes through this T-type intersection do not warrant traffic signal control and the Stockdale Road approach should remain under stop sign control. The north approach of Saratoga Road should provide one through lane and a separate right-turn lane. The south approach of Saratoga Road should provide one through lane and a separate left-turn lane. This cross-section can be adequately provided with an urban design within the recommended 80-foot right-of-way. Due to the proximity to the CSX Railroad approximately 390 feet to the south, creating a fourth leg to this intersection to access property on the east side of Saratoga Road is not recommended at this location. The Stockdale Road approach should be widened to provide a separate left-turn lane and right-turn lane to minimize delays to turning traffic. A crosswalk should be provided on Stockdale Road as well.

With Interchange Scenario

The projected traffic volumes through this intersection under this scenario are comparable to the "no interchange" scenario. As such, the lane configuration and traffic control under this scenario will be identical to the "no interchange" scenario.

Saratoga Road with Country Club Lane

No Interchange Scenario

This T-type intersection will become a four-leg intersection in the future if the access drive to the developable land on the east side of Saratoga Road is aligned with Country Club Lane. The projected 2040 traffic volumes through this intersection do not warrant traffic signal control and

the Country Club Lane approaches should be under stop sign control. The three-lane cross-section of Saratoga Road will allow the Saratoga Road approaches to be channelized to provide a dedicated left-turn lane and a single through lane. A separate right-turn deceleration lane should also be provided on the Saratoga Road approaches to maximize traffic flow efficiency. This cross-section can be adequately provided with an urban design within the recommended 80-foot right-of-way. A single combined through/left/right lane should be adequate on the existing (west) and future (east) approaches of Country Club Lane. A crosswalk should be extended across both Country Club Lane approaches.

With Interchange Scenario

The projected traffic volumes through this intersection under this scenario are comparable to the "no interchange" scenario. As such, the lane configuration and traffic control under this scenario will be identical to the "no interchange" scenario.

Saratoga Road with Nettle Creek Drive

No Interchange Scenario

This T-type intersection will become a four-leg intersection in the future if the access drive to the developable land on the east side of Saratoga Road is aligned with Nettle Creek Drive. The projected 2040 traffic volumes through this intersection do not warrant traffic signal control and the Nettle Creek Drive approaches should be under stop sign control. The three-lane cross-section of Saratoga Road will allow the Saratoga Road approaches to be channelized to provide a dedicated left-turn lane and a single through lane. A separate right-turn deceleration lane should also be provided on the Saratoga Road approaches to maximize traffic flow efficiency. This cross-section can be adequately provided with an urban design within the recommended 80-foot right-of-way. A single combined through/left/right lane should be adequate on the existing (west) and future (east) approaches of Nettle Creek Drive. A crosswalk should be extended across both Nettle Creek Drive approaches.

With Interchange Scenario

The projected traffic volumes through this intersection under this scenario are comparable to the "no interchange" scenario. As such, the lane configuration and traffic control under this scenario will be identical to the "no interchange" scenario.

Saratoga Road with Future Intersection between Nettle Creek Drive and U.S. Route 6

No Interchange Scenario

The intersection of Saratoga Road with a new local access road (referred to as Future Local Access "B") may develop at the approximate midpoint between Nettle Creek Drive and U.S. Route 6 to provide access to future development on both sides of the roadway. This intersection will require signalization to accommodate the projected 2040 traffic volumes. The signal should be installed when traffic volumes reach the level that signal warrants are satisfied. The three-lane cross-section of Saratoga Road will allow the Saratoga Road approaches to be channelized to provide a dedicated left-turn lane and a single through lane. A separate right-turn deceleration lane should also be provided on the Saratoga Road approaches to maximize traffic flow

efficiency. This cross-section can be adequately provided with an urban design within the recommended 80-foot right-of-way. The east and west approaches of the new local access road will likely require a dedicated left-turn lane and a combined through/right-turn lane. Crosswalks and pedestrian signals should be provided on all intersection approaches.

With Interchange Scenario

The projected 2040 traffic volumes to and from the development areas on both sides of the roadway will be higher under this scenario than under the "no interchange" scenario as more site traffic may be oriented to and from the I-80 interchange and may access the property from Saratoga Road rather than U.S. Route 6. While the intersection will still require traffic signal control, similar to the "no interchange" scenario, the design of Saratoga Road will require a higher capacity by providing a divided, four-lane cross-section with two through lanes in each direction, an 18-foot wide barrier median accommodating a single left-turn lane, and a separate right-turn lane on both the north and south approaches of Saratoga. This cross-section can be adequately provided with an urban design within the recommended 110-foot right-of-way. The four-lane divided cross-section of Saratoga Road (110-foot right-of-way) would transition to a three-lane undivided cross-section (80-foot right-of-way) between this intersection and Nettle Creek Drive to the south. The design of the east and west approaches would be similar to the "no interchange" scenario.

Saratoga Road with U.S. Route 6

No Interchange Scenario

The projected 2040 traffic volumes through this intersection will require traffic signal control. The signal should be installed when traffic volumes reach the level that signal warrants are satisfied. The three-lane cross-section of Saratoga Road will allow the Saratoga Road approaches to be channelized to provide a dedicated left-turn lane and a single through lane. A separate right-turn deceleration lane should also be provided on the Saratoga Road approaches to maximize traffic flow efficiency. This cross-section can be adequately provided with an urban design within the recommended 80-foot right-of-way. The east and west approaches of U.S. Route 6 are projected to carry higher volumes than Saratoga Road and will require a four-lane cross-section through the intersection with two through lanes in each direction, a dedicated left-turn lane and a separate right-turn lane. Crosswalks and pedestrian signals should be provided on all intersection approaches.

With Interchange Scenario

The projected 2040 traffic volumes under this scenario will be considerably higher as more traffic will utilize Saratoga Road to reach the new I-80 interchange and higher densities of retail space are projected between U.S. Route 6 and the interchange. While the intersection will still require traffic signal control, similar to the "no interchange" scenario, the design of Saratoga Road will require a higher capacity by providing a divided, four-lane cross-section with two through lanes in each direction, an 18-foot wide barrier median accommodating a single left-turn lane, and a separate right-turn lane on both the north and south approaches of Saratoga. This cross-section can be adequately provided with an urban design within the recommended 110-foot

right-of-way. The design of the east and west approaches would be similar to the "no interchange" scenario.

Saratoga Road with Future Intersection between U.S. Route 6 and I-80

No Interchange Scenario

The intersection of Saratoga Road with a new local access road (referred to as Future Local Access "C") may develop at the approximate midpoint between U.S. Route 6 and I-80 to provide access to future development on both sides of the roadway. This intersection will require signalization to accommodate the projected 2040 traffic volumes and the signal should be installed when traffic volumes reach the level that signal warrants are satisfied. The three-lane cross-section of Saratoga Road will allow the Saratoga Road approaches to be channelized to provide a dedicated left-turn lane and a single through lane. A separate right-turn deceleration lane should also be provided on the Saratoga Road approaches to maximize traffic flow efficiency. This cross-section can be adequately provided with an urban design within the recommended 80-foot right-of-way. The east and west approaches of the new local access road will likely require a dedicated left-turn lane and a combined through/right-turn lane. Crosswalks and pedestrian signals should be provided on all intersection approaches.

With Interchange Scenario

The projected 2040 traffic volumes to and from the development areas on both sides of the roadway will be considerably higher under this scenario than under the "no interchange" scenario as more traffic will utilize Saratoga Road to reach the new I-80 interchange and higher densities of retail space are projected between U.S. Route 6 and the interchange. While the intersection will still require traffic signal control, similar to the "no interchange" scenario, the design of Saratoga Road will require a higher capacity by providing a divided, four-lane cross-section with two through lanes in each direction, a 30-foot wide barrier median capable of accommodating single- or dual-left turn lanes, and a separate right-turn lane on both the north and south approaches of Saratoga. This cross-section can be adequately provided with an urban design within the recommended 120-foot right-of-way. The 30-foot median and 120-foot right-of-way could transition to an 18-foot median and 110-foot right-of-way between this intersection and U.S. Route 6. The higher retail densities will require more capacity on the east and west approaches as well. The east approach is projected to need dual left-turn lanes, a single through lane, and dual right-turn lanes. The west approach is projected to need dual left-turn lanes, a single through lane, and a single right-turn lane.

Projected Intersection Operations

Intersection capacity analyses were performed for the projected 2040 weekday peak hour traffic conditions for the ultimate design condition for the two evaluation scenarios (i.e., with and without a new I-80 interchange at Saratoga Road). The recommended intersection geometrics for the major traffic signal controlled intersections were developed with the desire to maintain a Level of Service C or better for the overall intersection and all traffic movements on Saratoga Road, per the GCHARO.

Table 6 summarizes the results of the capacity analyses for the projected 2040 weekday peak hour traffic conditions with no new I-80 interchange, including the average level of service and delay for vehicles under traffic signal or stop sign control. Table 7 summarizes the results of the capacity analyses for the projected 2040 weekday peak hour traffic conditions with the new I-80 interchange at Saratoga Road. The capacity analysis worksheets are contained in the Appendix.

Table 6
CAPACITY ANALYSIS RESULTS – PROJECTED 2040 TRAFFIC CONDITIONS
No I-80 Interchange

		kday ak Hour	Weekday PM Peak Hour		
Intersection	LOS	Delay	LOS	Delay	
Saratoga Road / Future Local Access "C",1	В	16.2	В	13.9	
Saratoga Road / U.S. Route 6 ¹	C	26.2	C	31.7	
Saratoga Road / Future Local Access "B",1	В	12.7	В	15.7	
Saratoga Road / Nettle Creek Drive ²	C	16.9	E	45.6	
Saratoga Road / Country Club Lane ²	C	15.7	E	37.0	
Saratoga Road / Stockdale Road ²	В	14.6	C	17.6	
Saratoga Road / Future Local Access "A" ²	В	13.1	C	19.9	
Saratoga Road / Old Stage Road ³	A	8.0	A	9.9	

Note: LOS = level of service Delay = seconds/vehicle

¹ Traffic signal controlled intersection

² Unsignalized two-way stop controlled (TWSC) intersection. LOS and delay represents average of stop controlled approaches.

³ Unsignalized all-way stop controlled (AWSC) intersection.

Table 7
CAPACITY ANALYSIS RESULTS – PROJECTED 2040 TRAFFIC CONDITIONS
With I-80 Interchange

		ekday ak Hour	Weekday PM Peak Hour		
Intersection	LOS	Delay	LOS	Delay	
Saratoga Road / Future Local Access "C" 1	C	25.4	C	29.4	
Saratoga Road / U.S. Route 6 ¹	C	25.7	C	34.6	
Saratoga Road / Future Local Access "B"	В	13.0	В	14.8	
Saratoga Road / Nettle Creek Drive ²	C	16.8	F	61.8	
Saratoga Road / Country Club Lane ²	C	15.6	E	43.0	
Saratoga Road / Stockdale Road ²	В	11.6	C	18.2	
Saratoga Road / Future Local Access "A" ²	В	11.6	C	23.0	
Saratoga Road / Old Stage Road ³	A	7.7	В	10.1	

Note: LOS = level of service Delay = seconds/vehicle

As the capacity analysis indicates, all intersection geometric design recommendations will be able to accommodate the projected 2040 traffic levels at Level of Service C or better, under either interchange scenario, with the exception of the Saratoga Road intersections with Nettle Creek Drive and Country Club Lane in the PM peak hour. At these intersections, the Nettle Creek Drive and Country Club Lane approaches to Saratoga Road will be under stop sign control and traffic on these approaches may experience longer delays and lower levels of service (i.e., E or F) than desirable. This is not an uncommon peak hour situation in an urbanized area for a stop-controlled local roadway along a more heavily travelled arterial or collector roadway like Saratoga Road may become. During the off-peak hours and on weekends, these motorists will experience considerably less delay accessing Saratoga Road.

Vehicle queuing and the overall progression of traffic along Saratoga Road can be managed efficiently through a system of signal interconnects that coordinate the signals along the corridor to create a platooning effect. It should be noted that the recommendations produced in this report are contingent upon the development of a parallel north-south collector road system located to the east and west of Saratoga Road, along with connectivity to the existing east-west local road system (i.e., Kingtree Drive, Edgewater Drive, Pioneer Road extension, Ashton Road extension) that would effectively divert some of the traffic burden away from Saratoga Road.

¹ Traffic signal controlled intersection

² Unsignalized two-way stop controlled (TWSC) intersection. LOS and delay represents average of stop controlled approaches.

³ Unsignalized all-way stop controlled (AWSC) intersection.

6. **Project Funding Options**

The Illinois Road Improvement Impact Fee Law creates the authority for counties with a population over 400,000 and all home-rule municipalities to adopt and implement Road Improvement Impact Fee ordinances and resolutions designed to supplement other funding sources (i.e., Motor Fuel Taxes, Surface Transportation Program, Congestion Mitigation & Air Quality Program, Transportation Alternatives Program) so that the burden of paying for road improvements needed to accommodate new development can be allocated in a fair and equitable manner. These fees are levied or imposed by qualifying counties and municipalities as a condition to the issuance of a building permit or a certificate of occupancy and are pooled into an interest-bearing fund allowing for the corridor roadway improvements to be completed in a coordinated manner for efficiencies of scale and to minimize disruptions to the travelling public.

Presently DuPage County, Kane County and Lake County collect road impact fees to help fund roadway projects. Grundy County currently has a population of approximately 50,000 and does not presently meet the state statutes to impose road impact fees. However, as development growth occurs in the County and the residential population increases, the County will eventually be in a position to enact a Road Impact Fee Ordinance, which might be utilized for future improvements to Saratoga Road.

In the interim, Grundy County should work with the local municipalities that annex land along the Saratoga Road corridor, namely the City of Morris, to insure that road impact fees or development impact fees are imposed on private development in the corridor (via annexation agreements, development agreements, etc.) to insure that funds are set aside to improve Saratoga Road in a coordinated manner when traffic conditions warrant such improvements. These fees can be used for engineering and construction of "add-capacity" projects, including lane additions, turning lanes at intersections, acquisition of land or real property for the expansion of the roadway, and relocation of existing utilities or drainage in advance of new road capacity. They can also used for the design of new roadways, traffic signal interconnection, railroad grade crossing improvements, and bridge widening to accommodate new roadway capacity. Impact fee revenues must be encumbered for use within 5 years of payment.

7. Conclusions

This Corridor Access Study serves many functions in the evaluation of Saratoga Road, the primary north-south travel corridor through the western planning area of the City of Morris. Firstly, it serves to identify the ultimate right-of-way, roadway cross-section and intersection geometrics that will be required to accommodate projected traffic volumes over the next 27 years (Year 2040) when approximately 764 acres of land will potentially be developed with approximately 2,451 dwelling units, 958,000 square feet of retail space, and 240,000 square feet of institutional space, assuming no new interchange is built on I-80 at Saratoga Road, or approximately 2,091 dwelling units, 1.655 million square feet of retail space, and 240,000 square feet of institutional space, assuming a new interchange is built. Secondly, this study establishes guidelines pertaining to access control and traffic signal spacing with consideration given to the location of future land uses that may develop in the corridor. Lastly, this study identifies potential funding mechanisms that Grundy County can utilize to enact an equitable public-private cost-sharing arrangement with private developers so that the Saratoga Road improvements can be constructed in a coordinated manner for efficiencies of scale and to minimize disruptions to the travelling public.

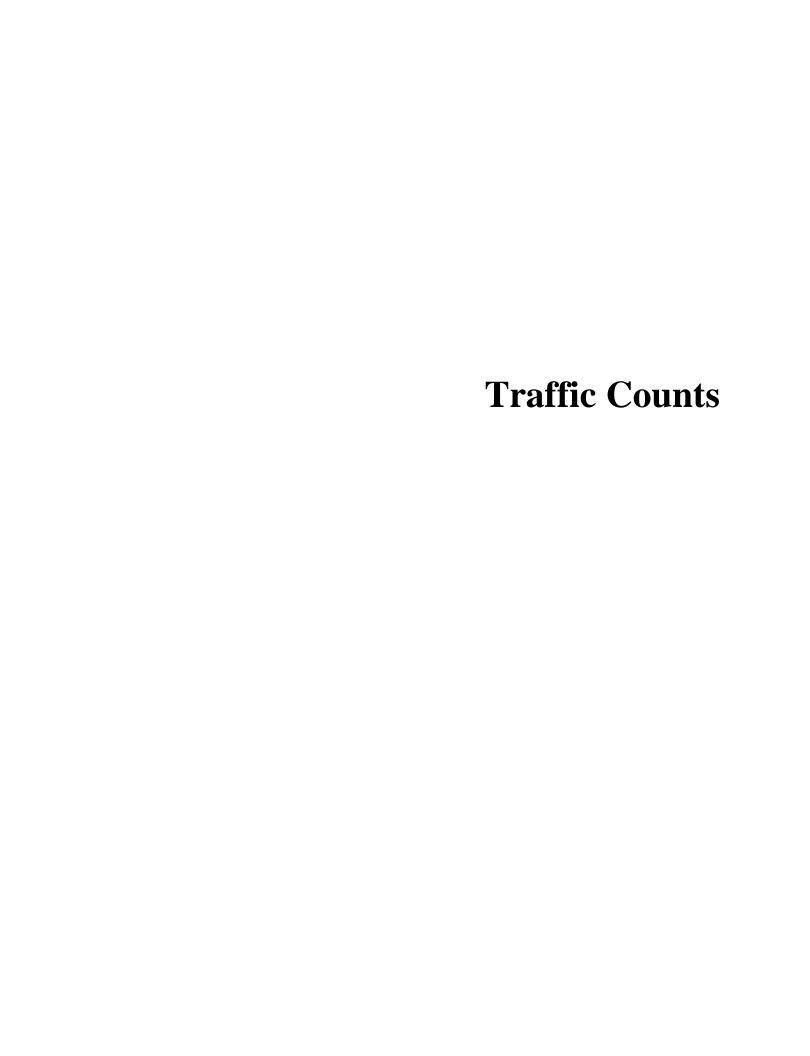
The Corridor Access Study is intended to serve as a guide for future decisions affecting Saratoga Road. Key findings from the study follow below:

- All study area intersections along Saratoga Road presently operate at very good levels of service (A or B) under existing traffic controls.
- The traffic volumes on Saratoga Road presently range from 450-1,350 vehicles per day (vpd) and are projected to increase to 5,800-13,800 vpd upon buildout of the developable land in the corridor if no new interchange is built on I-80 at Saratoga Road, and projected to increase to 5,500-26,200 vpd upon buildout of the developable land with a new I-80 interchange.

- To accommodate the projected 2040 traffic volumes at satisfactory levels of service, road capacity improvements will be required along Saratoga Road, which will require the dedication of sufficient public right-of-way in place of the existing prescriptive easement, except adjacent to the Nettle Creek Country Club subdivision where there is already a 40-foot public right-of-way from the center of road.
- Under the "no new interchange" scenario, the ultimate design of Saratoga Road for the full length of the corridor, from Old Stage Road north to the I-80 overpass, is an urban three-lane cross section with one through lane in each direction, a flush or mountable median accommodating a single left-turn lane at intersections, curb and gutter on both sides of the roadway, a 20-foot parkway that would accommodate right-turn lanes at key intersections, and a 6-foot sidewalk or 10-foot multi-use path within a 15-foot easement on both sides of the road. This design would be built within an 80-foot right-of-way, which would be established through a roadway dedication easement of 40 feet of land on each side of the roadway as development occurs.
- Under the "with I-80 interchange" scenario, the ultimate design of Saratoga Road for the segment of Saratoga Road between Old State and Nettle Creek Drive is the same three-lane cross section within an 80-foot right-of-way as described above under the "no new interchange" scenario.
- Under the "with I-80 interchange" scenario, the ultimate design of Saratoga Road for the segment of Saratoga Road between Nettle Creek Drive and U.S. Route 6 is an urban four-lane cross section with two through lanes in each direction, a raised 18-foot barrier median accommodating a single left-turn lane at intersections, curb and gutter on both sides of the roadway, a 20-foot parkway that would accommodate right-turn lanes at key intersections, and a 6-foot sidewalk or 10-foot multi-use path within a 15-foot easement on both sides of the road. This design would be built within a 110-foot right-of-way, which would be established through a roadway dedication easement of 55 feet of land on each side of the roadway as development occurs.
- Under the "with I-80 interchange" scenario, the ultimate design of Saratoga Road for the segment of Saratoga Road between U.S. Route 6 and the potential new interchange is an urban four-lane cross section with two through lanes in each direction, a raised 30-foot barrier median accommodating a single or dual left-turn lanes at intersections, curb and gutter on both sides of the roadway, a 19-foot parkway that would accommodate right-turn lanes at key intersections, and a 6-foot sidewalk or 10-foot multi-use path within a 15-foot easement on both sides of the road. This design would be built within a 120-foot right-of-way, which would be established through a roadway dedication easement of 60 feet of land on each side of the roadway as development occurs. The right-of-way would be expanded further in the vicinity of the interchange and would be controlled by IDOT.

- The public right-of-way needed along Saratoga Road should be dedicated as a contingency of development or acquired through other means to preserve the needed land area for the ultimate expansion of the roadway.
- Access control standards should be established for Saratoga Road to maximize road capacity and maintain traffic flow efficiency and safety. The following standards are recommended:
 - The minimum spacing between full access intersections, traffic-signal controlled or unsignalized, should be ¼-mile (1,320 feet) wherever possible.
 - Restricted right-in/right-out (RIRO) access driveways should be spaced at a minimum of 500 feet with a desirable spacing of 1/8-mile (660 feet).
 - As parcels are developed, existing driveways should be closed, relocated, consolidated or converted to RIRO to adhere to the minimum spacing standards.
 - Access to adjoining parcels should be consolidated whenever possible.
 - The raised barrier median should be extended across all RIRO driveways.
 - New full access driveways should be aligned opposite an existing full access driveway if it is reasonably close to meeting the minimum spacing requirements.
 - The creation of offset intersections should be avoided.
 - Development access should also be provided from the adjoining cross streets.
 - A parallel collector or local road system should be developed to distribute local traffic, serve new land uses, and divert some of the traffic burden away from Saratoga Road.
 - Future traffic signals located within ½-mile of each other should be interconnected into a coordinated signal system.
 - Left- and right-turn lanes should be provided at all full access intersections.
 - Parking should be prohibited at all times on the roadway.
 - Off-street pedestrian paths and/or multi-use trails should be provided within the corridor along both sides of the roadway.
- The actual design of the intersections (i.e., length of turn lanes and tapers, intersection radii, signal equipment locations, etc.) will be determined when Phase I Intersection Design Studies (IDS) are prepared for the future signalized intersections or when Phase II engineering plans are developed for the roadway.
- Funding for future capacity improvements to Saratoga Road should be borne, in part, by the developers of land that contribute significant volumes of traffic onto the roadway.

- Initially, Grundy County should work with the local municipalities that annex land along the Saratoga Road corridor, namely the City of Morris, to insure that road impact fees or development impact fees are imposed on private development in the corridor (via annexation agreements, development agreements, etc.) to insure that funds are set aside to improve Saratoga Road in an equitable and coordinated manner when traffic conditions warrant such improvements. These fees would be used for engineering and construction of "add-capacity" projects, including lane additions, turning lanes, land acquisition, utility relocation, signal installations/interconnect, railroad grade crossing improvements, and bridge widening.
- In addition, land developers along Saratoga Road should be required to dedicate the necessary right-of-way for the County to construct the ultimately roadway improvements described in this report.
- Eventually, as development growth occurs in Grundy County and the residential population reaches 400,000, the County should consider enacting a Road Improvement Impact Fee ordinance, which might be applied to future improvements of Saratoga Road.



Morris, IL Weather: Sunny and Warm

US Route 6 and Saratoga Rd

Thursday September 6, 2012 Passenger Vehicles Only

09/11/12 11:08:20

TURNS/TEAPAC[Ver 3.61.12] - 60-Minute Volumes: by Movement

Intersection # 5 6/saratoga/cars

Begin	N-2	Appro	ach	E-	Appro	ach	S-2	Appro	 ach	 -W	Appro	ach	Int
Time	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
====	=====:	====:	====	=====	=====	====				========			=====
700	4	3	5	4	110	14	38	6	1	1	139	2	327
715	4	4	4	4	102	19	37	5	2	1	150	3	335
730	3	4	4	4	88	19	31	2	4	2	144	2	307
745	4	4	4	4	86	26	27	3	4	3	135	3	303
800	4	4	5	3	80	35	19	3	3	3	117	4	280
815	4	2	4	1	63	27	13	2	2	3	84	2	207*
830	2	2	3	1	45	22	10	2	0	2	58	2	149*
845	1	1	1	1	18	14	6	1	0	0	30	1	74*
1600	5	15	11	13	190	36	42	7	3	2	140	4	468
1615	10	17	9	13	196	41	39	8	5	2	140	5	485
1630	9	15	7	12	193	46	38	5	4	3	133	6	471
1645	8	8	6	10	186	47	36	2	2	3	129	8	445
1700	10	8	4	9	170	48	29	3	3	2	122	8	416
1715	4	2	2	6	118	34	22	1	1	2	86	4	282*
1730	3	1	2	2	73	19	17	1	1	1	60	3	183*
1745	3	1	1	2	30	11	4	1	1	0	31	1	86*
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TURNS/TEAPAC[Ver 3.61.12] - 60-Minute Volumes: Appr/Exit Totals

Intersection # 5 6/saratoga/cars

Begin		Approach	Total	.s		Exit '	Totals		Int			
Time	N	E	S	W	N	E	S	W	Total			
=====	=======	=======	=====	======	========	======	======	======	=====			
700	12	128	45	142	12	182	18	115	327			
715	12	125	44	154	12	191	24	108	335			
730	11	111	37	148	8	179	25	95	307			
745	12	116	34	141	10	166	33	94	303			
800	13	118	25	124	10	141	42	87	280			
815	10	91	17	89	5	101	32	69	207*			
830	7	68	12	62	5	71	26	47	149*			
845	3	33	7	31	3	37	15	19	74*			
1600	31	239	52	146	24	193	53	198	468			
1615	36	250	52	147	26	188	60	211	485			
1630	31	251	47	142	23	178	64	206	471			
1645	22	243	40	140	20	171	58	196	445			
1700	22	227	35	132	20	155	58	183	416			
1715	8	158	24	92	11	110	38	123	282*			
1730	6	94	19	64	6	79	21	77	183*			
1745	5	43	6	32	4	36	12	34	86*			
====	======	=======	=====	=====	=======	======	======	======	====			

Morris, IL Weather: Sunny and Warm

US Route 6 and Saratoga Rd

Thursday September 6, 2012 Trucks Only

09/11/12 11:11:00

TURNS/TEAPAC[Ver 3.61.12] - 60-Minute Volumes: by Movement

Intersection # 6 6/saratoga/trucks

				•	_	- J , -							
Begin	N-2	appro:	==== ach	E-2	===== Approa	==== ach	S-2	====: Appro	==== ach	 W-2	appro:	==== ach	Int
Time	RT	TH	${f LT}$	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
=====	====:	====:	====	=====	=====:	====	=====	==========			=========		
700	0	0	0	0	4	3	1	0	0	1	2	0	11
715	0	0	0	0	5	4	1	0	0	0	4	1	15
730	0	0	0	0	5	4	3	0	0	1	6	1	20
745	0	0	1	0	5	3	4	1	0	1	5	1	21
800	0	0	1	1	7	2	3	1	0	1	7	1	24
815	0	0	1	1	5	1	3	1	0	1	5	0	18*
830	0	0	1	1	4	0	1	1	0	0	2	0	10*
845	0	0	0	1	2	0	0	0	0	0	2	0	5*
										~ ~ = = = .			
1600	0	0	0	0	8	1	0	1	1	0	1	0	12
1615	0	2	0	0	5	2	0	1	2	0	1	0	13
1630	0	2	0	0	4	2	0	0	3	0	2	0	13
1645	1	2	0	0	3	2	0	0	2	0	2	0	12
1700	1	2	0	0	2	1	0	1	2	0	1	0	10
1715	1	0	0	0	2	0	0	1	1	0	1	0	6*
1730	1	0	0	0	1	0	0	1	0	0	0	0	3*
1745	0	0	0	0	1	0	0	1	Ō	Ō	Ö	Ö	2*
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TURNS/TEAPAC[Ver 3.61.12] - 60-Minute Volumes: Appr/Exit Totals

Intersection # 6 6/saratoga/trucks

			,									
Begin		Approac	h Totals	3		Exit T	otals		Int			
Time	N	E	S	W	N	E	S	W	Total			
====	=======	=======		=====	========	=======	======	=====	=====			
700	0	7	1	3	0	3	4	4	11			
715	0	9	1	5	1	5	4	5	15			
730	0	9	3	8	1	9	5	5	20			
745	1	8	5	7	2	10	4	5	21			
800	1	10	4	9	3	11	3	7	24			
815	1	7	4	6	2	9	2	5	18*			
830	1	5	2	2	2	4	0	4	10*			
845	0	3	0	2	1	2	0	2	5*			
1600	0	9	2	1	1	1	1	9	12			
1615	2	7	3	1	1	1	4	7	13			
1630	2	6	3	2	0	2	4	7	13			
1645	3	5	2	2	0	2	4	6	12			
1700	3	3	3	1	1	1	3	5	10			
1715	1	2	2	1	1	1	0	4	6*			
1730	1	1	1	0	1	0	0	2	3*			
1745	0	1	1	0	1	0	0	1	2*			
=====	======	=======	======		========	====						

Morris, IL Weather: Sunny and Warm

US Route 6 and Saratoga Rd

Thursday September 6, 2012 Buses Only

09/11/12 11:13:41

TURNS/TEAPAC[Ver 3.61.12] - 60-Minute Volumes: by Movement

Intersection # 7 6/saratoga/buses

	====:	====:	====	======	=====	====	======	====:	====	======	=====	====	
Begin	N-1	Appro	ach	E-2	Appro	ach	S-2	Appro	ach	W-3	Approa	ach	Int
Time	\mathtt{RT}	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	${f LT}$	Tota1
====	=====	====:	===	=====	====	====							
700	0	0	0	1	0	1	1	1	1	0	1	0	6
715	0	0	0	1	0	1	2	1	1	0	1	0	7
730	0	0	0	1	0	1	1	1	1	0	2	0	7
745	0	1	0	1	0	0	1	1	1	0	2	0	7
800	0	1	0	1	0	0	1	0	0	0	1	0	4
815	0	1	0	1	0	0	0	0	0	0	1	0	3*
830	0	1	0	1	0	0	0	0	0	0	0	0	2*
845	0	0	0	1	0	0	0	0	0	0	0	0	1*
1600	0	0	0	0	1	0	0	0	0	0	1	0	2
1615	0	0	0	0	1	0	0	0	0	0	0	0	1
1630	0	0	0	0	1	0	0	0	0	0	0	0	1
1645	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	1	0	0	0	0	0	0	0	0	0	0	0	1
1715	1	0	0	0	0	0	0	0	0	0	0	0	1*
1730	1	0	0	0	0	0	0	0	0	0	0	0	1*
1745	1	0	0	0	0	0	0	0	0	0	0	0	1*
	=====	=====	====	=====	====:	===	=====	====:	====	=====	====:	====	====

TURNS/TEAPAC[Ver 3.61.12] - 60-Minute Volumes: Appr/Exit Totals

Intersection # 7 6/saratoga/buses

Begin		Approach	Totals	3		Exit T	otals		Int			
Time	N	E	ន	W	N	E	S	W	Total			
=====	======	========	======	=====		======	======	=====	=====			
700	0	2	3	1	2	2	1	1	6			
715	0	2	4	1	2	3	1	1	7			
730	0	2	3	2	2	3	1	1	7			
745	1	1	3	2	2	3	1	1	7			
800	1	1	1	1	1	2	1	0	4			
815	1	1	0	1	1	1	1	0	3*			
830	1	1	0	0	1	0	1	0	2*			
845	0	1	0	0	1	0	0	0	1*			
1600	0	1	0	1	0	1	0	1	2			
1615	0	1	0	0	0	0	0	1	1			
1630	0	1	0	0	0	0	0	1	1			
1645	0	0	0	0	0	0	0	0	0			
1700	1	0	0	0	0	0	0	1	1			
1715	1	0	0	0	0	0	0	1	1*			
1730	1	0	0	0	0	0	0	1	1*			
1745	1	0	0	0	0	0	0	1	1*			
=====				=====		=====						

Morris, IL Weather: Sunny and Warm

US Route 6 and Saratoga Rd

Thursday September 6, 2012 Farm Tractors Only

TURNS/TEAPAC[Ver 3.61.12] - 60-Minute Volumes: by Movement

Intersection # 8 6/saratoga/tractors

Begin	===== N-2	Appro	==== ach	E-2	Appro	==== ach	====== S-2	Appro	==== ach	 W-W	Appro	==== ach	Int
Time	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
=====	=====	====:	====	=====	=========		=====						
700	0	0	0	0	2	1	0	0	0	0	0	1	4
715	0	0	0	0	0	1	0	0	0	0	0	1	2
730	0	0	0	0	0	1	0	0	0	0	0	1	2
745	0	0	0	0	0	1	0	0	0	0	0	0	1
800	0	0	0	0	1	0	0	0	0	0	0	0	1
815	0	0	0	0	1	0	0	0	0	0	0	0	1*
830	0	0	0	0	1	0	0	0	0	0	0	0	1*
845	0	0	0	0	1	0	0	0	0	0	0	0	1*
				*** *** *** *** *** *									
1600	0	0	0	0	0	0	0	1	0	0	0	0	1
1615	0	0	0	1	0	0	0	1	0	0	0	0	2
1630	0	0	0	1	0	0	0	1	0	0	0	0	2
1645	0	0	0	1	0	0	0	0	0	1	1	0	3
1700	0	0	0	1	0	0	0	0	0	1	1	0	3
1715	0	0	0	0	0	0	0	0	0	1	1	0	2*
1730	0	0	0	0	0	0	0	0	0	1	1	0	2*
1745	0	0	0	0	0	0	0	0	0	0	0	0	0*
=====			====	=====	====:	====	=====						

09/11/12

11:15:34

TURNS/TEAPAC[Ver 3.61.12] - 60-Minute Volumes: Appr/Exit Totals

Intersection # 8 6/saratoga/tractors

Begin		Approach	Totals	 5		Exit T	otals		Int
Time	N	E	S	W	N	E	S	W	Total
	ments report score regal article design score access acces		=======	= == == == == ==			======	=====	
700	0	3	0	1	1	0	1	2	4
715	0	1	0	1	1	0	1	0	2
730	0	1	0	1	1	0	1	0	2
745	0	1	0	0	0	0	1	0	1
800	0	1	0	0	0	0	0	1	1
815	0	1	0	0	0	0	0	1	1*
830	0	1	0	0	0	0	0	1	1*
845	0	1	0	0	0	0	0	1	1*
		- NO NO NO NO NO NO NO NO							
1600	0	0	1	0	1	0	0	0	1
1615	0	1	1	0	2	0	0	0	2
1630	0	1	1	0	2	0	0	0	2
1645	0	1	0	2	1	1	1	0	3
1700	0	1	0	2	1	1	1	0	3
1715	0	0	0	2	0	1	1	0	2*
1730	0	0	0	2	0	1	1	0	2*
1745	0	0	0	0	0	0	0	0	0*
=====		========	=====:	=====	MANUAL SECONO ASSESS AS		======	=====	=====

Morris, IL Weather: Sunny and Warm
Saratoga Rd and Nettlecreek Dr Passenger Vehicles Only
Thursday September 6, 2012

09/11/12

10:33:14

TURNS/TEAPAC[Ver 3.61.12] - 60-Minute Volumes: by Movement

Intersection # 1 saratoga/nettlecreek

Begin	N-1	Approa	ach	$\mathbf{E} - \mathbf{A}$	Appro	ach	S-2	Appro	ach	W-2	Approa	ach	Int
Time	RT	TH	LT	RT	TH	${f LT}$	RT	TH	${f LT}$	RT	\mathtt{TH}	LT	Total
=====	=====	=====	===		====:	====	=====:	====:	====	=====	====:	===	====
700	12	8	0	0	0	0	0	16	3	5	0	26	70
715	14	9	0	0	0	0	0	15	4	6	0	19	67
730	15	9	0	0	0	0	0	19	5	5	0	16	69
745	17	15	0	0	0	0	0	16	5	6	0	13	72
800	19	22	0	0	0	0	0	10	5	3	0	19	78
815	14	18	0	0	0	0	0	8	4	2	0	15	61*
830	10	16	0	0	0	0	0	3	3	1	0	13	46*
845	6	9	0	0	0	0	0	1	1	0	0	11	28*
										** ** ** ** **			
1600	33	20	0	0	0	0	0	25	8	5	0	27	118
1615	38	19	0	0	0	0	0	23	7	4	0	23	114
1630	42	22	0	0	0	0	0	20	7	4	0	26	121
1645	43	17	0	0	0	0	0	18	5	5	0	19	107
1700	40	17	0	0	0	0	0	17	2	5	0	22	103
1715	26	14	0	0	0	0	0	12	1	5	0	20	78*
1730	16	6	0	0	0	0	0	9	1	4	0	14	50*
1745	8	4	0	0	0	0	0	4	0	2	0	7	25*
=====				==========			=======================================			=====:	=====		

TURNS/TEAPAC[Ver 3.61.12] - 60-Minute Volumes: Appr/Exit Totals

Intersection # 1 saratoga/nettlecreek

	=======	========		=======	=======	======	======	=====	
Begin		Approach	Total	s		Exit 7	Cotals		Int
Time	N	E	ន	W	N	E	ន	W	Total
====	======		=====		=========	======	=====:	======	=====
700	20	0	19	31	42	0	13	15	70
715	23	0	19	25	34	0	15	18	67
730	24	0	24	21	35	0	14	20	69
745	32	0	21	19	29	0	21	22	72
800	41	0	15	22	29	0	25	24	78
815	32	0	12	17	23	0	20	18	61*
830	26	0	6	14	16	0	17	13	46*
845	15	0	2	11	12	0	9	7	28*
1600	53	0	33	32	52	0	25	41	118
1615	57	0	30	27	46	0	23	45	114
1630	64	0	27	30	46	0	26	49	121
1645	60	0	23	24	37	0	22	48	107
1700	57	0	19	27	39	0	22	42	103
1715	40	0	13	25	32	0	19	27	78*
1730	22	0	10	18	23	0	10	17	50*
1745	12	0	4	9	11	0	6	8	25*
		=======:	=====		========	======	=====	=====	

Morris, IL Weather: Sunny and Warm
Saratoga Rd and Nettlecreek Dr Trucks Only

Thursday September 6, 2012

TURNS/TEAPAC[Ver 3.61.12] - 60-Minute Volumes: by Movement

Intersection # 2 saratoga/nettlecreek/trucks

					-	•		•					
	=====	====:	=====	======	====:	====	======	====:	====	======	=====	===	
Begin	N-2	Appro	ach	E-2	Appro	ach	S-2	Appro	ach	W-1	Approa	ach	Int
Time	RT	\mathtt{TH}	${f LT}$	RT	TH	$_{ m LT}$	RT	\mathtt{TH}	LT	RT	TH	LT	Total
====	=====	====	====	=====	====:	====	=====	====:	====	=====	====:	====	====
700	0	5	0	0	0	0	0	1	0	0	0	0	6
715	0	3	0	0	0	0	0	1	0	0	0	0	4
730	0	4	0	0	0	0	0	3	0	0	0	0	7
745	0	3	0	0	0	0	0	5	0	0	0	0	8
800	0	2	0	0	0	0	0	4	0	0	0	0	6
815	0	1	0	0	0	0	0	4	0	0	0	0	5*
830	0	0	0	0	0	0	0	2	0	0	0	0	2*
845	0	0	0	0	0	0	0	0	0	0	0	0	0*
1600	0	1	0	0	0	0	0	1	0	0	0	0	2
1615	0	4	0	0	0	0	0	1	0	0	0	0	5
1630	0	4	0	0	0	0	0	1	0	0	0	1	6
1645	0	4	0	0	0	0	0	1	0	0	0	1	6
1700	0	3	0	0	0	0	0	2	0	0	0	1	6
1715	0	0	0	0	0	0	0	2	0	0	0	1	3*
1730	0	0	0	0	0	0	0	1	0	0	0	0	1*
1745	0	0	0	0	0	0	0	1	0	0	0	0	1*
=====							=====	=========					

09/11/12

10:35:31

TURNS/TEAPAC[Ver 3.61.12] - 60-Minute Volumes: Appr/Exit Totals

Intersection # 2 saratoga/nettlecreek/trucks

		·			,				
	=======		======	======	=======		======	=====	
Begin		Approacl	n Totals	5		Exit T	otals		Int
Time	N	E	S	W	N	E	S	W	Total
=====	======	=======					======	=====	====
700	5	0	1	0	1	0	5	0	6
715	3	0	1	0	1	0	3	0	4
730	4	0	3	0	3	0	4	0	7
745	3	0	5	0	5	0	3	0	8
800	2	0	4	0	4	0	2	0	6
815	1	0	4	0	4	0	1	0	5*
830	0	0	2	0	2	0	0	0	2 *
845	0	0	0	0	0	0	0	0	0*
1600	1	0	1	0	1	0	1	0	2
1615	4	0	1	0	1	0	4	0	5
1630	4	0	1	1	2	0	4	0	6
1645	4	0	1	1	2	0	4	0	6
1700	3	0	2	1	3	0	3	0	6
1715	0	0	2	1	3	0	0	0	3*
1730	0	0	1	0	1	0	0	0	1*
1745	0	0	1	0	1	0	0	0	1*
	=======			=====		:======	======	=====	=====

Morris, IL Weather: Sunny and Warm
Saratoga Rd and Nettlecreek Dr Buses Only

Thursday September 6, 2012

TURNS/TEAPAC[Ver 3.61.12] - 60-Minute Volumes: by Movement

09/11/12

10:37:08

Intersection # 3 saratoga/nettlecreek/bus

	=====	=====	====	=====		====	=====:	====:	====	=====:	====:	===	
Begin	N	Appro	ach	E-2	Appro	ach	S-2	Approa	ach	W-2	Appro	ach	Int
Time	RT	TH	LT	RT	TH	LT	RT	\mathtt{TH}	LT	RT	\mathtt{TH}	LT	Total
=====	=====	=====	====		====	====	=====	:	====	=====	====:	====	
700	1	0	0	0	0	0	0	1	0	0	0	1	3
715	1	0	0	0	0	0	0	1	0	0	0	1	3
730	1	0	0	0	0	0	0	1	0	0	0	1	3
745	0	0	0	0	0	0	0	1	0	0	0	1	2
800	0	0	0	0	0	0	0	0	0	0	0	0	0
815	0	0	0	0	0	0	0	0	0	0	0	0	0*
830	0	0	0	0	0	0	0	0	0	0	0	0	0*
845	0	0	0	0	0	0	0	0	0	0	0	0	0 *
1600	0	0	0	0	0	0	0	0	0	0	0	0	0
1615	0	0	0	0	0	0	0	0	0	0	0	0	0
1630	0	0	0	0	0	0	0	0	0	0	0	0	0
1645	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	0	0	0	0	0	0	0	0	0	0	0	0	0
1715	0	0	0	0	0	0	0	0	0	0	0	0	0 *
1730	0	0	0	0	0	0	0	0	0	0	0	0	0*
1745	0	0	0	0	0	0	0	0	0	0	0	0	0*
=====				=====	=========			====:	====	=====	====:	====	=====

TURNS/TEAPAC[Ver 3.61.12] - 60-Minute Volumes: Appr/Exit Totals

Intersection # 3 saratoga/nettlecreek/bus

				======		======	======	=====	
Begin		Approach	Totals	}		Exit T	otals		Int
Time	N	E	S	W	N	E	S	W	Total
	=======	=======		=====	========	======	======		
700	1	0	1	1	2	0	0	1	3
715	1	0	1	1	2	0	0	1	3
730	1	0	1	1	2	0	0	1	3
745	0	0	1	1	2	0	0	0	2
800	0	0	0	0	0	0	0	0	0
815	0	0	0	0	0	0	0	0	0*
830	0	0	0	0	0	0	0	0	0*
845	0	0	0	0	0	0	0	0	0*
							** ** ** ** ** **		
1600	0	0	0	0	0	0	0	0	0
1615	0	0	0	0	0	0	0	0	0
1630	0	0	0	0	0	0	0	0	0
1645	0	0	0	0	0	0	0	0	0
1700	0	0	0	0	0	0	0	0	0
1715	0	0	0	0	0	0	0	0	0*
1730	0	0	0	0	0	0	0	0	0*
1745	0	0	0	0	0	0	0	0	0*
=====	=======						======	=====	====

Morris, IL Weather: Sunny and Warm 09/11/12 Saratoga Rd and Nettlecreek Dr Farm Tractors Only 10:38:22

TURNS/TEAPAC[Ver 3.61.12] - 60-Minute Volumes: by Movement

Thursday September 6, 2012

Intersection # 4 saratoga/nettlecreek/tractors

					_	•		-					
	=====	=====	====	=====	====:	====	=====:	====:	====	======	====	====	
Begin	N - 2	Approa	ach	$\mathbf{E} - \mathbf{z}$	Appro	ach	S-2	Appro	ach	W-2	Appro		Int
Time	RT	TH	${f LT}$	RT	TH	${ t LT}$	RT	TH	${f LT}$	RT	\mathtt{TH}	$\mathbf{L}\mathbf{T}$	Total
====	=====	====:	====	=====	====	====	=====	====:	====	=====	====:	===	=====
700	0	0	0	0	0	0	0	0	0	0	0	0	0
715	0	0	0	0	0	0	0	0	0	0	0	0	0
730	0	0	0	0	0	0	0 -	0	0	0	0	0	0
745	0	0	0	0	0	0	0	0	0	0	0	0	0
800	0	0	0	0	0	0	0	0	0	0	0	0	0
815	0	0	0	0	0	0	0	0	0	0	0	0	0*
830	0	0	0	0	0	0	0	0	0	0	0	0	0*
845	0	0	0	0	0	0	0	0	0	0	0	0	0*
1600	0	0	0	0	0	0	0	0	0	0	0	0	0
1615	0	0	0	0	0	0	0	0	0	0	0	0	0
1630	0	0	0	0	0	0	0	0	0	0	0	0	0
1645	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	0	0	0	0	0	0	0	0	0	0	0	0	0
1715	0	0	0	0	0	0	0	0	0	0	0	0	0*
1730	0	0	0	0	0	0	0	0	0	0	0	0	0*
1745	0	Ó	0	0	0	0	0	0	0	0	0	0	0*
====	=====	====:	====	=====	====	====	====	====	====	=====	====	====	====

TURNS/TEAPAC[Ver 3.61.12] - 60-Minute Volumes: Appr/Exit Totals

Intersection # 4 saratoga/nettlecreek/tractors

Begin	A	pproach	1 Totals			Exit T	otals		Int			
Time	И	E	S	W	N	E	S	W	Total			
====	=========	======	======	=====	=========	======		=====	====			
700	0	0	0	0	0	0	0	0	0			
715	0	0	0	0	0	0	0	0	0			
730	0	0	0	0	0	0	0	0	0			
745	0	0	0	0	0	0	0	0	0			
800	0	0	0	0	0	0	0	0	0			
815	0	0	0	0	0	0	0	0	0*			
830	0	0	0	0	0	0	0	0	0*			
845	0	0	0	0	0	0	0	0	0*			
1600	0	0	0	0	0	0	0	0	0			
1615	0	0	0	0	0	0	0	0	0			
1630	0	0	0	0	0	0	0	0	0			
1645	0	0	0	0	0	0	0	0	0			
1700	0	0	0	0	0	0	0	0	0			
1715	0	0	0	0	0	0	0	0	0*			
1730	0	0	0	0	0	0	0	0	0 *			
1745	0	0	0	0	0	0	0	0	0*			
====	==========	======		=====	========	======	======	=====	====			

Morris, IL Weather: Sunny and Warm
Saratoga Rd and Country Club Lane

Thursday September 6, 2012 Passenger Vehicles Only

TURNS/TEAPAC[Ver 3.61.12] - 60-Minute Volumes: by Movement

Intersection # 1 saratoga/countryclub/cars

		00001	J11 //	_ 54.	- accg	a, 00u		<i>ab</i> / Cu.					
	=====	====:	====	======	====:	====	=====	=====	====		====:	====	
Begin	N - 2	Appro	ach	$\mathbf{E} - \mathbf{A}$	Appro	ach	S-2	Appro	ach	W-2	Approa	ach	Int
Time	RT	TH	LT	RT	\mathtt{TH}	LT	RT	TH	LT	RT	TH	LT	Tota1
====	=====	====:	====	=====	====:	====	=====	====:	====	=====	=====	====	=====
700	0	0	0	0	0	0	0	0	1	2	0	0	3
715	1	0	0	0	0	0	0	0	1	3	0	0	5
730	1	0	0	0	0	0	0	0	1	2	0	0	4
745	1	0	0	0	0	0	0	0	0	2	0	0	3
800	1	0	0	0	0	0	0	0	0	2	0	0	3
815	0	0	0	0	0	0	0	0	0	1	0	0	1*
830	0	0	0	0	0	0	0	0	0	1	0	0	1*
845	0	0	0	0	0	0	0	0	0	0	0	0	0*
							000 PMS 800 PMS 800 1						
1600	0	0	0	0	0	0	0	0	0	2	0	0	2
1615	0	0	0	0	0	0	0	0	0	2	0	0	2
1630	1	0	0	0	0	0	0	0	0	1	0	0	2
1645	1	0	0	0	0	0	0	0	0	2	0	0	3
1700	1	0	0	0	0	0	0	0	0	1	0	0	2
1715	1	0	0	0	0	0	0	0	0	1	0	0	2*
1730	0	0	0	0	0	0	0	0	0	1	0	0	1*
1745	0	0	0	0	0	0	0	0	0	0	0	0	0*
=====	=====	====:	====	### 1005 COM ### ### ## ### ### (200 PASS PASS CO	====:	===	=====	====:	====	=====	-===:	====	====

09/11/12

10:56:00

TURNS/TEAPAC[Ver 3.61.12] - 60-Minute Volumes: Appr/Exit Totals

Intersection # 1 saratoga/countryclub/cars

	=======	======	======	======					
Begin	i	Approach	Totals	\$		Exit T	otals		Int
Time	N	E	S	M	N	E	S	W	Total
====		======	======	=====	=======	======	======	=====	====
700	0	0	1	2	0	0	2	1	3
715	1	0	1	3	0	0	3	2	5
730	1	0	1	2	0	0	2	2	4
745	1	0	0	2	0	0	2	1	3
800	1	0	0	2	0	0	2	1	3
815	0	0	0	1	0	0	1	0	1*
830	0	0	0	1	0	0	1	0	1*
845	0	0	0	0	0	0	0	0	0*
			PHI AND ROX COR NO. 200 MI		AND THE MAN OFF MAY MAY THE THE THE				
1600	0	0	0	2	0	0	2	0	2
1615	0	0	0	2	0	0	2	0	2
1630	1	0	0	1	0	0	1	. 1	2
1645	1	0	0	2	0	0	2	1	3
1700	1	0	0	1	0	0	1	1	2
1715	1	0	0	1	0	0	1	1	2*
1730	0	0	0	1	0	0	1	0	1*
1745	0	0	0	0	0	0	0	0	0*
=====						. = = = = = =	======	=====	

Weather: Sunny and Warm Morris, IL

Saratoga Rd and Country Club Lane

Thursday September 6, 2012 Trucks Only

09/11/12 10:57:48

TURNS/TEAPAC[Ver 3.61.12] - 60-Minute Volumes: by Movement

Intersection # 2 saratoga/countryclub/trucks

					_	•	4	- •					
	=====	====:		=====:	====	====	======	====:	====	=====	====:	===	
Begin		Appro		臣-1	Appro	ach	S-2	Appro	ach	W-2	Appro	ach	Int
Time	RT	\mathtt{TH}	$\mathbf{L}\mathbf{T}$	RT	\mathtt{TH}	LT	\mathtt{RT}	\mathtt{TH}	${f LT}$	RT	\mathtt{TH}	${f LT}$	Tota1
=====	=====		====	=====	====	====	=====	====:	====	=====	====:	====	=====
700	0	0	0	0	0	0	0	0	0	0	0	1	1
715	0	0	0	0	0	0	0	0	0	0	0	1	1
730	0	0	0	0	0	0	0	0	0	0	0	1	1
745	0	0	0	0	0	0	0	0	0	0	0	0	0
800	0	0	0	0	0	0	0	0	0	0	0	0	0
815	0	0	0	0	0	0	0	0	0	0	0	0	0*
830	0	0	0	0	0	0	0	0	0	0	0	0	0*
845	0	0	0	0	Ô	0	0	0	Ô	Ö	n	n	0*
1600	0	0	0	0	0	0	0	0	0	0	0	0	0
1615	0	0	0	0	0	0	0	0	0	0	0	0	0
1630	0	0	0	0	0	0	0	0	Ō	Ō	0	Ö	0
1645	0	0	0	0	0	0	0	0	0	0	0	Ô	0
1700	0	0	0	0	0	0	0	0	0	0	0	Ô	0
1715	0	0	0	0	Ô	0	0	Ô	0	Ô	n	n	0*
1730	0	0	Ô	0	0	n	0	n	n	0	n	0	0*
1745	0	0	0	0	n	n	0	0	0	0	n	0	0*
								U	U	U	U	U	0 ^
===== ======= =:					=====	==	====	====:	=====	===	====		

TURNS/TEAPAC[Ver 3.61.12] - 60-Minute Volumes: Appr/Exit Totals

Intersection # 2 saratoga/countryclub/trucks

	=======	=======	=====	======		======	======	=====	
Begin		Approach	Totals	3		Exit T	otals		Int
Time	N	E	S	W	N	E	S	W	Total
=====	======		======		========	======	======	=====	=====
700	0	0	0	1	1	0	0	0	1
715	0	0	0	1	1	0	0	0	1
730	0	0	0	1	1	0	0	0	1
745	0	0	0	0	0	0	0	0	0
800	0	0	0	0	0	0	0	0	0
815	0	0	0	0	0	0	0	0	0 *
830	0	0	0	0	0	0	0	0	0*
845	0	0	0	0	0	0	0	0	0 *
	100 to 100 100 100 100 100 100 100								
1600	0	0	0	0	0	0	0	0	0
1615	0	0	0	0	0	0	0	0	0
1630	0	0	0	0	0	0	0	0	0
1645	0	0	0	0	0	0	0	0	0
1700	0	0	0	0	0	0	0	0	0
1715	0	0	0	0	0	0	0	0	0*
1730	0	0	0	0	0	0	0	0	0*
1745	0	0	0	0	0	0	0	0	0*
====	=======	=======		=====	========	======	======	=====	====

Morris, IL Weather: Sunny and Warm

Saratoga Rd and Country Club Lane

Thursday September 6, 2012 Buses Only

09/11/12 10:59:16

TURNS/TEAPAC[Ver 3.61.12] - 60-Minute Volumes: by Movement

Intersection # 3 saratoga/countryclub/bus

			"			,			-				
	=====	====:	====	=====	====:	====	======	====	====	======	====:	====	
Begin	N - 2	Appro	ach	E-2	Appro	ach	S-2	Appro	ach	W - 2	Appro	ach	Int
Time	RT	TH	LT	RT	TH	LT	RT	TH	${ t LT}$	RT	TH	LT	Tota1
=====	=====	====:	====	=====	====:	====	====:	====:	====	=====	====:	====	====
700	0	0	0	0	0	0	0	0	0	1	0	0	1
715	0	0	0	0	0	0	0	0	0	1	0	0	1
730	0	0	0	0	0	0	0	0	0	1	0	0	1
745	0	0	0	0	0	0	0	0	0	0	0	0	0
800	0	0	0	0	0	0	0	0	0	0	0	0	0
815	0	0	0	0	0	0	0	0	0	0	0	0	0*
830	0	0	0	0	0	0	0	0	0	0	0	0	0*
845	0	0	0	0	0	0	0	0	0	0	0	0	0*
1600	0	0	0	0	0	0	0	0	0	0	0	0	0
1615	0	0	0	0	0	0	0	0	0	0	0	0	0
1630	0	0	0	0	0	0	0	0	0	0	0	0	0
1645	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	0	0	0	0	0	0	0	0	0	0	0	0	0
1715	0	0	0	0	0	0	0	0	0	0	0	0	0*
1730	0	0	0	0	0	0	0	0	0	0	0	0	0*
1745	0	0	0	0	0	0	0	0	0	0	Ō	0	0*
=====	=====:	====:	====	=====	====:	====	====	=====	====	=====	====:	====	

TURNS/TEAPAC[Ver 3.61.12] - 60-Minute Volumes: Appr/Exit Totals

Intersection # 3 saratoga/countryclub/bus

	=======		======	======		======	======	=====	
Begin		Approach	1 Totals			Exit T	otals		Int
Time	N	E	S	W	N	E	S	W	Total
=====	=======	======	======		=======	======	======	=====	=====
700	0	0	0	1.	0	0	1	0	1
715	0	0	0	1.	0	0	1	0	1
730	0	0	0	1.	0	0	1.	0	1
745	0	0	0	0	0	0	0	0	0
800	0	0	0	0	0	0	0	0	0
815	0	0	0	0	0	0	0	0	0*
830	0	0	0	0	0	0	0	0	0*
845	0	0	0	0	0	0	0	0	0*
1600	0	0	0	0	0	0	0	0	0
1615	0	0	0	0	0	0	0	0	0
1630	0	0	0	0	0	0	0	0	0
1645	0	0	0	0	0	0	0	0	0
1700	0	0	0	0	0	0	0	0	0
1715	0	0	0	0	0	0	0	0	0*
1730	0	0	0	0	0	0	0	0	0*
1745	0	0	0	0	0	0	0	0	0*
25 05 05 05 12	WORK THAT SAME SAME SAME SAME SAME SAME SAME				========	======	======	=====	=====

Morris, IL Weather: Sunny and Warm Saratoga Rd and Country Club Lane

Thursday September 6, 2012 Farm Tractors Only

TURNS/TEAPAC[Ver 3.61.12] - 60-Minute Volumes: by Movement

Intersection # 4 saratoga/countryclub/tractor

Begin	N-Approach RT TH LT			E-2	Appro	ach	S-2	Appro	 ach	W-2	Appro:	ach	Int	
Time				RT	TH	LT	\mathtt{RT}	TH	LT	\mathtt{RT}	TH	LT	Total	
====	=====	====:	====	=====	=====	====	=====	====	====	=====	====:	====	=====	
700	0	0	0	0	0	0	0	0	0	0	0	0	0	
715	0	0	0	0	0	0	0	0	0	0	0	0	0	
730	0	0	0	0	0	0	0	0	0	0	0	0	0	
745	0	0	0	0	0	0	0	0	0	0	0	0	0	
800	0	0	0	0	0	0	0	0	0	0	0	0	0	
815	0	0	0	0	0	0	0	0	0	0	0	0	0 *	
830	0	0	0	0	0	0	0	0	0	0	0	0	0 *	
845	0	0	0	0	0	0	0	0	0	0	0	0	0 *	
1600	0	0	0	0	0	0	0	0	0	0	0	0	0	
1615	0	0	0	0	0	0	0	0	0	0	0	0	0	
1630	0	0	0	0	0	0	0	0	0	0	0	0	0	
1645	0	0	0	0	0	0	0	0	0	0	0	0	0	
1700	0	0	0	0	0	0	0	0	0	0	0	0	0	
1715	0	0	0	0	0	0	0	0	0	0	0	0	0*	
1730	0	0	0	0	0	0	0	0	0	0	0	0	0*	
1745	0	0	0	0	0	0	0	0	0	0	0	0	0 *	
====	=====	====:	====	=====	====:	====	====:	====:	====	=====	====:	====	=====	

09/11/12

11:00:39

TURNS/TEAPAC[Ver 3.61.12] - 60-Minute Volumes: Appr/Exit Totals

Intersection # 4 saratoga/countryclub/tractor

		=======		======		======	======	=====	
Begin		Approach	Totals	 		Exit T	otals		Int
Time	N	E	S	W	N	E	ន	W	Total
=====	=======	========		=====		======	=====	=====	=====
700	0	0	0	0	0	0	0	0	0
715	0	0	0	0	0	0	0	0	0
730	0	0	0	0	0	0	0	0	0
745	0	0	0	0	0	0	0	0	0
800	0	0	0	0	0	0	0	0	0
815	0	0	0	0	0	0	0	0	0 *
830	0	0	0	0	0	0	0	0	0*
845	0	0	0	0	0	0	0	0	0*
*** *** *** ***									
1600	0	0	0	0	0	0	0	0	0
1615	0	0	0	0	0	0	0	0	0
1630	0	0	0	0	0	0	0	0	0
1645	0	0	0	0	0	0	0	0	0
1700	0	0	0	0	0	0	0	0	0
1715	0	0	0	0	0	0	0	0	0*
1730	0	0	0	0	0	0	0	0	0*
1745	0	0	0	0	0	0	0	0	0*
=====	=======			=====	========	======	======	=====	====

Morris, IL Weather: Sunny and Warm Saratoga Rd and Stockdale Rd Passenger Vehicles Only

09/11/12 10:47:53 Thursday September 6, 2012

TURNS/TEAPAC[Ver 3.61.12] - 60-Minute Volumes: by Movement

Intersection # 9 saratoga/stockdale/cars

					_	•							
	=====	====:	=====	======	====	====	======	====	====	======	====	====	
Begin	N-1	Appro	ach	E - 2	Appro	ach	S-2	Appro	ach	W-2	Appro	ach	Int
Time	RT	TH	LT	RT	TH	$\mathbf{L}\mathbf{T}$	RT	TH	LT	RT	TH	LT	Total
=====	=====	====:	====	=====		====	=====	====:	====	=====	====	====	====
700	5	9	0	0	0	0	0	12	3	7	0	7	43
715	5	11	0	0	0	0	0	12	2	5	0	7	42
730	4	10	0	0	0	0	0	18	1	2	0	6	41
745	4	16	0	0	0	0	0	17	0	3	0	4	44
800	7	17	0	0	0	0	0	16	0	2	0	0	42
815	5	13	0	0	0	0	0	13	0	2	0	0	33*
830	4	11	0	0	0	0	0	7	0	2	0	0	24*
845	3	5	0	0	0	0	0	3	0	0	0	0	11*
				PM 400 800 800 500 8									
1600	8	15	0	0	0	0	0	25	3	4	0	10	65
1615	9	15	0	0	0	0	0	22	4	6	0	8	64
1630	7	19	0	0	0	0	0	20	8	5	0	6	65
1645	4	20	0	0	0	0	0	15	7	5	0	8	59
1700	3	21	0	0	0	0	0	14	8	7	0	7	60
1715	1	18	0	0	0	0	0	9	6	5	0	7	46*
1730	1	10	0	0	0	0	0	5	2	4	0	6	28*
1745	1	5	0	0	0	0	0	3	1	2	0	2	14*
=====	=====:	=====	====	=====	====:	====	=====	====:	===	=====	-	===	=====

TURNS/TEAPAC[Ver 3.61.12] - 60-Minute Volumes: Appr/Exit Totals

Intersection # 9 saratoga/stockdale/cars

	=======	======:	=====	=======	=========	=======	======	=====	
Begin		Approach	Total	.s		Exit 7	Cotals		Int
Time	N	E	ន	M	N	E	S	W	Tota1
====	=======		=====		=========	=======	======	======	====
700	14	0	15	14	19	0	16	8	43
715	16	0	14	12	19	0	16	7	42
730	14	0	19	8	24	0	12	5	41
745	20	0	17	7	21	0	19	4	44
800	24	0	16	2	16	0	19	7	42
815	18	0	13	2	13	0	15	5	33*
830	15	0	7	2	7	0	13	4	24*
845	8	0	3	0	3	0	5	3	11*
1600	23	0	28	14	35	0	19	11	65
1615	24	0	26	14	30	0	21	13	64
1630	26	0	28	11	26	0	24	15	65
1645	24	0	22	13	23	0	25	11	59
1700	24	0	22	14	21	0	28	11	60
1715	19	0	15	12	16	0	23	7	46*
1730	11	0	7	10	11	0	14	3	28*
1745	6	0	4	4	5	0	7	2	14*
=====	=======	======:	=====	======	=======		=====:	=====	=====

Morris, IL Weather: Sunny and Warm Saratoga Rd and Stockdale Rd Trucks Only

Thursday September 6, 2012

09/11/12 10:49:56

TURNS/TEAPAC[Ver 3.61.12] - 60-Minute Volumes: by Movement

Intersection # 10 saratoga/stockdale/trucks

						-,		0- 00.					
	=====	=====	====	======	====:	====		=====			====:	====	
Begin	N-2	Approa	ach	E-2	Appro	ach	S-2	Appro	ach	W-2	Approa	ach	Int
Time	RT	\mathtt{TH}	LT	RT	TH	LT	RT	\mathtt{TH}	LT	RT	\mathtt{TH}	LT	Total
=====	=====	====:	===	====:	====:	====	=====	====:	====	=====	====:	====	=====
700	4	1	0	0	0	0	0	1	0	0	0	1	7
715	2	2	0	0	0	0	0	1	0	0	0	1	6
730	2	2	0	0	0	0	0	2	0	0	0	2	8
745	2	2	0	0	0	0	0	2	0	0	0	4	10
800	2	1	0	0	0	0	0	1	0	0	0	3	7
815	2	0	0	0	0	0	0	1	0	0	0	3	6*
830	1	0	0	0	0	0	0	0	0	0	0	2	3*
845	0	0	0	0	0	0	0	0	0	0	0	0	0 *
1600	1	0	0	0	0	0	0	0	0	0	0	1	2
1615	3	1	0	0	0	0	0	0	0	0	0	2	6
1630	3	1	0	0	0	0	0	0	0	0	0	1	5
1645	3	1	0	0	0	0	0	0	0	0	0	1	5
1700	2	1	0	0	0	0	0	0	0	0	0	2	5
1715	0	0	0	0	0	0	0	0	0	0	0	1	1*
1730	0	0	0	0	0	0	0	0	0	0	0	1	1*
1745	0	0	0	0	0	0	0	0	0	0	0	1	1*
=====				====:	====	=====	=====	===	=====	====:	====	====	

TURNS/TEAPAC[Ver 3.61.12] - 60-Minute Volumes: Appr/Exit Totals

Intersection # 10 saratoga/stockdale/trucks

	=======	=======	======						
Begin		Approach	Totals	3		Exit T	otals		Int
Time	N	E	ន	W	N	E	S	W	Total
=====		=======		=====		======	======		====
700	5	0	1	1	2	0	1	4	7
715	4	0	1	1	2	0	2	2	6
730	4	0	2	2	4	0	2	2	8
745	4	0	2	4	6	0	2	2	10
800	3	0	1	3	4	0	1	2	7
815	2	0	1	3	4	0	0	2	6*
830	1	0	0	2	2	0	0	1	3*
845	0	0	0	0	0	0	0	0	0*
1600	1	0	0	1	1	0	0	1	2
1615	4	0	0	2	2	0	1	3	6
1630	4	0	0	1	1	0	1	3	5
1645	4	0	0	1	1	0	1	3	5
1700	3	0	0	2	2	0	1	2	5
1715	0	0	0	1	1	0	0	0	1*
1730	0	0	0	1	1	0	0	0	1*
1745	0	0	0	1	1	0	0	0	1*
=====		=======			=======	======	======	=====	====

Morris, IL Weather: Sunny and Warm Saratoga Rd and Stockdale Rd Buses Only Thursday September 6, 2012

09/11/12 10:51:45

TURNS/TEAPAC[Ver 3.61.12] - 60-Minute Volumes: by Movement

Intersection # 11 saratoga/stockdale/buses

	=====		 										
Begin	N-2	Appro	ach	E-2	Appro	ach	S-2	Appro	ach	W-2	Appro	ach	Int
Time	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
=====	====:	=====	===		====:	===	======	====	====	=====	====:	====	=====
700	1	0	0	0	0	0	0	1	0	1	0	0	3
715	1	0	0	0	0	0	0	1	0	0	0	0	2
730	1	0	0	0	0	0	0	1	0	0	0	0	2
745	0	0	0	0	0	0	0	1	0	0	0	0	1
800	0	0	0	0	0	0	0	0	0	0	0	0	0
815	0	0	0	0	0	0	0	0	0	0	0	0	0*
830	0	0	0	0	0	0	0	0	0	0	0	0	0*
845	0	0	0	0	0	0	0	0	0	0	0	0	0*
1600	0	0	0	0	0	0	0	0	0	0	0	0	0
1615	0	0	0	0	0	0	0	0	0	0	0	0	0
1630	0	0	0	0	0	0	0	0	0	0	0	0	0
1645	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	0	0	0	0	0	0	0	0	0	0	0	0	0
1715	0	0	0	0	0	0	0	0	0	0	0	0	0*
1730	0	0	0	0	0	0	0	0	0	0	0	0	0*
1745	0	0	0	0	0	0	0	0	0	0	0	0	0*
====	=======================================				====:	====	=====	====:	====	=====	0 0 0		

TURNS/TEAPAC[Ver 3.61.12] - 60-Minute Volumes: Appr/Exit Totals

Intersection # 11 saratoga/stockdale/buses

Begin		Approach	. Totals	;		Exit T	otals		Int				
Time	N	E	S	M	N	E	S	W	Tota1				
=====	=======	=======	======	=====	=======	======	======	=====	====				
700	1	0	1	1	1	0	1	1	3				
715	1	0	1	0	1	0	0	1	2				
730	1	0	1	0	1	0	0	1	2				
745	0	0	1	0	1	0	0	0	1				
800	0	0	0	0	0	0	0	0	0				
815	0	0	0	0	0	0	0	0	0*				
830	0	0	0	0	0	0	0	0	0*				
845	0	0	0	0	0	0	0	0	0*				
1600	0	0	0	0	0	0	0	0	0				
1615	0	0	0	0	0	0	0	0	0				
1630	0	0	0	0	0	0	0	0	0				
1645	0	0	0	0	0	0	0	0	0				
1700	0	0	0	0	0	0	0	0	0				
1715	0	0	0	0	0	0	0	0	0 *				
1730	0	0	0	0	0	0	0	0	0*				
1745	0	0	0	0	0	0	0	0	0*				
=====	=======	=======	======	=====	========	======	======	=====	====				

Morris, IL Weather: Sunny and Warm 09/11/12 Saratoga Rd and Stockdale Rd Farm Tractors Only 10:52:58

Thursday September 6, 2012

TURNS/TEAPAC[Ver 3.61.12] - 60-Minute Volumes: by Movement

Intersection # 12 saratoga/stockdale/tractor

	=====	====:	====	======	====	====	=====:	====:	====	======	====:	====	
Begin	N - A	Approa	ach	E-2	Appro	ach	S-2	Appro	ach	W-Z	Approa	ach	Int
Time	RT	\mathtt{TH}	${f LT}$	RT	TH	${f LT}$	RT	TH	LT	RT	\mathtt{TH}	LT	Total
	=====	====:	====	=====	=====	====	=====	====:	====	=====	====:	====	
700	0	0	0	0	0	0	0	0	0	0	0	0	0
715	0	0	0	0	0	0	0	0	0	0	0	0	0
730	0	0	0	0	0	0	0	0	0	0	0	0	0
745	0	0	0	0	0	0	0	0	0	0	0	0	0
800	0	0	0	0	0	0	0	0	0	0	0	0	0
815	0	0	0	0	0	0	0	0	0	0	0	0	0 *
830	0	0	0	0	0	0	0	0	0	0	0	0	0*
845	0	0	0	0	0	0	0	0	0	0	0	0	0*
						m m « «	000 000 MM MM MM MM						
1600	0	0	0	0	0	0	0	0	0	0	0	0	0
1615	0	0	0	0	0	0	0	0	0	0	0	0	0
1630	0	0	0	0	0	0	0	0	0	0	0	0	0
1645	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	0	0	0	0	0	0	0	0	0	0	0	0	0
1715	0	0	0	0	0	0	0	0	0	0	0	0	0*
1730	0	0	0	0	0	0	0	0	0	0	0	0	0*
1745	0	0	0	0	0	0	0	0	0	0	0	0	0*
====					===	=====	====:	====	=====	====:	====	====	

TURNS/TEAPAC[Ver 3.61.12] - 60-Minute Volumes: Appr/Exit Totals

Intersection # 12 saratoga/stockdale/tractor

		=======					======	=====	
Begin		Approach	Totals	1		Exit T	otals		Int
Time	N	E	s	W	N	E	S	W	Total
====	======	=======	======		========	======		=====	=====
700	0	0	0	0	0	0	0	0	0
715	0	0	0	0	0	0	0	0	0
730	0	0	0	0	0	0	0	0	0
745	0	0	0	0	0	0	0	0	0
800	0	0	0	0	0	0	0	0	0
815	0	0	0	0	0	0	0	0	0*
830	0	0	0	0	0	0	0	0	0*
845	0	0	0	0	0	0	0	0	0*
1600	0	0	0	0	0	0	0	0	0
1615	0	0	0	0	0	0	0	0	0
1630	0	0	0	0	0	0	0	0	0
1645	0	0	0	0	0	0	0	0	0
1700	0	0	0	0	0	0	0	0	0
1715	0	0	0	0	0	0	0	0	0*
1730	0	0	0	0	0	0	0	0	0*
1745	0	0	0	0	0	0	0	0	0*
=====	======		======					=====	

Morris, IL Weather: Sunny and Warm
Old Stage Rd and Saratoga Rd Passenger Vehicles Only
Thursday September 6, 2012

09/11/12 10:41:36

TURNS/TEAPAC[Ver 3.61.12] - 60-Minute Volumes: by Movement

Intersection # 5 oldstage/saratoga/cars

Begin	N - 2	Approa	ach	E-2	Appro	ach	S-A	Approa	ach	W-2	Approa	ach	Int	
Time	RT	\mathtt{TH}	LT	RT	TH	LT	RT	\mathtt{TH}	${f LT}$	RT	TH	LT	Total	
=====	=====		====	=====	=====	===	=====	====:	====	=====	====:	====	=====	
700	1	0	0	17	24	0	0	0	0	0	27	7	76	
715	3	0	0	14	24	0	0	0	0	0	27	8	76	
730	4	0	0	8	22	0	0	0	0	0	26	8	68	
745	8	0	0	11	20	0	0	0	0	0	21	7	67	
800	9	0	0	7	14	0	0	0	0	0	15	5	50	
815	7	0	0	6	9	0	0	0	0	0	9	3	34*	
830	6	0	0	5	6	0	0	0	0	0	2	2	21*	
845	2	0	0	0	1	0	0	0	0	0	0	0	3 *	
1600	6	0	0	17	27	0	0	0	0	0	27	5	82	
1615	5	0	0	17	27	0	0	0	0	0	25	5	79	
1630	7	0	0	17	23	0	0	0	0	0	24	6	77	
1645	7	0	0	16	26	0	0	0	0	0	23	6	78	
1700	6	0	0	20	26	0	0	0	0	0	21	7	80	
1715	5	0	0	17	18	0	0	0	0	0	15	4	59*	
1730	2	0	0	11	12	0	0	0	0	0	9	2	36*	
1745	1	0	0	7	5	0	0	0	0	0	4	1	18*	
====	=======================================				====:	===	=====			=====	0 4 1			

TURNS/TEAPAC[Ver 3.61.12] - 60-Minute Volumes: Appr/Exit Totals

Intersection # 5 oldstage/saratoga/cars

	=======	========	=====		=========	======	======	======	
Begin		Approach	Total	S		Exit T	otals		Int
Time	N	E	S	W	N	E	S	W	Tota1
====	=======	========	=====:		=========		======	======	=====
700	1	41	0	34	24	27	0	25	76
715	3	38	0	35	22	27	0	27	76
730	4	30	0	34	16	26	0	26	68
745	8	31	0	28	18	21	0	28	67
800	9	21	0	20	12	15	0	23	50
815	7	15	0	12	9	9	0	16	34*
830	6	11	0	4	7	2	0	12	21*
845	2	1	0	0	0	0	0	3	3*
1600	6	44	0	32	22	27	0	33	82
1615	5	44	0	30	22	25	0	32	79
1630	7	40	0	30	23	24	0	30	77
1645	7	42	0	29	22	23	0	33	78
1700	6	46	0	28	27	21	0	32	80
1715	5	35	0	19	21	15	0	23	59*
1730	2	23	0	11	13	9	0	14	36*
1745	1	12	0	5	8	4	0	6	18*
====	=======	=======	======	======	========	======	======		=====

Morris, IL Weather: Sunny and Warm Old Stage Rd and Saratoga Rd Trucks Only

Thursday September 6, 2012

09/11/12 10:43:06

TURNS/TEAPAC[Ver 3.61.12] - 60-Minute Volumes: by Movement

Intersection # 6 oldstage/saratoga/trucks

			//		wy	c, 241	wccgu,	O- GC15	_				
	=====	====:	====		====:	====	======		====	======	====:	====	
Begin	N - 2	Appro	ach	E-2	Appro	ach	S-2	Appro	ach	W-2	Approa	ach	Int
Time	RT	\mathtt{TH}	LT	RT	\mathtt{TH}	LT	RT	TH	LT	RT	TH	LT	Total
====	=====	====:	====	======	====:	====	=====	====:	====	=====	=====	====	=====
700	1	0	0	0	0	0	0	0	0	0	0	0	1
715	1	0	1	0	0	0	0	0	0	0	0	0	2
730	1	0	1	1	0	0	0	0	0	0	0	0	3
745	1	0	1	1	0	0	0	0	0	0	0	0	3
800	0	0	1	1	0	0	0	0	0	0	0	0	2
815	0	0	0	1	0	0	0	0	0	0	0	0	1*
830	0	0	0	0	0	0	0	0	0	0	0	0	0*
845	0	0	0	0	0	0	0	0	0	0	0	0	0*
										*** *** *** *** ***			
1600	0	0	0	0	0	0	0	0	0	0	0	0	0
1615	1	0	0	0	0	0	0	0	0	0	0	0	1
1630	1	0	0	0	0	0	0	0	0	0	0	0	1
1645	1	0	0	0	0	0	0	0	0	0	0	0	1
1700	1	0	0	0	0	0	0	0	0	0	0	0	1
1715	0	0	0	0	0	0	0	0	0	0	0	0	0*
1730	0	0	0	0	0	0	0	0	0	0	0	Ö	0*
1745	0	0	0	0	0	0	0	0	0	0	0	0	0*
=====	=====	=====	====	=====	=====	===	=====		====	=====		====	====

TURNS/TEAPAC[Ver 3.61.12] - 60-Minute Volumes: Appr/Exit Totals

Intersection # 6 oldstage/saratoga/trucks

	=======	======		=====	==========	======	======	=====	
Begin	24	pproach	Totals			Exit T	otals		Int
Time	N	E	ន	W	N	E	S	W	Total
=====	========	======	=======	=====	========		======		====
700	1	0	0	0	0	0	0	1	1
715	2	0	0	0	0	1	0	1	2
730	2	1	0	0	1	1	0	1	3
745	2	1	0	0	1	1	0	1	3
800	1	1	0	0	1	1	0	0	2
815	0	1	0	0	1	0	0	0	1*
830	0	0	0	0	0	0	0	0	0*
845	0	0	0	0	0	0	0	0	0 *
1600	0	0	0	0	0	0	0	0	0
1615	1	0	0	0	0	0	0	1	1
1630	1	0	0	0	0	0	0	1	1
1645	1	0	0	0	0	0	0	1	1
1700	1	0	0	0	0	0	0	1	1
1715	0	0	0	0	0	0	0	0	0 *
1730	0	0	0	0	0	0	0	0	0*
1745	0	0	0	0	0	0	0	0	0*
====	=========	======		=====	========	======			=======================================

Morris, IL Weather: Sunny and Warm Old Stage Rd and Saratoga Rd Buses Only Thursday September 6, 2012

09/11/12 10:44:20

TURNS/TEAPAC[Ver 3.61.12] - 60-Minute Volumes: by Movement

Intersection # 7 oldstage/saratoga/buses

			"			-,							
Begin	===== N-1	Approa	==== ach	E-2	Appro	==== ach	====== S-2	Appro	==== ach	W-2	Appro	==== ach	Int
Time	RT	TH	LT	RT	TH	LT	RT	TH	${f LT}$	RT	TH	LT	Total
=====	=====:	====:	====	=====	:	===	=====	====:	====	=====	====:	====	====
700	0	0	1	0	0	0	0	0	0	0	0	1	2
715	0	0	0	0	0	0	0	0	0	0	0	1	1
730	0	0	0	0	0	0	0	0	0	0	0	1	1
745	0	0	0	0	0	0	0	0	0	0	0	1	1
800	0	0	0	0	0	0	0	0	0	0	0	0	0
815	0	0	0	0	0	0	0	0	0	0	0	0	0*
830	0	0	0	0	0	0	0	0	0	0	0	0	0*
845	0	0	0	0	0	0	0	0	0	0	0	0	0*
1600	0	0	0	0	0	0	0	0	0	0	0	0	0
1615	0	0	0	0	0	0	0	0	0	0	0	0	0
1630	0	0	0	0	0	0	0	0	0	0	0	0	0
1645	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	0	0	0	0	0	0	0	0	0	0	0	0	0
1715	0	0	0	0	0	0	0	0	0	0	0	0	0 *
1730	0	0	0	0	0	0	0	0	0	0	0	0	0*
1745	0	0	0	0	0	0	0	0	0	0	0	0	0*
====				====:	-	=====	====	====	=====	====:	====	=====	

TURNS/TEAPAC[Ver 3.61.12] - 60-Minute Volumes: Appr/Exit Totals

Intersection # 7 oldstage/saratoga/buses

		=======	=====:			======		=====	
Begin		Approach	Totals	5		Exit T	otals		Int
Time	N	E	S	W	N	E	ន	W	Total
====	=======	========	=====:	======	=======================================	======	======	=====	=====
700	1	0	0	1	1	1	0	0	2
715	0	0	0	1	1	0	0	0	1
730	0	0	0	1	1	0	0	0	1
745	0	0	0	1	1	0	0	0	1
800	0	0	0	0	0	0	0	0	0
815	0	0	0	0	0	0	0	0	0*
830	0	0	0	0	0	0	0	0	0*
845	0	0	0	0	0	0	0	0	0*
1600	0	0	0	0	0	0	0	0	0
1615	0	0	0	0	0	0	0	0	0
1630	0	0	0	0	0	0	0	0	0
1645	0	0	0	0	0	0	0	0	0
1700	0	0	0	0	0	0	0	0	0
1715	0	0	0	0	0	0	0	0	0 *
1730	0	0	0	0	0	0	0	0	0 *
1745	0	0	0	0	0	0	0	0	0*
=====			=====:		=======	======		=====	=====

Morris, IL Weather: Sunny and Warm
Old Stage Rd and Saratoga Rd Farm Tractors Only

Thursday September 6, 2012

TURNS/TEAPAC[Ver 3.61.12] - 60-Minute Volumes: by Movement

Intersection # 8 oldstage/saratoga/tractor

					-	•							
	======	====:	=====	======	=====	====	=====	====:	====	======	====:	====	
Begin	N - 7	Appro	ach	$\mathbf{E} - \mathbf{I}$	Appro	ach	S-2	Appro	ach	W - 2	Appro	ach	Int
Time	RT	\mathtt{TH}	LT	RT	TH	${ t LT}$	RT	TH	${f LT}$	RT	\mathtt{TH}	${f LT}$	Total
=====	=====	====:	====	=====	====	====	=====	====:	====	=====	====:	====	====
700	0	0	0	0	0	0	0	0	0	0	0	0	0
715	0	0	0	0	0	0	0	0	0	0	0	0	0
730	0	0	0	0	0	0	0	0	0	0	0	0	0
745	0	0	0	0	0	0	0	0	0	0	0	0	0
800	0	0	0	0	0	0	0	0	0	0	0	0	0
815	0	0	0	0	0	0	0	0	0	0	0	0	0*
830	0	0	0	0	0	0	0	0	0	0	0	0	0*
845	0	0	0	0	0	0	0	0	0	0	0	0	0 *
									101 MP 1M CM				
1600	0	0	0	0	0	0	0	0	0	0	0	0	0
1615	0	0	0	0	0	0	0	0	0	0	0	0	0
1630	0	0	0	0	0	0	0	0	0	0	0	0	0
1645	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	0	0	0	0	0	0	0	0	0	0	0	0	0
1715	0	0	0	0	0	0	0	0	0	0	0	0	0*
1730	0	0	0	0	0	0	0	0	0	0	0	0	0*
1745	0	0	0	0	0	0	0	0	0	0	0	0	0 *
=====	=====	====:	====	=====		====	=====	====	====	=====	====	====	=====

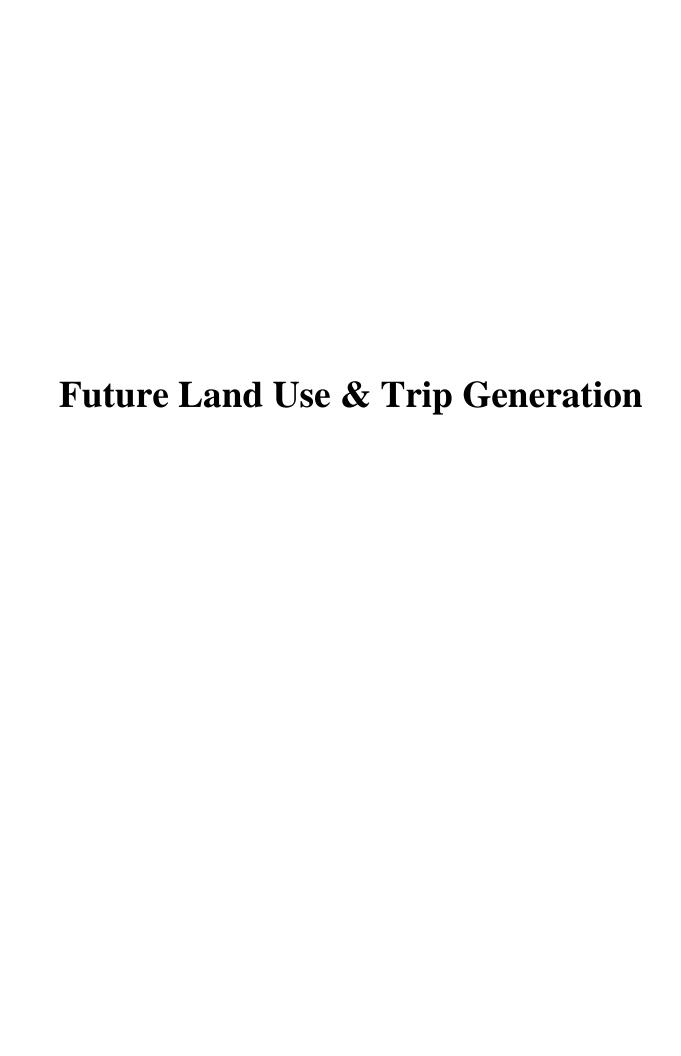
09/11/12

10:45:26

TURNS/TEAPAC[Ver 3.61.12] - 60-Minute Volumes: Appr/Exit Totals

Intersection # 8 oldstage/saratoga/tractor

				_ _					
Begin		Approach	Totals	: 3		Exit T	 otals		Int
Time	N	E	ន	W	N	E	s	W	Total
=====	=======	=======	======	=====		======	======	=====	====
700	0	0	0	0	0	0	0	0	0
715	0	0	0	0	0	0	0	0	0
730	0	0	0	0	0	0	0	0	0
745	0	0	0	0	0	0	0	0	0
800	0	0	0	0	0	0	0	0	0
815	0	0	0	0	0	0	0	0	0*
830	0	0	0	0	0	0	0	0	0*
845	0	0	0	0	0	0	0	0	0*
								ADDR SHAFT SHAFT SHAFT SHAFT	
1600	0	0	0	0	0	0	0	0	0
1615	0	0	0	0	0	0	0	0	0
1630	0	0	0	0	0	0	0	0	0
1645	0	0	0	0	0	0	0	0	0
1700	0	0	0	0	0	0	0	0	0
1715	0	0	0	0	0	0	0	0	0 *
1730	0	0	0	0	0	0	0	0	0 *
1745	0	0	0	0	0	0	0	0	0*
====		=======			========	. = = = = = =	======	=====	=====



ELITTIDE LAND LICE	AND TRIP GENERATION	
LOTOKE LAND DOE	AND IRIP GENERATION	

NO I-80 INTERCHANGE

F010	I	SE AND TRIP	GENERAL	ON	Land Use Size	30 INTERCH	IANGE				AM Peak Ho	ur Trip Generation	on					D	M Peak Hour T	Trin General	tion		
			Resid	lential		/Office/Retail/	Other	Resid	ential 1	Reside	ential 2		ional 3	Re	etail	Reside	ential 1		ential 2		utional	Re	etail
		(A)	(B)	(C)	(D)	(E)	(F)	(G)	(H)	(I)	(J)	(K)	(L)	(M)	(N)	(O)	(P)	(Q)	(R)	(S)	(T)	(U)	(V)
	Landlica	Developable		'=(A)*(B) Total No.	'=(A)*43560/1000	Floor Area	=(D)*(E)	'=(C)*.75*.25 Inbound	'=(C)*.75*.75		'=(C)*.51*.8 Outbound	(F)*.33*4.35*.55		=(F)*.96*.62	=(F)*.96*.38	=(C)*1.0*.63 Inbound	=(C)*1.0*.37	=(C)*.62*.65 Inbound	=(C)*.62*.35 Outbound			=(F)*3.71*.48	=(F)*3.71*.5
Zone #	Land Use (a)	Acres	Units/Acre	Units	Square Footage (,000 sf)	Floor Area Ratio	Floor Area (,000 sf)	Trips	Outbound Trips	Inbound Trips	Trips	Inbound Trips	Outbound Trips	Inbound Trips	Outbound Trips	Trips	Outbound Trips	Trips	Trips	Inbound Trips	Trips	Inbound Trips	Outbound Trips
1	Residential 1	28	3.0	84				16	47	· ·			•		•	53	31		•	<u> </u>	· ·	•	
	Residential 2	50	6.0	300						31	122							121	65				
	Institutional	22			958	0.25	240	*				296	210							155	156		
	Retail	20			871	0.2	174							104	64							310	336
	SUBTOTAL	120		384	1,830		414	16	47	31	122	296	210	104	64	53	31	121	65	155	156	310	336
2	Residential 1	45	3.0	135				25	76							85	50						
	Residential 2	55	6.0	330						34	135							133	72				
	Institutional	0			0	0.25	0					0	0							0	0		
	Retail	20		40=	871	0.2	174							104	64	_						310	336
	SUBTOTAL	120	0.0	465	871		174	25	76	34	135	0	0	104	64	85	50	133	72	0	0	310	336
3	Residential 1	45 45	3.0	135				25	76	00	440					85	50	400	50				
	Residential 2	0	6.0	270		0.05	0			28	110	0	0					109	59	0	0		
	Institutional Retail	30			0 1,307	0.25 0.2	0 261					0	U	156	95					U	0	465	E04
	SUBTOTAL	120		405	1,307	0.2	261	25	76	28	110	0	0	156	95	85	50	109	59	0	0	465 465	504 504
4	Residential 1	0	3.0	0	1,007		201	0	0	20	110		<u> </u>	100	30	0	0	100		-		400	
	Residential 2	35	6.0	210					Ü	21	86						Ü	85	46				
	Institutional	0			0	0.25	0					0	0							0	0		
	Retail	30			1,307	0.2	261							156	95							465	504
	SUBTOTAL	65		210	1,307		261	0	0	21	86	0	0	156	95	0	0	85	46	0	0	465	504
5	Residential 1	29	3.0	87				16	49							55	32						
	Residential 2	0	6.0	0						0	0							0	0				
	Institutional	0			0	0.25	0					0	0							0	0		
	Retail	0			0	0.2	0							0	0							0	0
	SUBTOTAL	29		87	0		0	16	49	0	0	0	0	0	0	55	32	0	0	0	0	0	0
6	Residential 1	80	3.0	240				45	135							151	89						
	Residential 2	0	6.0	0	_		-			0	0		_					0	0				
	Institutional	0			0	0.25	0					0	0	•						0	0	•	
	Retail	80		240	0	0.2	0	AF	125	0	0	0	0	0	0	151	90		0	0	0	0	0
7	SUBTOTAL Residential 1	90	2.0		U		U	45 51	135 152	0	U	0	0	0	0	151 170	89 100	0	0	0	0	U	0
'	Residential 2	0	3.0 6.0	270 0				31	132	0	0					170	100	0	0				
	Institutional	0	0.0	U	0	0.25	0			O	O	0	0					O	O	0	0		
	Retail	0			0	0.2	0					Ü	Ü	0	0					O	O	0	0
	SUBTOTAL	90		270	0		0	51	152	0	0	0	0	0	0	170	100	0	0	0	0	0	0
8	Residential 1	85	3.0	255				48	143	-	-	-	-	-	-	161	94	-	-	-	-	-	
	Residential 2	0	6.0	0						0	0							0	0				
	Institutional	0			0	0.25	0					0	0							0	0		
	Retail	0			0	0.2	0							0	0							0	0
	SUBTOTAL	85		255	0		0	48	143	0	0	0	0	0	0	161	94	0	0	0	0	0	0
9	Residential 1	40	3.0	120				23	68							76	44						
	Residential 2		6.0	0						0	0							0	0				
	Institutional	0			0	0.25	0					0	0		, -					0	0		
	Retail	5		120	218 218	0.2	44 44	00	60	0	^	^		26	16	70	4.4		•			78	84
10	SUBTOTAL Posidential 1	45 5	2.0		210		44	23	68	0	0	0	0	26	16	76 9	44	0	0	0	0	78	84
10	Residential 1 Residential 2	0	3.0 6.0	15 0				3	8	0	0					9	6	0	0				
	Institutional	0	0.0	U	0	0.25	0			J	U	0	0					U	U	0	0		
	Retail	5			218	0.23	44					U	3	26	16					U	U	78	84
	SUBTOTAL	10		15	218	J.=	44	3	8	0	0	0	0	26	16	9	6	0	0	0	0	78	84
	TOTAL	764	-	2,451	5,750		1,198	251	754	113	453	296	210	570	350	845	496	447	241	155	156	1,707	1,849
Note: Sc	ee Figure 1 for zone				•																		

Note: See Figure 1 for zone locations.

⁽a) - Residential 1 generally contains single-family detached units as defined by ITE Land Use Code 210.

Residential 2 generally contains multi-family apartment units as defined by ITE Land Use Code 220.

Institutional in this study consists of 1/3 recreational community center (ITE Land Use Code 495), 1/3 public school (ITE Land Use Code 522), and 1/3 public park (ITE Land Use Code 412).

Retail generally consists of shopping center development as defined by ITE Land Use Code 820.

Fl	JTURE LAND US	SE AND TRIP	GENERATION	With	ı I-80 Interch	hange								=								
				Land Use Size)					AM Peak Hour	Trip Generation	ı						PM Peak Hour	Trip Generation	1		
			Residential	Industrial	I/Office/Retail/	Other	Reside	ential 1	Resid	ential 2	Institu	tional 3	Re	tail	Resid	ential 1	Reside	ential 2	Instit	tutional	Re	tail
		(A)	(B) (C)	(D)	(E)	(F)	(G)	(H)	(I)	(J)	(K)	(L)	(M)	(N)	(O)	(P)	(Q)	(R)	(S)	(T)	(U)	(V)
-	one Land Use	Developable	=(A)*(B) Total No		Floor Area	=(D)*(E) Floor Area	=(C)*.75*.25 Inbound	=(C)*.75*.75 Outbound	=(C)*.51*.2 Inbound	=(C)*.51*.8 Outbound	+[(F)*.33*4.35*.5 Inbound	5+ [(F)*.33*4.35*.4 Outbound	=(F)*.96*.62 Inbound	=(F)*.96*.38 Outbound	=(C)*1.0*.63 Inbound	=(C)*1.0*.37 Outbound	=(C)*.62*.65 Inbound	=(C)*.62*.35 Outbound	+[(F)*.33*1.19*.	5+[(F)*.33*1.19*.4 Outbound	=(F)*3.71*.48 Inbound	=(F)*3.71*.52 Outbound
20	one Land Use # (a)	Acres	Units/Acre Units	(,000 sf)	Ratio	(,000 sf)	Trips	Trips	Trips	Trips	Trips	Trips	Trips	Trips	Trips	Trips	Trips	Trips	Trips	Trips	Trips	Trips
_	1 Residential 1	18	3.0 54				10	30	, , , , , , , , , , , , , , , , , , ,	<u> </u>	•		•		34	20						
	Residential 2	40	6.0 240				.0	00	24	98					0.		97	52				
	Institutional	22		958	0.25	240					296	210							155	156		
	Retail	40		1,742	0.2	348							207	127							621	672
	SUBTOTAL	120	294	2,701		588	10	30	24	98	296	210	207	127	34	20	97	52	155	156	621	672
	2 Residential 1	15	3.0 45				8	25				-	-		28	17	-				-	-
	Residential 2	25	6.0 150						15	61							60	33				
	Institutional	0		0	0.25	0					0	0							0	0		
	Retail	80		3,485	0.2	697							415	254							1,241	1,345
	SUBTOTAL	120	195	3,485		697	8	25	15	61	0	0	415	254	28	17	60	33	0	0	1,241	1,345
	Residential 1	45	3.0 135				25	76							85	50					,	·
	Residential 2	45	6.0 270						28	110							109	59				
	Institutional	0		0	0.25	0					0	0							0	0		
	Retail	30		1,307	0.2	261							156	95							465	504
	SUBTOTAL	120	405	1,307		261	25	76	28	110	0	0	156	95	85	50	109	59	0	0	465	504
	4 Residential 1	0	3.0 0				0	0							0	0						
	Residential 2	35	6.0 210						21	86							85	46				
	Institutional	0		0	0.25	0					0	0							0	0		
	Retail	30		1,307	0.2	261							156	95							465	504
	SUBTOTAL	65	210	1,307		261	0	0	21	86	0	0	156	95	0	0	85	46	0	0	465	504
	5 Residential 1	29	3.0 87				16	49							55	32						
	Residential 2	0	6.0 0						0	0							0	0				
	Institutional	0		0	0.25	0					0	0							0	0		
	Retail	0		0	0.2	0							0	0							0	0
	SUBTOTAL	29	87	0		0	16	49	0	0	0	0	0	0	55	32	0	0	0	0	0	0
	6 Residential 1	80	3.0 240				45	135							151	89						
	Residential 2	0	6.0 0						0	0							0	0				
	Institutional	0		0	0.25	0					0	0							0	0		
	Retail	0		0	0.2	0							0	0							0	0
	SUBTOTAL	80	240	0		0	45	135	0	0	0	0	0	0	151	89	0	0	0	0	0	0
	7 Residential 1	90	3.0 270				51	152							170	100						
	Residential 2	0	6.0 0						0	0							0	0				
	Institutional	0		0	0.25	0					0	0			1				0	0		
	Retail	0		0	0.2	0							0	0							0	0
L	SUBTOTAL	90	270	0		0	51	152	0	0	0	0	0	0	170	100	0	0	0	0	0	0
	- 1	0.5																				

2,948

3,193

TOTAL Note: See Figure 1 for zone locations.

8 Residential 1

Residential 2

Institutional

Retail

SUBTOTAL

Residential 1

Residential 2

Institutional

Retail

SUBTOTAL

Residential 1

Residential 2

Institutional

Retail

SUBTOTAL

Residential 2 generally contains multi-family apartment units as defined by ITE Land Use Code 220.

3.0

6.0

6.0

3.0

6.0

2,091

Institutional in this study consists of 1/3 recreational community center (ITE Land Use Code 495), 1/3 public school (ITE Land Use Code 522), and 1/3 public park (ITE Land Use Code 412).

9,235

0.25

0.2

0.25

0.2

0.25

0.2

1,895

Retail generally consists of shopping center development as defined by ITE Land Use Code 820.

⁽a) - Residential 1 generally contains single-family detached units as defined by ITE Land Use Code 210.

Capacity Analysis Worksheets Existing Traffic Conditions

veekday / IIII i dak	A	لر	*	1	×	ŧ		
Movement	SBL -	SBR	NEL	- NET	SWT	SWR		
Lane Configurations Volume (veh/h)	Y 1	4	9	27 	24	14		
Sign Control Grade	Stop 0%		0.05	Free 0%	Free 0%	0.05		
Peak Hour Factor Hourly flow rate (vph)	0.95 1	0.95 4	0.95 9	0.95 28	0.95 25	0.95 15		
Pedestrians Lane Width (ft)								
Walking Speed (ft/s) Percent Blockage								
Right turn flare (veh) Median type				None	None			
Median storage veh) Upstream signal (ft)								
pX, platoon unblocked vC, conflicting volume	80	33	40					
vC1, stage 1 conf vol vC2, stage 2 conf vol	80	33	40					
vCu, unblocked vol tC, single (s)	6.4	6.2	4.1					
tC, 2 stage (s) tF (s)	3.5 100	3.3 100	2.2 99					
p0 queue free % cM capacity (veh/h)	917	1041	1570					
Direction, Lane #	SB 1 5	NE 1 38	SW 1 40	qui i				
Volume Left Volume Right	. 1 - 4	9	0 15					
cSH Volume to Capacity	1014 0.01	1570 0.01	1700 0.02					636
Queue Length 95th (ft) Control Delay (s)	0 8.6	0 1.9	0.0					
Lane LOS Approach Delay (s) Approach LOS	A 8.6 A	1.9	0.0					
Intersection Summary	***		A A				i in in the	
Average Delay Intersection Capacity Utiliz	ation		1.4 18.6% 15		ICU Lev	el of Service	Α	
Analysis Period (min)			IJ					

	4	لر	*	A		t	
Movement	SBL	SBR	NEL	NET	SWT	SWR	
Lane Configurations	Y			ર્સ	þ		
Volume (veh/h)	0	6	5	25	_ 27	17	
Sign Control	Stop			Free 0%	Free 0%		
Grade Peak Hour Factor	0% 0.95	0.95	0.95	0.95	0.95	0.95	
Hourly flow rate (vph)	0.53	6	5	26	28	18	
Pedestrians	~		swam neti	nunun meredua.	19111999999		
Lane Width (ft)	100						
Walking Speed (ft/s)			Apple and the state of the stat				
Percent Blockage							
Right turn flare (veh)				None	None		
Median type Median storage veh)				INUITE	INUNE		
Upstream signal (ft)							
pX, platoon unblocked							
vC, conflicting volume	74	37	46				
vC1, stage 1 conf vol							
vC2, stage 2 conf vol	7.4	27	40				
vCu, unblocked vol	74 6.4	37 6.2	46 4.1				
tC, single (s) tC, 2 stage (s)	0.4	0.2	4 , I				
tF (s)	3.5	3.3	2.2				
p0 queue free %	100	99	100				
cM capacity (veh/h)	926	1035	1561				
Direction, Lane#	SB 1	NE 1	SW1				
Volume Total	6	32	46				
Volume Left	0	5	0				
Volume Right	6	. 0	18				
cSH	1035	1561	1700				
Volume to Capacity	0.01	0.00	0.03				
Queue Length 95th (ft) Control Delay (s)	0 8. 5	0 1,2	0.0				
Lane LOS	3.5 A	Α	0.0				
Approach Delay (s)	8.5	1.2	0.0				
Approach LOS	Α	SP SANGED AND AND PROPERTY PROPERTY.					
Intersection Summary							
Average Delay			1.1		TOWN THE REAL PROPERTY.		
Intersection Capacity Utili	ization		15.6%		ICU Leve	l of Service	Α
Analysis Period (min)			15		20150000000		
PROFESSION OF THE PROFESSION O							

	<i>></i>	*	*	†	-	4					
Movement	EBL -	'EBR	NBL	NBT	SBT	SBR					
Lane Configurations	Y			4	Þ						
Volume (veh/h)	8	5	2	14	13	8					
Sign Control	Stop			Free	Free						
Grade	0%	0.05	0.05	0%	0%	٥٥٢					
Peak Hour Factor	0.95	0.95 5	0.95 2	0.95 15	0.95 1 4	0.95 8					
Hourly flow rate (vph) Pedestrians	8	3	Z	13	14	٥					
Lane Width (ft)											
Walking Speed (ft/s)											
Percent Blockage											
Right turn flare (veh)					1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	0.0000000000000000000000000000000000000					
Median type				None	None						
Median storage veh)						ration of the continuous and the continuous and the con-					
Upstream signal (ft)											
pX, platoon unblocked			00								
vC, conflicting volume	37	18	22								
vC1, stage 1 conf vol					. Ali Santa						
vC2, stage 2 conf vol vCu, unblocked vol	37	18	22								
tC, single (s)	6.4	6.2	4.1								
tC, 2 stage (s)	~	300 SA	rapa nesigita it na r								
tF (s)	3.5	3.3	2.2								
p0 queue free %	99	100	100								
cM capacity (veh/h)	974	1061	1593								
Direction Lane#	ĒŘ 1	NB 1	SB 1					14.			. 16.
Volume Total	14	17	22								
Volume Left	8	2	0		1 1 2						
Volume Right	5	0	8								
cSH	1006	1593	1700		· · · · · · · · · · · · · · · · · · ·	designated and design in the Section Const.	est destructed by the home products from the sa				
Volume to Capacity	0.01	0.00	0.01								
Queue Length 95th (ft)	1	0	0								
Control Delay (s)	8.6	0.9	0 .0								
Lane LOS	A 8.6	A 0,9	0.0								
Approach Delay (s) Approach LOS	0.0 A	0,5	0.0								
								*.			v
Intersection Summary			2.5								
Average Delay Intersection Capacity Util	lization		2.5 13.3%			of Service			Α		
Analysis Period (min)	IILALIUH		15.5 %		OU LEVE	OI OCI VICE			1.1		
, grayolo i chod (illiii)			.0				FANGELER BERGER SERVER STELLER			MARKATATATATATATATATATATATA	

Synchro 7 - Report

	Þ		4	†	-	4	
Movement	EBL	EBR	NBL	NBT -	SBT	SBR	
Lane Configurations	Y			4	þ		
Volume (veh/h)	10	6	4	22	16	12	
Sign Control	Stop			Free	Free		
Grade	0%			0%	0%		
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	
Hourly flow rate (vph)	11	6	4	23	17	13	
Pedestrians							
Lane Width (ft)							
Walking Speed (ft/s) Percent Blockage				a construction of the con-			
Right turn flare (veh)							
Median type				None	None		
Median storage veh)							
Upstream signal (ft)							
pX, platoon unblocked					Managar		Control College de Vision
vC, conflicting volume	55	23	29				
vC1, stage 1 conf vol						SANGURES IN THE	
vC2, stage 2 conf vol		00	00				
vCu, unblocked vol	55 6.4	23 6.2	29 4.1				
tC, single (s) tC, 2 stage (s)	0.4	0.2	4.1				
tF (s)	3.5	3.3	2.2				
p0 queue free %	99	99	100				
cM capacity (veh/h)	951	1054	1584		and the second		
Direction, Lane #	,EB 1	. NB 1	SB.1				
Volume Total	17	27	29	24.57			
Volume Left	11	4	0				
Volume Right	6	0	13				
cSH	987	1584	1700				
Volume to Capacity	0.02	0.00	0.02				
Queue Length 95th (ft)	1	0	0				
Control Delay (s)	8.7	1,1	0.0				
Lane LOS	A	A	0.0				
Approach Delay (s) Approach LOS	8.7 A	1.1	0.0				
Intersection Summary						· -	
Average Delay			2.4				
Intersection Capacity Utilizati	on		14.6%	10	CU Level	of Service	Α
Analysis Period (min)	augusta estigas per dan Selli. Tarrel		15		, may make ang se didigen a di se didigen bi		The state of the s

	<i>></i>	*	4	1	1	4				
Movement	EBL	EBR	NBL	NBT	SBT :	SBR				
Lane Configurations	Ŋ			र्द	1					
Volume (veh/h)	1	4	1	19	17	1				
Sign Control	Stop			Free	Free					
Grade	0%			0%	0%					
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95				
Hourly flow rate (vph)	1	4	1	20	18	1				
Pedestrians										
Lane Width (ft)										
Walking Speed (ft/s)			SQ 54 may may make a market and a							
Percent Blockage										
Right turn flare (veh)				121 1 1						
Median type				None	None					
Median storage veh)		Vogalentis (K. A. P. C.)								
Upstream signal (ft)										
pX, platoon unblocked	1.7	40	40							
vC, conflicting volume	41	18	19							
vC1, stage 1 conf vol										
vC2, stage 2 conf vol	41	18	19							
vCu, unblocked vol	6,4	6.2	4.1							
tC, single (s)	0.4	0,2	₩.1.							
tC, 2 stage (s) tF (s)	3.5	3.3	2.2							
p0 queue free %	100	100	100							
cM capacity (veh/h)	970	1060	1598							
		nonicierosolásicosolánia						1.5		
Direction, Lane #	EB1	NB 1	SB ₁ 1	20 54			7			
Volume Total	5	21	19							
Volume Left	1	1	0							
Volume Right	4	1500	1700							
cSH	1041 0.01	1598 0.00	0.01							
Volume to Capacity		0.00	0.01							
Queue Length 95th (ft) Control Delay (s)	0 8.5	0.4	0.0							
Lane LOS	0.5 A	0,4 A	0.0							
Approach Delay (s)	8.5	0.4	0.0							
Approach LOS	9.0 A	9.1	0,0	general and a series of the large of						
Intersection Summary	· ·						•		270	
Average Delay			1.2						4.0	
Intersection Capacity Utilizat	tion		13.3%		ICU Level	of Service		/		
Analysis Period (min)	u (11		15.576					., . ,		
, maryoto i onou (mm)								ang propinsi kanggan dise Salah Salah Salah Salah S		

	ᄼ	-	4	1	-	1	
Movement	· EBL	EBR	NBL	NBT	SBT	SBR	19 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
Lane Configurations Volume (veh/h)	Y 0	2	0	র্নী 31	1. 27	0	
Sign Control	Stop		Ū	Free	Free		
Grade Beat Heur Foster	0% 0.95	0.05	0.95	0% 0.95	0% 0.95	0.95	
Peak Hour Factor Hourly flow rate (vph)	0.95	0.95 2	0.95	33	28	0.93	
Pedestrians Lane Width (ft)							
Walking Speed (ft/s)							
Percent Blockage Right turn flare (veh)							
Median type				None	None		
Median storage veh) Upstream signal (ft)							
pX, platoon unblocked							
vC, conflicting volume	61	28	28				
vC1, stage 1 conf vol vC2, stage 2 conf vol							
vCu, unblocked vol	61	28	28				
tC, single (s)	6.4	6.2	4.1				
tC, 2 stage (s) tF (s)	3.5	3.3	2.2	01/01/01			
p0 queue free %	100	100	100				
cM capacity (veh/h)	945	1047	1585				
Direction, Lane#	EB 1	NB 1	SB 1			en e	
Volume Total	2	- 33	28				
Volume Left	0	0	0				
Volume Right	2 1047	0 1585	0 1700				
cSH Volume to Capacity	0.00	0.00	0.02				
Queue Length 95th (ft)	0.00	0.00	0.02				
Control Delay (s)	8.4	0.0	0.0				
Lane LOS	А	******					A consequent for Administration and Administration
Approach Delay (s) Approach LOS	8.4 A	0.0	0,0				
Intersection Summary			•			15 m	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
Average Delay			0.3	er van geval in heeste besk		egenggerig de general in die	
Intersection Capacity Utiliza	ition		13.3%	10	CU Level	of Service	A A
Analysis Period (min)			15				

	À	-	4	*		4				
Movement	EBL-	EBR ·	NBL ³	NBT	SBT	SBR			1.54	
Lane Configurations	M			4	1>					
Volume (veh/h)	19	6	4	16	12	15				
Sign Control	Stop			Free	Free					RANGEN NAVAGO
Grade	0%			0%	0%					
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95				
Hourly flow rate (vph)	20	6	4	17	13	16				
Pedestrians										
Lane Width (ft) Walking Speed (ft/s)										
Percent Blockage										
Right turn flare (veh)										
Median type				None	None					
Median storage veh)										
Upstream signal (ft)										
pX, platoon unblocked		an Harris and Co	edostalistas (1971)							
vC, conflicting volume	46	21	28							
vC1, stage 1 conf vol										
vC2, stage 2 conf vol	46	21	28							
vCu, unblocked vol tC, single (s)	6.4	6.2	4.1							
tC, 2 stage (s)	0.7	U.L	3.1							
te, 2 stage (3)	3.5	3,3	2.2							
p0 queue free %	98	99	100							
cM capacity (veh/h)	962	1057	1585							
Direction, Lane#	EB1	NB 1	SB 1							
Volume Total	26	21	28			100				
Volume Left	20	4	0				gragous areas			and the state of the state of
Volume Right	6	0	16							
cSH	983	1585	1700		e is a second control of the second control					
Volume to Capacity	0.03	0.00	0.02		- 20 1900-1900	and the second				
Queue Length 95th (ft)	2	0	0							
Control Delay (s)	8.8	1.5	0.0							
Lane LOS	A 8.8	A 1,5	0.0							
Approach Delay (s) Approach LOS	6.0 A	J.U	0.0							Singles -
	/ \		and the second					•		
Intersection Summary			· · ·							
Average Delay	:-ation		3.5 14.3%		CHLOVA	of Service		Δ		
Intersection Capacity Util Analysis Period (min)	ızalion		14.5%		OU LEVE	OF SELVICE				
Analysis Fenou (min)			13							

deposit plants in the deposit of the control of the	À	~	1	Å	-	4		
Movement	″ EBL	EBR	NBL	NBT -	SBT*	SBR		
Lane Configurations	Ä	Section 1		4	þ	20		
Volume (veh/h)	23	4	7	24	23	38		
Sign Control	Stop			Free 0%	Free 0%			
Grade	0% 0.95	0.95	0.95	0.95	0.95	0.95		
Peak Hour Factor Hourly flow rate (vph)	0.93	0.93 4	0.93 7	25	24	40		
Pedestrians	47		,	20		and the second		
Lane Width (ft)								
Walking Speed (ft/s)								
Percent Blockage								
Right turn flare (veh)								
Median type				None	None			
Median storage veh)								
Upstream signal (ft)					-			
pX, platoon unblocked	0.4	44	64					
vC, conflicting volume	84	44	04					
vC1, stage 1 conf vol vC2, stage 2 conf vol								
vCu, unblocked vol	84	44	64					
tC, single (s)	6.4	6.2	4.1					
tC, 2 stage (s)						SET SALANDA MENTAL MANAGEMENT AND		
tF(s)	3.5	3.3	2.2					
p0 queue free %	97	100	100					
cM capacity (veh/h)	913	1026	1538		5 530000	The State of		
Direction; Lane #	EB1	NB 1	* SB 1					
Volume Total	28	33	64					
Volume Left	24	7	0					
Volume Right	4	0	40					
cSH	928	1538	1700				\$85505 TV 15 175 15	
Volume to Capacity	0.03	0.00	0.04					
Queue Length 95th (ft)	2	0	0					
Control Delay (s)	9.0 A	1.7 A	0.0					
Lane LOS Approach Delay (s)	9.0	1.7	0,0					
Approach LOS	3.0 A							
Intersection Summary					,	1.7		
Average Delay		o Selfer	2.5					
Intersection Capacity Utilization	ation		17.3%		CU Leve	l of Service		Α
Analysis Period (min)	udon.		15	i i e e dalil				en en terren en el font de tipo protesta para de participa de la filipa de la filipa de la filipa de la filipa La filipa de la fil
, traignot onou (mm)			dagaran da giri		40.4.46040.03460			

	۶		4	4	-4	_	4	1	1	**	*	4
lovement	EBL *	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
ane Configurations		4>	un vestouade en venir i		4			4		11.01/2014	4	A.
/olume (veh/h)	5	155	1	25	107	5	3 "	6	40	4	4 Ct	4
Sign Control		Free			Free			Stop			Stop 0%	
Brade		0%			0%	0.05	٥٥٢	0%	0.05	0.95	0.95	0.95
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95 42	0.90	0.93 4	0.93 4
lourly flow rate (vph)	5	163	1	26	113	5	3	6	42	4	7	7
Pedestrians												
ane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)		None			None							
Median type		None			140116							
Median storage veh)												
Jpstream signal (ft)												
oX, platoon unblocked	118			164			348	345	164	387	343	118
vC, conflicting volume vC1, stage 1 conf vol	110			, , , , , , , , , , , , , , , , , , ,			7.					Shanding no constant to
vC1, stage 1 conf vol												
vCz, stage z com voi vCu, unblocked vol	118			164			348	345	164	387	343	115
tC, single (s)	4.1	de Santa		4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)						, 11 - 1-1-1-1-1-1 (102	, y					insk sainvasionnasionnasinnoin
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3,3
p0 queue free %	100		page and a second of the secon	98			99	99	95	99	99	100
cM capacity (veh/h)	1470			1414			590	565	881	530	567	93
Direction, Lane #	: EB1	WB 1	NB 1	SB 1								
Volume Total	169	144	52	13								
Volume Left	5	26	3	4						one who every september		useauserskardskard (†
Volume Right	1	5	42	4								
cSH	1470	1414	802	636			~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~					
Volume to Capacity	0.00	0.02	0.06	0.02								
Queue Length 95th (ft)	0	1	5	2		and the second second second						
Control Delay (s)	0.3	1.5	9.8	10.8								
Lane LOS	Α	Α	Α	В			was 100 And 100					
Approach Delay (s)	0.3	1.5	9,8	10.8								
Approach LOS			А	В							an oorbiiss Maakalanii 975 isb	enter de la companya
Intersection Summary						10000	prinzilji.	7			•	
Average Delay			2.4	NGARIETA ELE	CILLAG	d of Consid	\ <u>`</u>		Λ			
Intersection Capacity Utiliza	ation		28.0%		CO Leve	el of Servic	,C		Δ			
Analysis Period (min)			15		e proposed de popular							Tologo Sacretin

Could control and	À		->	*		4	1	†	<i>P</i>	1	A second	1
Movement	EBL:	EBT	EBR	WBL	WBT.	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		€}}		43	₄} 202	14	7	10	39	9	₄}> 19	10
Volume (veh/h)	5	141 Free	2	43	Fr e e	15	Same of	Stop	00 4.44	· · · · · · · · · · · · · · · · · · ·	Stop	. 10
Sign Control		0%			0%			0%			0%	
Grade Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	0.33 5	148	2	45	213	15	7	11	41	9	20	11
Pedestrians	· ·	, 10	· · · · · · -	.,9.,		7 B. 10 S. H.						
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage	10.00				0.0000000000000000000000000000000000000							
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked	007			151			491	478	149	517	472	220
vC, conflicting volume	227			151			431	,	149	J 17	714	<u> 4</u> 20
vC1, stage 1 conf vol												
vC2, stage 2 conf vol vCu, unblocked vol	227			151			491	478	149	517	472	220
tC, single (s)	4,1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)											NECT PROPERTY OF THE PROPERTY	
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100	Special Committee of the second of the		97			98	98	95	98	96	99
cM capacity (veh/h)	1341			1431			453	46 9	897	428	473	820
Direction, Lane#	EB1	WB 1	NB 1	SB 1								78.75°
Volume Total	156	273	59	40								
Volume Left	5	45	7	9								
Volume Right	2	15	41	11								
cSH	1341	1431	698	518								
Volume to Capacity	0.00	0.03	0.08	0.08								
Queue Length 95th (ft)	0	2 1.5	7 10.6	6 12.5								
Control Delay (s)	0. 3 A	с. А	10.6 B	ız.ə B								
Lane LOS	0.3	1.5	10.6	12.5								
Approach Delay (s) Approach LOS	0.5	1.5	В	12.3 B								
						¥7						
Average Delay			3.0									
Intersection Capacity Utiliza	ation		35.5%	1	CU Level	of Servic	e		Α			
Analysis Period (min)			15				estimato de la Policia de Colo			sa n koko madani distance		

Capacity Analysis Worksheets
Projected 2040 Traffic Conditions
No I-80 Interchange Scenario

	ᄼ	>	-	4	manage and the second	*	1	1	/	1	Ļ	4
Lane Group	EBL	EBT	EBR	WBL	WBT:	WBR	NBL	NBT	NBR -	SBL	SBT	SBR
Lane Configurations	N	Þ		ሻ	1		ሻ	4	7	ħ	^	7
Volume (vph)	60	10	145	45	10	35	140	145	30	25	105	70
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		0	150		0	150		150	150		150
Storage Lanes	1		0	1		0	1		1	1		1
Taper Length (ft)	25		25	25		- 25	25		25	25		25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.860			0.884				0.850			0.850
Fit Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1602	0	1770	1647	0	1770	1863	1583	1770	1863	1583
Flt Permitted	0.657			0.526			0.660			0.660		
Satd. Flow (perm)	1224	1602	0	980	1647	0	1229	1863	1583	1229	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		153			37				32			74
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1715			1890			1365			1356	
Travel Time (s)		39.0			43.0			31.0			30.8	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	63	11	153	47	11	37	147	153	32	26	111	74
Shared Lane Traffic (%)												
Lane Group Flow (vph)	63	164	0	47	48	0	147	153	32	26	111	74
Turn Type	pm+pt			pm+pt			pm+pt		pm+ov	-pm+pt		pm+ov
Protected Phases	7	4		3	8		5	2	3	1	6	7
Permitted Phases	4			8			2		2	6		6
Detector Phase	7	4		3	8		5	2	3	1	6	7
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	8.0	22.0		8.0	22.0		8.0	22.0	8,0	8.0	22.0	8.0
Total Split (s)	18.0	25.0	0.0	18.0	25.0	0.0	19.0	67.0	18.0	10.0	58.0	18.0
Total Split (%)	15.0%	20.8%	0.0%	15.0%	20.8%	0.0%	15.8%	55.8%	15.0%	8.3%	48.3%	15.0%
Maximum Green (s)	15.0	19.0		15.0	19.0		16.0	61.0	15.0	7.0	52.0	15.0
Yellow Time (s)	3.0	4.0		3.0	4.0		3.0	4.0	3.0	3.0	4,0	3 .0
All-Red Time (s)	0.0	2.0		0.0	2.0		0.0	2.0	0.0	0.0	2.0	0.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	3.0	6.0	4.0	3.0	6.0	4.0	3.0	6.0	3.0	3.0	6.0	3.0
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None		None	None		None	C-Max	None	None	C-Max	None
Walk Time (s)		5.0			5.0			5.0			5.0	
Flash Dont Walk (s)	dikiliginjayah manasan sa cara	11.0			11.0		nagania diagnas daglaba	11.0			11.0 0	ierios i elejibeleji.
Pedestrian Calls (#/hr)	40.0	0		17.6	7.0		020	0 84.6	98.7	88.0	79.0	94.0
Act Effct Green (s)	19.2	8.4		17.6	7.6		93.0		90.7	0.73	0.66	0.78
Actuated g/C Ratio	0.16	0.07		0.15	0.06		0.78	0.70				
v/c Ratio	0.27	0.65		0.24	0.35		0.15	0.12	0.02 5.0	0.03	0.09 9.5	0.06 1.2
Control Delay	42.3	22.1		41.6	28.5		7.8 0.0	12.0 0.0	0.0	4.7 0.0	0.0	0.0
Queue Delay	0.0	0.0		0.0	0.0		7.8		5.0	4.7	9.5	1.2
Total Delay	42.3	22.1		41.6	28.5 C			12.0	5.0 A	4.7 A	9.5 A	A
LOS	D	С		D	<u> </u>	Nonconstant and Assault and	А	В	А	А	А	A

	<u>م</u>		-	-	4-		4	†	1	1	1	1
Lane Group	EBL	EBT	EBR	WBL	WBT -	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		27.7			35.0			9.5			6.0	
Approach LOS		С			С			Α			Α	
Queue Length 50th (ft)	42	8		31	8		52	64	0	4	29	0
Queue Length 95th (ft)	76	74		60	46		94	111	23	14	67	13
Internal Link Dist (ft)		1635			1810			1285			1276	
Turn Bay Length (ft)	150			150			150		150	150		150
Base Capacity (vph)	293	382		279	292		1027	1314	1388	944	1227	1332
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	0.22	0.43		0.17	0.16		0.14	0.12	0.02	0.03	0.09	0.06

Intersection Summary

Area Type:

Other

Cycle Length: 120

Actuated Cycle Length: 120

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: 0.65

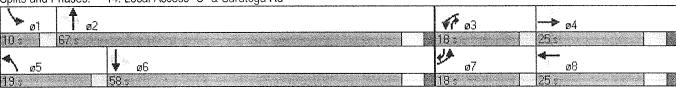
Intersection Signal Delay: 16.2

Intersection Capacity Utilization 42.8%

Intersection LOS: B
ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 14: Local Access "C" & Saratoga Rd



	À			*	en e	*	4	†	<i>></i>	-	+	4
Lane Group	EBL	EBT -	EBR -	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ħ	\$		Ŋ	1>		ሻ	ተ	7	ħ	†	7
Volume (vph)	100	10	175	85	10	80	200	310	95	85	340	105
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		0	150		0	150		150	150		150
Storage Lanes	1		0	1		0	1		1	1		1
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.858			0.867				0.850			0.850
FIt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1598	0	1770	1615	0	1770	1863	1583	1770	1863	1583
FIt Permitted	0.669			0.482			0.494	ster Differenti zoez Berki'et (higie)		0.557		
Satd. Flow (perm)	1246	1598	0	898	1615	0	920	1863	1583	1038	1863	1583
Right Turn on Red			Yes	9425676574547		Yes			Yes			Yes
Satd, Flow (RTOR)		184			84				100			111
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1715			1890			1365			813	
Travel Time (s)		39.0			43.0			31.0			18.5	h Shareley (Starge) Band In - etc.
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	105	11	184	89	11	84	211	326	100	89	358	111
Shared Lane Traffic (%)												
Lane Group Flow (vph)	105	195	0	89	95	0	211	326	100	89	358	111
Turn Type	pm+pt			pm+pt			pm+pt		pm+ov	pm+pt	- 10000	pm+ov
Protected Phases	7	4		3	8		5	2	3	1	6	7
Permitted Phases	4			8			2		2	6		6
Detector Phase	7	4		3	8	1 5 4 7 74	5	2	3	1	6	7
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	8.0	22.0		8.0	22.0		8.0	22.0	8.0	8,0	22.0	8.0
Total Split (s)	12.0	31.0	0.0	12.0	31.0	0.0	19.0	67.0	12.0	10.0	58.0	12.0
Total Split (%)	10.0%	25.8%	0.0%	10.0%	25.8%	0.0%	15.8%	55.8%	10.0%	8.3%	48.3%	10.0%
Maximum Green (s)	9.0	25.0		9.0	25.0		16.0	61.0	9.0	7.0	52.0	9.0
Yellow Time (s)	3.0	4.0		3.0	4.0		3.0	4.0	3.0	3.0	4.0	3,0
All-Red Time (s)	0.0	2.0		0.0	2.0		0.0	2.0	0.0	0.0	2.0	0.0
Lost Time Adjust (s)	0.0	0.0	0.0	0,0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	3.0	6.0	4.0	3.0	6.0	4.0	3.0	6.0	3.0	3.0	6.0	3.0
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	liden Street Park Harriston L	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	-3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	Secure Section	None	None		None	C-Max	None	None	C-Max	None
Walk Time (s)		5.0			5.0			5.0			5.0	
Flash Dont Walk (s)		11.0			11.0			11.0			11.0	
Pedestrian Calls (#/hr)		0			0			0			0	
Act Effct Green (s)	20.1	8.4	mine report to the con-	19.9	8.3		90.3	77.9	92.4	85.5	75.4	90.0
Actuated g/C Ratio	0.17	0.07		0.17	0.07		0.75	0.65	0.77	0.71	0.63	0.75
v/c Ratio	0.43	0.69	agency granters y construit faith title of 1797	0.42	0.50		0.28	0.27	0.08	0.11	0.31	0.09
Control Delay	46.2	21.8		46.4	22.7		3.7	7.0	0.2	4.8	12.2	1.3
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	46.2	21.8		46.4	22.7		3.7	7,0	0.2	4.8	12.2	1.3
LOS	D	C	gasagaatkii alkii 19	D	С		А	Α	Α	Α	В	А
	_	_			HOMEON CONTRACTORS	over providence and a second second				***************************************		Constitution of the Consti

	À			4	4			1	1		+	4
Lane Group	EBL	EBT	EBR:	WBL	WBT	WBR :	NBL -	NBT	NBR	SBL	SBT	SBR
Approach Delay		30.4			34.2			4.8			8.8	
Approach LOS		С			С			Α			Α	
Queue Length 50th (ft)	72	- 8		60	8		19	42	0	14	113	0
Queue Length 95th (ft)	116	79		101	59		48	125	0	35	215	18
Internal Link Dist (ft)		1635			1810			1285			7 3 3	
Turn Bay Length (ft)	150			150			150		150	150		150
Base Capacity (vph)	251	479		217	403		811	1209	1248	789	1170	1219
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	0.42	0.41		0.41	0.24		0.26	0.27	0.08	0.11	0.31	0.09
Intersection Summary										ا بي اوران ده .		
Area Type:	Other						4 7000					
Cycle Length: 120												

Actuated Cycle Length: 120

Offset: 8 (7%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 60

Control Type: Actuated-Coordinated

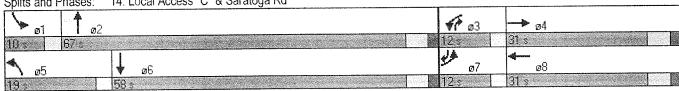
Maximum v/c Ratio: 0.69

Intersection Signal Delay: 13.9

Intersection LOS: B Intersection Capacity Utilization 61.7% ICU Level of Service B

Analysis Period (min) 15

14: Local Access "C" & Saratoga Rd Splits and Phases:



Synchro 7 - Report 12-095, Saratoga Rd

	À	>	*	*	4	*	*	1	<i>></i>	-	↓	4
Lane Group	EBL	· EBT	ĘBR	WBL	WBT	WBR	- NBL	· NBT	NBR	SBL	SBT	SBR
Lane Configurations	ሻ	ተተ	7	ሻ	个个	7	ሻ	*	7	ሻ	A	7
Volume (vph)	45	405	80	145	325	120	125	150	290	130	115	50
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		150	350		150	200		200	200		150
Storage Lanes	1		1	1		1	1		1	1		1
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		00.04920-0000p0-000
Satd. Flow (prot)	1770	3343	1583	1770	3343	1583	1770	1863	1583	1770	1863	1583
Flt Permitted	0.546			0.275			0.679			0.655		0147230058400544004
Satd. Flow (perm)	1017	3343	1583	512	3343	1583	1265	1863	1583	1220	1863	1583
Right Turn on Red	**************************************		Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			84			126			285			53
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		2828			2772			1490			1365	
Travel Time (s)		64.3			63.0			33.9			31.0	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	2%	8%	2%	2%	8%	2%	2%	2%	2%	2%	2%	2%
Adj. Flow (vph)	47	426	84	153	342	126	132	158	305	137	121	53
Shared Lane Traffic (%)	i satisfican a (720		100	914	120	102	100	990	,01	141	
Lane Group Flow (vph)	47	426	84	153	342	126	132	158	305	137	121	53
Turn Type	pm+pt	720	pm+ov	pm+pt	UTL	pm+ov	pm+pt	100	pm+ov	pm+pt	141	pm+ov
Protected Phases	7	4	5	3	8	1	5 5	2	3	pini pi	6	7
Permitted Phases	4	т	4	8	O	, 8	2	_	2	6	U	6
Detector Phase	7	4	5	3	8	1	5	2	3	1	6	7
Switch Phase		7	O .		9					1, 111, 121, 121, 121, 121, 121, 121, 1	9	
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	8.0	22.0	8.0	8.0	22.0	8.0	4.0 8.0	22.0	8.0	8.0	22.0	8.0
Total Split (s)	15.0	46.0	11.0	25.0	56.0	16.0	11.0	33.0	25.0	16.0	38.0	15.0
Total Split (%)	12.5%	38.3%	9.2%	20.8%	46.7%	13.3%	9.2%	27.5%	20.8%	13.3%	31.7%	12.5%
Maximum Green (s)	12.0	40.0	8.0	22.0	50.0	13.0	8.0	27.0	22.0	13.0	32.0	12.0
Yellow Time (s)	3.0	4.0	3.0	3.0	4.0	3.0	3.0	4.0	3.0	3.0	4.0	3.0
All-Red Time (s)	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	3.0	6.0	3.0	3.0	6.0	3.0	3.0	6.0	3.0	3.0	6.0	3.0
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None	None	None	None	C-Max	None	None	C-Max	None
Walk Time (s)	INOLIG	5.0	INOTIC	INOIIC	5.0	INOLIC	TYOUG	5.0	INOTIC	INOILC	5.0	140110
and the second s		11.0			440			11.0			11.0	
Pedestrian Calls (#/hr)		0			0			0			0	
Act Effet Green (s)	31.3	20.8	36.3	40.4	28.6	44.3	70.4	57.9	77.6	70.7	58.1	71.6
Actuated g/C Ratio	0.26	20.6 0.17	0.30	0.34	0.24	0.37	0.59	0.48	0.65	0.59	0.48	0.60
and the second of the second o	0.26	0.17	0.30	0.34	0.24	0.37	0.39	0.48	0.63	0.39	0.46	0.00
v/c Ratio					40.1	4.2	Seite services contractions and reservices a	15.5		16.2	27.6	8.2
Control Delay	25.9	54.7	6.0	32.7			7.9		3.0			
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	25.9	54.7	6.0	32.7	40.1	4.2	7.9	15.5	3.0	16.2	27.6	8.2

	À			-	4-		1	A	1		1	4
Lane Group	EBL "	: EBT	EBR	WBL	WBT :	WBR	NBL	- NBT	NBR	SBL	SBT -	SBR
LOS	С	D	Α	С	D	Α	A	В	Α	В	С	Α
Approach Delay	1 11 11 11 11 11 11 11 11	44.9			31.0			7.4			19.3	
Approach LOS		D			С			Α			В	
Queue Length 50th (ft)	25	166	0	86	121	0	22	60	34	52	61	1
Queue Length 95th (ft)	46	212	33	121	153	34	39	126	94	122	131	32
Internal Link Dist (ft)		2748			2692			1410			1285	
Turn Bay Length (ft)	150		150	350		150	200		200	200		150
Base Capacity (vph)	379	1114	541	403	1393	705	787	899	1214	801	901	1023
Starvation Cap Reductn	0	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	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.12	0.38	0.16	0.38	0.25	0.18	0.17	0.18	0.25	0.17	0.13	0.05

Intersection Summary

Area Type: Other

Cycle Length: 120 Actuated Cycle Length: 120

Offset: 60 (50%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 60

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.74

Intersection Signal Delay: 26.2

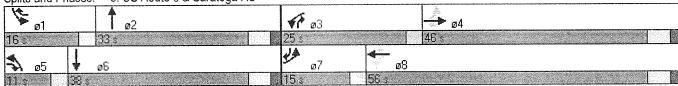
Intersection Capacity Utilization 51.0%

Analysis Period (min) 15

Intersection LOS: C

ICU Level of Service A

Splits and Phases: 3: US Route 6 & Saratoga Rd



Renic Group		À			*	ᡧ—		4	1	1	*	-	4
Volume (vph)	Lane Group	EBL	EBT	EBR	WBL :	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	Lane Configurations	ሻ	本 本	7	ነና	*	7	ካ	4	7	ሻ	4	7
Ideal Flow (rephpt)										320			120
Storage Length (ft)										1 10 10 10 10 10 10 10 10 10 10 10 10 10			1900
Storage Lanes													
Taper Length (ff)		1											
Lane Ulii. Factor		25		25	25		25	25		25	25		25
Fith Frite Fith Frite Fith Fith			0.95			0.95			1.00			1.00	
File Protected													
Satid Flow (prot)		0.950		7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7	0.950			0.950			0.950		
File Permitted			3343	1583		3343	1583		1863	1583		1863	1583
Satis Flow (perm)	The state of the s		· Westernament	1.555666					1-747-360				1- 1910-0-m
Page			3343	1583		3343	1583		1863	1583		1863	1583
Satid Flow (RTOR)										en en de en disposiciones de sentimientos		CONTRACTOR CONTRACTOR	
Link Speed (mph)													
Link Distance (ft) 2828 2772 1490 1365 1365 Travel Time (s) 64.3 63.0 33.9 33.9 31.0 30.0 30.0 30.0 0.95 <td< td=""><td></td><td></td><td>30</td><td>· · · · · · · · · · · · · · · · · · ·</td><td></td><td>30</td><td></td><td></td><td>30</td><td></td><td></td><td>30</td><td></td></td<>			30	· · · · · · · · · · · · · · · · · · ·		30			30			30	
Travel Time (s)	and the control of th												
Peak Hour Factor 0.95 0.													
Heavy Vehicles (%)	The second secon	0.95		0.95	0.95		0.95	0.95		0.95	0.95		0.95
Adj. Flow (vph) 132 611 205 437 711 226 179 279 337 200 305 126					TO A STATE OF THE	m-treeds begindlight blick brown				contraction of high productions of the	429 mileosololisa kirinter era era er		
Shared Lane Traffic (%) Lane Group Flow (vph) 132 611 205 437 711 226 179 279 337 200 305 126 Tum Type pm+pt pm+pt pm+ov pm+pt pm+ov	and the second s												
Lane Group Flow (vph) 132 611 205 437 711 226 179 279 337 200 305 126 Tun Type			yeryosometer ne eer	ting North Charles on Assault (State			(Talking) separa i s						Alleria op Austra etteplere
Principage Principage Principage Principage Principage Protected Phases 7	and the second s	132	611	205	437	711	226	179	279	337	200	305	126
Protected Phases	The second control of the control of				CHICAL DEVENORATION STRUCTURE			pm+pt		1012-011603000000000000000000000000000000000	voice amplitus premius converses		
Permitted Phases 4		estrucción estácular estáción esculo	4	The second second second second	o stavorous esta kolosia italian kalendari	8	1	and the second second	2		na citation de la company de l	6	chestous band teststreess
Switch Phase Minimum Initial (s) 4.0 3.0 4.0 3.0 4.0 3.0 4.0 3.0 4.0 3.0 4.0 3.0 4.0 3.0 4.0 3.0 4.0 3.0 4.0 3.0 4.0 3.0 4.0 3.0 4.0 3.0 4.0 3.0 4.0 3.0 4.0 3.0	11. Extra control and the control of	4			8		8	2		2	6		6
Minimum Initial (s) 4.0 3.0 3.0 14.0 7.0 9.0 36.0 52.0 12.0 3.0 3.0 11.0 7.6 4.0 3.0 30.0 11.0 7.6 4.0 3.0 30.0 11.0 7.0 9.0 36.0 52.0 12.0 9.0 27.5 32.5 30.0 11.0 7.0 9.0 36.0 32.0 30.0 30.0 30.0 30.0 30.0 30.0 30.0	Detector Phase	7	4	-5	3	8	1	5	2	3	- 1	6	7
Minimum Split (s) 8.0 22.0 8.0 22.0 8.0 22.0 8.0 22.0 8.0 22.0 8.0 22.0 8.0 22.0 8.0 22.0 8.0 22.0 8.0 22.0 8.0 22.0 8.0 22.0 8.0 22.0 8.0 22.0 8.0 22.0 8.0 22.0 8.0 14.0 70.0 14.0 39.0 58.0 15.0 12.0 33.0 39.0 15.0 30.0 14.0 14.0 14.0 27.5 10.0% 27.5 32.5% 12.5% 30.0 11.0 11.0 27.0 9.0 36.0 52.0 12.0 9.0 27.0 36.0 12.0 30.0 11.0 11.0 11.0 27.0 36.0 12.0 30.0 4.0 3.0 4.0 3.0 4.0 3.0 4.0 3.0 4.0 3.0 4.0 3.0 4.0 3.0 4.0 3.0 4.0 3.0 4.0 3.0					950,000,000,000,000,000					L.C. Control and Artist Association and the	Application of the second		100000000000000000000000000000000000000
Minimum Split (s) 8.0 22.0 8.0 22.0 8.0 22.0 8.0 22.0 8.0 22.0 8.0 22.0 8.0 22.0 8.0 22.0 8.0 22.0 8.0 22.0 8.0 22.0 8.0 22.0 8.0 22.0 8.0 22.0 8.0 22.0 8.0 22.0 8.0 22.0 8.0 14.0 20.0 14.0 20.0 14.0 20.0 11.0 27.5 10.0% 27.5% 32.5% 12.5% 30.0% 11.7% Maximum Green (s) 11.0 27.0 9.0 36.0 52.0 12.0 9.0 27.0 36.0 12.0 30.0 11.0 Yellow Time (s) 3.0 4.0 3.0 3.0 4.0 3.0 4.0 3.0 4.0 3.0 4.0 3.0 4.0 3.0 4.0 3.0 4.0 3.0 4.0 3.0 4.0 3.0 4.0 3.0 4.0 3.0 4.0	Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Total Split (s) 14.0 33.0 12.0 39.0 58.0 15.0 12.0 33.0 39.0 15.0 36.0 14.0 Total Split (%) 11.7% 27.5% 10.0% 32.5% 48.3% 12.5% 10.0% 27.5% 32.5% 12.5% 30.0% 11.7% Maximum Green (s) 11.0 27.0 9.0 36.0 52.0 12.0 9.0 27.0 36.0 12.0 30.0 11.0 Yellow Time (s) 3.0 4.0 3.0 3.0 4.0 3.0 3.0 4.0 3.0 3.0 4.0 3.0 3.0 4.0 3.0 3.0 4.0 3.0 3.0 4.0 3.0 3.0 4.0 3.0 4.0 3.0 3.0 4.0 3.0 4.0 3.0 4.0 3.0 4.0 3.0 4.0 3.0 4.0 3.0 4.0 3.0 4.0 3.0 4.0 3.0 4.0 3.0 4.0 3.0 4		8.0	22.0	8.0	8.0	22.0	8.0	8.0	22.0	8.0	8.0	22.0	8.0
Total Split (%) 11.7% 27.5% 10.0% 32.5% 48.3% 12.5% 10.0% 27.5% 32.5% 12.5% 30.0% 11.7% Maximum Green (s) 11.0 27.0 9.0 36.0 52.0 12.0 9.0 27.0 36.0 12.0 30.0 11.0 Yellow Time (s) 3.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.		14.0	33.0	12.0	39.0	58.0	15.0	12.0	33.0	39.0	15.0	36.0	14.0
Maximum Green (s) 11.0 27.0 9.0 36.0 52.0 12.0 9.0 27.0 36.0 12.0 30.0 11.0 Yellow Time (s) 3.0 4.0 3.0 3.0 4.0 3.0 3.0 4.0 3.0 3.0 4.0 3.0 3.0 4.0 3.0 3.0 4.0 3.0 3.0 4.0 3.0 3.0 4.0 3.0 3.0 4.0 3.0 3.0 4.0 3.0 3.0 4.0 3.0 4.0 3.0 4.0 3.0 4.0 3.0 4.0 3.0 4.0 3.0 4.0 3.0 4.0 3.0 3.0 4.0 3.0 4.0 3.0 4.0 3.0 0.0		11.7%	27.5%	10.0%	32.5%	48.3%	12.5%	10.0%	27.5%	32.5%	12.5%	30.0%	11.7%
All-Red Time (s) 0.0 2.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0		11.0	27.0	9.0	36.0	52.0	12.0	9.0	27.0	36.0	12.0	30.0	11.0
Lost Time Adjust (s) 0.0 3.0 3.0 3.0 3.0 2.0 2.0 2.0 2.0 2.0 2.0 2.0 2.0 2.0 2.0 2.0 2.0 2.0 2.0 2.0 2.0 3.0	Yellow Time (s)	3.0	4.0	3.0	3.0	4.0	3.0	3.0	4.0	3.0	3.0	4.0	3.0
Total Lost Time (s) 3.0 6.0 3.0 3.0 6.0 3.0 3.0 6.0 3.0 3.0 6.0 3.0 3.0 6.0 3.0 3.0 6.0 3.0 3.0 6.0 3.0 3.0 6.0 3.0 3.0 6.0 3.0 3.0 6.0 3.0 4.0 4.0 Lead	All-Red Time (s)	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Lead/Lag Lead Lead Lead Lag Lead	Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lead-Lag Optimize? Yes	Total Lost Time (s)	3.0	6.0	3.0	3.0	6,0	3.0	3.0	6.0	3.0	3.0	6.0	3.0
Vehicle Extension (s) 3.0 5.0	Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead
Recall Mode None None None None None None C-Max None None C-Max Date Flash Dont Walk (s) 11.0 11.0 11.0 11.0 11.0 11.0 11.0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Lead-Lag Optimize?		Yes		Yes		Yes	Yes		Yes			Yes
Walk Time (s) 5.0 5.0 5.0 5.0 Flash Dont Walk (s) 11.0 11.0 11.0 11.0 11.0 11.0 11.0 11.0 0 <td>Vehicle Extension (s)</td> <td>3.0</td> <td></td> <td>3.0</td>	Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0
Flash Dont Walk (s) 11.0 11.0 11.0 11.0 11.0 11.0 11.0 11.0 11.0 11.0 11.0 11.0 11.0 11.0 11.0 0 </td <td>Recall Mode</td> <td>None</td> <td>None</td> <td>None</td> <td>None</td> <td>None</td> <td>None</td> <td>None</td> <td>C-Max</td> <td>None</td> <td>None</td> <td>C-Max</td> <td>None</td>	Recall Mode	None	None	None	None	None	None	None	C-Max	None	None	C-Max	None
Pedestrian Calls (#/hr) 0	Walk Time (s)		5.0			5.0			5.0			5.0	
Act Effct Green (s) 38.9 26.2 42.3 61.1 45.3 63.1 48.3 35.2 70.0 51.6 36.8 52.5 Actuated g/C Ratio 0.32 0.22 0.35 0.51 0.38 0.53 0.40 0.29 0.58 0.43 0.31 0.44 v/c Ratio 0.42 0.84 0.30 0.86 0.56 0.24 0.45 0.51 0.35 0.47 0.53 0.16 Control Delay 21.5 55.8 4.7 42.8 30.7 2.1 27.8 42.0 12.5 27.8 39.7 9.7	Flash Dont Walk (s)		11.0			11.0		gangaranan ng pasa Ng Salah Salah Salah	11.0			11.0	
Actuated g/C Ratio 0.32 0.22 0.35 0.51 0.38 0.53 0.40 0.29 0.58 0.43 0.31 0.44 v/c Ratio 0.42 0.84 0.30 0.86 0.56 0.24 0.45 0.51 0.35 0.47 0.53 0.16 Control Delay 21.5 55.8 4.7 42.8 30.7 2.1 27.8 42.0 12.5 27.8 39.7 9.7	Pedestrian Calls (#/hr)		0			0			0			0	
v/c Ratio 0.42 0.84 0.30 0.86 0.56 0.24 0.45 0.51 0.35 0.47 0.53 0.16 Control Delay 21.5 55.8 4.7 42.8 30.7 2.1 27.8 42.0 12.5 27.8 39.7 9.7	Act Effct Green (s)	38.9	26.2	42.3	61.1	45.3	63,1	48.3	35.2	70.0	51.6	36.8	52.5
Control Delay 21.5 55.8 4.7 42.8 30.7 2.1 27.8 42.0 12.5 27.8 39.7 9.7	Actuated g/C Ratio	0.32	0.22		0.51	0.38	0.53	0.40	0.29	0.58	0.43	0.31	0.44
	v/c Ratio	0.42	0.84	0.30	0.86	0.56	0.24	0.45	0.51	0.35	0.47	0.53	0.16
	Control Delay	21.5	55.8	4.7	42.8	30.7	2.1	27.8	42.0	12.5	27.8	39.7	9.7
	Queue Delay	0.0	0.0	0.0	0.0	0.0	0,0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay 21.5 55.8 4.7 42.8 30.7 2.1 27.8 42.0 12.5 27.8 39.7 9.7	Total Delay	21.5	55.8	4.7	42.8	30.7	2.1	27.8	42.0	12.5	27.8	39.7	9.7

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Lane Group	EBL	EBT	EBR ·	WBL -	WBT.	- WBR	NBL	NBT -	NBR	SBL	SBT	SBR
LOS	С	Ε	Α	D	С	Α	С	D	В	С	D	Α
Approach Delay		40.0			29.8			26.3			29.9	
Approach LOS		D			С			С			C	
Queue Length 50th (ft)	51	235	0	244	221	0	94	181	80	101	198	10
Queue Length 95th (ft)	75	307	51	341	261	32	160	301	183	181	302	53
Internal Link Dist (ft)		2748			2692			1410			1285	2.11
Turn Bay Length (ft)	150		150	350		150	200		200	200		150
Base Capacity (vph)	335	775	693	597	1449	948	402	546	1055	435	572	780
Starvation Cap Reductn	0	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	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.39	0.79	0.30	0.73	0.49	0.24	0.45	0.51	0.32	0.46	0.53	0.16

Intersection Summary

Area Type:

Other

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 78 (65%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 65

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.86

Intersection Signal Delay: 31.7

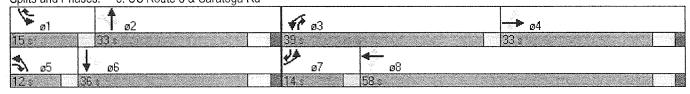
Intersection LOS: C

Intersection Capacity Utilization 80.4%

ICU Level of Service D

Analysis Period (min) 15

Splits and Phases: 3: US Route 6 & Saratoga Rd



	À	>		*			*	†	1		\	1
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	N.	4		ሻ	ß		75	^	7	ሻ	1	7
Volume (vph)	70	10	35	20	10	35	30	460	25	120	620	160
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		0	150		0	150		150	150		150
Storage Lanes	1		0	1		0	1		1	1		1
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.884			0.884				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1647	0	1770	1647	0	1770	1863	1583	1770	1863	1583
FIt Permitted	0.481			0.726			0.355			0.412		
Satd. Flow (perm)	896	1647	0	1352	1647	0	661	1863	1583	767	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		37			37				26			168
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		773			834			1493			1490	
Travel Time (s)		17.6			19.0			33.9			33.9	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	74	11	37	21	11	37	32	484	26	126	653	168
Shared Lane Traffic (%)												
Lane Group Flow (vph)	74	48	0	21	48	0	32	484	26	126	653	168
Turn Type	pm+pt			pm+pt			pm+pt		pm+ov	pm+pt		pm+ov
Protected Phases	7	4		3	8		5	2	3	1	6	7
Permitted Phases	4		1.04	- 8			2		2	6		-6
Detector Phase	7	4		3	8		5	2	3	1	6	. 7
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	8.0	22.0		8.0	22.0	adese to a	8.0	22.0	8.0	8.0	22.0	8,0
Total Split (s)	16.0	29.0	0.0	10.0	23.0	0.0	12.0	69.0	10.0	12.0	69.0	16.0
Total Split (%)	13.3%	24.2%	0.0%	8.3%	19.2%	0.0%	10.0%	57.5%	8.3%	10.0%	57.5%	13.3%
Maximum Green (s)	13.0	23.0		7.0	17.0		9.0	63.0	7.0	9.0	63.0	13.0
Yellow Time (s)	3.0	4.0		3.0	4.0		3.0	4.0	3.0	3.0	4.0	3.0
All-Red Time (s)	0.0	2.0		0.0	2.0	weresten hare	0.0	2.0	0.0	0.0	2.0	0.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	3.0	6.0	4.0	3.0	6.0	4.0	3.0	6.0	3.0	3.0	6.0	3.0
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0	andersoner en en	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None		None	None		None	C-Max	None	None	C-Max	None
Walk Time (s)		5.0			5.0			5.0			5.0	
Flash Dont Walk (s)		11.0			11.0			11.0		algladatura et à en como	11.0	
Pedestrian Calls (#/hr)	00.0	0		447	0			70.2	04.7	00.0	04.4	101.3
Act Effct Green (s)	20.9	12.0		14.7	7.0		88.4	79.3	91.7	92.6	84.4	101.3
Actuated g/C Ratio	0.17	0.10		0.12	0.06		0.74	0.66	0.76	0.77	0.70	0.84
v/c Ratio	0.32	0.24		0.11	0.37		0.06	0.39	0.02	0.19	0.50	0.12
Control Delay	43.8	23.3	er e	39.2	30.3		4.7	11.9	2.1	5.3	12.1	0.7 0.0
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	43.8	23.3		39.2	30.3		4.7	11.9	2.1	5.3	12.1	0.7
LOS	D	С		D	С		А	В	А	А	В	A

	À	->	* *	,, 4			1		1		
Lane Group	EBL	EBT	EBR WE	BL WBT	WBR	NBL	NBT :	NBR	SBL	SBT	SBR
Approach Delay		35.7		33.0)		11.0			9.2	
Approach LOS		D		(;		В			Α	
Queue Length 50th (ft)	49	8		14 8	}	5	163	0	19	231	0
Queue Length 95th (ft)	88	44	3	34 47	,	16	285	9	51	440	15
Internal Link Dist (ft)		693		754			1413			1410	
Turn Bay Length (ft)	150		18	50		150		150	150		150
Base Capacity (vph)	258	346	19	96 26	5	586	1232	1224	671	1311	1384
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	0.29	0.14	0,	11 0.16	}	0.05	0.39	0.02	0.19	0.50	0.12

Intersection Summary

Area Type:

Cycle Length: 120

Actuated Cycle Length: 120

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

Other

Natural Cycle: 70

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.50

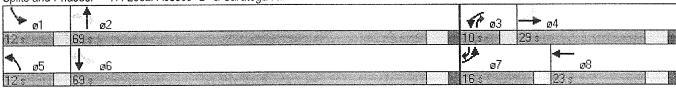
Intersection Signal Delay: 12.7

Intersection Capacity Utilization 59.8%

Intersection LOS: B
ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 17: Local Access "B" & Saratoga Rd



	*			*	4	*		1	/	1	-	4
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ħ	\$		ሻ	1		ሻ	*	7	ሻ	1	7
Volume (vph)	145	10	85	80	10	120	90	490	80	120	620	160
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		0	150		0	150		150	150		150
Storage Lanes	1		0	1		0	1		1	1		1
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.866			0.862				0.850			0.850
Fit Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1613	- 0	1770	1606	0	1770	1863	1583	1770	1863	1583
FIt Permitted	0.367			0.692			0.301			0.383		
Satd. Flow (perm)	684	1613	0	1289	1606	0	561	1863	1583	713	1863	1583
Right Turn on Red	. 55 000 000 000 000		Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		89			126				84			168
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		773			834			1493			1490	
Travel Time (s)		17.6			19.0			33.9			33.9	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	153	11	89	84	11	126	95	516	84	126	653	168
Shared Lane Traffic (%)					- 770							
Lane Group Flow (vph)	153	100	0	84	137	0	95	516	84	126	653	168
Turn Type	pm+pt			pm+pt			pm+pt		pm+ov	pm+pt		pm+ov
Protected Phases	7	4		3	8		5	2	3	1	6	7
Permitted Phases	4			8			2		2	6		6
Detector Phase	7	4		. 3	. 8		5	2	3	1	6	7
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0	-00 cc: -4 o 000-00000000000	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	8.0	22.0		8.0	22.0		8.0	22.0	8.0	8.0	22.0	8.0
Total Split (s)	19.0	29.0	0.0	12.0	22.0	0.0	12.0	67.0	12.0	12.0	67.0	19.0
Total Split (%)	15.8%	24.2%	0.0%	10.0%	18.3%	0.0%	10.0%	55.8%	10.0%	10.0%	55.8%	15.8%
Maximum Green (s)	16.0	23.0		9.0	16.0	erander Spriffeliker State	9.0	61.0	9.0	9.0	61.0	16.0
Yellow Time (s)	3.0	4.0		3.0	4.0		3.0	4.0	3.0	3.0	4.0	3.0
All-Red Time (s)	0.0	2.0	nderko-Raugatho no ini	0.0	2.0	41.045.00 <u>0</u> 82 2 00	0.0	2.0	0.0	0.0	2.0	0.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0,0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	3.0	6.0	4.0	3.0	6.0	4.0	3.0	6.0	3.0	3.0	6.0	3.0
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3,0 None
Recall Mode	None	None		None	None		None	C-Max	None	None	C-Max 5.0	None
Walk Time (s)		5.0			5.0			5.0			2/1/03/04/04/04/04/04/04/04/04/04/04/04/04/04/	
Flash Dont Walk (s)		11.0			11.0			11.0			11.0	
Pedestrian Calls (#/hr)		0			0		00.7	70.0	00.7	04.0	72.0	92.7
Act Effct Green (s)	27.5	13.1		19.3	7.8		82.7	72.2	86.7	84.2	72.9	
Actuated g/C Ratio	0.23	0.11		0.16	0.06		0.69	0.60	0.72	0.70	0.61	0.77
v/c Ratio	0.54	0.39		0.35	0.61		0.21	0.46	0.07	0.22	0.58	0.13
Control Delay	45.3	16.4		40.1	23.4		7.0	16.2	1.7	5.6	12.7	0.2
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0 0.2
Total Delay	45.3	16.4		40.1	23.4		7.0	16.2	1.7	5.6	12.7 B	
LOS	D	В		D	С		A	В	А	А	D	A

	À	name de la constante de la con	T	4	4		*	†	1		1	4
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		33.9			29.8			13.2			9.5	
Approach LOS		С			С			В			A	
Queue Length 50th (ft)	101	8		53	8		19	204	0	14	130	0
Queue Length 95th (ft)	151	57		90	69		44	357	18	m44	393	m0
Internal Link Dist (ft)		693			754			1413			1410	
Turn Bay Length (ft)	150			150			150		150	150		150
Base Capacity (vph)	302	381		249	323		486	1121	1173	589	1132	1287
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	0,51	0.26		0.34	0.42		0.20	0.46	0.07	0.21	0.58	0.13

Intersection Summary

Area Type:

Other

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 104 (87%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 70

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.61

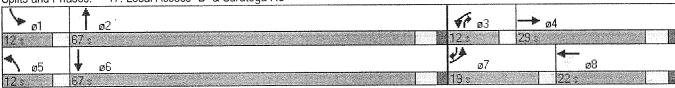
Intersection Signal Delay: 15.7
Intersection Capacity Utilization 70.3%

Intersection LOS: B
ICU Level of Service C

Analysis Period (min) 15

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

Splits and Phases: 17: Local Access "B" & Saratoga Rd



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Movement	EBL	EBT -	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL -	SBT :	SBR
Lane Configurations		43			4>		×	4	7	ሻ	↑	7
Volume (veh/h)	30	- 5	10	15	5	15	4	470	5	5	280	20
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	32	5	11	16	5	16	4	495	5	5	295	21
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)		a kalaking manakan manakan man								· 1 1000 A 676 (A 6		
Upstream signal (ft)												
pX, platoon unblocked		Control Edition (Control		s and a series s			Sastando Sangaila (1777)					
vC, conflicting volume	827	814	295	822	829	495	316			500		
vC1, stage 1 conf vol		Adollei Arisblanda (libria										
vC2, stage 2 conf vol												
vCu, unblocked vol	827	814	295	822	829	495	316			500		
tC, single (s)	7.1	6.5	6,2	7.1	6.5	6.2	4.1			4,1		
tC, 2 stage (s)				erendara (V						0.0		
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	89	98	99	94	98	97	100			100		
cM capacity (veh/h)	277	310	745	283	303	575	1244			1064		
Direction, Lane#	EB'1	WB 1	NB 1	NB 2		SB 1	SB 2	SB-3				
Volume Total	47	37	4	495	5	5	295	21				
Volume Left	32	16	4	0	0	5	0	0				
Volume Right	11	16	0	- 0	5	0	0	21				
cSH	327	366	1244	1700	1700	1064	1700	1700		1.31 (21.25) (31.25)		
Volume to Capacity	0.15	0.10	0.00	0.29	0.00	0.00	0.17	0.01				
Queue Length 95th (ft)	13	8	0	0	0	0	0	0				
Control Delay (s)	17.9	15.9	7.9	0.0	0.0	8,4	0.0	0.0		490		
Lane LOS	C	C	A			A						
Approach Delay (s)	17.9	15.9	0.1			0.1						
Approach LOS	С	С										
Intersection Summary					2.2	14,7 (17)	2.75				1.4.2	
Average Delay			1.7	asidada da karantaran	2 14 1 14 1 14 1 14 1 14 1 14 1 14 1 14							
Intersection Capacity Utiliza	ition		35.4%	10	CU Level	of Service			Α			
Analysis Period (min)			15									

	A		*	4	- 		4	1	/	1	‡	1
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR-	SBL	SBT	SBR
Lane Configurations		4>			44		ħ	†	7	ħ	个	Ĭ
Volume (veh/h)	30	5	5	10	5	10	10	620	15	15	720	50
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%		205	0%	0.05
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	32	5	5	11	5		11	653	16	16	758	53
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)								None			None	
Median type								HONG			- CiliO	
Median storage veh) Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	1476	1479	758	1471	1516	653	811			668		
vC1, stage 1 conf vol		a dia dipina di Peranga			DW BELGERA				SEPT. COLOR SOUTH STATE OF THE SEPTEMBER SOUT			
vC2, stage 2 conf vol												
vCu, unblocked vol	1476	1479	758	1471	1516	653	811			668		
tC, single (s)	7.1	6.5	6,2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)									manus da 72 auto a conserva se terra e			1 - Controlled Materia
tF(s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2		and the second	2.2		
p0 queue free %	67	96	99	89	95	98	99			98		c. 10 00 00 00 00 00 00 00 00 00 00 00 00
cM capacity (veh/h)	96	122	407	98	116	468	815			921		
Direction, Lane#	? EB 1	WB 1	* NB 1 .	NB 2	NB 3	SB 1	SB 2	SB 3		100	\$1.00 M	
Volume Total	42	26	11	653	16	16	758	53				
Volume Left	32	11	11	0	0	16	0	0				
Volume Right	5	11	0	0	16	0	0	53				
cSH	110	150	815	1700	1700	921	1700	1700				
Volume to Capacity	0.38	0.18	0.01	0.38	0.01	0.02	0.45	0.03				
Queue Length 95th (ft)	39	15	1	0	0	1	0	0	FERRIT I			
Control Delay (s)	57,1	34.0	9,5	0.0	0.0	9.0	0.0	0.0				
Lane LOS	F 574	D	A			A 0,2						
Approach Delay (s) Approach LOS	57.1 F	34.0 D	0.1			υ,∠						
Intersection Summary							10.00					4565
Average Delay			2.2									
Intersection Capacity Utiliza	ation		48.5%	10	CU Level	of Service	9		А			
Analysis Period (min)	est en en 11 a 1 a 1 a 1 a 1		15									and the second

Control Contro	۶		-	4	4	4	4	†	/Alex	1/100		4
•	FDI	EDT	. EDD	₩ NA/DI	WOT	.WBR -	, NBL	NBT	NBR	SBL	SBT	SBR
Movement	EBL	EBT	EBR	WBL	WBT -	* AADL	NDL	ND1	7der	JDE N	<u> </u>	TIPLE TO THE
Lane Configurations	20	4 >	10	15	♣} > 5	40	1 5	420	5	15	280	10
Volume (veh/h)	20	5 Ctop	10	15	Stop	40	J	Free	J	1.0	Free	garage an I.O
Sign Control		Stop 0%			0%			0%			0%	
Grade Dealt Hour Footer	0.05	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Peak Hour Factor	0.95 21	0.95 5	11	16	5.35	42	5	442	5	16	295	11
Hourly flow rate (vph) Pedestrians	Z I	J	Section 1	1,0	. · · · · · · · · · · · · · · · · · · ·	74	v	774	J	ing and Y ati		
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	824	784	295	792	789	442	305			447		
vC1, stage 1 conf vol							ACTION AND A STATE OF THE STATE					
vC2, stage 2 conf vol												
vCu, unblocked vol	824	784	295	792	789	442	30 5			447		
tC, single (s)	7.1	6.5	6,2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)											nusavá svá á Pellá senssárka	
tF(s)	3.5	4.0	3.3	3,5	4.0	3.3	2.2			2.2		
p0 queue free %	92	98	99	95	98	93	100			99		
cM capacity (veh/h)	265	319	745	295	317	615	1256			1113		
Direction, Lane #	EB 1	WB/1	NB 1	NB 2	: NB 3	SB 1	SB 2	SB 3			-	
Volume Total	37	63	- 5	442	5	16	295	11				
Volume Left	21	16	5	0	0	16	0	0				**************************************
Volume Right	11	42	- 0	0	5	0	0	11			100	
cSH	335	456	1256	1700	1700	1113	1700	1700				
Volume to Capacity	0.11	0.14	0.00	0.26	0.00	0.01	0.17	0.01				
Queue Length 95th (ft)	9	12	0	0	0	1	0	0				
Control Delay (s)	17.1	14.2	7.9	0.0	0.0	8.3	0,0	0.0				
Lane LOS	C	В	A			A						
Approach Delay (s)	17.1	14.2	0.1			0.4						
Approach LOS	С	В										
Intersection Summary					1	3, 4	y 294 ³				*	į.
Average Delay			1.9			y a w Sangso a upike shist-					52/00/52/00/69	
Intersection Capacity Utilizat	tion		32.8%	1	CU Level	of Service			Α			
Analysis Period (min)		namo pakula, mewalari m	15								gragoski a delektriska	sonation Augustonica

vveerday i wir car	Þ		**	*	- Carriero			*	1	-		1
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4>			4}>		٣	<u> 1</u>	7	15	670	7
Volume (veh/h)	15	5	5	10	5	25	10	605	15	45	670	20
Sign Control		Stop			Stop			Free			Free 0%	
Grade		0%			0%			0%	0.05	0.05	0.95	0.95
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	705	21
Hourly flow rate (vph)	16	5	5	11	5	26	11	637	16	47	700	Z1
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)											2 × 11 50 × 10 Ameging 1 - 1 × 11 E 10 TO 10 B 10 E 10 E	and a substant of the form
Percent Blockage												
Right turn flare (veh)								Niama			None	
Median type								None			INONG	
Median storage veh)			era kilanda Nagalista S. S.									
Upstream signal (ft)												
pX, platoon unblocked	on according to the Bernita			4400	. 4470	637	726			653		
vC, conflicting volume	1487	1474	705	1466	1479	031	120			OOO		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol	4407	4 4 7 4	705	1466	1479	637	726			653		
vCu, unblocked vol	1487 	1474	705 6.2	1466	6.5	6.2	4.1			4.1		
tC, single (s)	7.1	6.5	0.2	7.1	0,0	U.Z	7.1					
tC, 2 stage (s)	2.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
tF(s)	3.5	4.0 96	ა.ა 99	- 3.5 89	96	94	99			95		
p0 queue free %	82 89	90 119	436	96	118	477	877			934		and the second
cM capacity (veh/h)	89	113	199484441944400000000						124			
Direction, Lane#	.: EB 1	WB.1	. NB 1	NB 2	NB 3	SB 1 - 47	SB.2 705	SB 3 21		4.7		1.0
Volume Total	26	42	11	637	16 0	47	103	0				
Volume Left	16	11	11	0	16	47 0	0	21				10000
Volume Right	5	26	0 877	1700	1700	934	1700	1700				
cSH	113	202	0.01	0.37	0.01	0.05	0.41	0.01				
Volume to Capacity	0.23	0.21 19	1	0.31	0.01	4	0.71	0.01				
Queue Length 95th (ft)	21	27.5	9.2	0.0	0.0	9.1	0.0	0.0				400000000000000000000000000000000000000
Control Delay (s)	46.4	27.3 D	9.2 A	0.0	0.0	Α	V. V					
Lane LOS	E 46.4	27.5	0.1			0.6						
Approach Delay (s)		27.3 D	0.1						Significant and a second			
Approach LOS	E	U	anna da an innepoli a Sondiffica (d. Sistemi	mara vi nom a hi interior.	inite renderator attention (1988)	som sverskedelske						
Intersection Summary	* 1		4.0				7.7				*	
Average Delay	sana, Nasala da Ariado		1.9	9.35	CULAG	of Consider	30		Δ	Maria are		
Intersection Capacity Utiliz	ation		47.4%		CU Level	OI SELVIC	ب ر		anna i sa			
Analysis Period (min)			15			and a day		ang aryunang d				

	, A	` \	*	†	+	4		
Movement	EBL	EBR	NBL	NBT	SBT	SBR		
Lane Configurations	\\\\	7	K	A	†	<u> </u>		
Volume (veh/h)	100	25	20	330	230	75		
Sign Control	Stop			Free 0%	Free 0%			
Grade Peak Hour Factor	0% 0.95	0.95	0.95	0.95	0.95	0.95		
Hourly flow rate (vph)	105	26	21	347	242	79		
Pedestrians	100		1 : - 1 - 1	. Y ay, w				
Lane Width (ft)								
Walking Speed (ft/s)								
Percent Blockage								
Right turn flare (veh)								
Median type				None	None			
Median storage veh)								
Upstream signal (ft)								
pX, platoon unblocked vC, conflicting volume	632	242	321					
vC1, stage 1 conf vol	JUL	-1-						
vC2, stage 2 conf vol								
vCu, unblocked vol	632	242	321					
tC, single (s)	6.4	6.2	4.1					
tC, 2 stage (s)		necktokunnelatiktisis ov.	15 1 1 1 A					
tF (s)	3.5	3.3	2.2					
p0 queue free %	76	97 797	98 1239					
cM capacity (veh/h)	437							
Direction, Lane #	EB'1	EB 2	NB.1		SB 1	SB 2		
Volume Total	105	26	21	347	242	79		
Volume Left	105	0	21	0	0	0 79		
Volume Right	0 437	26 797	0 1239	0 1700	0 1700	79 1700		
cSH Volume to Capacity	437 0,24	0.03	0.02	0.20	0.14	0.05		
Queue Length 95th (ft)	23	3	1	0.20	0.,,	0		30 - 10 - 10 - 10 - 10 - 10 - 10 - 10 -
Control Delay (s)	15.8	9,7	8.0	0.0	0.0	0.0		
Lane LOS	Č	Α	Α					
Approach Delay (s)	14.6		0.5		0.0			
Approach LOS	В							
Intersection Summary					1.44		i.	green entre (Chille)
Average Delay			2.5	100000000000000000000000000000000000000				
Intersection Capacity Utiliz	zation		29.6%](JU Level	of Service		A
Analysis Period (min)		tores a facilitati con Alija	15	ayan arang sadikidi sa	riche voolge 1986			

China Continue and the second	<u>ه</u> رد	\	*	Ť	Ļ	4
Movement	EBL	EBR	NBL "	NBT	SBT	SBR
Lane Configurations	ሻ	7	ሻ	*	ተ	
Volume (veh/h)	150	40	55	480	515	170
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	158	42	58	505	542	179
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage	e e e e e e e e e e e e e e e e e e e					
Right turn flare (veh)						
Median type				rwltl .	None	
Median storage veh)				2		
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1163	542	721			
vC1, stage 1 conf vol	542					
vC2, stage 2 conf vol	621					
vCu, unblocked vol	1163	542	721			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)	5.4	Annual Marketing and Marketing Commen				
tF (s)	3.5	3.3	2.2			
p0 queue free %	62	92	93			
cM capacity (veh/h)	414	540	881			
Direction, Lane #	EB'1	EB 2	NB 1	NB 2	SB 1	SB 2
Volume Total	158	42	58	505	542	179
Volume Left	158	0	58	0	0	
Volume Right	0	42	0	0	0	179
cSH	414	540	881	1700	1700	1700
Volume to Capacity	0.38	0.08	0.07	0.30	0.32	0.11
Queue Length 95th (ft)	44	6	5	0	0	
Control Delay (s)	19.0	12.2	9.4	0.0	0.0	0.0
Lane LOS	C	В	Α			
Approach Delay (s)	17.6		1.0		0.0	
Approach LOS	С					
Intersection Summary						
Average Delay			2.7			
Intersection Capacity Utilizati	on		48.7%	10	CU Level	of Service A
Analysis Period (min)			15			

	À	***********	7	4	a Communication	A.	4	Ť	<i>></i>	\	+	4
Movement	EBL	EBT	EBR	WBL	WBT · ·	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ሻ	70		ħ	Þ		ħ	4	7	٦	^	7
Volume (veh/h)	95	10	45	10	10	100	15	15 5	5	45	165	45
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	100	11	47	11	11	105	16	163	5	47	174	47
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)										o vedno odrebo o cristos		
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)						againg a glide on gaine a program to the contract of the contr				udeum kondenden Westensen ke		
Upstream signal (ft)						lagren						
pX, platoon unblocked					and the second second second	on the second state of the				en de de la companio		
vC, conflicting volume	574	468	174	516	511	163	221			168		
vC1, stage 1 conf vol						inan-makasi dinteti (not s				2007000000000000000		
vC2, stage 2 conf vol												
vCu, unblocked vol	574	468	174	516	511	163	221			168		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)						e Social States of Marian (1981)						
tF(s)	3,5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	72	98	95	98	98	88	99			97		
cM capacity (veh/h)	359	470	870	422	445	882	1348			1409		
Direction, Lane #	. EB 1	EB 2	: WB1_	WB 2	NB 1	NB.2 .	NB3		SB 2	SB 3		1 2.
Volume Total	100	58	11	116	16	163	5	47	174	47		
Volume Left	100	0	11	0	16	0	0	47	0	0		
Volume Right	0	47	0	105	0	0	5	0	0	47		
cSH	35 9	753	422	809	1348	1700	1700	1409	1700	1700		
Volume to Capacity	0.28	0.08	0.02	0.14	0.01	0.10	0.00	0.03	0.10	0.03		
Queue Length 95th (ft)	28	6	2	12	1	0	0	3	0	0		
Control Delay (s)	18.9	10.2	13.8	10.2	7.7	0.0	0.0	7.6	0.0	0.0		
Lane LOS	C	В	В	В	A			Α				
Approach Delay (s)	15.7		10.5		0.7			1,3				
Approach LOS	С		В									and the same in the same and the
Intersection Summary					1	100		ı	* 1	15 . 32.		
Average Delay			5.8		_ 111107550000000							
Intersection Capacity Utilization	ation		33.9%	10	CU Level	ot Service	9		Α			
Analysis Period (min)			15			meanistations Novel						

Synchro 7 - Report

CONTINUES NO SE CONTINUES DE L'ARCHE SE TOTAL DE L'ARCHE SE L'ARCH	۶		>	*	4	A		Î	<i>></i>	1	*	4
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	* SBR
Lane Configurations	¥	Þ		M	14		ሻ	A	7	ħ	Ą	7
Volume (veh/h)	105	10	40	10	10	110	50	320	5	145	270	140
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0 .95	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	111	- 11	42	11	11	116	53	337	5	153	284	147
Pedestrians			SAMA MARKANIA A LA LA CALLA									
Lane Width (ft)												
Walking Speed (ft/s)							versene ferragen en mes m					
Percent Blockage												
Right turn flare (veh)								.1345			**************************************	
Median type								None			TWLTL	
Median storage veh)											2	
Upstream signal (ft)												
pX, platoon unblocked					:::44 4 60	007	400			240		
vC, conflicting volume	1153	1037	284	1079	1179	337	432			342		
vC1, stage 1 conf vol	589	589		442	442							
vC2, stage 2 conf vol	563	447	004	637	737	227	432			342	6.00	
vCu, unblocked vol	1153	1037	284	1079	1179 6.5	337 6.2	432 4.1			4.1		
tC, single (s)	7.1	6.5	6.2	7.1 6.1	6,5 5.5	0,2	4,1			4.1		
tC, 2 stage (s)	6.1 3.5	5.5 4.0	3.3	3.5	4.0	3.3	2.2			2.2		
tF (s)	ა.ა 52	4.0 97	ა.ა 94	96	4.0 96	3.3 84	2.Z 95			2.Z 87		
p0 queue free %	229	330	755	298	295	705	1128			1217		
cM capacity (veh/h)	- 1717 1/10/2017 10/20/20		222:00:00:00:00:00:00:00:00:00:00:00:00:			1791,403,403,400,000,000		OD 4	OD O			
Direction, Lane #	EB 1:	EB.2	WB 1	WB 2	NB 1.	NB 2	NB 3 T	SB 1	SB 2 284	SB 3 147		
Volume Total	111	53	11	126	53 53	337	5	153		147		
Volume Left	111	0	11	0	53	0	0 5	153 0	0	147		
Volume Right	0	42	0 2 9 8	116	0 1128	1700	1700	1217	1700	1700		
cSH	229	600 0.09	298 0.04	632 0.20	0.05	0.20	0,00	0.13	0.17	0.09		
Volume to Capacity	0.48	DESCRIPTION OF THE PROPERTY OF	0.04	0.20 19	0.00 4	0.20	0.00	11	0.17	0.05		
Queue Length 95th (ft)	60 34.7	7 11.6	د 17.5	12.1	8.3	0.0	0.0	8.4	0.0	0.0		
Control Delay (s)		11.0 R	17.3 C	1∠.1 R	0.5 A	0.0	0.0	Α	0.0	0.0		
Lane LOS	D 27.2	D	12.5	D	1,1			2.2				
Approach Delay (s) Approach LOS	21.Z D		12.3 B		161			۷.۷				
	U						•					
Intersection Summary						The second	<u> </u>			, 1	er's r	
Average Delay	ration		6.2 47.4%	in the	امریم اللا	of Service	2		Δ	-76		
Intersection Capacity Utiliz Analysis Period (min)	.atiUII		47.4%	rest il redifii N	OU LEVE!	OF ORLAICE	- Remarks of the Control					
Analysis reliud (IIIIII)			IJ									

	A	لر	*	Ą	×	t
Movement	SBL	SBR	NEL :	NET	SWT	SWR
Lane Configurations	Ŋ	7	ሽ	1	*	7
Sign Control	Stop			Stop	Stop	
Volume (vph)	150	70	65	50	40	110
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	158	74	68	53	42	116
Direction, Lane#	SB 1	SB 2	. NE 1	NE 2	SW1	SW 2
Volume Total (vph)	158	74	68	53	42	116
Volume Left (vph)	158	0	68	0	0	0
Volume Right (vph)	0	74	0	0	0	116
Hadj (s)	0.53	-0.67	0.53	0.03	0.03	-0.67
Departure Headway (s)	5.7	4.5	5.8	5.3	5.3	4.6
Degree Utilization, x	0.25	0.09	0.11	0.08	0.06	0.15
Capacity (veh/h)	606	756	586	643	643	743
Control Delay (s)	9.4	6.8	8.4	7.6	7.5	7.2
Approach Delay (s)	8.6		8.0		7.3	
Approach LOS	Α		А		Α	
Intersection Summary						1.1
Delay			8.0			
HCM Level of Service			Α			
Intersection Capacity Utiliza	ation		25.2%	IC	U Level	of Service
Analysis Period (min)			15			

	M	J	<i>•</i>	A		V	
Movement	SBL	SBR	NEL	NET	SWT	SWR	
Lane Configurations	M	7	ħ	^	个	ř	
Sign Control	Stop			Stop	Stop		
Volume (vph)	200	120	130	65	60	245	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	
Hourly flow rate (vph)	211	126	137	68	63	258	
Direction, Lane #	SB 1	SB 2	NE 1	NE 2	SW1	SW 2	in the second se
Volume Total (vph)	211	126	137	68	63	258	
Volume Left (vph)	211	0	137	0	0	0	
Volume Right (vph)	0	126	0	0	0	258	
Hadj (s)	0.53	-0.67	0.53	0.03	0.03	-0.67	
Departure Headway (s)	6.4	5.2	6.4	5.9	5.8	5.1	and the second s
Degree Utilization, x	0.37	0.18	0.24	0.11	0.10	0.37	
Capacity (veh/h)	541	655	532	5 76	586	674	
Control Delay (s)	11.9	8.1	10.3	8.5	8.3	9.8	
Approach Delay (s)	10.5		9.7		9.5		
Approach LOS	В		Α	Arran a dale	A		
Intersection Summary		· K					
Delay			9.9				
HCM Level of Service			Α				
Intersection Capacity Utilization	1		31.6%	10	U Level	of Service	A
Analysis Period (min)			15				

Synchro 7 - Report

Capacity Analysis Worksheets
Projected 2040 Traffic Conditions
With I-80 Interchange Scenario

Minimum Split (s) 8.0 22.0 8.0 20.0 8.0 20.0 8.0 20.0 8.0 20.0 8.0 20.0 8.0 20.0 8.0 20.0 8.0 20.0 8.0 20.0 8.0 20.0 8.0 20.0 8.0 20.0		<u> </u>		*	4	-	L	*	Î	<i>*</i>	1	-	1
Lane Configurations	Lane Group	FBI :	FBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR :	SBL	SBT	SBR
Volume (vph) 160 10 90 40 10 130 95 355 60 175 235 195 Ideal Flow (vphpl) 1900 1900 1900 1900 1900 1900 1900 190		PARTICIONES POR LA PROPERTIDADA DE COMPANSA DE COMPANS	STREET COMPANY OF THE PROPERTY	A STATE OF THE PARTY OF THE PAR	Charles and the second	*	77	ኻኻ	44	7	ሻሻ	ተተ	7
Storage Length (ft) 150 1900													195
Storage Length (ft)											1900	1900	1900
Storage Lanes 2 1 1 2 2 2 2 1 2 2 1 2 1 2 1 1 2 1	The state of the s		1000			1000							150
Taper Length (ft)													1
Lane Util. Factor 0.97 1.00 1.00 0.97 1.00 0.88 0.97 0.95 1.00 0.97 0.95 1.00 Frt										25			25
Prit			1 00			1.00			0.95			0.95	1.00
Fit Protected 0.950 0.950 0.950 0.950 0.950 0.950 0.950 Satd. Flow (prot) 3433 1863 1583 3433 1863 2787 3433 3539 1583 3433 3539 1583 0.950 0.95		0.31	1.00			1.00							0.850
Satd. Flow (prot) 3433 1863 1583 3433 1863 2787 3433 3539 1583 3539 1583 3433 3539 1583 3433 3539 1583 3539 1583 3433 3539 1583 3539 1583 3433 3539 1583 3539 1583 3433 3539 1583 3539 1583 3539 1583 3539 1583 3433 3539 1583 3433 3539 1583 3433 3539 1583 3433 3539 1583 3433 3539 1583 3433 3539 1583 3433 3539 1583 3433 3539 1583 3433 3539 1583 3433 3539 1583 3433 3539 1583 3433 3539 1583 3433 3539 1583 3433 3539 1583 3433 3539 1583 3433 3539 1583 3433 3539 1583 3433 3539 1		n 050		0.000	0.950			0.950			0.950		
Fit Permitted 0.950 0.950 0.950 0.950 0.950 0.950 State. Flow (perm) 3433 1863 1583 3433 1863 2787 3433 3539 1583 3433 3539 1583 3433 3539 1583 3433 3539 1583 Right Turn on Red Yes No Yes State. Flow (RTOR) 95	2 CONTRACTOR OF THE PROPERTY O		1863	1583		1863	2787		3539	1583	3433	3539	1583
Satd. Flow (perm) 3433 1863 1583 3433 1863 2787 3433 3539 1583 3433 3539 1583 3433 3539 1583 3433 3539 1583 3433 3539 1583 3433 3539 1583 3433 3539 1583 3433 3539 1583 3433 3539 1583 3433 3539 1583 3433 3539 1583 3433 3539 1583 3433 3539 1583 242 205 63 205 205 205 205 205 205 205 205 205 205 205 205 205 205 205 205 0.95 </td <td></td> <td></td> <td>1000</td> <td>1000</td> <td></td> <td>1000</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td>			1000	1000		1000							
Right Turn on Red		and the same and the same	1863	1583		1863	2787		3539	1583		3539	1583
Satd. Flow (RTOR) 95 63 205 Link Speed (mph) 30 30 30 30 Link Distance (ft) 1715 1890 1365 813 Travel Time (s) 39.0 43.0 31.0 18.5 Peak Hour Factor 0.95 <td></td> <td>. 0400</td> <td>1000</td> <td></td> <td></td> <td>1000</td> <td></td> <td></td> <td>: 11-12-17-18, p.9762688</td> <td>217-10-10-00-00-00-00-00-00-00-00-00-00-00-</td> <td></td> <td></td> <td>Yes</td>		. 0400	1000			1000			: 11-12-17-18, p.9762688	217-10-10-00-00-00-00-00-00-00-00-00-00-00-			Yes
Link Speed (mph) 30 30 30 30 30 30 Link Distance (ft) 1715 1890 1365 813 Travel Time (s) 39.0 43.0 31.0 18.5 Peak Hour Factor 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95													205
Link Distance (ft) 1715 1890 1365 813 Travel Time (s) 39.0 43.0 31.0 18.5 Peak Hour Factor 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95			3∩			30			30			30	
Travel Time (s) 39.0 43.0 31.0 18.5 Peak Hour Factor 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95												813	
Peak Hour Factor 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95												18.5	
Adj. Flow (vph) 168 11 95 42 11 137 100 374 63 184 247 205 Shared Lane Traffic (%) Lane Group Flow (vph) 168 11 95 42 11 137 100 374 63 184 247 205 Turn Type Prot pm+ov Prot pm		n 95		ი 95	n 95		0.95	0.95		0.95	0.95	0.95	0.95
Shared Lane Traffic (%) Lane Group Flow (vph) Turn Type Prot Prot Protected Phases Permitted Phases Detector Phase Minimum Initial (s) Minimum Split (s) Total Split (%) 20.8%					contract of the special statement					AND	Stational Philadelecture.		
Lane Group Flow (vph) 168 11 95 42 11 137 100 374 63 184 247 205 Turn Type Prot pm+ov Prot pm+o		100	11		74		10,						
Turn Type		168	11	95	42	11	137	100	374	63	184	247	205
Protected Phases 7 4 5 3 8 1 5 2 3 1 6 7 Permitted Phases 4 8 2 6 Detector Phase 7 4 5 3 8 1 5 2 3 1 6 7 Switch Phase Minimum Initial (s) 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0										n analysis in decrease the detailers	announders senten the Library Studies of		pm+ov
Permitted Phases Detector Phase 7 4 5 3 8 1 5 2 3 1 6 7 Switch Phase Minimum Initial (s) 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0		DOUBLES OF STANSFORM STANSFORM	Δ			8	1		2	 ANDLINES NAMED MAINTANNE 	and the control of th	6	7
Detector Phase 7 4 5 3 8 1 5 2 3 1 6 7 Switch Phase Switch Phase Minimum Initial (s) 4.0 <td< td=""><td></td><td></td><td></td><td></td><td></td><td>-</td><td>8</td><td>at er at leift og s utleistigsgrafisklig</td><td></td><td>2</td><td></td><td></td><td>6</td></td<>						-	8	at er at leift og s utleistigsgrafisklig		2			6
Switch Phase Minimum Initial (s) 4.0		7	4		3	8	1	5	2	3	1	6	7
Minimum Initial (s) 4.0<		legile e			-								
Minimum Split (s) 8.0 22.0 8.0 8.0 22.0 25.0 25.0 25.0 25.0 25.0 25.0 25.0 <th< td=""><td>1</td><td>4.0</td><td>4.0</td><td>4.0</td><td>4.0</td><td>4.0</td><td>4.0</td><td>4.0</td><td>4.0</td><td>4.0</td><td>4.0</td><td>4.0</td><td>4.0</td></th<>	1	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Total Split (s) 25.0 37.0 19.0 12.0 24.0 19.0 19.0 52.0 12.0 19.0 52.0 25.0 Total Split (%) 20.8% 30.8% 15.8% 10.0% 20.0% 15.8% 15.8% 43.3% 10.0% 15.8% 43.3% 20.8%	The second secon							8.0	22.0	8.0	8.0	22.0	8.0
Total Split (%) 20.8% 30.8% 15.8% 10.0% 20.0% 15.8% 43.3% 10.0% 15.8% 43.3% 20.8%		を 1000 でんどうけん だっかりかり ファン								12.0	19.0	52.0	25.0
Total Opin (70)									43.3%	10.0%	15.8%	43.3%	20.8%
	Maximum Green (s)	21.0	31.0	15.0	8.0	18.0	15.0	15.0	46.0	8.0	15.0	46.0	21.0
Yellow Time (s) 3.0 4.0 3.0 3.0 4.0 3.0 3.0 4.0 3.0 3.0	and the second s					and the second s		3.0	4.0	3.0	3.0	4.0	3,0
All-Red Time (s) 1.0 2.0 1.0 1.0 2.0 1.0 1.0 2.0 1.0 1.0 2.0 1.0		Department of the Control of the Con						1.0	2.0	1.0			1.0
Lost Time Adjust (s) 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.						0.0	0.0	0.0	0.0	0.0	0.0	0,0	0,0
Total Lost Time (s) 4.0 6.0 4.0 6.0 4.0 6.0 4.0 6.0 4.0 6.0 4.0		Nethalescalable accessors on				6.0	4.0	4.0	6.0	4.0	4.0	6.0	4.0
		annual communication of the color			The second second second second	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Ontimize? Yes							Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s) 3.0 3.0 3.0 3.0 3.0 3.0 3.0 3.0 3.0 3.0						3.0	3.0	3.0	3.0	3.0	3,0	3.0	3.0
Recall Mode None None None None None None C-Max None None C-Max None	1 1111111111111111111111111111111111111				None	None	None	None	C-Max	None	None		None
Walk Time (s) 5.0 5.0 5.0						5.0			5.0				
Flash Dont Walk (s) 11.0 11.0 11.0						11.0			11.0			11.0	
Pedestrian Calls (#/hr) 0 0 0						0			0				General Collins
Act Effet Green (s) 11.2 7.7 15.3 9.4 6.3 14.5 8.9 80.3 95.8 11.7 83.2 100.4		11.2			9.4	6.3	14.5	8.9	80.3	95.8	11.7		100.4
Actuated g/C Ratio 0.09 0.06 0.13 0.08 0.05 0.12 0.07 0.67 0.80 0.10 0.69 0.84				and the second second		0.05	0.12	0.07	0.67	0.80	0.10	0.69	0.84
v/c Ratio 0.53 0.09 0.33 0.16 0.11 0.41 0.39 0.16 0.05 0.55 0.10 0.15						0.11	0.41	0.39	0.16	0.05	0.55	0.10	0.15
Control Delay 57.5 52.4 11.1 52.5 56.2 50.7 54.6 6.5 1.5 57.5 7.5 0.8									6.5	1,5	57.5		0.8
Oueue Delay 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.	•					12 1 11 11 11 11 11 11				0.0	0.0		0.0
					and the second second second second			54.6	6.5	1.5	57.5	7.5	0.8
								D	Α	Α	Е	Α	A

Synchro 7 - Report

	<i>></i>		A	*	4	*	*	1	1		₩	4
Lane Group	EBL	EBT	EBR	WBL	- WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		41.2			51.4			14.9			19.8	
Approach LOS		D			D			В			В	
Queue Length 50th (ft)	64	8	0	15	8	57	37	38	1	71	27	0
Queue Length 95th (ft)	98	26	42	35	28	79	69	67	0	106	67	19
Internal Link Dist (ft)		1635			1810			1285			733	
Turn Bay Length (ft)	150		200	150		200	150		150	250		150
Base Capacity (vph)	601	481	360	284	279	411	429	2369	1282	429	2453	1470
Starvation Cap Reductn	0	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	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.28	0.02	0.26	0.15	0.04	0.33	0.23	0.16	0.05	0.43	0.10	0.14

Intersection Summary.

Area Type:

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 37 (31%), Referenced to phase 2:NBT and 6:SBT, Start of Green

Other

Natural Cycle: 60

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.55

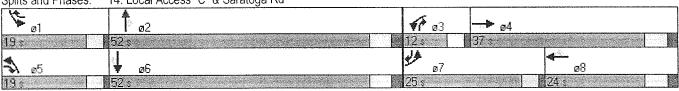
Intersection Signal Delay: 25.4

Intersection Capacity Utilization 39.4%

Intersection LOS: C ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 14: Local Access "C" & Saratoga Rd



Lane Configurations	vvconday i iii i cant	À		~	*	4	4		1	/	\	ļ	4
Lame Configurations	Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	7	All and and an annual and
Volume (yph)		A CALL CONTRACTOR OF THE PARTY	discount to the result of the department	71	ካካ	4	7/7	ኻኻ	44	7	44	个个	
									650	175	520	735	340
Storage Lanes (1)	` ' '						1900	1900	1900	1900	1900	1900	1900
Storage Langes	The second of th		1000			agga Aghasa Agembag sign gang ataun sagan kan saga		150		150	250		150
Taper Length (t)										1	2		1
Came Ukit Factor Continue C										25	25		25
First			1.00			1.00			0.95	1.00	0.97	0.95	1.00
Filt Protected		0.31	1.00		0.01	1.00							0.850
Satd. Flow (prot) 3433 1863 1583 3433 1863 1583 3433 1863 1583 3433 1863 1583 3433 1863 1583 3433 1863 1583 3433 1863 1583 3433 1863 1583 3433 1863 1583 3433 1863 1583 3433 1863 1583 3433 1863 1583 3433 1863 1583 3433 1863 1583 3433 1863 1583 3433 1863 1583 3433 3539 1583 3431 359 1584 1384 1384 1395 111 1584 1		0.050		0.000	በ 95በ		0.000	0.950			0.950		
Satic How (prim) Static Flow (perm) Static Flow (pe	The second secon		1063	1583		1863	2787		3539	1583		3539	1583
Satd. Flow (perm) Satd. Flow (1005	1000		1000	4,0,		7.3.5.5	**************************************	Single-involution control		
Satd. Flow (RTOR) Satd. Flow (1062	1502		1863	2787		3539	1583		3539	1583
Right Turn on Red (FTOR)		3433	1003		3433	1000			~~~				
Satistic Flow (Fri Ork) Satistic Sat							140						
Link Distance (ft) 1715 1880 1365 813 Travel Time (s) 39.0 43.0 31.0 18.5 Peak Hour Factor 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95			20	110		30			30			30	
Travel Time (s)	. I a compression of compression of the compression												
Peak Horr Factor 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95													
Adj. Flow (yph) 363 11 153 195 11 584 158 684 184 547 774 358 Adj. Flow (yph) 363 11 153 195 11 584 158 684 184 547 774 358 Adj. Flow (yph) 363 11 153 195 11 584 158 684 184 547 774 358 Adj. Flow (yph) 363 11 153 195 11 584 158 684 184 547 774 358 Adj. Flow (yph) 363 11 153 195 11 584 158 684 184 547 774 358 Adj. Flow (yph) 363 11 153 195 11 584 158 684 184 547 774 358 Adj. Flow (yph) 363 11 153 195 11 584 158 684 184 547 774 358 Adj. Flow (yph) 363 11 153 195 11 584 158 684 184 547 774 358 Adj. Flow (yph) 363 11 153 195 11 584 158 684 184 547 774 358 Adj. Flow (yph) 363 11 153 195 11 584 158 684 184 547 774 358 Adj. Flow (yph) 363 11 153 195 11 584 158 684 184 547 774 358 Adj. Flow (yph) 363 11 153 195 11 584 158 684 184 547 774 358 Adj. Flow (yph) 363 11 153 195 11 584 158 684 184 547 774 358 Adj. Flow (yph) 363 11 153 195 11 584 158 684 184 547 774 358 Adj. Flow (yph) 363 11 153 195 11 158 684 184 184 547 774 358 Adj. Flow (yph) 363 11 153 195 11 158 684 184 184 547 774 358 Adj. Flow (yph) 363 11 158 684 184 184 547 774 358 Adj. Flow (yph) 363 11 158 11 158 684 184 184 547 774 358 Adj. Flow (yph) 363 11 158 1		0.05		O OE	A NE		0.05	0.05		n 95	0.95		0.95
Adj. Flow (vph) Shared Lane Traffic (%) Lane Group Flow (vph) Turn Type Prot Protected Phases 7 4 5 3 8 1 1 5 2 3 1 5 2 3 1 6 7 Permitted Phases 7 4 5 3 8 1 5 2 3 3 1 6 7 Permitted Phases 7 8witch Phase Minimum Initial (s) 8,0 22,0 8,0 8,0 8,0 8,0 8,0 8,0 8,0 8,0 8,0 8	11 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1												
Lane Group Flow (vph) 363 11 153 195 11 584 158 684 184 547 7/4 358 Turn Type Prot pm+ov Prot pm+ov Prot pm+ov Prot pm+ov pm-ov pm+ov pm-ov pm+ov pm-ov pm+ov pm+ov pm-ov pm+ov pm-ov pm+ov pm-ov pm-ov pm-ov		363	11 matalifer steads s	153	190	11	J0 4	100	004	104	011) Mariana na ing	
Turn Type				450	405	44	EOA	150	684	19/	547	774	358
Protected Phases 7 4 5 3 8 1 5 2 3 1 6 7 Permitted Phases 7 4 5 3 8 1 5 2 3 1 6 7 Permitted Phases 7 4 5 3 8 1 5 2 3 1 6 7 Switch Phase 7 4 5 3 8 1 5 2 3 1 6 7 Switch Phase 8 1 5 2 3 1 6 7 Switch Phase 8 1 5 2 3 1 6 7 Switch Phase 8 1 5 2 3 1 6 7 Switch Phase 8 1 5 2 3 1 6 7 Switch Phase 8 1 5 2 3 1 6 7 Switch Phase 9 1 4 5 3 8 1 5 2 3 1 6 7 Switch Phase 9 1 4 5 8 8 1 5 2 3 1 6 7 Switch Phase 9 1 4 5 8 8 1 5 2 3 1 6 7 Switch Phase 9 1 4 5 8 8 1 5 2 3 1 6 7 Switch Phase 9 1 4 5 8 8 1 5 2 3 1 6 7 Switch Phase 9 1 4 5 8 8 1 5 5 2 3 1 1 6 7 Switch Phase 9 1 4 5 8 8 1 5 5 2 3 1 1 6 7 Switch Phase 9 1 4 5 8 8 1 5 5 2 3 1 1 6 7 Switch Phase 9 1 4 5 8 8 1 5 5 2 3 1 1 6 7 Switch Phase 9 1 4 5 8 8 1 5 5 2 3 1 1 6 7 Switch Phase 9 1 4 5 8 8 1 5 5 2 3 1 1 6 7 Switch Phase 9 1 4 5 8 8 1 5 5 2 3 1 1 6 7 Switch Phase 9 1 4 5 8 8 1 5 5 2 3 1 1 6 7 Switch Phase 9 1 4 5 8 8 1 5 5 2 3 1 1 6 7 Switch Phase 9 1 4 5 8 8 1 5 5 2 3 1 1 6 7 Switch Phase 9 1 4 5 8 8 1 5 5 2 3 1 1 6 7 Switch Phase 9 1 4 5 8 8 1 5 5 2 3 1 1 6 7 Switch Phase 9 1 4 5 8 8 1 5 5 2 3 1 1 6 7 Switch Phase 9 1 4 8 1 8 1 5 5 2 3 1 1 6 7 Switch Phase 9 1 4 8 1 8 1 5 5 2 3 1 1 6 7 Switch Phase 9 1 4 8 1 8 1 5 5 2 3 1 1 6 7 Switch Phase 9 1 4 8 1 8 1 5 5 2 3 1 1 6 7 Switch Phase 9 1 4 8 1 8 1 5 5 2 3 1 1 6 7 Switch Phase 9 1 4 8 1 8 1 5 5 2 3 1 1 6 7 Switch Phase 9 1 4 8 1 8 1 5 5 2 3 1 1 6 7 Switch Phase 9 1 4 8 1 8 1 5 5 2 3 1 1 6 7 Switch Phase 9 1 4 8 1 8 1 5 1 5 1 1 6 7 Switch Phase 9 1 4 8 1 8 1 8 1 8 1 8 1 8 1 8 1 8 1 8 1	The state of the s		11	and the second second second second		11			and the second s	and the same of th			
Permitted Phases				***************************************		0	pm+ov			Carocresis en nonzate en nonzate de la comunicación	1 100	ĸ	7
Detector Phase 7	and the second s	7	4		3	8	1 (1995) o				-		6
Detector Phase 7		_			0	0	4	c c	2		1	6	
Minimum Initial (s) 4.0 3.0 3.0 6.0 22.0 1.0 1.0 2.0 1.0 1.0 2.0 1.0 1.0 2.0 1.0 1.0 2.0 1.0 1.0 2.0 1.0 1.0 2.0 1.0 1.0 2.0 1.0 1.0 2.0 1.0 1.0 2.0 1.0 1.0 2.0 1.0 1.0 2.0 1.0 1.0 2.0 1.0 1.0		7	4	5	3	8	1	C		3	ı		
Minimum Initial (s) Minimum Split (s) 8.0 22.0 8.0 22.0 8.0 22.0 20.0 22.0 20.0 20							4.0	4.0	4.0	4.0	4.0	4.0	4.0
Total Split (s) 23.0 29.0 14.0 16.0 22.0 32.0 14.0 43.0 16.0 32.0 61.0 23.0 Total Split (s) 19.2% 24.2% 11.7% 13.3% 18.3% 26.7% 11.7% 35.8% 13.3% 26.7% 50.8% 19.2% Maximum Green (s) 19.0 23.0 10.0 12.0 16.0 28.0 10.0 37.0 12.0 28.0 55.0 19.0 Yellow Time (s) 3.0 4.0 3.0 3.0 3.0 3.0 3.0 3.0 3.0 3.0 3.0 3	Minimum Initial (s)												
Total Split (%) 19.2% 24.2% 11.7% 13.3% 18.3% 26.7% 11.7% 35.8% 13.3% 26.7% 50.8% 19.2% Maximum Green (s) 19.0 23.0 10.0 12.0 16.0 28.0 10.0 37.0 12.0 28.0 55.0 19.0 Yellow Time (s) 3.0 4.0 3.0 4.0 4.0 6.0 4.0 6.0 4.0 4.0 6.0 4.0 4.0 6.0 4.0 4.0 6.0 4.0 4.0 6.0 4.0 4.0 6.0 4.0 4.0 6.0 4.0 4.0 6.0 4.0 4.0 6.0 4.0 4.0 6.0 4.0 4.0 6.0 4.0 4.0 6.0 4.0 4.0 6.0 4.0 4.0 6.0 4.0 4.0 6.0 4.0 4.0 6.0 4.0 4.0	Minimum Split (s)				peda political integrandatives.								
Maximum Green (s) 19.0 23.0 10.0 12.0 16.0 28.0 10.0 37.0 12.0 28.0 55.0 19.0 Yellow Time (s) 3.0 4.0 3.0 3.0 4.0 4.0 6.0 4.0	Total Split (s)												
Maximum Green (s) 3.0 4.0 3.0 3.0 4.0 3.0 3.0 4.0 3.0 3.0 4.0 3.0 3.0 4.0 3.0 3.0 4.0 3.0 3.0 4.0 3.0 3.0 4.0 3.0 3.0 4.0 3.0 3.0 4.0 1.0 2.0 1.0 1.0 2.0 1.0 1.0 2.0 1.0 1.0 2.0 1.0 1.0 2.0 1.0 1.0 2.0 1.0 1.0 2.0 1.0 1.0 2.0 1.0 1.0 2.0 1.0	Total Split (%)				Permental Assessment of the control	together company to proper and the com-				CONTRACTOR			
All-Red Time (s) All-Red Time (s) 1.0 2.0 1.0 1.0 2.0 1.0 1.0 2.0 1.0 1	Maximum Green (s)												
All-Red Time (s)	Yellow Time (s)									TERMINISTER NEWSCOOLS			
Lost Time Adjust (s) 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 4.0 6.0 4.0 6.0 4.0 6.0 4.0 6.0 4.0 6.0 4.0	All-Red Time (s)	1.0	2.0	1.0	1.0	2.0							
Lead/Lag Lead Lag Lad	Lost Time Adjust (s)	0.0								CALVIS INDESTRUCTOR CONTRACTOR OF THE			
Lead-Lag Optimize? Yes	Total Lost Time (s)	4.0	6.0		part of the second of the second second	commence and a second trace			and the supposed developing	nan ann ceasann an ceasann an r	renzolate es está transfera esta co-		
Vehicle Extension (s) 3.0	Lead/Lag	Lead	Lag		that the day have table and some				1	VOLVANDE SAMO DE CARACTER DE		-	
Vehicle Extension (s) 3.0	Lead-Lag Optimize?												
Walk Time (s) 5.0 5.0 5.0 5.0 Flash Dont Walk (s) 11.0 11.0 11.0 11.0 Pedestrian Calls (#/hr) 0 0 0 0 Act Effct Green (s) 17.2 7.7 14.9 15.8 6.3 32.9 10.8 55.9 77.7 30.2 75.3 98.5 Actuated g/C Ratio 0.14 0.06 0.12 0.13 0.05 0.27 0.09 0.47 0.65 0.25 0.63 0.82 v/c Ratio 0.74 0.09 0.52 0.43 0.11 0.76 0.51 0.41 0.17 0.63 0.35 0.26 Control Delay 58.6 52.1 20.8 51.4 56.2 46.3 50.5 19.9 0.6 43.3 12.5 1.0 Queue Delay 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0		-3,0	3.0	3.0	3.0					A CORPORATION CONTRACTOR CONTRACT			
Flash Dont Walk (s) 11.0 11.0 11.0 11.0 11.0 11.0 Pedestrian Calls (#/hr) 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0		None	None	None	None		None	None		None	None		
Flash Dont Walk (s) 11.0 0	Walk Time (s)		5.0										
Pedestrian Calls (#/hr) 0 0 0 0 Act Effct Green (s) 17.2 7.7 14.9 15.8 6.3 32.9 10.8 55.9 77.7 30.2 75.3 98.5 Actuated g/C Ratio 0.14 0.06 0.12 0.13 0.05 0.27 0.09 0.47 0.65 0.25 0.63 0.82 v/c Ratio 0.74 0.09 0.52 0.43 0.11 0.76 0.51 0.41 0.17 0.63 0.35 0.26 Control Delay 58.6 52.1 20.8 51.4 56.2 46.3 50.5 19.9 0.6 43.3 12.5 1.0 Queue Delay 0.0			11.0										sanda - vicinistration
Act Effct Green (s) 17.2 7.7 14.9 15.8 6.3 32.9 10.8 55.9 77.7 30.2 75.3 98.5 Actuated g/C Ratio 0.14 0.06 0.12 0.13 0.05 0.27 0.09 0.47 0.65 0.25 0.63 0.82 v/c Ratio 0.74 0.09 0.52 0.43 0.11 0.76 0.51 0.41 0.17 0.63 0.35 0.26 Control Delay 58.6 52.1 20.8 51.4 56.2 46.3 50.5 19.9 0.6 43.3 12.5 1.0 Queue Delay 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.	and the second s		0			0							
Actuated g/C Ratio 0.14 0.06 0.12 0.13 0.05 0.27 0.09 0.47 0.65 0.25 0.63 0.82 v/c Ratio 0.74 0.09 0.52 0.43 0.11 0.76 0.51 0.41 0.17 0.63 0.35 0.26 Control Delay 58.6 52.1 20.8 51.4 56.2 46.3 50.5 19.9 0.6 43.3 12.5 1.0 Queue Delay 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.		17.2	7.7	14.9	15.8	6.3	32.9		and the second section of the second	and the second second section of the second			
v/c Ratio 0.74 0.09 0.52 0.43 0.11 0.76 0.51 0.41 0.17 0.63 0.35 0.26 Control Delay 58.6 52.1 20.8 51.4 56.2 46.3 50.5 19.9 0.6 43.3 12.5 1.0 Queue Delay 0.0 <td></td> <td>0.14</td> <td>0.06</td> <td>0.12</td> <td>0.13</td> <td>0.05</td> <td>0.27</td> <td>0.09</td> <td>0.47</td> <td>(Commercial problem consistent or a</td> <td></td> <td></td> <td></td>		0.14	0.06	0.12	0.13	0.05	0.27	0.09	0.47	(Commercial problem consistent or a			
Control Delay 58.6 52.1 20.8 51.4 56.2 46.3 50.5 19.9 0.6 43.3 12.5 1.0 Queue Delay 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.			0.09	0.52	0.43	0.11	0.76	0.51	0.41				
Queue Delay 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.						56.2	46.3	50.5			the state of the second		
Quoud Doid!	• • • • • • • • • • • • • • • • • • •						0.0	0.0	0.0				and the second second second
Total Delay 58.6 52.1 20.8 51.4 56.2 46.3 50.5 19.9 0.6 43.3 12.5 1.0	The state of the s				and the state of t		46.3	50.5	19.9	0.6	43.3	12.5	
LOS E D C D E D D B A D B A								D	В	A	D	В	A

	À				4			Î	Jan .		\	4
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		47.5			47.7			21.1			20.1	
Approach LOS		D			D			C			С	4 182
Queue Length 50th (ft)	138	8	32	70	8	240	64	117	0	192	135	0
Queue Length 95th (ft)	190	26	78	115	28	261	99	185	5	247	248	26
Internal Link Dist (ft)		1635			1810			1285			733	
Turn Bay Length (ft)	150		200	150		200	150		150	250		150
Base Capacity (vph)	544	357	300	452	248	783	324	1649	1090	887	2220	1382
Starvation Cap Reductn	0	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	- 0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.67	0.03	0.51	0.43	0.04	0.75	0.49	0.41	0.17	0.62	0.35	0.26
Intersection Summary		-										***
Area Type:	Other											

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 81 (68%), Referenced to phase 2:NBT and 6:SBT, Start of Green

Natural Cycle: 75

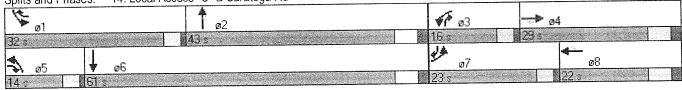
Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.76 Intersection Signal Delay: 29.4 Intersection Capacity Utilization 62.6%

Intersection LOS: C ICU Level of Service B

Analysis Period (min) 15

14: Local Access "C" & Saratoga Rd Splits and Phases:



	À		\	*	4	L	4	Ť	/	-	-	4
Lane Group	EBL	· EBT	EBR ⁻	WBL	WBT	WBR-	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ħ	个个	7	×	ተተ	ř	¥	ተ ተ	7	ሻ	ተ ት	7
Volume (vph)	75	425	60	120	330	95	85	340	250	85	225	55
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		150	300		150	200		200	250		150
Storage Lanes	1		1	1		1	1		1	1		1
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950	2010 Coleda Dilitaria del Coleda de		0.950			0.950			0.950		
Satd. Flow (prot)	1770	3343	1583	1770	3343	1583	1770	3539	1583	1770	3539	1583
FIt Permitted	0.477			0.267			0.604			0.530		
Satd, Flow (perm)	889	3343	1583	497	3343	1583	1125	3539	1583	987	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			63			100			263			58
Link Speed (mph)	100 A	30			30			30			30	
Link Distance (ft)		2828			2772			1490			1365	
Travel Time (s)		64.3	AMBERTAL DE PARTE DE LA CONTRACTOR DE		63.0			33.9			31.0	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0,95	0.95
Heavy Vehicles (%)	2%	8%	2%	2%	8%	2%	2%	2%	2%	2%	2%	2%
Adj. Flow (vph)	79	447	63	126	347	100	89	358	263	89	237	58
Shared Lane Traffic (%)		ene-inflore/konfloratives//s	120 Harris Grand Land									
Lane Group Flow (vph)	79	447	63	126	347	100	89	358	263	89	237	58
Turn Type	pm+pt	4195-1660-0419-02944F-0	pm+ov	pm+pt		pm+ov	pm+pt		pm+ov	pm+pt		pm+ov
Protected Phases	7	4	5	3	8	1	5	2	3	1	6	. 7
Permitted Phases	4		4	8		8	2		2	6		6
Detector Phase	7	4	5	3	8	1	- 5	2	3	1	6	7
Switch Phase	A STATE OF THE PROPERTY OF THE	Series Services Services and Control of the										
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	8.0	22.0	8.0	8.0	22.0	8.0	8.0	22.0	8.0	8.0	22.0	8.0
Total Split (s)	16,0	- 51.0	13.0	16.0	51.0	13.0	13.0	40.0	16.0	13.0	40.0	16.0
Total Split (%)	13.3%	42.5%	10.8%	13.3%	42.5%	10.8%	10.8%	33.3%	13.3%	10.8%	33.3%	13.3%
Maximum Green (s)	13.0	45.0	10.0	13.0	45.0	10.0	10.0	34.0	13.0	10,0	34.0	13.0
Yellow Time (s)	3.0	4.0	3.0	3.0	4.0	3.0	3.0	4.0	3.0	3.0	4.0	3.0
All-Red Time (s)	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	3.0	6.0	3.0	3.0	6.0	3.0	3.0	6.0	3.0	3.0	6.0	3.0
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None	None	None	None	C-Max	None	None	C-Max	None
Walk Time (s)		5.0			5.0			5.0			5.0	(#####################################
Flash Dont Walk (s)		11.0			11.0	en Landon sektoren Landon sektoren Landon sektoren		11.0			11.0	
Pedestrian Calls (#/hr)		0	propagation and section of		0			0		. e . c. c. sebeste estado	0	
Act Effct Green (s)	33.8	21.7	35.7	38.2	23.9	37.9	72.0	61.0	78.3	72.0	61.0	76.1
Actuated g/C Ratio	0.28	0.18	0.30	0.32	0.20	0.32	0.60	0.51	0.65		0.51	0.63
v/c Ratio	0.25	0.74	0.12	0.45	0.52	0.18	0.12	0.20	0.23		0.13	0.06
Control Delay	28.9	54.0	7.0	33.4	45.3	5.6	8.7	13.9	1.4	9.0	14.9	1.9
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	28.9	54.0	7.0	33.4	45 .3	5.6	8.7	13.9	1.4	9.0	14.9	1.9

Synchro 7 - Report

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Lane Group	EBL -	EBT	EBR	WBL	WBT'	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	С	D	A	С	D	Α	Α	В	Α	Α	В	Α
Approach Delay		45.6			35.8			8.7			11.6	
Approach LOS		D			D			A			В	
Queue Length 50th (ft)	43	174	0	70	126	0	23	56	0	23	49	0
Queue Length 95th (ft)	73	219	30	109	168	36	41	80	9	39	75	5
Internal Link Dist (ft)		2748			2692			1410			1285	
Turn Bay Length (ft)	150		150	300		150	200		200	250		150
Base Capacity (vph)	372	1254	542	298	1254	594	747	1798	1142	673	1798	1074
Starvation Cap Reductn	0	- 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	0
Storage Cap Reductn	0	0	0	0	0	- 0	0	0	0	0	0	- 0
Reduced v/c Ratio	0.21	0.36	0.12	0.42	0.28	0.17	0.12	0.20	0.23	0.13	0.13	0.05

Intersection Summary Area Type:

Other

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 33 (28%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 60

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.74

Intersection Signal Delay: 25.7

Intersection Capacity Utilization 49.2%

Analysis Period (min) 15

Intersection LOS: C

ICU Level of Service A

Splits and Phases: 3: US Route 6 & Saratoga Rd

\$ ₀₁	02	₹ ₽ @3	o4
13 3	40 :	16 s	51 s
\$ ø5	↓ ø6	2 07	ø8
13 s	40 s	16 s	513

Name to the state of the state	ⅉ		7	4	4	4	1	Ť	~	-		1
Lane Group	EBL.	- EBT -	EBR	WBL	WBT	WBR	- NBL	NBT	NBR	SBL /	SBT	SBR
Lane Configurations	¥	ተተ	7	ሻ	ተተ	7	ሻ	11	7	\	<u> ተ</u>	. 7
Volume (vph)	175	695	150	355	800	190	140	610	275	175	695	195
Ideal Flow (vphpl)	1900	2000	1900	1900	2000	1900	1900	2000	1900	1900	2000	1900
Storage Length (ft)	150		150	300		150	200		200	250		150
Storage Lanes	1		1	1		1	1		1	1		1
Taper Length (ft)	25		25	25		25	25	4	25	25	0.05	25
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt			0.850			0.850			0.850	0.050		0.850
Flt Protected	0.950	ran arang dan ang maniferation at a se		0.950			0.950			0.950	0705	4500
Satd. Flow (prot)	1770	3519	1583	1770	3519	1583	1770	3725	1583	1770	3725	1583
FIt Permitted	0.218	es Sommede Willeman (C.C.)	Application of the con-	0.126			0.224		4500	0.262	2705	4500
Satd. Flow (perm)	406	3519	1583	235	3519	1583	417	3725	1583	488	3725	1583 Vas
Right Turn on Red			Yes			Yes			Yes			Yes 84
Satd, Flow (RTOR)			104			158		70 TO 10 TO	79		20	04
Link Speed (mph)		30			30	hanana kataban		30			30	
Link Distance (ft)		2828			2772			1490			1365	
Travel Time (s)		64.3	Washing Land Land		63.0			33.9	0.05	٥٥٢	31.0	۸۸۶
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0,95	0.95	0.95	0.95 2%
Heavy Vehicles (%)	2%	8%	2%	2%	8%	2%	2%	2%	2%	2%	2% 732	205
Adj. Flow (vph)	184	732	158	374	842	200	147	642	289	184	1.32	200
Shared Lane Traffic (%)	State of Page 1997		eparitus artis (NATES (24) etc.	one e e e e e e e e e e e e e e e e e e				0.40	000	184	732	205
Lane Group Flow (vph)	184	732	158	374	842	200	147	642	289	2010/07/2012 03362/93290296502	132	
Turn Type	pm+pt		pm+ov	pm+pt		pm+ov	pm+pt	0	pm+ov	pm+pt	6	pm+ov
Protected Phases	7	4	- 5	3	8	1	5		3	1	О	7
Permitted Phases	4		4	8		8	2		2	6 1	6	6 7
Detector Phase	7	- 4	5	3	8	1	5	2	3	1	р	1
Switch Phase		mention to the last	mana na mana ka	va a retona v elikacioni			4.0	1.0	4.0	4.0	4.0	4.0
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	8.0	22.0	4.0 8.0
Minimum Split (s)	8.0	22.0	8.0	8.0	22.0	8.0	8.0	22.0	8.0	13.0	37.0	32.0
Total Split (s)	32,0	38.0	13.0	32.0	38.0	13.0	13.0	37.0	32.0	10.8%	30.8%	26.7%
Total Split (%)	26.7%	31.7%	10.8%	26.7%	31.7%	10.8%	10.8%	30.8%	26.7%	10.6%	31.0	20.7 %
Maximum Green (s)	29.0	32.0	10.0	29.0	32.0	10.0	10.0	31.0	29.0 3.0	3.0	4.0	3.0
Yellow Time (s)	3.0	4.0	3.0	3.0	4.0	3.0	3.0	4.0		0.0	2.0	0.0
All-Red Time (s)	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0	6.0	3.0
Total Lost Time (s)	3.0	6.0	3.0	3.0	6.0	3.0	3.0	6.0	3.0		incurrent de compresente en comprese	Lead
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead	Lead Yes	Lag Yes	Yes
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	3.0	3.0	3.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	None	C-Max	None
Recall Mode	None	None	None	None	None	None	None	C-Max	None	ivone	5.0	MOHE
Walk Time (s)		5.0			5.0		Again ann an t-	5.0	- mark magnific finite		11.0	general de la company
Flash Dont Walk (s)		11.0			11.0			11.0			contratibita empetal estrementario a	
Pedestrian Calls (#/hr)		0	eversoria ing	÷o.	0	F0.0	F0.0	0	67.7	52.6	0 38.8	58.7
Act Effct Green (s)	46.5	29.6	45.4	59.4	39.5	56.3	50.6	37.9	67.7		0.32	0.49
Actuated g/C Ratio	0.39	0.25	0.38	0.50	0.33	0.47	0.42	0.32		0.44	and the second second second second	
v/c Ratio	0.58	0.84	0.24	0.89	0.73	0.24	0.51	0.55		0.56	0.61	0.25
Control Delay	25.3	52.7	9.7	53.1	39.2	5.1	24.2	33.6		31.3	35.5 0.0	8.7 0.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0 31.3	0.0 35.5	
Total Delay	25.3	52.7	9.7	53.1	39.2	5.1	24.2	33.6	17.8	31.3	30.0	0.7

	همر			*	4			Ť	1	1	\	
Lane Group	EBL.	- EBT	EBR	WBL	WBT	WBR	- NBL	NBT	NBR	SBL-	SBT	SBR
LOS	С	D	Α	D	D	Α	С	С	В	С	D	Α
Approach Delay		41.7			38.1			28.1			29.9	
Approach LOS		D			D			С			С	
Queue Length 50th (ft)	75	281	26	219	292	16	71	214	124	76	184	14
Queue Length 95th (ft)	106	350	71	318	367	59	136	295	191	181	304	69
Internal Link Dist (ft)		2748			2692			1410			1285	
Turn Bay Length (ft)	150		150	300		150	200		200	250		150
Base Capacity (vph)	528	946	671	487	1160	830	295	1175	992	332	1205	1006
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	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.35	0.77	0.24	0.77	0.73	0.24	0 .50	0.55	0.29	0.55	0.61	0.20

Intersection Summary

Area Type:

Other

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 68 (57%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 65

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.89

Intersection Signal Delay: 34.6

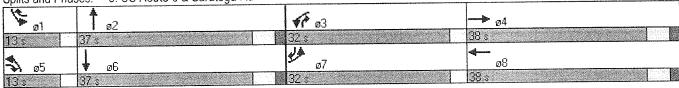
Intersection Capacity Utilization 80.6%

Analysis Period (min) 15

Intersection LOS: C

ICU Level of Service D

Splits and Phases: 3: US Route 6 & Saratoga Rd



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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ሻ	\$	5300 Asia Sana Pina Pina Pina Pina Pina Pina Pina P	ካ	1>		ሻ	ተተ	1	ħ	11	
Volume (vph)	100	10	25	20	10	60	20	515	20	65	265	75
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200	4.	0	150		0	150		150	150		150
Storage Lanes	1		0	1		0	1		1	1		1
Taper Length (ft)	25		25	25		25	25		25	25	usaj didu.	25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt		0.895			0.872				0.850			0.850
Fit Protected	0.950	0.000		0.950			0.950			0.950	agas ne esperatorio de	on the second second
Satd. Flow (prot)	1770	1667	- 0	1770	1624	0	1770	3539	1583	1770	3539	1583
Fit Permitted	0.478			0.733			0.580			0.423		:
Satd. Flow (perm)	890	1667	0	1365	1624	0	1080	3539	1583	788	3539	1583
Right Turn on Red			Yes	100.00.00.00.00.00.00.00.00.00.00.00.00.	W. W. C.	Yes			Yes			Yes
Satd. Flow (RTOR)		26			63				21			79
Link Speed (mph)		30			30			30			30	a (1 a a a a a a a a a a a a a a a a a a
Link Opeed (mpn) Link Distance (ft)		773			834			338			1490	
Travel Time (s)		17.6			19.0			7.7			33.9	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	105	11	26	21	11	63	21	542	21	68	279	79
Shared Lane Traffic (%)												100
Lane Group Flow (vph)	105	37	0	21	74	0	21	542	21	68	279	79
Turn Type	pm+pt			pm+pt			pm+pt		pm+ov	pm+pt		pm+ov
Protected Phases	7	4		3	8		5	2	3	1	6	7
Permitted Phases	4			8			2		2	6		- 6
Detector Phase	7	4		3	8		5	2	3	1	6	7
Switch Phase												4.0
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	8.0	22.0		8.0	22.0		8.0	22.0	8.0	8.0	22.0	8.0
Total Split (s)	19.0	22.0	0.0	19.0	22.0	0.0	12.0	67.0	19.0	12.0	67.0	19.0
Total Split (%)	15.8%	18.3%	0.0%	15.8%	18.3%	0.0%	10.0%	55.8%	15.8%	10.0%	55.8%	15.8%
Maximum Green (s)	16.0	16.0		16.0	16.0		9.0	61.0	16.0	9.0	61.0	16.0
Yellow Time (s)	3.0	4.0		3.0	4.0		3.0	4.0	3.0	3.0	4,0	3.0 0.0
All-Red Time (s)	0.0	2.0		0.0	2.0		0.0	2.0	0.0	0.0	2.0	0.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0,0	
Total Lost Time (s)	3.0	6.0	4.0	3.0	6.0	4.0	3.0	6.0	3.0	3.0	6.0	3.0
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes 3.0	
Vehicle Extension (s)	3.0	3.0		3,0	3.0		3.0	3.0	3.0	3.0		
Recall Mode	None	None		None	None		None	C-Max	None	None	C-Max 5.0	
Walk Time (s)		5.0			5.0			5.0			11.0	
Flash Dont Walk (s)		11.0	The second second second second second		11.0			11.0		and a lank keeling fing from	11.0	
Pedestrian Calls (#/hr)		0			0			0	00.5	iverentiment	84.2	
Act Effct Green (s)	23.0	13.8		15.3	7.3		87.7	79.8	92.5	90.4	0.70	
Actuated g/C Ratio	0.19	0.12		0.13	0.06		0.73	0.66	0.77	0.75		
v/c Ratio	0.41	0.17		0.11	0.47		0.03	0.23	0.02		0.11	
Control Delay	43.8	24.0		36.8	26.5		5.4	9.9	2.4		7.0	
Queue Delay	0.0	0.0)	0.0	0.0		0.0	0.0	0.0		0.0	and the second second second
Total Delay	43.8			36.8	26.5		5.4	9.9	2.4		7.(/	
LOS	D	C	;	D	С		А	A	A	. А	<i>-</i>	, /\

Synchro 7 - Report

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Lane Group	EBL	EBT	EBR 2	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		38,6			28.8			9,5 ^			5.7 Δ	
Approach LOS	70	D		13	U Q		À	86	0	13	31	0
Queue Length 50th (ft)	70 111	8 39		33	56		13	144	8	28	55	0
Queue Length 95th (ft) Internal Link Dist (ft)		693			754			258			1410	
Turn Bay Length (ft)	200			150			150		150	150	0404	150
Base Capacity (vph)	300	260		325	271		862	2355	1335	670	2484	1399 0
Starvation Cap Reductn	0	0		0 n	0		0	0	n .	0	0	0
Spillback Cap Reductn				U N	0 0		0	0	0	0	0	0
Storage Cap Reductn Reduced v/c Ratio	0.35	0.14		0.06	0.27		0.02	0.23	0.02	0.10	0.11	0,06
Intermedian Summary	0,00	5.1										

Intersection Summary

Area Type:

Other

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 118 (98%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 60

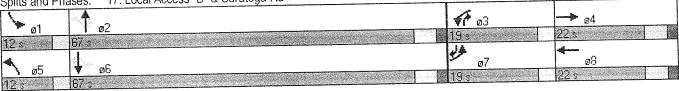
Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.47 Intersection Signal Delay: 13.0 Intersection Capacity Utilization 43.4%

Intersection LOS: B
ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 17: Local Access "B" & Saratoga Rd



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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT -	NBR	SBL	SBT	SBR
Lane Configurations	ሻ	\$		ħ	þ		ሻ	ት ት	7	ħ	ተተ	7
Volume (vph)	220	10	50	50	10	205	65	600	55	185	785	230
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		0	150		0	150		150	150		150
Storage Lanes	1		0	1		0	1		1	1		1
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt	1.00	0.876	1.00	,,,,,	0.857		1000000		0.850			0.850
Fit Protected	0.950	0.070		0.950	K9565,5-4		0.950			0.950		
Satd. Flow (prot)	1770	1632	0	1770	1596	0	1770	3539	1583	1770	3539	1583
Flt Permitted	0.339	1002	9	0.715			0.310			0.347		10 of confidence
	631	1632	0	1332	1596	0	577	3539	1583	646	3539	1583
Satd. Flow (perm)	001	1002	Yes	1002	1000	Yes	U 111		Yes	and the second of the second		Yes
Right Turn on Red		53	103		216				58			242
Satd. Flow (RTOR)		30			30			30			30	
Link Speed (mph)		773			834			338			1490	
Link Distance (ft)		17.6			19.0		aar oo ah oo dhaa ah oo dhaa	7.7			33.9	
Travel Time (s)	0.05	0.95	0.95	0,95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Peak Hour Factor	0.95			Sandier Warmfield (2002) and 1990	0.93 11	216	68	632	58	195	826	242
Adj. Flow (vph)	232	11	53	53	11	210	00	032	50		020	272
Shared Lane Traffic (%)	000	0.4	^	Γ2	007	0	68	632	58	195	826	242
Lane Group Flow (vph)	232	64	0	53	227	U		032		pm+pt	020	pm+ov
Turn Type	pm+pt			pm+pt	0		pm+pt	0	pm+ov	phitpt 1	6	7 pini 0v
Protected Phases	7	4		3	8		5	2	3	6		6
Permitted Phases	4			8			2	0	2 3	1	6	7
Detector Phase	7	4		3	8		5	2	3	A seriente de la companya de la comp	O Residence	1
Switch Phase								4.0	4.0	4.0	4.0	4.0
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	8.0	22.0		8.0	22.0		8.0	22.0	8.0	8.0	22.0	8.0
Total Split (s)	31.0	24.0	0.0	26.0	19.0	0.0	10.0	50.0	26.0	20.0	60.0	31.0
Total Split (%)	25.8%	20.0%	0.0%	21.7%	15.8%	0.0%	8.3%	41.7%	21.7%	16.7%	50.0%	25.8%
Maximum Green (s)	28.0	18.0		23.0	13.0		7.0	44.0	23.0	17.0	54.0	28.0
Yellow Time (s)	3.0	4.0		3.0	4.0		3.0	4.0	3.0	3.0	4.0	3.0
All-Red Time (s)	0.0	2.0		0.0	2.0		0.0	2.0	0.0	0.0	2.0	0.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	3.0	6.0	4.0	3.0	6.0	4.0	3.0	6.0	3.0	3.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lead	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None		None	None		None	C-Max	None	None	C-Max	
Walk Time (s)		5.0			5.0			5.0			5.0	
Flash Dont Walk (s)		11.0			11.0			11.0			11.0	
Pedestrian Calls (#/hr)	aantalaa yoku oo	0			0			0			0	
Act Effct Green (s)	34.7	22.4		19.2	8.1		72.1	62.3	76.4	79.2	68.2	
Actuated g/C Ratio	0.29	0.19		0.16	0.07		0.60	0.52	0.64	0.66	0.57	' 0.79
v/c Ratio	0.61	0.18		0.22			0.16	0.34	0.06	0.37	0.41	0.19
Control Delay	40.7	14.0	er en andrale en jurgaliste	31.6	22.7		10.5	19.6	3.6	5.0	8.2	2 0.7
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
and the second control of the second control	40.7	14.0		31.6			10.5	19.6	3.6	5.0	8.2	
Total Delay	40.7 D	14.0 B		31.0 C			В	В	Α	A	A	
LOS	U	D		<u> </u>	· ·	OCCUPANTAL OCCUPANTA OCCUPAN			. ,			Continues contra acceptant

Lane Group EBL Approach Delay Approach LOS Queue Length 50th (ft) 150 Queue Length 95th (ft) 190 Internal Link Dist (ft) Turn Bay Length (ft) 200 Base Capacity (vph) 451 Starvation Cap Reductn 0	35.0 C 7 42 693	EBR	31 53	WBT - 24.4 C - 8	WBR	NBL 16	NBT	NBR	SBL	SBT 6.3 A	SBR
Approach LOS Queue Length 50th (ft) 150 Queue Length 95th (ft) 190 Internal Link Dist (ft) Turn Bay Length (ft) 200 Base Capacity (vph) 451 Starvation Cap Reductn 0	C 7 42 693			C 8		16	В	0			
Queue Length 50th (ft)150Queue Length 95th (ft)190Internal Link Dist (ft)200Turn Bay Length (ft)200Base Capacity (vph)451Starvation Cap Reductn0	6.93					16		attacka o -		Α	
Queue Length 95th (ft)190Internal Link Dist (ft)200Turn Bay Length (ft)200Base Capacity (vph)451Starvation Cap Reductn0	6.93					16	430	All Control of the Control			
Internal Link Dist (ft) Turn Bay Length (ft) Base Capacity (vph) Starvation Cap Reductn 0	6.93		53				The State of the S	0	13	46	.0
Turn Bay Length (ft)200Base Capacity (vph)451Starvation Cap Reductn0				87		45	249	21	m32	302	m25
Base Capacity (vph) 451 Starvation Cap Reductn 0	10.50			754			258			1410	
Starvation Cap Reductn 0	0.50		150			150		150	150	44.5.4	150
and the state of t	353		444	366		420	1837	1218	586	2012	1384
	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	0
Reduced v/c Ratio 0.51	0.18		0.12	0.62		0.16	0.34	0.05	0. 3 3	0.41	0.17
Intersection Summary			e programme			* 1					
Area Type: Other											
Cycle Length: 120							an Data or American of Phile . 1 is				
Actuated Cycle Length: 120											
Offset: 2 (2%), Referenced to phase 2	2:NBTL and	6:SBTL	, Start of 0	3reen							
Natural Cycle: 60											
Control Type: Actuated-Coordinated											
Maximum v/c Ratio: 0.73											
Intersection Signal Delay: 14.8		o contractive with the last to			n LOS: B						
Intersection Capacity Utilization 68.9%	6		IC	U Level	of Service) C					
Analysis Period (min) 15				getag gertaerne van 12 kaan h							
m Volume for 95th percentile queue	e is metered	by upst	ream sign	al.							

	À		>	*		4	4	Ť	~	1	1	4
Movement	EBL	EBT	EBR	WBL	WBT	WBR :	NBL	NBT:	NBR	SBL	SBT	**************************************
Lane Configurations Volume (veh/h) Sign Control	30	5 Stop	10	5	5 Stop	25	5	500 Free 0%	5	10	280 Free 0%	2 0
Grade Peak Hour Factor	0.95	0% 0.95	0.95	0.95	0% 0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph) Pedestrians Lane Width (ft) Walking Speed (ft/s) Percent Blockage Right turn flare (veh)	32 .	5	11	5	5	26	5	526	5		295	21
Median type Median storage veh) Upstream signal (ft)								None			None	
pX, platoon unblocked vC, conflicting volume vC1, stage 1 conf vol	882	858	295	866	874	526	316			532		
vC2, stage 2 conf vol vCu, unblocked vol	882	858	295	866	874	526	316			532		
tC, single (s)	7.1	6.5	6.2	7,1	6.5	6.2	4.1			4.1		
tC, 2 stage (s) tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	87	98	99	98	98	95	100		e-anadoromo s	99		
cM capacity (veh/h)	248	290	745	263	284	552	1244			1036		
Direction, Lane #	EB 1	* WB 1 .	NB 1.	NB 2 526	NB 3 : 5	SB.1	SB 2 295	SB 3 21			o. 4, 10	
Volume Total Volume Left	47 32	37 5	ა 5	0 0	0	11	233	0				
Volume Right	11	26	0	0	5	0	0	21				
cSH	297	427	1244	1700	1700	1036	1700	1700				
Volume to Capacity	0.16	0.09	0.00	0.31	0.00	0.01	0.17	0.01				
Queue Length 95th (ft)	14	7	0	0	0	1	0	0				
Control Delay (s)	19.4	14.2	7.9	0.0	0.0	8.5	0.0	0.0				
Lane LOS	C	В.,,	A			Α						
Approach Delay (s) Approach LOS	19.4 C	1 4.2 B	0.1			0.3	u - 1900 bil 181 yan					
Intersection Summary.							N. S.				**************************************	
Average Delay Intersection Capacity Utiliza	ation		1.7 41.5% 15	l(CU Level	of Service	9		А			
Analysis Period (min)			IJ									

Control of the Contro	<i>></i>	·	*	*	4		•	†	/	1	ļ	4
Movement -	EBL	EBT .	EBR :	WBL	WBT	WBR -	NBL	NBT -	NBR	SBL	SBT	2000/01/02/02/02/02/02/02/02
Lane Configurations		4>			€\$>		Y	4	1	Ĭ	<u> </u>	<u> "</u>
Volume (veh/h)	30	5	5	5	5	15	10	675	10	25	810	50
Sign Control		Stop			Stop			Free			Free	
Grade	1000	0%		0.05	0%	0.05	0.05	0%	0.05	0.05	0%	0.05
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	32	- 5	- 5	5	5	16	-11	711	11	26	853	53
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)								Mono			None	
Median type								None			INUITO	
Median storage veh)				Weight and								
Upstream signal (ft)												
pX, platoon unblocked	1CEE	1647	853	1645	1689	711	905			721		
vC, conflicting volume	1655	1047	_ 000	1043	1005	T.31.10	303					
vC1, stage 1 conf vol												
vC2, stage 2 conf vol	1655	1647	853	1645	1689	711	905			721		
vCu, unblocked vol	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4,1		
tC, single (s) tC, 2 stage (s)	15.1	U.U	0.2	(+1	0.0	0,2	4 - 1			****		
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	5.5 55	94	99	93	94	96	99			97		
cM capacity (veh/h)	70	95	359	73	89	433	751			881		Section 1
The state of the s	· EB 1	WB1	NB 1	NB 2	NB 3	SB 1.1	SB 2	SB 3				
Direction, Lane # Volume Total	42	26	11	711	11	26	853	53				***
Volume Left	32	20 5	11	0	0	26	0	0				
Volume Right	5	16	0	0	11	0	0	53				
cSH	80	157	751	1700	1700	881	1700	1700				
Volume to Capacity	0.52	0.17	0,01	0.42	0.01	0.03	0.50	0.03				
Queue Length 95th (ft)	56	15	1	0	0	2	0	0				
Control Delay (s)	91.1	32.5	9.9	0.0	0.0	9.2	0.0	0.0				
Lane LOS	F	D	А		71.4	Α						
Approach Delay (s)	91.1	32.5	0.1			0.3						
Approach LOS		D	-51				250000000000000000000000000000000000000					AND AND AND ADD AND AND AND AND AND AND
		_										
Intersection Summary			2.9		4 (30)			•		4		
Average Delay	ara sa			17	امترة	of Service			В			
Intersection Capacity Utiliz	auun		55.9% 15		JU LEVEI	OF OCT VICE	•		yeli (1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1			
Analysis Period (min)			10									

	· >		7	*		1	*	1	<i>></i>	b	ļ	4
Movement	EBL	EBT	EBR"	WBL	WBT	WBR	NBL :	- STATE OF THE PROPERTY OF THE	NBR	SBL	SBT	SBR
Lane Configurations		₩.	enge jawang nganjasis	ing ngangga <u>b</u> re sa ng	4	1 443	ዃ	^	1	*	4	7
Volume (veh/h)	25	5	10	5	5	55	5	430	5	15	270	10
Sign Control		Stop			Stop 0%			Free 0%			Free 0%	
Grade	0.06	0% 0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Peak Hour Factor	0.95	0.93 5	0,93	0.95 5	0.93 5	0.93 58	0.93 5	453	0.33 5	16	284	11
Hourly flow rate (vph) Pedestrians		-0	1.1	J) 	JO	U	700			4 9 F	
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked								ing the state of t			to a la takkababa	
vC, conflicting volume	839	784	284	792	789	453	295			458		
vC1, stage 1 conf vol								one established				
vC2, stage 2 conf vol	ga Aliga da Aliga Taba		00.1			450	005			450		
vCu, unblocked vol	839	784	284	792	789	453	295			458 4.1		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)	3.5	4.0	3.3	3.5	4.0	3,3	2.2			2.2		
tF (s) p0 queue free %	90	4.0 98	5.5 99	98	98	90	100			99		
cM capacity (veh/h)	251	319	7 5 5	295	317	607	1267			1103		
11 00000 A. A. D. D. C.	EB 1	* WB 1	NB1	NB 2	NB3	SB:1	SB 2	SB3				
Direction, Lane # Volume Total	42	68	. ND 1	453	5 S	ر بردی 16	284	11				
Volume Left	42 26	5	5	433	0	16	204	0		en epere productiv		
Volume Right	11	58	0	0	5	0	0	11				
cSH	311	527	1267	1700	1700	1103	1700	1700			Statistical Propagation	
Volume to Capacity	0.14	0.13	0.00	0.27	0.00	0.01	0.17	0.01				
Queue Length 95th (ft)	12	11	0	0	0	1	0	0				
Control Delay (s)	18.4	12.8	7.9	0.0	0.0	8.3	0.0	0.0				
Lane LOS	C	В	Α			Α						
Approach Delay (s)	18.4	12.8	-0.1			0.4						
Approach LOS	С	В										
Intersection Summary						11						
Average Delay			2.1									
Intersection Capacity Utiliza	ation		38.2%	IC	CU Level	of Servic	e		Α			
Analysis Period (min)			15	povojajova menta a								

Commission of the International Conference on the Conference on th	۶		*	*	4	4	*	Å	<i>P</i>	\ <u></u>	Ļ	4
Movement	EBL»	EBT	EBR :	WBL	WBT /	WBR :	CONTRACTOR OF THE PROPERTY OF THE PARTY OF T	NBT	NBR	SBL	SBT	remembership of \$100,400,000
Lane Configurations		Ф			4		ħ	1	7	ሻ	**************************************	7
Volume (veh/h)	15	5	5	5	5	40	- 5	640	10	55	740	25
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	16	5	5	5	5	42	- 5	674	11	58	779	26
Pedestrians		m shakakarakarakati Pirasak										
Lane Width (ft)											- Editori	
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)			ALEKSANDAN (S.C.)					ARTHANIS AND A PART				
Median type								None			None	
Median storage veh)			ogus agus ann an t-									
Upstream signal (ft)												
pX, platoon unblocked				Branch -	4.005	A-1	005			004		
vC, conflicting volume	1624	1589	779	1587	1605	674	805			684		
vC1, stage 1 conf vol						variote de la composition de						
vC2, stage 2 conf vol	1004	4500	770	4507	4005	074	005			CO.4		
vCu, unblocked vol	1624	1589	779	1587	1605	674	805			684 4.1		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4,1		
tC, 2 stage (s)	0.5	4.0	2.2	0.5	4.0	າາ	2.2	Wasania a ta		2.2		
tF (s)	3.5	4.0	3.3	3.5	4.0 95	3.3 91	2.2 99			2.2 94		
p0 queue free %	77	95	99 396	93 78	95 98	455	99 81 9			909		
cM capacity (veh/h)	68	100	986400999999				229/94.2041.00.003486.45-77-11-1			303		
Direction, Lane #	EB'1	WB 1	NB 1	NB 2	NB 3	-SB 1 .	SB 2	SB 3		12 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	erika karangan karan Karangan karangan ka	
Volume Total	26	53	5	674	11	58 58	779	26				
Volume Left	16	5	5 0	0	0 11	00 0	0	0 26				
Volume Right	5	42	819	0 1700	1700	909	1700	1700				
cSH	88	246	0.01	0.40	0.01	0.06	0.46	0.02				
Volume to Capacity	0.30	0.21 20	SHIP STATE OF THE	0.40	0.01	0.00 5	0.40	0.02				
Queue Length 95th (ft)	28 62.4	23.5	0 9.4	0.0	0.0	9.2	0.0	0.0				
Control Delay (s)	0∠.4 F	∠3.3 C	9.4 A	0.0	0.0	9, <u>2</u> A	0.0	0.0				
Lane LOS	г 62.4	23.5	0.1			0,6						
Approach Delay (s)	0∠.4 F	220121211112022111202211202	U. I			0,0						
Approach LOS	Г	С										
Intersection Summary		,#11.11.11.11.11.11.11.11.11.11.11.11.11.					4 · Var					•
Average Delay			2.1	غرو . ٠٠	NI I SEE	-t C :			· Alpha			
Intersection Capacity Utiliz	ation		57.6%	ATT IC	∪ Level	of Service	3		В			
Analysis Period (min)			15			· of the sections						Magazina da Ara

	ⅉ	7	*	†	\	4		
Movement	EBL	EBR	NBL	NBT	SBT	SBR	t grant and the second and the secon	
Lane Configurations	ሻ	7	ካ	*	1	7		
Volume (veh/h)	105	30	20	335	220	65		
Sign Control	Stop			Free	Free			
Grade	0%			0%	0%			
Peak Hour Factor	0.95	0.95	0.95	0.95	0 .95	0.95		
Hourly flow rate (vph)	111	32	21	353	232	68		
Pedestrians			and and a second transport to the second					
Lane Width (ft)								
Walking Speed (ft/s)			edings mad having 44 sin in the					September (Medical September 1994)
Percent Blockage								
Right turn flare (veh)				and the second				
Median type				TWLTL	None			
Median storage veh)				2				
Upstream signal (ft)								
pX, platoon unblocked								
vC, conflicting volume	626	232	300					
vC1, stage 1 conf vol	232							
vC2, stage 2 conf vol	395	202	000					
vCu, unblocked vol	626	232	300					
tC, single (s)	6.4	6.2	4.1					
tC, 2 stage (s)	5.4	2.2	0.0					
tF (s)	3.5	3,3	2.2					
p0 queue free %	82	96	98 1261					
cM capacity (veh/h)	610	808						
Direction, Lane #	`° ,EB1	EB 2	NB 1	NB′2		SB 2	The state of the s	
Volume Total	111	32	21	353	232	68		
Volume Left	111	0	21	0	0	0		NACONATORA
Volume Right	0	32	0	0	0	68		
cSH	610	808	1261	1700	1700	1700		
Volume to Capacity	0.18	0.04	0.02	0.21	0.14	0.04		
Queue Length 95th (ft)	16	3	1	0	0	0		
Control Delay (s)	12.2	9,6	7.9	0.0	0.0	0.0		
Lane LOS	В	Α	A		0.0			
Approach Delay (s)	11.6		0.4		0.0			
Approach LOS	В							
Intersection Summary.								111
Average Delay			2.2	5.50	Light of the second	1. r.		
Intersection Capacity Utiliza	ation		30.1%	10	CU Level	of Service	A	
Analysis Period (min)			15					

	♪	*	1	Ŷ	1	4	
Movement	EBL	EBR-	NBL	NBT	SBT	SBR.	
Lane Configurations	ħ	7	*5	1	↑		
Volume (veh/h)	150	35	40	505	570	180	
Sign Control	Stop			Free	Free		
Grade	0%			0%	0%		
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	
Hourly flow rate (vph)	158	37	42	532	600	189	
Pedestrians							
Lane Width (ft)							
Walking Speed (ft/s)							
Percent Blockage							
Right turn flare (veh)			eseren arabat.	F16/1 T1	None		
Median type				TWLTL	None		
Median storage veh)				2			
Upstream signal (ft)							
pX, platoon unblocked	1216	600	789				
vC, conflicting volume	600	000	109				
vC1, stage 1 conf vol vC2, stage 2 conf vol	616						
vCu, unblocked vol	1216	600	789				
tC, single (s)	6.4	6.2	4,1				
tC, 2 stage (s)	5.4	0,2	Til				
tF (s)	3.5	3.3	2.2				
p0 queue free %	61	93	95				
cM capacity (veh/h)	406	501	830				
The second secon	11. 11.7134.4144.6146.664	CHARLES CONTRACTOR CO. NO.		ND O	CD 4	CD-2	
Direction; Lane #	EB 1	EB 2	NB 1	NB 2	SB 1	SB 2	
Volume Total	158	37	42	532	600	189	
Volume Left	158	0 37	42	0	0	0 189	
Volume Right	400		830	0 1700	1700	1700	
cSH	406	501	0.05	0.31	0.35	0,11	
Volume to Capacity	0.39 45	0.07	0.05 4	0,31	0.33	0.11	
Queue Length 95th (ft)	19.4	6 12.8	9.6	0.0	0.0	0,0	
Control Delay (s) Lane LOS	19.4 C	12.0 B	9,0 A	0.0	0.0	0.0	
Approach Delay (s)	18.2	U	0,7		0.0		
Approach LOS	10.2 C		U.1		V ₁ V ₁		
	U .				and the second s		
Intersection Summary	f _{eb}	3.				14 July 14 July 18 Jul	
Average Delay			2.5		10-11-20-2-22-22-22-2-2-22-2		
Intersection Capacity Utiliza	ation		48.2%	IC	CU Level	of Service	A
Analysis Period (min)			15		an and a salahan sa sa sa		

105 0.95 111	10 Stop 0% 0.95 11	EBR 25 0.95 26	WBL 5	WBT 10 Stop 0%	WBR 105	NBL 7 15	NBT ↑ 145	NBR 7 5	SBL 1	SBT † 140	SBR
105 0.95	10 Stop 0% 0.95	0.95	5	10 Stop	105						
0.95	Stop 0% 0.95	0.95		Stop	105	15	145	5	60	140	
	0% 0.95		_ነ ።። በ	•					11 - 2 - 2 - 2 - 1 - 1		60
	0.95		n 95	∩0/			Free			Free	
			በ ወዳ				0%			0%	
111	11	26		0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.9
			5	11	111	16	153	5	63	147	6
						is Associations (Applications)					
						. Villa kirja ar kematani ala kar katika.				Anosheross del Colosio	
	87 BB25										
							Barasana an		1 4 12 11 40 65 60	ell spåtergebodigene	
		alas de la composición dela composición de la composición dela composición de la composición de la composición de la com					None			TWLTL	
						in and the second				2	
		energia da s <u>alar</u> a, m							·		
574	463	147	489	521	153	211			158		
274	274		184	184							
300	189		305	337	450	044			450		
	and the second services of the second									r van de la company	
ere and a wife and absorber 50	z dzenezololelikolokonek	6.2			6.2	4.1			4,1		
					20	0.0			0.0		
	g variation by the transportation of the con-										
											energy
500	583								or or symmetric property on		
EB 1.	,EB 2	Section Committee Committee					Barrier and the second second	AND AND ASSESSMENT OF THE PARTY			
	MP3234.613030383388454343.115										
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	and the second s						Commence of the control of the contr	A TAX A SECULAR SAME AND A SECULAR SAME		100000000000000000000000000000000000000	
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	7-01-100-181902969-1001				U.U	U.U		U.U	U.U		
	А		Α								
		Nephbological metro record		U.7			1.8				
В		А									
4.4					* E river					wi V	
		5.3									
					ng tum angkamakananan			Nucley and a residence of		alianiamian distances	
		33.4% 15	IC	CU Level	of Service			A		102	
The Control of the Co	574 7.1 6.1 3.5 78 500	574 463 7.1 6.5 6.1 5.5 3.5 4.0 78 98 500 583 EB 1. EB 2 111 37 111 0 0 26 500 779 0.22 0.05 21 4 14.2 9.9 B A 13.1	574 463 147 7.1 6.5 6.2 6.1 5.5 3.5 4.0 3.3 78 98 97 500 583 900 EB 1 EB 2 WB 1 111 37 5 111 0 5 0 26 0 500 779 587 0.22 0.05 0.01 21 4 1 14.2 9.9 11.2 B A B 13.1 10.0 B A	574 463 147 489 7.1 6.5 6.2 7.1 6.1 5.5 6.1 3.5 4.0 3.3 3.5 78 98 97 99 500 583 900 587 EB 1 EB 2 WB 1 WB 2 111 37 5 121 111 0 5 0 0 26 0 111 500 779 587 849 0.22 0.05 0.01 0.14 21 4 1 12 14.2 9.9 11.2 9.9 B A B A 13.1 10.0 B A	574 463 147 489 521 7.1 6.5 6.2 7.1 6.5 6.1 5.5 6.1 5.5 3.5 4.0 3.3 3.5 4.0 78 98 97 99 98 500 583 900 587 558 EB 1. EB 2 WB 1 WB 2 NB 1 111 37 5 121 16 111 0 5 0 16 0 26 0 111 0 500 779 587 849 1360 0.22 0.05 0.01 0.14 0.01 21 4 1 12 1 14.2 9.9 11.2 9.9 7.7 B A B A A 13.1 10.0 0.7 0.7	574 463 147 489 521 153 7.1 6.5 6.2 7.1 6.5 6.2 6.1 5.5 6.1 5.5 3.5 4.0 3.3 3.5 4.0 3.3 78 98 97 99 98 88 500 583 900 587 558 893 EB 1 EB 2 WB 1 WB 2 NB 1 NB 2 111 37 5 121 16 153 111 0 5 0 16 0 0 26 0 111 0 0 500 779 587 849 1360 1700 0.22 0.05 0.01 0.14 0.01 0.09 21 4 1 12 1 0 14.2 9.9 11.2 9.9 7.7 0.0 B A B A A 13.1 10.0 0.7 0.7 B	574 463 147 489 521 153 211 7.1 6.5 6.2 7.1 6.5 6.2 4.1 6.1 5.5 6.1 5.5 3.3 2.2 78 98 97 99 98 88 99 500 583 900 587 558 893 1360 EB 1 EB 2 WB 1 WB 2 NB 1 NB 2 NB 3 111 37 5 121 16 153 5 111 0 5 0 16 0 0 0 26 0 111 0 0 5 500 779 587 849 1360 1700 1700 0.22 0.05 0.01 0.14 0.01 0.09 0.00 21 4 1 12 1 0 0 14.2 9.9 11.2 9.9	574 463 147 489 521 153 211 7.1 6.5 6.2 7.1 6.5 6.2 4.1 6.1 5.5 6.1 5.5 3.3 2.2 3.3 2.2 78 98 97 99 98 88 99 500 583 900 587 558 893 1360 3.3 SB 1 111 37 5 121 16 153 5 63 111 0 5 0 63 0 63 0 63 0 63 0 63 0 63 0 63 0 63 0 63 0 0 63 0 0 63 0 0 63 0 0 63 0 0 0 63 0 0 0 63 0 0 0 0 0 0 0 0 0 0 0 0 0	574 463 147 489 521 153 211 7.1 6.5 6.2 7.1 6.5 6.2 4.1 6.1 5.5 6.1 5.5 3.5 4.0 3.3 3.5 4.0 3.3 2.2 78 98 97 99 98 88 99 500 583 900 587 558 893 1360 EB 1 EB 2 WB 1 WB 2 NB 1 NB 2 NB 3 SB 1 SB 2 111 37 5 121 16 153 5 63 147 111 0 5 0 16 0 0 63 0 0 26 0 111 0 0 5 0 0 500 779 587 849 1360 1700 1700 1422 1700 0.22 0.05 0.01 0.14 0.01 0.09 0.00 0.04 0.09 21 4 1 <td>574 463 147 489 521 153 211 158 7.1 6.5 6.2 7.1 6.5 6.2 4.1 4.1 6.1 5.5 6.1 5.5 3.3 2.2 2.2 78 98 97 99 98 88 99 96 500 583 900 587 558 893 1360 1422 EB 1 EB 2 WB 1 WB 2 NB 1 NB 2 NB 3 SB 1 SB 2 SB 3 111 37 5 121 16 153 5 63 147 63 111 0 5 0 16 0 0 63 0 0 0 26 0 111 0 0 5 0 0 63 500 779 587 849 1360 1700 1700 1422 1700 1700 0.22 0.05 0.01 0.14 0.01 0.09 0.00 0.04 0.09</td> <td>574 463 147 489 521 153 211 158 7.1 6.5 6.2 7.1 6.5 6.2 4.1 4.1 6.1 5.5 6.1 5.5 3.5 4.0 3.3 2.2 2.2 78 98 97 99 98 88 99 96 500 583 900 587 558 893 1360 1422 EB 1 EB 2 WB 1 WB 2 NB 1 NB 2 NB 3 SB 1 SB 2 SB 3 111 37 5 121 16 153 5 63 147 63 111 0 5 0 16 0 0 63 0 0 0 26 0 111 0 0 5 0 0 63 500 779 587 849 1360 1700 1700 1422 1700 1700 0.22 0.05 0.01 0.14 0.01 0.09 0.00<!--</td--></td>	574 463 147 489 521 153 211 158 7.1 6.5 6.2 7.1 6.5 6.2 4.1 4.1 6.1 5.5 6.1 5.5 3.3 2.2 2.2 78 98 97 99 98 88 99 96 500 583 900 587 558 893 1360 1422 EB 1 EB 2 WB 1 WB 2 NB 1 NB 2 NB 3 SB 1 SB 2 SB 3 111 37 5 121 16 153 5 63 147 63 111 0 5 0 16 0 0 63 0 0 0 26 0 111 0 0 5 0 0 63 500 779 587 849 1360 1700 1700 1422 1700 1700 0.22 0.05 0.01 0.14 0.01 0.09 0.00 0.04 0.09	574 463 147 489 521 153 211 158 7.1 6.5 6.2 7.1 6.5 6.2 4.1 4.1 6.1 5.5 6.1 5.5 3.5 4.0 3.3 2.2 2.2 78 98 97 99 98 88 99 96 500 583 900 587 558 893 1360 1422 EB 1 EB 2 WB 1 WB 2 NB 1 NB 2 NB 3 SB 1 SB 2 SB 3 111 37 5 121 16 153 5 63 147 63 111 0 5 0 16 0 0 63 0 0 0 26 0 111 0 0 5 0 0 63 500 779 587 849 1360 1700 1700 1422 1700 1700 0.22 0.05 0.01 0.14 0.01 0.09 0.00 </td

Children programme del consequence o que en consequence de consequ	À			*	4-	A _	1	1	/	1	-	4
Movement	EBL	-EBT	EBR	WBL	WBT/:	WBR -	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ħ	Þ		ħ	Þ		ħ	1	7	ሻ	1	7
Volume (veh/h)	115	10	30	5	10	120	40	310	5	165	275	165
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	121	11	32	5	11	126	42	326	5	174	289	174
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)		place Sebboom or as a				Alteria fore Children Junior de la						
Percent Blockage												
Right turn flare (veh)								4.				
Median type								None			TWLTL	
Median storage veh)											2	
Upstream signal (ft)												
pX, platoon unblocked	4470	4050	000	3003	4004	000	400			332		
vC, conflicting volume	1179	1053	289	1084	1221	326	463			332		
vC1, stage 1 conf vol	637	637		411	411							
vC2, stage 2 conf vol	542	416	289	674 1084	811 1221	326	463			332		
vCu, unblocked vol	1179 7.1	1053 6.5	6.2	7.1	6.5	6.2	403			33Z 4.1		
tC, single (s)	7.1 6.1	5.5	0.2	6.1	5.5	0.2	4,1			4.1		
tC, 2 stage (s) tF (s)	3,5	4.0	3.3	3,5	4.0	3.3	2.2			2.2		
p0 queue free %	44	4.0 97	96	98	4.0 96	82	2.2 96			86		
cM capacity (veh/h)	216	321	750	293	276	715	1098			1228		
								OD 3	en d			
Direction, Lane #	EB 1 121	EB 2 42	WB 1 5	WB 2 137	*NB 1 42	NB 2 326	NB/3 5	-SB 1 174	SB 2 289	SB 3 174	*	
Volume Total Volume Left	121 121		5 5	, s <i>r</i> 0	42 42	320 0	0	174	209	0		
AMMONORAGE CONTRACTOR	121	0 32	0	126	42	0	5	174	0	174		
Volume Right cSH	216	562	293	637	1098	1700	1700	1228	1700	1700		
Volume to Capacity	0.56	0.07	0.02	0.21	0.04	0.19	0.00	0.14	0.17	0.10		
Queue Length 95th (ft)	76	6	1	20	3	0.13	0.00	12	0.17	0.10		
Control Delay (s)	41.1	11.9	17.5	12,2	8.4	0.0	0.0	8.4	0.0	0.0		
Lane LOS	ты. Е	В	C	В	О. Т	0.0	0.0	Α	0.0	Y.Y .		
Approach Delay (s)	33,5		12.4		0.9			2.3				
Approach LOS	55.5 D		В		9,0			- ,0				
	D .		J		•	*						
Intersection Summary	E Francisco		6.0									
Average Delay	::		6.9	16	NIII avata	of Condoo	riblios (Alberta)		Λ.			
Intersection Capacity Util	ization		53.1%	E CHANGE	CU Level o	or service			А			
Analysis Period (min)			15	yahay sayahisi dalahida								

	4	لٍ	f	A	*	V
Movement	SBL	SBR	NEL (NET	SWT	SWR
Lane Configurations	ħ	7	ħ	4	*	7
Sign Control	Stop			Stop	Stop	
Volume (vph)	130	40	45	45	40	120
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	137	42	47	47	42	126
Direction, Lane#	SB 1	SB 2	NE1	NE 2	SW 1	·SW 2
Volume Total (vph)	137	42	47	47	42	126
Volume Left (vph)	137	0	47	- 0	0	0
Volume Right (vph)	0	42	0	0	0	126
Hadj (s)	0,53	-0.67	0.53	0.03	0.03	-0.67
Departure Headway (s)	5.6	4.4	5.7	5.2	5.1	4.4
Degree Utilization, x	0,21	0.05	0.07	0.07	0.06	0.16
Capacity (veh/h)	612	766	602	663	669	7 77
Control Delay (s)	9.0	6.5	7.9	7.4	7.3	7.0
Approach Delay (s)	8.4		7.7		7.1	
Approach LOS	Α		Α		. A	
Intersection Summary					1 100 m	
Delay			7.7			
HCM Level of Service			Α			
Intersection Capacity Utiliza	ition		23.0%	IC	U Level	of Service
Analysis Period (min)			15			

	4	لإ	*	A	×	€
Movement ·	SBL	SBR :	NEL :	NET	SWT	SWR
Lane Configurations	7	7	ሻ	٨	†	7
Sign Control	Stop			Stop	Stop	
Volume (vph)	225	85	90	60	60	265
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	237	89	95	63	63	279
Direction, Lane#	SB 1	SB 2	NE1	NE 2	SW 1	SW 2
Volume Total (vph)	237	89	95	63	63	279
Volume Left (vph)	237	-0	95	0	0	0
Volume Right (vph)	0	89	0	0	0	279
Hadj (s)	0.53	-0.67	0.53	0.03	0.03	-0.67
Departure Headway (s)	6.3	5.1	6.4	5.9	5.7	5.0
Degree Utilization, x	0.41	0,13	0.17	0.10	0.10	0.39
Capacity (veh/h)	550	666	528	573	594	685
Control Delay (s)	12.4	7.6	9.5	8.4	8.2	10.0
Approach Delay (s)	11.1		9.1		9.7	
Approach LOS	В		А		Α	
Intersection Summary	30.5					
Delay			10,1			
HCM Level of Service			В			
Intersection Capacity Utili	zation		30.8%	IC	U Level	of Service
Analysis Period (min)			15			

Synchro 7 - Report