APPENDIX 5

INTERSECTION CAPACITY ANALYSES





15056 Proj# Stonebridge (Phases 10-12) Project:

Date: July 18, 2007

Overall v/c Ratio Summary

Description: Existing (2007) Traffic

AM Peak Hour

						Critical Movements	vements							
Intersection			Vol	olume				Volu	me to Car	Volume to Capacity Ratio	٥		Overall	Overall
	٧1	v2	۸3	٧4	g۸	9^	v/c 1	v/c 2	v/c 3	v/c 4	v/c 5	v/c 6	۸/c	FOS
Riverstone & Jockvale													00.0	
Jockvale & Cambrian													0.00	,
Jockvale & Blackleaf		******											00.0	1
Jockvale & Golflinks													00.0	
Jockvale & Prince of Wales	339	273					7.70	0.49					0.61	മ
Cambrian & Kilbirnie													0.00	
Cambrian & Greenbank													0.00	1
													0.00	
Cambrian & Cedarview													0.00	•
													0.00	,
	and the second s									-			0.00	1
Greenbank & Jockvale													00.0	

PM Peak Hour

Intersection						Critical Movements	ovements							
17			Volume	ne				×	lume to C	Volume to Capacity Ratio	9		Overall	Overall
		٧2	٧3	44	۸5	9^	v/c 1	v/c 2	v/c 3	v/c 4	v/c 5	v/c 6	A/C	ros
Riverstone & Jockvale	,												0.00	
Jockvale & Cambrian													0.00	•
Jockvale & Blackleaf													0.00	τ
Jockvale & Golflinks													0.00	4
Jockvale & Prince of Wales 234	4	609					0.21	0.93			A CONTRACTOR OF THE CONTRACTOR		0.48	¥
Cambrian & Kilbirnie													0.00	ı
Cambrian & Greenbank													0.00	
Greenbank & Dundonald													0.00	
Cambrian & Cedarview													0.00	•
Cambrian & Realigned Greenebank													0.00	•
- 1				A STATE OF THE PARTY OF THE PAR									0.00	t
Greenbank & Jockvale		• • •											0.00	

	→		\	*	4	*	*	1	<i>></i>	\	ļ	4
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			44			4			4	
Sign Control		Stop		si din 4.	Stop		specificans	Stop			Stop	ENERGE E
Volume (vph)	4	3	51	39	1	463	8	300	17	218	234	2
Peak Hour 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
Hourly flow rate (vph)	4	3	51	39	1	463	8	300	17	218	234	2
Direction, Lane #	EB1	WB 1	NB 1	SB 1								
Volume Total (vph)	58	503	325	454								
Volume Left (vph)	4	39	8	218				ting.		Halippi,		
Volume Right (vph)	51	463	17	2								
Hadj (s)	-0.48	-0.50	0.01	0.13		Principle.						
Departure Headway (s)	7.6	6.1	6.9	6.7								
Degree Utilization, x	0.12	0.85	0.62	0.84		A North	40.1437	rs., till i		vileite		
Capacity (veh/h)	400	575	489	520								
Control Delay (s)	11.6	40.7	20.9	41.8								
Approach Delay (s)	11.6	40.7	20.9	41.8								40.5
Approach LOS	В	E)	С	Ε				A Maria		Amak piy		
Intersection Summary V	1/c. 0.14	ত ০ <i>:</i> জ	0.66	0.8	7							
Delay			35.0									
HCM Level of Service			D									
Intersection Capacity Uti	lization		93.3%	14	CU Leve	of Serv	/ice		F		A Section	
Analysis Period (min)			60									
	* * .		5.3									÷.

	✓	*	1 /	-	↓			
Movement	WBL	WBR 1	IBT NBR	SBL	SBT			
Lane Configurations	ሻ	7*	þ	ነ	†			······································
Sign Control	Stop		ree	Garik, Ma	Free	Alan la papa	Haraneraka	
Grade	0%		0%		0%			
Volume (veh/h)	18		423 10		241			
Peak Hour Factor	1.00		1.00		1.00			
Hourly flow rate (vph) Pedestrians	18	82	423 10	24	241			
Lane Width (m)								
Walking Speed (m/s)	e de la constant	i i sanka kalaba		ing day at this		Salar Alaka Aris	and the second second	
Percent Blockage								
Right turn flare (veh)	Mono	a ratification	e vija traje stale.	a sa ay j	ALEJON BANGER	era kaj regiji je regiji.	The Holle of the Article	an alexander (ili
Median type Median storage veh)	None						Pales and Editor	
Upstream signal (m)				194444				
pX, platoon unblocked	ku maj kijindir kalij	Post of a second	PRALITY IN FIRE	Alagan in glassia		televille for extension		
vC, conflicting volume	717	428		433				
vC1, stage 1 conf vol								
vC2, stage 2 conf vol						Yan viranek		
vCu, unblocked vol	717	428		433				
tC, single (s)	6.4	6.2		4.1				
tC, 2 stage (s)	0 F					and the second second		
tF (s)	3.5 95	3.3 87		2.2 98				
p0 queue free % cM capacity (veh/h)		627	Lagrangian Company	1127	San San Jan San	r vater om rand	and the second second	
					erana Araman anakan makan makan wa kana Wil			
Direction, Lane #		entral and a second second second second	B 1 SB 1	SB 2				
Volume Total	18	1.14	433 24					
Volume Left	18 0	0 82	0 24 10 0			na a la		
Volume Right (CSH)	388		700 1127				da o de desemblada. O	
Volume to Capacity	0.05),25 0.02			a i jaka s		
Queue Length 95th (m)	1.0	3.2	0.0 0.5		the state of	A STATE OF THE STATE OF		The first field
Control Delay (s)	14.7		0.0 8.3			医腹膜炎性 李	State of the second	
Lane LOS	В	В	Α		•			
Approach Delay (s)	12.2	• • •	0.0 0.7		· .	i translation the e		
Approach LOS	В							
Intersection Summary								
Average Delay		a para di mana di mangana di manga Mangana di mangana di m	1.8					and the second s
Intersection Capacity Uti	lization	36.		ICU Leve	el of Service		Α	
Analysis Period (min)			60					

	≯		*	€	4	1	*	†	<u> </u>	1	\	1
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ኣ	1 2		ሻ	4		*	4		ኻ	₽.	
Sign Control		Stop			Stop	Subjects		Free			Free	
Grade		0%			0%			0%			0%	
Volume (veh/h)	2	4	5	68	26	122	5	309	42	47	209	3
Peak Hour 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
Hourly flow rate (vph)	2	4	5	68	26	122	5	309	42	47	209	3
Pedestrians Lane Width (m)	raginalije and	en a denden a	y a, fight tall a				Salakan	e gering		na na k	an ex	
Walking Speed (m/s)		el el katelik						Malata	mayann.			Terreta (
Percent Blockage		History	v. Evens		er araba	ing salah	s haladay	a tengalang	Essen Ma	raya.		Ag 114
Right turn flare (veh)		Berrinani. Berrinani	. sa Pappina	av prijekt p	s April 2001 Av	9 S. 2011 A		INT BOOK	likuphpen,	Na wasalahii	Patrick Soft W	gadine da
Median type		None			None			Haalija k	Assets t	ere tak	ana jiya :	No. 164
Median storage veh)		sauthur i	The Authority	un sera Saguado	- ଅନ୍ୟେଷ୍ଟ୍ରିକ୍	is a la tracta de la com-		Difference of the first	The late of		**********	, h. hara
Upstream signal (m)											Alex de	
pX, platoon unblocked												
vC, conflicting volume	758	666	210	650	646	330	212			351		
vC1, stage 1 conf vol	**							4.4				
vC2, stage 2 conf vol			A BOUNT						ATTE			
vCu, unblocked vol	758	666	210	650	646	330	212	ing special	eria e trant	351		. Na again ang k
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	. A. SA	4. 2 H. S	2.2	No train	
p0 queue free %	99	99	99	81	93	83	100			96		
cM capacity (veh/h)	245	364	830	365	374	712	1358	W. 13		1208	esalit tota	
Direction, Lane #	EB 1	EB 2	WB1	WB 2	NB 1	NB 2	SB 1	SB 2		1200		
Volume Total	2	9	68	148	лар і 5	351	36 I 47	212				
Volume Left	2	0	68	0	5	0	47	0	e it is itseede.			
Volume Right	0	5	0.	122	: 0	42	0	3			4	
cSH	245	529	365	614	1358	1700	1208	1700				* ' '
Volume to Capacity	0.01	0.02	0.19	0.24		0.21	0.04	0.12			way sala	
Queue Length 95th (m)	0.2	0.4	4.8	6.6	0.1	0.0	0.9	0.0				
Control Delay (s)	19.8	11.9	17.1	12.7	7.7	0.0	8.1	0.0		i i i i i i i i i i i i i i i i i i i	No.	
Lane LOS	С	В	С	В	Α		Α			,		
Approach Delay (s)	13.4		14.1		0.1		1.5			es in		\$
Approach LOS	В		В									
Intersection Summary												
Average Delay			4.3							-		
Intersection Capacity Uti	lization		43.8%](CU Lev	el of Ser	vice		¹ А			
Analysis Period (min)			60									

		E	4	
Movement EBL	EBT WBT	WBR SWL	SWR	
Lane Configurations			7	
Sign Control Sea Hiller Street	Free Free	•		
Grade Volume (veh/h) 54	0% 0% 235 243	0% 39 104	பிருமா து ப ெரிந்து	en en en merchen in die telektroom (Millines, auf het en solektroom).
Volume (veh/h) 54 Peak Hour Factor 1.00		the second secon	1.00	
Hourly flow rate (vph) 54			43	
Pedestrians		41.114. T.T., 144. 'T.A.		
Lane Width (m)		Assaulta A		
Walking Speed (m/s)				
Percent Blockage				
Right turn flare (veh)	e was ne denne ka	Tree de l'Allama		Dana Arijaan serang serangkan kebasah neg jenas sejara
Median type Median storage veh)	AND MEDIE	None		
Upstream signal (m)			Haribaran	
pX, platoon unblocked	tida (e. 1. te. a litge da ditalee)	retra tra tropa va elektra ele	Maratata and Markey (1)	i erre autjuaj tiju era je te fallë e aj rittes i tregasjane kasilkaj ek tje a e se ese e
vC, conflicting volume 282		606	262	
vC1, stage 1 conf vol				
vC2, stage 2 conf vol				
vCu, unblocked vol 282 tC, single (s) 4.1		606 6.4	262 6.2	and the second of the second section of the second
tC, single (s) 4.1 tC, 2 stage (s)				THE CONTRACTOR OF THE PROPERTY OF THE
tF (s) 2.2		3.5	3.3	
p0 queue free % 96		76	94	The state of the s
cM capacity (veh/h) 1280	i i i kanala sa sa sa	441	776	or the first term to a particle that
Direction, Lane # EB 1	EB 2 WB 1	SW 1 SW 2		
Volume Total 54				
Volume Left 54				
Volume Right 0				
cSH 1280 Volume to Capacity 0.04				
Queue Length 95th (m) 0.9			7.5	
Control Delay (s) 7.9				
Lane LOS A		C A	•	
Approach Delay (s) 1.5	0.0			
Approach LOS		В		
Intersection Summary				
Average Delay	3.5			
Intersection Capacity Utilizatio			el of Service	Α
Analysis Period (min)	60			

	*	→	7	•	←	1	4	†	/*	>	ļ	4
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		- 4			्रंभी	7	ሻ	ተ ፉ		ሻ	ት ኩ	
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	s. 1800	1800	1800	1800	1800	1800	1800
Storage Length (m)	0.0		0.0	0.0		90.0	100.0		0.0	0.0		0.0
Storage Lanes	0		0	0	ar Haribari	3.55 A	1		0	1		0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (m)	15.2	15.2		15.2	15.2	15.2	15.2	15.2		15.2	15.2	
Trailing Detector (m)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Turning Speed (k/h)	24		14	24		14	24		14	24	4.11.3343	14
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt (1994)	Name III	0.994				0.850	14 No. 14	0.999			0.971	
Flt Protected		0.982			0.999		0.950			0.950		
Satd. Flow (prot)	0	1742	0	0	1783	1517	1695	3387	0	1695	3292	0
Flt Permitted		0.751			0.995		0.595			0.379		
Satd. Flow (perm)	0.	1332	0	0	1775	1517	1062	3387	0	676	3292	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		3				410	resilent.	1			49	
Headway Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Link Speed (k/h)		70	NUNE		70		18.79	60	HALL	en gibe.	60	
Link Distance (m)		843.6			306.3			329.6			362.7	
Travel Time (s)	7.7	43.4			15.8			19.8			21.8	. e tra fe
Volume (vph)	121	202	16	3	214	410	19	404	3	273	205	49
Peak Hour 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
Adj. Flow (vph)	121	202	16	3	214	410	19	404	3	273	205	49
Lane Group Flow (vph)		339	0	0	217	410	19	407	0	273	254	0
Turn Type	Perm			Perm		Perm	Perm			pm+pt		
Protected Phases		- 4	er i er i		8			2		1	6	11.4
Permitted Phases	4			8		8	2			6		
Detector Phases	4	4		8	8	8	2	2		1	6	1.
Minimum Initial (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Minimum Split (s)	25.4	25.4		25.4	25.4	25.4	24.6	24.6		10.6	24.6	
Total Split (s)	38.0	38.0	0.0	38.0	38.0	38.0	32.0	32.0	0.0	20.0	52.0	0.0
Total Split (%)	42.2%		0.0%		42.2%			35.6%	0.0%	22.2%	57.8%	0.0%
Maximum Green (s)	30.6	30.6		30.6	30.6	30.6	25.4	25.4		13.4	45.4	
Yellow Time (s)	4.2	4.2		4.2	4.2	4.2	4.6	4.6		4.6	4.6	
All-Red Time (s)	3.2	3.2		3.2	3.2	3.2	2.0	2.0		2.0	2.0	
Lead/Lag							Lag	Lag		Lead		
Lead-Lag Optimize?							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	Max	Max		None	Max	
Act Effct Green (s)		27.8			27.8	27.8	30.3	30.3		48.2	48.2	
Actuated g/C Ratio		0.33			0.33	0.33	0.36	0.36		0.57	0.57	
v/c Ratio		0.77			0.37	0.53	0.05	0.33		0.49	0.13	
Control Delay		32.3			22.4	4.4	21.8	22.3		13.5	7.8	
Queue Delay		0.0			0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay		32.3			22.4	4.4	21.8	22.3		13.5	7.8	
LOS		C			С	Α	С	С		В	Α	
Approach Delay		32.3			10.6			22.3			10.7	
Approach LOS		С			В		_	С			В	
90th %ile Green (s)	30.6	30.6		30.6	30.6	30.6	25.4	25.4		13.4	45.4	

David Hook IBI GROUP Lanes, Volumes, Timings 7/10/2007

	**		*	√		*	1	†	<i>></i>	-	↓	4
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
90th %ile Term Code	Max	Max		Hold	Hold	Hold	MaxR	MaxR		Max	MaxR	
70th %ile Green (s)	30.6	30.6		30.6	30.6	30.6	25.4	25.4		13.4	45.4	
70th %ile Term Code	Max	Max		Hold	Hold	Hold	MaxR	MaxR		Max	MaxR	
50th %ile Green (s)	26.4	26.4		26.4	26.4	26.4	26.1	26.1		12.7	45.4	
50th %ile Term Code	Gap	Gap		Hold	Hold	Hold	Hold	Hold		Gap	MaxR	Maria de la composição de
30th %ile Green (s)	21.4	21.4		21.4	21.4	21.4	28.6	28.6		10.2	45.4	
30th %ile Term Code	Gap	Gap		Hold	Hold	Hold	Hold	Hold		Gap	MaxR	
10th %ile Green (s)	14.7	14.7		14,7	14.7	14.7	31.2	31.2		7.6	45.4	
10th %ile Term Code	Gap	Gap		Hold	Hold	Hold	Hold			Gap	MaxR	
Queue Length 50th (m)		43.8			24.0	0.0	1.9	24.1		20.2	7.1	
Queue Length 95th (m)		#93.1			45.4	26.7	7.4	43.1		42.3	15.4	
Internal Link Dist (m)		819.6			282.3			305.6			338.7	
Turn Bay Length (m) 🗀						90.0	100.0					THE BE
Base Capacity (vph)		505			671	828	382	1219		568	1909	
Starvation Cap Reductn		0			0	0	0	0		0	0	
Spillback Cap Reductn		0			0	0	0	0		0	0	
Storage Cap Reductn	11/2005	0		i New Year	0	0	0.	0		0	0	A. Ar
Reduced v/c Ratio		0.67			0.32	0.50	0.05	0.33		0.48	0.13	

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 84.1

Natural Cycle: 65

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.77 Intersection Signal Delay: 17.1 Intersection Capacity Utilization 72.6%

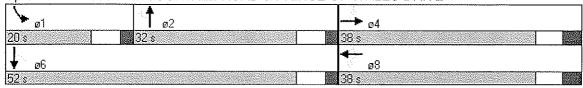
Intersection LOS: B
ICU Level of Service C

Analysis Period (min) 60 90th %ile Actuated Cycle: 90 70th %ile Actuated Cycle: 90 50th %ile Actuated Cycle: 85.8 30th %ile Actuated Cycle: 80.8 10th %ile Actuated Cycle: 74.1

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

Queue shown is maximum after two cycles.

Splits and Phases: 4: JOCKVALE ROAD & PRINCE OF WALES DRIVE



	<i>•</i>	B.	**		4	Ą	4	†	*	7	I	
Movement	EBL	EBT	₽ EBR	▼ WBL	WBT	WBR	NBL	I NBT	/ NBR	SBL	▼ SBT	SBR
Lane Configurations	LUL	<u></u>	LDIX	VVL	- VV ⊡ 1 - ∰	VVDIX	INDL	<u>пурт</u> ф	INDIA	ODE	्ठा स्रो	NGC
Sign Control		Free	a abada A		Free		sant, Ansa	Stop	de la compa		Stop	i digenerali
Grade	-21 1-5 3 3 3	0%			0%	11.		0%		* 1*. \$ *	0%	Markinsky I
Volume (veh/h)	19	8	4	8	62	30	2	113	5	9		2
Peak Hour 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
Hourly flow rate (vph)	19	8	4	8	62	30	2	113	5	9	43	2
Pedestrians	2 1 2 12 2/19/1	and the transfer	17.11 15.11.57	14 4 1 4 45, 15		The The Leading Stage	The second		n n Salaan		un en elektri etre	
Lane Width (m)									. s. j. j.s.			
Walking Speed (m/s)		•						•		•		
Percent Blockage								fire sa			n Ne	
Right turn flare (veh)												
Median type					FALSE			None			None	
Median storage veh)	ti. Kiki i					1	i e e					
Upstream signal (m)										s glistui		
pX, platoon unblocked		New State (1911)	Nachael (N		ila ee ees	egies e insejn	404	450			51.4403	
vC, conflicting volume vC1, stage 1 conf vol	92		HANNE HA	12			164	156	10	202	143	77
vC2, stage 2 conf vol	18.18.181		Najagaja	Prograde	4.40			13 114	saga ayar		That sales	1 1 4 W.J.
vCu, unblocked vol	92		ne dinne dibe.	12	Factor No.	e Marketta e	164	156	10	202	143	77
tC, single (s)	4.1	and the		4.1	en Sui Sus su		7.1	6,5	6.2	7.1	6,5	6.2
tC, 2 stage (s)	4.00		Section 4.					4,4	~	• • • •		Ψ.μ
tF (s)	2.2		Note to	2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	99	* . *		100	* .		100	84	100	99	94	100
cM capacity (veh/h)	1503			1607	$s_{\frac{1}{4}} = s_{-\frac{1}{4}}$	100	753	723	1071	653	735	984
Direction, Lane#	EB 1	WB 1	NB 1	SB 1								
Volume Total	31	100	120	54								
Volume Left	19	8	2	9								
Volume Right	4	. 30	5	2				1 %				i vi
cSH	1503	1607	733	727								
Volume to Capacity	0.01	0.00	0.16	0.07	4	Same and					5 5 5 6	
Queue Length 95th (m)	0.3	0.1	4.1	1.7								
Control Delay (s)	4.6	0.6	10.9	10.4							- 11	4.
Lane LOS	A	Α	В	В			*. *. *					
Approach Delay (s)	4.6	0.6	10.9	10.4								
Approach LOS			В	В								
Intersection Summary												
Average Delay			6.8						_			
Intersection Capacity Uti	lization		22.9%	10	CU Lev	el of Ser	vice		Α			
Analysis Period (min)			60									

•	< <	· †	<i>→</i> → ↓
Movement WI	BL WBR	NBT	NBR SBL SBT
Lane Configurations	k,r	J	ે ન
Sign Control St	*.	Free	
	%	0%	
Volume (veh/h)	5 61		
Peak Hour Factor 1.	00 1.00	1.00	无法,一定,一定,我们就是一个人的,我们就是一个人的,我们就是一个人的,我们就是一个人的,我们就是一个人的,我们就是这样的,我们就是这样的。""我们,我们就是一
Hourly flow rate (vph)	5 61	19	
Pedestrians	The Salar Salar		ente in la seu esta particular de la completa de l La completa de la co
Lane Width (m)		40 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	
Walking Speed (m/s)	***		
Percent Blockage			
Right turn flare (veh)			
Median type No	ne		
Median storage veh)			
Upstream signal (m)			
pX, platoon unblocked			
	38 22		
vC1, stage 1 conf vol			
vC2, stage 2 conf vol			
•	38 22		24
	.4 6.2		
tC, 2 stage (s)			
· · · · · · · · · · · · · · · · · · ·	.5 3.3	4.74.75	
	99 94		98
cM capacity (veh/h) 8	98 1056		
Direction, Lane# WB	1 NB1	SB 1	
Volume Total	66 24	40	
Volume Left	5 0	26	in the control of the Here the control of the contr
Volume Right	31 5	0	
cSH 104	12 1700	1591	
Volume to Capacity 0.0			
• • • • • • • • • • • • • • • • • • • •	.4 0.0		
	.7 0.0	4.8	
Lane LOS	Α	Α	
	.7 0.0	4.8	
Approach LOS	Α		
Intersection Summary			
Average Delay		5.9	
Intersection Capacity Utilizat	ion	19.9%	
Analysis Period (min)		60	

,	•		7	*	4	•	*	†	<i>*</i>	/	+	4
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	, ,	4			4			4			4	
Sign Control		Stop	a trade a saa f		Stop			Stop			Stop	NAME OF
Volume (vph)	13	1	1	1	5	607	0	97	1	514	140	16
Peak Hour 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
Hourly flow rate (vph)	13	1	1	1	5	607	0	97	1	514	140	16
Direction, Lane#	EB 1	WB1	NB 1	SB 1								
Volume Total (vph)	15	613	98	670								
Volume Left (vph)	13	1	0	514	Same of					1 1 2 3 3 4 3 4	Not all the	
Volume Right (vph)	1	607	1	16		·						
Hadj (s)	0.17	-0.56	0,03	0.17	100							MATERIAL PROPERTY.
Departure Headway (s)	7.5	5.5	7.0	6.2								
Degree Utilization, x	0.03	0.93	0.19	1.15					\$. No. 10 Per			
Capacity (veh/h)	455	648	500	576								
Control Delay (s)	10.8	62.3	11.6	316.9								
Approach Delay (s)	10.8	62.3	11.6	316.9								
Approach LOS	В		В	F			NAME OF	erdi, bugi.		AND WELL		
Intersection Summary J	. 0.03	s 0.9	5 0.2	D 1.11	ø							
Delay			180.4		900 P. S. S. S. S.							No.
HCM Level of Service			F								The State of the S	
Intersection Capacity Util	ization		92.2%	10	CU Leve	l of Ser	vice		F	*	·	÷
Analysis Period (min)			60									

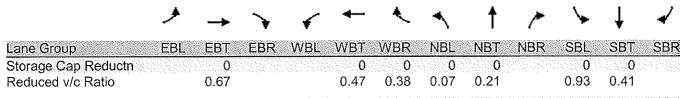
√	₹ ↑ <i>></i>	\
Movement WBL WI	BR NBT NBR	SBL SBT
Lane Configurations	د ۴	<u>ነ</u> ተ
Sign Control Stop	Free	jaka ka Free mulia ka aya Yasi, walijakijiya adikadiya i
Grade 0%	0%	0%
	62 444 56	
	00 1.00 1.00	1.00 1.00
	62 444 56	1455 487 (11) 100 100 100 100 100 100 100 100 100
Pedestrians	ing palatan kalamatan sa	14. july 10. Med 1. july 10. sept. 10. s
Lane Width (m) Walking Speed (m/s)	tryll, sire, faller is	
Percent Blockage	and the second of the second o	and the second of the second o
Right turn flare (veh)		
Median type None		
Median storage veh)		
Upstream signal (m)		
pX, platoon unblocked		
vC, conflicting volume 1269 4	72	를 500 를 출연한 왕조시 경우 왕조시 보습 원호를 불면 발생하는 다시
vC1, stage 1 conf vol	en e	BANG BANG MANANG ANG MANANG MANAN
vC2, stage 2 conf vol vCu, unblocked vol 1269 4	a, is a a mespala de de ajour. 72	
	72 3.2 FR ALERA	- 500 [1] 4.1 [28] [38] [38] [38] [38] [38] [38] [38] [3
tC, 2 stage (s)	7.4	
	3.3 PALTER A. A. A. A.	1. 2.2 1
3 /	90	85
	92	1064
Direction, Lane # WB 1 WE	3 2 NB 1 SB 1	SB 2
Volume Total 24	62 500 155	487
Volume Left 24	0 0 155	0
~	62 56 0	
	92 1700 1064	1700
	10 0,29 0.15	0.29
• • • • • • • • • • • • • • • • • • • •	2.5 0.0 3.6	0.0
Control Delay (s) 31.7 11 Lane LOS D	I.8 0.0 9.0 B A	0.0
Approach Delay (s) 17.4	0.0 2.2	
Approach LOS C	0.0 22	
Intersection Summary Average Delay	2.3	
Intersection Capacity Utilization		CU Level of Service A
misioconon oupdoity offization		

		······· !	7	*	4	A .	*	†	<i>/</i> *	/	ļ	4
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	*	f }		7	f		ሻ	1}		ሻ	1	
Sign Control		Stop			Stop			Free	San Disk		Free	
Grade		0%		•	0%			0%			0%	
Volume (veh/h)	6	21	4	38	7	83	2	411	69	146	364	A.111
Peak Hour 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
Hourly flow rate (vph)	6	21	4	38	7	83	2	411	69	146	364	1
Pedestrians												
Lane Width (m)	VEA A								41 (1)			
Walking Speed (m/s)												
Percent Blockage											$\{(\lambda_{i}, \lambda_{i}) \in \{1, 1\}\}$	
Right turn flare (veh)												
Median type		None	4, 11, 1, h		None			Literatur				
Median storage veh)												
Upstream signal (m)									(2,1,2,2,3,3,3,3,3,3,3,3,3,3,3,3,3,3,3,3,			
pX, platoon unblocked												
vC, conflicting volume	1158	1140	364	1120	1106	446	365			480		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol				i i a di	. Karalina	Margarita (相等特別		4 1 1 1 1 1		(Arrest
vCu, unblocked vol	1158	1140	364	1120	1106	446	365		•	480		
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 %	95	88	99	74	96	86	100		* -	87		
cM capacity (veh/h)	-, 130	173	680	149	182	613	1194			1082		*. *
Direction, Lane#	EB 1	EB 2	WB 1	WB 2	NB 1	NB 2	SB 1	SB 2				
Volume Total	6	25	38	90	2	480	146	365				
Volume Left	6	0	38	0	2	0	146	0				
Volume Right	. 0	4	0	83	0	69	0	1		10 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		
cSH	130	197	149	517	1194	1700	1082	1700				
Volume to Capacity	0.05	0.13	0.26	0.17	0.00	0.28	0.13	0.21				
Queue Length 95th (m)	1.0	3.0	7.1	4.4	0.0	0.0	3.3	0.0				
Control Delay (s)	34.0	25.9	37.5	13.4	8.0	0.0	8.8	0.0				
Lane LOS	D	D	E	В	Α		Α					
Approach Delay (s)	27.5		20.6		0.0		2.5					
Approach LOS	D		С									
Intersection Summary		(E-70) (S)										
Average Delay			4.2									
Intersection Capacity Uti	lization		54.7%	l	CU Lev	el of Sei	rvice		Α			
Analysis Period (min)			60									
÷ , ,												

			←	<u>e</u> _	G	*/
Movement	EBL	EBT	WBT	WBR	SWL	SWR
Lane Configurations	ሻ	1	f)		**	7
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Volume (veh/h)	54	331		78	34	
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	
Hourly flow rate (vph)	54	331	362	78	34	
Pedestrians		,÷	e North A	e e e e e e e e e e e e e e e e e e e	1 1	en de la companya de La companya de la co
Lane Width (m)		Served of				
Walking Speed (m/s)		. 8.33	1.00		4.1.1.19.1	Za a kanta ta ta ta sa
Percent Blockage	N. 111.					
Right turn flare (veh) Median type		S. 1441.	1 1 2 2 5	5. \$15 F	None	and the second of the second o
Median storage veh)					INOTIC	
Upstream signal (m)	the second		53. 4, 5.3	etajeti ka		in the same of the first section is sectionally read to
pX, platoon unblocked	a, alama	3 + *+1 + 1 N - 1	a Hansati	ini da Bigli a	4 (14) TERM	are a distribute sugar stretche escalatore algun de abreva escribir en terresa, tres al central de companyone Transportation
vC, conflicting volume	440				840	EM401 IN NEW BERTHARD THE REPARK OF THE
vC1, stage 1 conf vol						
vC2, stage 2 conf vol	1000	11.4.4.				
vCu, unblocked vol	440				840	
tC, single (s)	4.1				6.4	
tC, 2 stage (s)						
tF(s)	2.2				3.5	
p0 queue free %	95	1.			89	
cM capacity (veh/h)	1120		* **		319	649
1,12,140,140,140,141,140,14 (100,140,140,140,140,140,140,140,140,140,	EB 1	EB 2	WB1	SW 1	SW 2	
Volume Total	54	331	440	34	38	
Volume Left	54	0	0	34	0	
Volume Right cSH	0 1120	0 1700	78 1700	0 319	38 649	
Volume to Capacity	0.05	0.19	0.26	0.11	0.06	
Queue Length 95th (m)	1.1	0.0	0.0	2.5	1.3	
Control Delay (s)	8.4	0.0	0.0	17.6	10.9	
Lane LOS	A	0.0	0.0	C	В	
Approach Delay (s)	1.2		0.0	14.1		
Approach LOS				В		
Intersection Summary						
Average Delay	u pour reconstituir		1.6			
Intersection Capacity Utilis	zation		41.8%	IC	CU Leve	vel of Service A
Analysis Period (min)			60			•••
. , ,						

	*	·······	•	*	←		4	†	<i>></i>	>	↓	4
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4	74	ሻ	<u></u> ተነ		*5	↑ ↑	
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Storage Length (m)	0.0		0.0	0.0		90.0	100.0		0.0	0.0		0.0
Storage Lanes	0		0	0		1	1		0	1		0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Turning Speed (k/h)	24		14	24		14	24		14	24		14
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
		0.990		\$284E.		0.850		0.999			0.973	
Flt Protected		0.992			0.999		0.950			0.950		
Satd. Flow (prot)	0	1752	0	0	1783	1517	1695	3387	0	1695	3299	0
Flt Permitted		0.863			0.991		0.367			0.524		
Satd. Flow (perm)	0	1524	0	0	1768	1517	655	3387	0	935	3299	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		5				273		. N 1 .			48	
Headway Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Link Speed (k/h)		70			70			60			60	
Link Distance (m)		843.6			306.3			329.6			362.7	
Travel Time (s)		43.4			15.8			19.8			21.8	
Volume (vph)	57	280	28	6	290	273	14	233	1	609	615	136
Peak Hour 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
Adj. Flow (vph)	57	280	28	6	290	273	14	233	1	609	615	136
Lane Group Flow (vph)	0	365	0	0	296	273	14	234	0	609	751	0
Turn Type	Perm			Perm		Perm	Perm			pm+pt		
Protected Phases		4	A Audio	will the	8			2		1	6	Date:
Permitted Phases	4			8		8	2			6	•	•
Minimum Split (s)	25.4	25.4		25.4	25.4	25.4	24.6	24.6		10.6	24.6	
Total Split (s)	35.0	35.0	0.0	35.0	35.0	35.0	32.0	32.0	0.0	20.0	52.0	0.0
	40.2%		0.0%	40.2%	40.2%		36.8%		0.0%	23.0%	59.8%	0.0%
Maximum Green (s)	27.6	27.6		27.6	27.6	27.6	25.4	25.4		13.4	45.4	
Yellow Time (s)	4.2	4.2		4.2	4.2	4.2	4.6	4.6		4.6	4.6	1 11 11 11
All-Red Time (s)	3.2	3.2		3.2	3.2	3.2	2.0	2.0		2.0	2.0	
Lead/Lag						. : •	Lag	Lag		Lead		
Lead-Lag Optimize?							Yes	Yes		Yes		
Act Effct Green (s)		31.0		$M_{\rm He} \gtrsim 1$	31.0	31.0	28.0	28.0		48.0	48.0	
Actuated g/C Ratio		0.36			0.36	0.36	0.32	0.32		0.55	0.55	
v/c Ratio		0.67	Mark High		0.47	0.38	0.07	0.21		0.93		
Control Delay		30.7			24.7	4.3	21.7	22.1		46.4	11.3	
Queue Delay		0.0			0.0	0.0	0.0	0.0		0.0		
Total Delay		30.7			24.7	4.3	21.7	22.1		46.4	11.3	
LOS		С			C	Α	C	С		D	B	
Approach Delay		30.7			14.9			22.0			27.0	
Approach LOS		С	\$ 1 T	1	В			С	· .	tage to age	, C	٠.
Queue Length 50th (m)		45.9		-	34.6	0.0	1.5	13.5		61.0	30.3	
Queue Length 95th (m)		#94.5	·	1. 1. 1.	63.7	19.6	6.1	24.2		#175.1	48.6	
Internal Link Dist (m)		819.6			282.3			305.6			338.7	
Turn Bay Length (m)						90.0	100.0		in the said	en en en en en En	1.1	
Base Capacity (vph)		546			630	716	211	1091		656	1842	
Starvation Cap Reductn		0			0	0	0	0		0	0	
Spillback Cap Reductn		0	. , , ,		0	0	0	0		0	0	

David Hook IBI GROUP Lanes, Volumes, Timings 7/10/2007



Area Type: Other

Cycle Length: 87

Actuated Cycle Length: 87

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

Natural Cycle: 80

Control Type: Pretimed Maximum v/c Ratio: 0.93

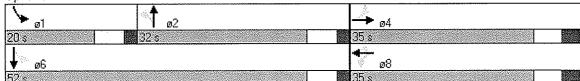
Intersection Signal Delay: 24.4 Intersection Capacity Utilization 92.9% Intersection LOS: C
ICU Level of Service F

Analysis Period (min) 60

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

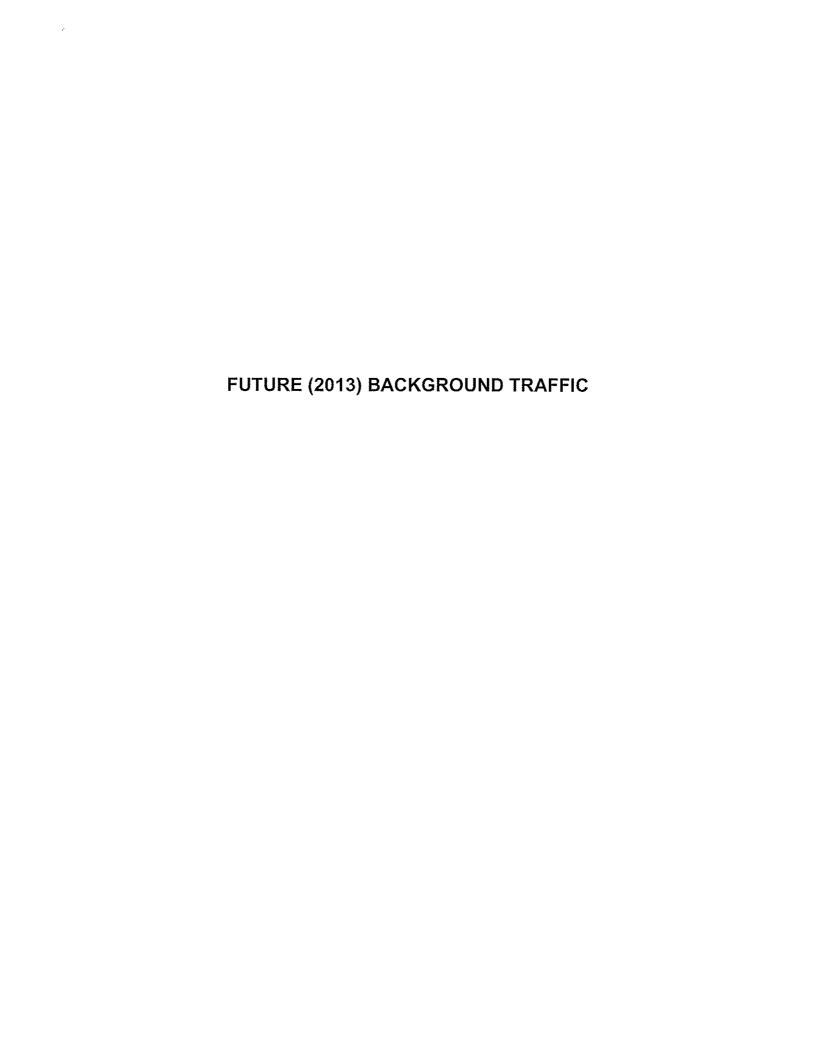
Queue shown is maximum after two cycles.

Splits and Phases: 4: JOCKVALE ROAD & PRINCE OF WALES DRIVE



		·····	7	*	4	₹	*	<u></u>	<i>></i>	/	↓	4
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			44			43-			44	
Sign Control		Free		ps. History	Free		resolitaria.	Stop		vikila.	Stop	5040
Grade		0%			0%	20.00		0%			0%	
Volume (veh/h)	2	37	4		14	8	3	77	4	7	.,	10
Peak Hour 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
Hourly flow rate (vph)	2	37	4	3	14	8	3	77	4	7	158	10
Pedestrians			. a tita		s							. 5.
Lane Width (m)		And Miller	The Street A		tit til til til e		, Adhiri					
Walking Speed (m/s) Percent Blockage	1.11	Degeneración	er Sag de S	11.			Andrew Commen		- A. J. 1.		1.77.11.13	4.34
Right turn flare (veh)			MARKE	Ha Elis	N. Sarra				* . 1,1 is. *	in Stalina	delikirr	. 1. 11. 11
Median type	11111	da sang	the same sa	15. 4.22	ja kaka	1.181 - 1	Janes E.	None	a type i	Lagrania.	None	5.35 L
Median storage veh)		State Styles and			lens tue	* *		1,01,0	in the same of the		1,101,10	ee Tea Proe
Upstream signal (m)	4 N N 13					r sgraf	44.44				Harry	
pX, platoon unblocked			e terres de la com				754 2744	1 - 4 - 4			See all the con-	114 114 1
vC, conflicting volume	22			41			156	71	39	110	69	18
vC1, stage 1 conf vol												
vC2, stage 2 conf vol		in hilly			s sy is		g 314 A		\$ 14 EE C		Albert	Villa i
vCu, unblocked vol	22			41			156	71	39	110	69	18
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)			1 - 1 - 1									
tF (s)	2.2	ra i e ji e ra e		2.2			3.5	4.0	3.3	3.5	4.0	
p0 queue free %	100	. 1		100			100	91	100	99	81	99
cM capacity (veh/h)	1593			1568			682	817	1033	801	819	1061
Direction, Lane #	EB 1	WB 1	NB 1	SB 1					S (5) (5) (3 3 3
Volume Total	43	25	84	175								
Volume Left	2	3	3	7								
Volume Right	4	8	4	10			•					1.3
cSH	1593	1568	819	829								
Volume to Capacity	0.00	0.00	0.10 2.4	0.21 5.6						1 1 m		
Queue Length 95th (m) Control Delay (s)	0.0	0.0 0.9	2.4 9.9	5.6 10.5						4, 4,		
Lane LOS	0.3 A	0.9 A	9.9 A	10.5 B								÷
Approach Delay (s)	0.3	0.9	9.9	10.5							4 - 1	
Approach LOS	0.0	0.0	Α	10.5 B								
	9 (8) (8) (8)			_		nikainie veišen		Palesta Visit est		45.450.000.005vc	2010 St. 1881 AS	
Intersection Summary			8.3				200000000000000000000000000000000000000					
Average Delay Intersection Capacity Uti	lization	,	0.3 22.4%	ıc	111 Av	el of Ser	vice		А			
Analysis Period (min)	nzatiOH	4	60	i C	O FEAG	5: UI OBI	VICE		А			
Araiyala i Gilou (IIIII)			00									

	*	*	†	<i>→</i> \	→ ↓			
Movement	WBL	WBR	NBT	NBR SE	L SBT			
Lane Configurations	¥γ		\$		4			
Sign Control	Stop	i Babasa	Free		Free			
Grade	0%		0%		0%		· · · · · · · · · · · · · · · · · · ·	
Volume (veh/h)	5	22			4 21			
Peak Hour Factor	1.00	1.00	1.00	1.00 1.0				
Hourly flow rate (vph)	5	22	8	9 3	4 21			
Pedestrians Lane Width (m)		ing same	4 4 5 6 T		na esta original despera	ing a sample of the sample of		era o la Caracter de Carac
Walking Speed (m/s)	Marie Salah	i sany i	44. NO	unan sa Abraha I.				in or a stall take to
Percent Blockage	3. N. 14.	4 (34.1.1			v. Habada	garga Nebel		Na hii May ayay
Right turn flare (veh)	* * * * * * * * * * * * * * * * * * * *	a to be the	ala an an an an an		, a el exercica asa el	e describertant	ARAN BARANIKA	e in in dep Art The Art Held
Median type	None		arak ili					
Median storage veh)								a satisfied a second
Upstream signal (m)								
pX, platoon unblocked				er in the comment was		and a real factors		and the second of the second
vC, conflicting volume	102	12			7			
vC1, stage 1 conf vol vC2, stage 2 conf vol	i terana j	erine erine er			Lighter elegati	rigg to .	e i se e se gjagaj	on and the condi-
vCu, unblocked vol	102	12		. 1945 - 1945 - 1945 - 1945 - 1945 - 1945 - 1945 - 1945 - 1945 - 1945 - 1945 - 1945 - 1945 - 1945 - 1945 - 194 1	7	ere ağışılırılı ağışı	ili da ili visita pila sulda.	
tC, single (s)	6.4	6.2		45.65.4				and Newsay
tC, 2 stage (s)	* *			e e e e e e e e e e e e e e e e e e e				
tF (s)	3.5	3.3	1. 1.11	2				第一大部分的 工
p0 queue free %	99	98			8			
cM capacity (veh/h)	878	1068	•	160	0		•	
Direction, Lane#	WB 1	NB1	SB 1					
Volume Total	27	17	55					
Volume Left	5	0	34					
Volume Right cSH	22 1027	4700	1600					
Volume to Capacity	0.03	1700 0.01	1600 0.02					
Queue Length 95th (m)	0.6	0.0	0.02					
Control Delay (s)	8.6	0.0	4.6	and the second				:
Lane LOS	Α		Α					
Approach Delay (s)	8.6	0.0	4.6					
Approach LOS	Α							
Intersection Summary								
Average Delay			4.9					
Intersection Capacity Util	lization		19.8%	ICU L	evel of Service	ce	Α	
Analysis Period (min)			60					



Date: July 18, 2007

Stonebridge (Phases 10-12)

Project:

15056

Proj#

Description: Future (2013) Background Traffic

Overall v/c Ratio Summary

AM Peak Hour

						Critical M	Critical Movements							
Intersection			۸٥	Volume				°\ 	lume to C.	Volume to Capacity Ratio	0		Overall	Overall
	٧1	٧2	٧3	v4	٧5	94	v/c 1	v/c 2	v/c 3	v/c 4	v/c 5	v/c 6	v/c	SOT
Riverstone & Jockvafe (Signalized)	088	24	24	×			0.57	70.0					0.48	Ą
Jockvale & Cambrian	279	198					0.74	0.32					0.48	A
Jockvale & Blackleaf (Unsignalized)													0.00	
Jockvale & Balckleaf (Signalized)	214	346	-				0.55	0.29					0.35	⋖
Jockvale & Golflinks								:					0.00	
Jockvale & Prince of Wales	455	298					0.83	0.66					0.75	ပ
Jockvale & Prince of Wales (Double-left)	455	298					0.80	0.53					19.0	В
Cambrian & Kilbirnie	000000000000000000000000000000000000000												0.00	ı
Cambrian & Greenbank			~										0.00	•
Greenbank & Dundonald													0.00	1
Cambrian & Cedarview		100 to 10											0.00	1
Cambrian & Realigned Greenebank													0.00	•
Greenbank & Kilbirnie													00'0	•
Greenbank & Jockvale													0.00	,

PM Peak Hour

							Critical M	Critical Movements							
Intersection				Volume	ne				×	olume to C	Volume to Capacity Ratio	tio		Overall	Overall
	7	v2		٧3	44	۸5	94	V/c 1	v/c 2	v/c 3	v/c 4	V/c 5	v/c 6	v/c	COS
Riverstone & Jockvale	ည	943						0.02	0.63					0.54	¥
Jockvale & Cambrian	184	100	C		~			0.71	0.25					0.43	A
Jockvale & Blackleaf (Unsignalized)													4	0.00	
Jockvale & Blackleaf (Signalized)	132	416	(C)					0.41	0.33					0.35	∢
Jockvale & Golflinks														0.00	,
Jockvale & Prince of Wales	431	594	₹					0.97	0.94					0.95	ш
Jockvale & Prince of Wales (Double-left)	431	594	ŧ					0.87	0.77					0.81	۵
Cambrian & Kilbirnie														0.00	•
Cambrian & Greenbank														00.0	
Greenbank & Dundonald														00.0	
Cambrian & Cedarview	200													0.00	•
Cambrian & Realigned Greenebank														0.00	•
Greenbank & Kilbirnie														0.00	
Greenbank & Jockvale														0.00	

	۶	>	*	*	4	1	*	†	*	\	↓	4
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ሻ	ĵ>		1	1→		ሻ	1→		75	^}	
Sign Control		Stop			Stop) Night	Thaib	Free	11,20,33		Free	
Grade		0%			0%			0%	·		0%	•
Volume (veh/h)	25	0	5	18	0	82	1	870	. 10	24	384	7
Peak Hour 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
Hourly flow rate (vph)	25	0	5	18	0	82	1	870	10	24	384	7
Pedestrians												
Lane Width (m)												
Walking Speed (m/s)												
Percent Blockage												N. Bush
Right turn flare (veh)												
Median type		None		Mark Cr	None	MARKET	ing k	, m. Phili				
Median storage veh)												
Upstream signal (m)					istaise	HENE						
pX, platoon unblocked				of the same							5 14 2 4	ar a rock
vC, conflicting volume	1390	1318	388	1314	1316	875	391	KANSEC		880		
vC1, stage 1 conf vol	an is to force a t	rajakija, raja	era Arrana a	tanaa ntii inna	n errore	e North Erstein Sit	. Ingalataa i	4 5.5.2 . 59		Total Service de		10 4 4 10 10
vC2, stage 2 conf vol	4000	4040		4044	4040		004		The day	200		
vCu, unblocked vol	1390	1318	388	1314	1316	875	391	in the second		880	August Sta	4 42 4 42
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		2.2		5 5 5 4 5 0	v Sian.	0.0	11.00			Secretary	
tF (s)	72	4.0 100	3.3 99	3.5 86	4.0	3.3	2.2	77 753		2.2 97		
p0 queue free %	89	152	661	131	100 153	76	100			97 768		
cM capacity (veh/h)	09	152		. 151	155	349	1168			700	real and areas	4.543. d f f f
Direction, Lane #	EB1	EB 2	WB1	WB 2	NB 1	NB 2	SB 1	SB 2				
Volume Total	25	5	18	82	1	880	24	391				
Volume Left	25	0	18	0	1	0	24	0				
Volume Right	0	5	0	82	, i i sa sa 0 .	10	0	7.		Sala.	ili, sasaa	
cSH	89	661	131	349	1168	1700	768	1700				
Volume to Capacity	0.28	0.01	0.14		0.00		0.03	0.23	$(\gamma,\gamma)_{1} \in \{\gamma_{1},\gamma_{2}\}$	transiti	$s_{i+1,j+3,j}$	-157
Queue Length 95th (m)	7.9	0.2	3.3	6.4	0.0	0.0	0.7	0.0				
Control Delay (s)	60.7	10.5	36.9	18.5	8.1	0.0	9.8	0.0				
Lane LOS	F	В	E	C	Α		Α					
Approach Delay (s)	52.4				0.0		0.6					**
Approach LOS			С									
Intersection Summary												
Average Delay			2.8									
Intersection Capacity Ut	ilization		63.8%		CU Lev	el of Ser	vice		В			
Analysis Period (min)		•	60									
, , ,												

	*	→	*	€	4	*	*	†	<i>></i>	>	↓	4
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	*5	₽		**	₽		ኻ	₽		ħ	₽	
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Storage Length (m)	25.0		0.0	25.0		0.0	50.0		0.0	90.0		0.0
Storage Lanes	1		0	1		0	1	. 5	0	1	1.5	0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (m)	15.2	15.2	ing the f	15.2	15.2	and the second	15.2	15.2	1.5	15.2	15.2	
Trailing Detector (m)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Turning Speed (k/h)	24	•	14	- 24		14	24	1	14	24	•	14
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		0.850		es te tra	0.850		est to the	0.998	11.		0.997	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1695	1517	0	1695	1517	0	1695	1781	0	1695	1779	0
Flt Permitted	0.704		•	0.754			0.495			0.212		
Satd. Flow (perm)	1256	1517	0	1345	1517	0	883	1781	0	378	1779	: 4 - 0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		534		1, 50	210			1		*	· . · · · · · 2	10000
Headway Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Link Speed (k/h)		50		4.	50			70			70	
Link Distance (m)		152.2			313.0			402.4			1314.1	
Travel Time (s)		11.0			22.5			20.7			67.6	
Volume (vph)	25	0	5	18	0	82	1	870	10	24	384	7
Peak Hour 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
Adj. Flow (vph)	25	0	5	18	0	82	1	870	10	24	384	7
Lane Group Flow (vph)	25	5	0	18	82	0	1	880	0	24	391	0
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phases	4	4		8	8		2	2		6	6	
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	23.0	23.0		23.0	23.0		23.0	23.0		23.0	23.0	
Total Split (s)	27.0	27.0	0.0	27.0	27.0	0.0	73.0	73.0	0.0	73.0	73.0	0.0
Total Split (%)	27.0%			27.0%	27.0%	0.0%	73.0%	73.0%	0.0%	73.0%	73.0%	0.0%
Maximum Green (s)	22.0	22.0		22.0	22.0		68.0	68.0		68.0	68.0	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lead/Lag												
Lead-Lag Optimize?												
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			C-Max		C-Max	C-Max	
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)	8.3	8.3		8.3	8.3		86.6	86.6		86.6	86.6	
Actuated g/C Ratio	0.08	0.08		0.08	0.08		0.87	0.87		0.87	0.87	
v/c Ratio	0.24	0.01		0.16	0.26		0.00	0.57		0.07	0.25	
Control Delay	47.7	0.0		44.9	2.0		1.0	3.8		2.2	2.1	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	47.7	0.0		44.9	2.0		1.0	3.8		2.2	2.1	
LOS	47.7 D	Α.		74.3 D	2.0 A		Α	Α.		Α.Α	Α	
LU3	ı.J	Α.		ט				<i>/</i> *\		/1		

David Hook IBI Group

8: RIVERSTONE DRIVE & JOCKVALE ROAD

	*	-	→ ✓	←	*		†	<i>→ →</i>	1	4
Lane Group	EBL	EBT	EBR WBL	WBT	WBR	NBL	NBT	NBR SBL	SBT	SBR
Approach Delay		39.8		9.7			3.8		2.1	75. 55.1
Approach LOS		D		Α			Α		Α	
90th %ile Green (s)	10.0	10.0	10.0	10.0		0.08	80.0	80.0	80.0	
90th %ile Term Code	Gap	Gap	Hold	Hold		Coord	Coord	Coord		
70th %ile Green (s)	8.4	8.4	8.4	8.4		81.6	81.6	81.6	81.6	
70th %ile Term Code	Gap	Gap	Hold	Hold		Coord	Coord	Coord		
50th %ile Green (s)	6.7	6.7	6.7	6.7		83.3	83.3	83.3	83.3	
50th %ile Term Code	Hold	Hold	Hold	Hold		Coord	Coord	Coord		
30th %ile Green (s)	5.9	5.9	5.9	5.9	4 15	84.1	84.1	84.1		
30th %ile Term Code	Hold	Hold	Hold	Hold		Coord	Coord	Coord		
10th %ile Green (s)	0.0	0.0	0.0	0.0	14. 7	95.0	95.0	95.0	95.0	
10th %ile Term Code	Skip	Skip	Skip	Skip		Coord	Coord	Coord		
Queue Length 50th (m)	4.3	0.0	3.1	0.0		0.0	40.8	0.5		
Queue Length 95th (m)	12.7	0.0	10.1	0.0		m0.1	84.9	2.3		
Internal Link Dist (m)	No.	128.2		289.0			378,4		1290.1	
Turn Bay Length (m)	25.0		25.0			50.0		90.0		
Base Capacity (vph)	289	760	309	511		764	1543	327	1541	
Starvation Cap Reductn	0	0	0	0		0	0	0	0	
Spillback Cap Reductn	. 0	0	0	0		0	0	0	0	
Storage Cap Reductn	0	0	0	0		0	0	0	U	
Reduced v/c Ratio	0.09	0.01	0.06	0.16	•	0.00	0.57	0.07	0.25	

Intersection Summary

Area Type: Other

Cycle Length: 100

Actuated Cycle Length: 100

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

Natural Cycle: 60

Control Type: Actuated-Coordinated

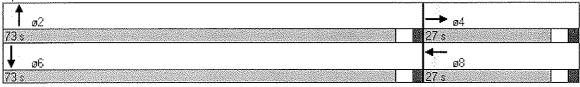
Maximum v/c Ratio: 0.57 Intersection Signal Delay: 4.5 Intersection Capacity Utilization 63.8%

Intersection LOS: A ICU Level of Service B

Analysis Period (min) 60

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

Splits and Phases: 8: RIVERSTONE DRIVE & JOCKVALE ROAD



Part		≯	j y.	*	•	4	4	1	†	/	1	↓	4
Ideal Flow Typhp 1800	Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	Action by the grant of the control o	NBT	NBR	2007.4.100.001.001.001.001.001.001.001	SBT	SBR
Storage Length (m) 25.0 0.0 25.0 0.0	. —												
Storage Lanes			1800			1800			1800			1800	
Total Lost Time (s)													
Leading Detector (m)							_						-
Trailing Detector (m) 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 1.0 1.00	* .*			4.0			4.0						4.0
Turning Speed (ki/h)	, ,									** * *			
Lame Util. Factor 1.00 1	•		0.0			0.0			0.0			0.0	
Fith	- · · · · · · · · · · · · · · · · · · ·												
Fit Protected 0.950 0.95		1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Satd. Flow (prot)			0.861			0.889			0.987			0.973	
Fit Permitted													_
Satd, Flow (perm) 1129 1536 0 1288 1586 0 831 1761 0 569 1736 0 Right Turn on Red 50 50 146 0 111 27 Yes 27 Headway Factor 0.99 <	Satd. Flow (prot)		1536	0		1586	0		1761	0		1736	Ō
Right Turn on Red Satd. Flow (RTOR)	FIt Permitted												
Satd. Flow (RTOR) 50 0.99	Satd. Flow (perm)	1129	1536		1288	1586		831	1761		569	1736	
National Net	Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (k/h) 50 50 482.0 375.0 402.4 70 Link Distance (m) 308.6 482.0 375.9 402.4 402.4 Travel Time (s) 22.2 34.7 19.3 20.7 70 Volume (vph) 279 4 50 68 52 146 23 456 42 51 292 64 Peak Hour Factor 1.00 <t< td=""><td>Satd. Flow (RTOR)</td><td></td><td></td><td></td><td>,</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></t<>	Satd. Flow (RTOR)				,								
Link Distance (m) 308.6 308.6 308.6 308.6 309.6 345.9 375.9 309.6	Headway Factor	0.99		0.99	0.99		0.99	0.99		0.99	0.99		0.99
Travel Time (s)	Link Speed (k/h)												
Volume (vph) 279 4 50 68 52 146 23 456 42 51 292 64 Peak Hour Factor 1.00 5.00 60 6 6 6 6 1.00	Link Distance (m)												
Peak Hour Factor 1.00	Travel Time (s)		22.2										
Adj. Flow (vph) 279 44 50 68 52 146 23 456 42 51 292 64 Lane Group Flow (vph) 279 54 0 68 198 0 23 498 0 51 356 0 Turn Type Perm	Volume (vph)	279	4		68								
Lane Group Flow (vph) 279 54 0 68 198 0 23 498 0 51 356 0 Turn Type Perm 4 8 Perm 2 6 6 Permitted Phases 4 8 8 2 2 6 6 Detector Phases 4 4 8 8 2 2 6 6 Minimum Initial (s) 4.0	Peak Hour Factor	1.00	1.00		1.00								
Turn Type	Adj. Flow (vph)	279	4	50	68	52	146		456	42			64
Protected Phases 4 8 2 2 6 Permitted Phases 4 4 8 8 2 2 6 6 Detector Phases 4 4 8 8 2 2 6 6 Minimum Initial (s) 4.0 4.0 4.0 4.0 4.0 4.0 4.0 Minimum Split (s) 23.0 25.0 0.0 20.0 20.0 25.0 25.0 0.0 20.0 20.0 <t< td=""><td>Lane Group Flow (vph)</td><td>279</td><td>54</td><td>0</td><td></td><td>198</td><td>0</td><td>23</td><td>498</td><td>0</td><td></td><td>356</td><td>0</td></t<>	Lane Group Flow (vph)	279	54	0		198	0	23	498	0		356	0
Permitted Phases 4 4 8 8 2 2 6 6 Detector Phases 4 4 8 8 2 2 6 6 Minimum Initial (s) 4.0 4	Turn Type	Perm			Perm			Perm			Perm		
Detector Phases	Protected Phases		4			8			2			6	
Minimum Initial (s) 4.0 23.0 23.0 23.0 23.0 23.0 25.0 25.0 25.0 25.0 25.0 25.0 20	Permitted Phases	4			8						6		
Minimum Split (s) 23.0 20.0 20.0 20.0 25.0 25.0 0.0 25.0 25.0 0.0 25.0 25.0 0.0 25.0 25.0 0.0 25.0 25.0 0.0 25.0 25.0 0.0 25.0 25.0 0.0 0.0% 50.0%	Detector Phases	4	4		8	8		2					
Total Split (s) 25.0	Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0				
Total Split (%) 50.0%	Minimum Split (s)	23.0	23.0		23.0	23.0		23.0	23.0				
Maximum Green (s) 20.0 <td>Total Split (s)</td> <td>25.0</td> <td>25.0</td> <td>0.0</td> <td>25.0</td> <td>25.0</td> <td>0.0</td> <td>25.0</td> <td>25.0</td> <td></td> <td></td> <td></td> <td></td>	Total Split (s)	25.0	25.0	0.0	25.0	25.0	0.0	25.0	25.0				
Maximum Green (s) 20.0 20.0 20.0 20.0 20.0 20.0 20.0 20.0 20.0 20.0 20.0 20.0 20.0 20.0 20.0 3.0 3.0 3.0 3.0 3.0 3.0 3.0 2.0 <th< td=""><td>Total Split (%)</td><td>50.0%</td><td>50.0%</td><td>0.0%</td><td>50.0%</td><td>50.0%</td><td>0.0%</td><td>50.0%</td><td>50.0%</td><td>0.0%</td><td>50.0%</td><td>50.0%</td><td>0.0%</td></th<>	Total Split (%)	50.0%	50.0%	0.0%	50.0%	50.0%	0.0%	50.0%	50.0%	0.0%	50.0%	50.0%	0.0%
All-Red Time (s) 2.0 <td></td> <td>20.0</td> <td>20.0</td> <td></td> <td>20.0</td> <td>20.0</td> <td></td> <td>20.0</td> <td>20.0</td> <td></td> <td></td> <td></td> <td></td>		20.0	20.0		20.0	20.0		20.0	20.0				
All-Red Time (s) 2.0 2.0 2.0 2.0 2.0 2.0 2.0 2.0 2.0 2.0	Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lead-Lag Optimize? Vehicle Extension (s) 3.0 7.0		2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Vehicle Extension (s) 3.0 7.0													
Vehicle Extension (s) 3.0 7.0	Lead-Lag Optimize?												
Recall Mode None None None None C-Max <		3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Flash Dont Walk (s) 11.0 0		None	None		None	None		C-Max	C-Max		C-Max	C-Max	
Pedestrian Calls (#/hr) 0 0 0 0 0 0 0 0 0 Act Effct Green (s) 16.7 16.7 16.7 25.3 25.3 25.3 25.3 Actuated g/C Ratio 0.33 0.33 0.33 0.33 0.51 0.51 0.51 0.51 v/c Ratio 0.74 0.10 0.16 0.32 0.05 0.56 0.18 0.40 Control Delay 27.3 4.1 10.9 5.0 8.9 12.8 8.7 8.3 Queue Delay 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 Total Delay 27.3 4.1 10.9 5.0 8.9 12.8 8.7 8.3	Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Pedestrian Calls (#/hr) 0 0 0 0 0 0 0 0 Act Effct Green (s) 16.7 16.7 16.7 25.3 25.3 25.3 25.3 Actuated g/C Ratio 0.33 0.33 0.33 0.33 0.51 0.51 0.51 0.51 v/c Ratio 0.74 0.10 0.16 0.32 0.05 0.56 0.18 0.40 Control Delay 27.3 4.1 10.9 5.0 8.9 12.8 8.7 8.3 Queue Delay 0.0 0.0 0.0 0.0 0.0 0.0 0.0 Total Delay 27.3 4.1 10.9 5.0 8.9 12.8 8.7 8.3	Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Act Effct Green (s) 16.7 16.7 16.7 25.3 25.3 25.3 25.3 Actuated g/C Ratio 0.33 0.33 0.33 0.51 0.51 0.51 0.51 v/c Ratio 0.74 0.10 0.16 0.32 0.05 0.56 0.18 0.40 Control Delay 27.3 4.1 10.9 5.0 8.9 12.8 8.7 8.3 Queue Delay 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 Total Delay 27.3 4.1 10.9 5.0 8.9 12.8 8.7 8.3	• •	0	0		0	0		0	0		0	0	
Actuated g/C Ratio 0.33 0.33 0.33 0.33 0.51 0.51 0.51 0.51 v/c Ratio 0.74 0.10 0.16 0.32 0.05 0.56 0.18 0.40 Control Delay 27.3 4.1 10.9 5.0 8.9 12.8 8.7 8.3 Queue Delay 0.0 0.0 0.0 0.0 0.0 0.0 0.0 Total Delay 27.3 4.1 10.9 5.0 8.9 12.8 8.7 8.3		16.7	16.7		16.7	16.7		25.3	25.3		25.3	25.3	
v/c Ratio 0.74 0.10 0.16 0.32 0.05 0.56 0.18 0.40 Control Delay 27.3 4.1 10.9 5.0 8.9 12.8 8.7 8.3 Queue Delay 0.0 0.0 0.0 0.0 0.0 0.0 0.0 Total Delay 27.3 4.1 10.9 5.0 8.9 12.8 8.7 8.3						0.33		0.51	0.51		0.51	0.51	
Control Delay 27.3 4.1 10.9 5.0 8.9 12.8 8.7 8.3 Queue Delay 0.0 <td< td=""><td>_</td><td></td><td></td><td></td><td></td><td></td><td></td><td>0.05</td><td>0.56</td><td></td><td>0.18</td><td>0.40</td><td></td></td<>	_							0.05	0.56		0.18	0.40	
Queue Delay 0.0											8.7	8.3	
Total Delay 27.3 4.1 10.9 5.0 8.9 12.8 8.7 8.3	•										0.0		
Total Dolly													
	LOS	C	Α		В	A		Α	В		Α	Α	

David Hook IBI Group Lanes, Volumes, Timings 7/17/2007

	*	j j	*	✓	-	*	*	†	· /	↓	4
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR SBL	SBT	SBR
Approach Delay		23.5			6.5			12.6		8.4	
Approach LOS		С			Α			В		Α	
90th %ile Green (s)	20.0	20.0	1 1 1 1	20.0	20.0	1911	20.0	20.0	20.0	20.0	A September
90th %ile Term Code	Max	Max		Hold	Hold		Coord	Coord	Coord	Coord	
70th %ile Green (s)	20.0	20.0	*	20.0	20.0	100	20.0	20.0	20.0	20.0	
70th %ile Term Code	Max	Max		Hold	Hold		Coord	Coord	Coord		
50th %ile Green (s)	16.1	16.1		16.1	16.1		23.9	23.9	23.9		
50th %ile Term Code	Gap	Gap		Hold	Hold		Coord	Coord	Coord		
30th %ile Green (s)	13.5	13.5		13.5	13.5	1 -	26.5	26.5	26.5		
30th %ile Term Code	Gap	Gap		Hold	Hold		Coord	Coord	Coord		
10th %ile Green (s)	9.0	9.0		9.0	9.0		31.0	31.0	31.0		The E
10th %ile Term Code	Gap	Gap		Hold	Hold		Coord	Coord	Coord		
Queue Length 50th (m)	19.4	0.3		3.8	2.8		0.9	25.1	2.0		
Queue Length 95th (m)	#49.2	5.2		9.6	13.2		4.5	#78.0	6.4		
Internal Link Dist (m)	1544	284.6			458.0	115	4. 22.2	351.9		378.4	
Turn Bay Length (m)	25.0			25.0			75.0		65.0		
Base Capacity (vph)	474	674		541	751	*	420	896	288		
Starvation Cap Reductn		0		0	0		0	0	0	•	
Spillback Cap Reductn	0	0		0	0		0	0	0	0	
Storage Cap Reductn	0	0		0	0		0	0	0	•	
Reduced v/c Ratio	0.59	80.0		0.13	0.26		0.05	0.56	0.18	0.40	

Area Type: Other

Cycle Length: 50

Actuated Cycle Length: 50

Offset: 21 (42%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 50

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.74 Intersection Signal Delay: 12.8 Intersection Capacity Utilization 73.4%

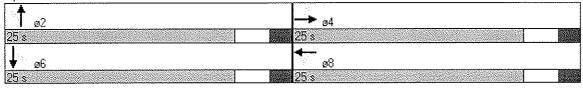
Intersection LOS: B
ICU Level of Service D

Analysis Period (min) 60

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

Queue shown is maximum after two cycles.

Splits and Phases: 1: CAMBRIAN ROAD & JOCKVALE ROAD



	#	->	◄—	₹	Ļ	*/				
Movement	EBL	EBT	WBT	WBR	SWL	SWR				
Lane Configurations	ሻ	1	^		ሻ	7				
Sign Control		Free	Free		Stop					
Grade		0%	0%		0%	11140	and the same	en e an de la composition de		and the contract of the contra
Volume (veh/h) Peak Hour Factor	54 1.00	351 1.00	281 1.00	39 1.00	1.00	43 1.00				
Hourly flow rate (vph)	54	351	281	39	1.00	43	en ja hely tv	er Auda Sr		i progla salika sa
Pedestrians	J-4	50.1	201	- 33	104	70	es de de de de de	entina na na hite.		
Lane Width (m)		a Na			, ap.	44425				ENSKIPLE.
Walking Speed (m/s)							and the district of the			
Percent Blockage							THE SHEET			
Right turn flare (veh)	and the second	en e	44, 4, 2						t e e	
Median type		s s shill	ii sakak		None		Julian			
Median storage veh) Upstream signal (m)	e i tijek.		Janasata t	en e	era wa fa	ang toknober	.:Tha burney			Hartist Holad
pX, platoon unblocked	A SA	Andrews		. wall is the aut	. 1000			Ry hattern was	Artes Albert	m Nation District
vC, conflicting volume	320		A HAQA	A. N. Alin	760	300				
vC1, stage 1 conf vol	TO A CONTRACT		***	* ***		And In The End of the Au	a de la collège		e le la Ceutra de	e filologica (province Medical)
vC2, stage 2 conf vol										
vCu, unblocked vol	320				760	300				
tC, single (s)	4.1				6.4	6.2		相相特益		
tC, 2 stage (s)	2.2			5 15	2 2 2	2.0		n a da a c	en e	ente in the reserve
tF (s) p0 queue free %	96				3.5 71	3.3 94				
cM capacity (veh/h)	1240	all all the se			358	739		11111		
		EDO	14/D 4				Selentregen Gilgon gammage			
Direction, Lane # Volume Total	EB 1 54	EB 2 351	WB 1 320	SW 1 104	SW 2 43					
Volume Left	54 54	331 T	3 <u>2</u> 0	104	43	* 14 14 				
Volume Right	0	0	39	0	43	4	1 4 8 8 8			
cSH	1240	1700	1700	358	739					i di
Volume to Capacity	0.04	0.21	0.19	0.29	0.06					and the second
Queue Length 95th (m)	1.0	0.0	0.0	8.5	1.3					
Control Delay (s)	8.0	0.0	0.0	19.2	10.2	**.		as Miles		
Lane LOS	1.1			C 16.5	В					
Approach Delay (s) Approach LOS	1.1		0.0	16.5 C					•	•
		50 N S \$50 N S 10 F F	der Street en stre		46846UREURO					
Intersection Summary										
Average Delay	مدنامدا		3.3	10	NIII	ما ملا ٥٠٠٠٠	ioo			
Intersection Capacity Uti Analysis Period (min)	nzauon		37.5% 60	IC	o rev	el of Serv	ice	Α		
miaryoro i erioù (iliili)			00							

	*		*	•		*	4	†	1	*	↓	4
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4	7	'n	_ ∱ }		ሻ	ተ ኑ	
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Storage Length (m)	0.0		0.0	0.0		90.0	100.0		0.0	0.0		0.0
Storage Lanes	0		0	0		1.	1		0	1		0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (m)	15.2	15.2		15.2	15.2	15.2	15.2	15.2		15.2	15.2	
Trailing Detector (m)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Turning Speed (k/h)	24	5 5 5 5 5	14	24		14	24		14	24		14
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt 45 4 November 1997	Augstrije.	0.993	医医性结合			0.850		0,999	erikana a		0.963	
Flt Protected		0.988	* * * * * * * * * * * * * * * * * * *	1. 1. 1. 1. 1.	0.999		0.950	11. 11.		0.950		
Satd. Flow (prot)	0	1751	0	0		1517	1695	3387	0	1695	3265	0
Flt Permitted		0.812	N		0.995	4 *	0.556			0.236		
Satd. Flow (perm)	0	1439	0	0	1775	1517	992	3387	0	421	3265	0
Right Turn on Red	tink sept. NT s		Yes	7 (\$4.0 4 5 5%)	e englistes etc	Yes			Yes	144, 414	The second of the se	Yes
Satd. Flow (RTOR)		3			ALS BEELE	448	V SALAS		eyana.		51	
Headway Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Link Speed (k/h)		70	ja Kalija	way is	70		No. 1940	60		erate Me	60	
Link Distance (m)		843.6	* . * * . *	N 1 1 1 1 1	306.3		7 5 7, 3	329.6			362.7	
Travel Time (s)		43.4	and the same	53354	15.8		er i kirike	19.8	San Jan		21.8	self self
Volume (vph)	114	318	23	3	224	448	16	481	3	298	244	80
Peak Hour Factor	1.00		1,00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	114	318	23	3	224	448	16	481	3	298	244	80
Lane Group Flow (vph)		455	0	0	227		16	484	0	298	324	0
Turn Type	Perm	i karrini		Perm		Perm	Perm			pm+pt		•
Protected Phases		4	Partie North	A Maria	8	-344		2	Signal.	1	6	
Permitted Phases	4			8		8	2			6		
Detector Phases	4	4	s Section	8	8	8	: 2	2		1	6	
Minimum Initial (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Minimum Split (s)	25.4	25.4	and the second	25.4	25.4	25.4	24.6	24.6		10.6	24.6	
Total Split (s)	58.4	58.4	0.0	58.4	58.4	58.4	30.6	30.6	0.0	31.0	61.6	0.0
Total Split (%)	48.7%		0.0%	48.7%	48.7%	48.7%	25.5%	25.5%	0.0%	25.8%	51.3%	0.0%
Maximum Green (s)	51.0	51.0		51.0	51.0	51.0	24.0	24.0		24.4	55.0	
Yellow Time (s)	4.2	4.2	$q_{i,j} \in \mathbb{R}^{n \times d}$	4.2	4.2	4.2	4.6	4.6		4.6	4.6	
All-Red Time (s)	3.2	3.2	,	3.2	3.2	3.2	2.0	2.0		2.0	2.0	
Lead/Lag	in the						Lag	Lag		Lead		
Lead-Lag Optimize?							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	Max	Max		None	Max	
Act Effct Green (s)	1, 5, 5	40.6			40.6	40.6	35.3	35.3	•	58.1	58.1	
Actuated g/C Ratio		0.38		•	0.38	0.38	0.33	0.33		0.54	0.54	
v/c Ratio	e was	0.83	1		0.34	0.52	0.05	0.43		0.66	0.18	
Control Delay		35.7			23.7	3.7	33.3	33.0		20.6	12.1	
Queue Delay		0.0	- S.		0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	*	35.7			23.7	3.7	33.3	33.0		20.6	12.1	
LOS		D	$x^{-1} = \frac{1}{2} = \epsilon$		C	Α	С			С		
Approach Delay	•	35.7	•		10.5	- ·	· • •	33.0			16.1	
Approach LOS	Ą	D			В			С			В	
90th %ile Green (s)	51.0	51.0		51.0	51.0	51.0	24.0	24.0		24.4	55.0	

David Hook IBI GROUP Lanes, Volumes, Timings 7/10/2007

		j	*	\checkmark	-	•	*	Ť	1	-	\	*
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
90th %ile Term Code	Max	Max		Hold	Hold	Hold	MaxR	MaxR		Max	MaxR	
70th %ile Green (s)	45.4	45.4		45.4	45.4	45.4	28.3	28.3		20.1	55.0	
70th %ile Term Code	Gap	Gap		Hold	Hold	Hold	Hold	Hold		Gap	MaxR	
50th %ile Green (s)	38.3	38.3		38.3	38.3	38.3	32.3	32.3		16.1	55.0	
50th %ile Term Code	Gap	Gap	MARKET (M.	Hold	Hold	Hold	Hold	Hold		Gap	MaxR	
30th %ile Green (s)	31.6	31.6		31.6	31.6	31.6	35.6	35.6		12.8	55.0	
30th %ile Term Code	Gap	Gap		Hold	Hold	Hold	Hold	Hold		Gap	MaxR	
10th %ile Green (s)	22.8	22.8		22.8	22.8	22.8	39.4	39.4		9.0	55.0	
10th %ile Term Code	Gap	Gap		Hold	Hold	Hold	Hold	Hold		Gap	MaxR	
Queue Length 50th (m)		76.6			30.2	0.0	2.1	38.3		30.7	13.3	
Queue Length 95th (m)		135.6			52.9	29.3	9.3	76.3		70.7	29.1	
Internal Link Dist (m)		819.6		- 2	282.3			305.6			338.7	
Turn Bay Length (m)					uli ve	90.0	100.0		rains surju			
Base Capacity (vph)		654			805	933	328	1121		512	1800	
Starvation Cap Reductn		0			0	0	0	0		0	0	
Spillback Cap Reductn		0			0	0	0	0		0	0	
Storage Cap Reductn		0		Talah	0	0	0	0	AL A TOM	0	0	
Reduced v/c Ratio		0.70			0.28	0.48	0.05	0.43		0.58	0.18	

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 106.8

Natural Cycle: 65

Control Type: Actuated-Uncoordinated

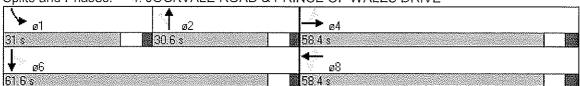
Maximum v/c Ratio: 0.83 Intersection Signal Delay: 22.1

Intersection Capacity Utilization 83.3%

Analysis Period (min) 60

90th %ile Actuated Cycle: 120 70th %ile Actuated Cycle: 114.4 50th %ile Actuated Cycle: 107.3 30th %ile Actuated Cycle: 100.6 10th %ile Actuated Cycle: 91.8 Intersection LOS: C
ICU Level of Service E

Splits and Phases: 4: JOCKVALE ROAD & PRINCE OF WALES DRIVE



	*		***	شمد	4	Ą	4		<u>.</u>	١.	ł	ر
			*	. ♥		***	"		1	*	*	•
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4		S - 1 1	4			4			4	
Sign Control		Free			Free			Stop			Stop	
Grade		0%	•		0%			0%			0%	
Volume (veh/h)	2	41	104	11	87	8	153	7	96	29	13	5
Peak Hour 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
Hourly flow rate (vph)	2	41	104	11	87	8	153	7	96	29	13	5
Pedestrians												
Lane Width (m)												
Walking Speed (m/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (m)				dian			Na Air		via Ner			
pX, platoon unblocked												
vC, conflicting volume	95			145			222	214	93	310	262	91
vC1, stage 1 conf vol												
vC2, stage 2 conf vol										Park S		
vCu, unblocked vol	95			145			222	214	93	310	262	91
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
t F (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			99			79	99	90	95	98	99
cM capacity (veh/h)	1499			1437	indiana),		714	677	964	570	637	967
Direction, Lane#	EB 1	WB 1	NB1	SB 1								
Volume Total	147	106	256	47								
Volume Left	2	11	153	29								
Volume Right	104	8	96	5							Marie I	
cSH	1499	1437	790	615							* - 1	
Volume to Capacity	0.00	0.01	0.32	0.08		eg dag salaa		4.		ہے۔ فیڈیونی	200	
Queue Length 95th (m)	0.0	0.2	10.0	1.7								
Control Delay (s)	0.1	0.8	11.7	11.3	ed pure,		y trans				(s_1,s_2,\ldots)	
Lane LOS	Α	Α	В	В		**				•		
Approach Delay (s)	0.1		11.7		1.11. 3	. :			1 1 1	er growing of	$\{z_i \in \mathcal{I}_i\}$	•.,
Approach LOS			В	В								
Intersection Summary												
Average Delay		Sec. 100 100 100 100 100 100 100 100 100 10	6.6									anne mentenge
Intersection Capacity Util	ization		37.5%		U Leve	l of Serv	iica		Α			
Cocata, Coposity Oth												

Movement WBL WBR NBT NBR SBL SBT
Lane Configurations 7 \$ 4
Sign Control Stop Stop Stop Stop Stop Stop Stop Stop
Grade 0% 0% 0% Volume (veh/h) 3.5 - 113.5 23.5 9 5 44 5 20 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5
Peak Hour Factor 1.00 1.00 1.00 1.00 1.00
Hourly flow rate (vph) 6 113 23 9 9 44 20
Pedestrians
Lane Width (m) 等于特别的企业企业的主义。以及自己的企业企业企业企业的企业企业企业企业企业企业企业企业企业企业企业企业企业企业企
Walking Speed (m/s)
Percent Blockage & HERRESSEE AND SEED TO THE PROPERTY OF THE P
Right turn flare (veh) Median type 100 None 100
Median type Median storage veh)
Upstream signal (m) ACHANGADA THE EASTERN STREAM THE TELEVISION OF THE ACAD AND ACTION OF THE ACAD AND ACTION OF THE ACAD ACTIO
pX, platoon unblocked
vC, conflicting volume 136 28
vC1, stage 1 conf vol
vC2, stage 2 conf.vol described and the latest states and the latest states and the latest states and the latest states are states are states are states and the latest states are states are states are states are states and the latest states are states are states are states and the latest states are states a
vCu, unblocked vol 136 28 32 tC; single (s) 146 46 46 46 46 46 46 46 46 46 46 46 46 4
tC, single (s) 16.4 (c) 6.4 (c) 6.2 (c) 16.4 (c) 4.1 (c) 16.4 (c)
t6, 2 stage (3) tF (s)
p0 queue free % 99 89 97
cM capacity (veh/h) 834 1048 1 1 1580
Direction, Lane # WB 1 NB 1 SB 1
Volume Total
Volume Left 6 0 44
Volume Right 1034 1700 1580
cSH 1034 1700 1580 Volume to Capacity 0.12 0.02 0.03
Queue Length 95th (m) 2.7 0.0 0.6
Control Delay (s) 8.9 0.0 15.1
Lane LOS A A
Approach Delay (s) 8.9 0.0 5.1
Approach LOS A
Intersection Summary
Average Delay 6.5
Intersection Capacity Utilization 24.7% ICU Level of Service A
Analysis Period (min) 60

*	<u> </u>	<i>></i>
Movement WBL WI	BR NBT NE	BR SBL SBT
Lane Configurations 🏋	ĵ _a	ન
Sign Control Stop	Free	
Grade 0%	0%	0%
	65 191	6 E 21 E 107 E E E E E E E E E E E E E E E E E E E
		00 1.00 1.00
	65 191	6 (21) 107
Pedestrians		
Lane Width (m)		
Walking Speed (m/s)	e i de la companya d	
Percent Blockage		
Right turn flare (veh)	and the second of the second	en de la companya de
Median type None		
Median storage veh)	e del es de la session	en en eg transiste transporter
Upstream signal (m) pX, platoon unblocked	Nikili asalahadi	
	94 - 111	gan (197 4) 250 Chille (1986) 1984 (1986) 1986 (1986) 1986 (1986) 1986
vC1, stage 1 conf vol		
vC2, stage 2 conf vol	Augusta San	
	94	197
	6.2	rea e <mark>4.1</mark> minte hille altre e reci e tra e Namesa cine.
tC, 2 stage (s)		
	3.3	
	92	98
cM capacity (veh/h) 643 8	47	1376 H. H. A. A. L. H. A. H.
Direction, Lane # WB 1 NE	31 SB1	
	97 128	
Volume Left 21	0 21	
Volume Right 65	6 0	
	00 1376	
	12 0.02	
	0.0 0.3	
	0.0 1.4	1. 数数数 数数据 新生产 数据 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1.
Lane LOS B	Α	
	0.0 1.4	
Approach LOS B		
Intersection Summary		
Average Delay	2.5	
Intersection Capacity Utilization	33.6%	ICU Level of Service A
Analysis Period (min)	60	TOO SHOTOLOLOUPING

	۶	7	*	†	↓	4						
Movement	EBL	EBR	NBL	NBT	SBT	SBR						
Lane Configurations	کار	7	ሻ	↑	↑	7						
Sign Control	Stop		M. VIII.	Free	Free		3 d. 18.					
Grade	0%			0%	0%							
Volume (veh/h)	214	59	17	1.4.1	346	64			aan nii. Dooren aa			
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00						
Hourly flow rate (vph)	214	59	17	307	346	64						
Pedestrians												
Lane Width (m)			特技的		Milker		4:17:11	Till Page				1
Walking Speed (m/s)			e a conservation de								1 a	
Percent Blockage		5.54 PA			parkit.					Han t		
Right turn flare (veh)	None	13813	or, were the	jaran kajaran.			1		1 10 1	,	No. No. of the	
Median type Median storage veh)	None	. I . Prije Ne	n bash, EM	ps. Gig				E-1178-1				
Upstream signal (m)		4444	n Name (Name		: 376			1. 44.5				
pX, platoon unblocked	Zaliki lite	Lavel Mw. I			() () ()	garaga a a a a a a a a a a a a a a a a a	ere eregizzen		The fires	ranning to the	Partie and the P	. 5
vC, conflicting volume	687	346	410			en en e	1.1140		an that			11.
vC1, stage 1 conf vol	1,742,547	- ১৯ হ্সাক্ষ	DES MARTI	te processor in a first	era valorite ilit	terri (n. 1964) Grand	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	e e Dee Se		en el el el el el	and the first	
vC2, stage 2 conf vol	Hyddydd				balle	er helija.			154.4	VALUE.		
vCu, unblocked vol	687	346	410									
tC, single (s)	6.4	6.2	4.1						i er der Gebeur			. 1
tC, 2 stage (s)												
tF (s)	3.5	3.3	2.2				·					
p0 queue free %	47	92	99									
cM capacity (veh/h)	407	697	1149		Tar Feed			٠.		The second		
Direction, Lane #	EB1	EB 2	NB 1	NB 2	SB 1	SB 2						
Volume Total	214	59	17	307	346	64		No. Mal. No.				
Volume Left	214	0	17	0	0	0						
Volume Right	0	59	0	0	0	64		*.				
cSH	407	697	1149	1700	1700	1700						
Volume to Capacity	0.53	0.08	0.01	0,18	0.20	0.04		1.5	in a		in the same	
Queue Length 95th (m)	22.6	1.9	0.3	0.0	0.0	0.0						
Control Delay (s)	23.6	10.6	8.2	0.0	0.0	0.0				13.50		
Lane LOS	C	В	Α		0.0							
Approach LOS	20.8 C		0.4		0.0					•		
Approach LOS	U											
Intersection Summary												
Average Delay			5.8						_			
Intersection Capacity Uti	lization		38.4%	IC	CU Leve	el of Servic	е		Α			
Analysis Period (min)			60									

Movement EBL EBT EBR WBL WBL WBL WBL NBL NBT NBR SBL SBT SBR SBG Cance Configurations Cancella C		≯	→	*	₩	∗ —	4.	*	†	<i>*</i>	/	↓	-√
Sign Control Grade	Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Grade	Lane Configurations		43+			43-			4			€}-	
Volume (veh/h)	Sign Control	I-WES	Free		도착됐다	Free			Stop			Stop	
Peak Hour Factor	Grade		0%			0%			0%			0%	
Hourly flow rate (vph)	Volume (veh/h)	0		_									1
Pedestrians		1.00					1.00				1.00	1.00	1.00
Lane Width (m) Walking Speed (m/s) Percent Blockage Right turn flare (veh) Median type None N		0	163	3	40	90	9	15	0	136	34	0	. 1
Walking Speed (m/s) Percent Blockage Right turn flare (veh) Median type Median storage veh) Upstream signal (m) DX, platoon unblocked VC, conflicting volume 99 166 340 344 164 475 340 94 VC1, stage 1 conf vol VC2, stage 2 conf vol VC3, stage 2 conf vol VC4, unblocked vol 99 166 340 344 164 475 340 94 tC, single (s) 4.1 4.1 7.1 6.5 6.2 7.1 6.5 6.2 tC, 2 stage (s) tF (s) 2.2 2 3.5 4.0 3.3 3.5 4.0 3.3 DQ queue free % 100 97 98 100 85 92 100 100 cM capacity (veh/h) 1494 1412 800 563 880 414 565 962 Direction, Lane # EB 1 WB 1 NB 1 SB 1 Volume Total 166 139 151 35 Volume Left 0 40 15 34 Volume Right 3 9 1366 1 cSH 1494 1412 841 420 Volume to Capacity 0.00 0.03 0.18 0.08 Queue Length 95th (m) 0.0 0.6 4.6 1.9 Control Delay (s) 0.0 2.4 10.2 14.3 Lane LOS Approach Delay (s) 0.0 2.4 10.2 14.3 Approach LOS B B Intersection Summary Average Delay 4.8 Intersection Capacity Utilization I Intersection Capacity Utilization I Intersection Summary Average Delay 4.8 Intersection Capacity Utilization I Intersection Summary Average Delay 4.8 Intersection Capacity Utilization I Intersection Capacity Utilization I Intersection Summary Average Delay 4.8 Intersection Summary													
Percent Blockage Right turn flare (veh) Median type None None None Median type None None None Median type None													
Right turn flare (veh) Median type													
Median type Median storage veh) Upstream signal (m) pX, platoon unblocked vC, conflicting volume vC1, stage 1 conf vol vC2, stage 2 conf vol vC2, stage 2 conf vol vC2, unblocked vol 99 166 340 344 164 475 340 94 VC1, stage 1 conf vol vC2, stage 2 conf vol vC2, unblocked vol vD4, unblocked vol vD5, stage (s) 99 166 340 344 164 475 340 94 tC, single (s) 4.1 4.1 7.1 6.5 6.2 7.1 6.5 6.2 7.1 6.5 6.2 7.1 6.5 6.2 7.1 6.5 6.2 7.1 6.5 6.2 7.1 6.5 6.2 7.1 6.5 6.2 7.1 6.5 6.2 7.1 6.5 6.2 7.1 6.5 6.2 7.1 6.5 6.2 7.1 6.5 6.2 7.1 6.5 6.2 7.1 6.5 6.2 7.1 6.5 6.2 7.1 6.5 6.2 7.1 6.5 6.2 7.1 6.5 6.2 7.1 6.5				Mar Apr								SHANI	
Median storage veh) Upstream signal (m) 309 pX, platoon unblocked vC, conflicting volume 99 166 340 344 164 475 340 94 vC1, stage 1 conf vol vC2, stage 2 conf vol vCu, unblocked voir Cu, and the colspan="8">4.1 7.1 6.5 6.2 7.1 6.5 6.2 tC, single (s) 4.1 4.1 7.1 6.5 6.2 7.1 6.5 6.2 tC, 2 stage (s) 2.2 2.2 3.5 4.0 3.3 3.5 4.0 3.3 p0 queue free % 100 97 98 100 85 92 100 100 cM capacity (veh/h) 1494 NB 1 SB 1 SB 1 SB 1 SB 1 Volume Total 600 563 880 414 565 962 Direction, Lane # EB 1 WB 1 NB 1 SB 2													
Upstream signal (m) pX, platoon unblocked vC, conflicting volume 99 166 340 344 164 475 340 94 vC1, stage 1 conf vol vC2, stage 2 conf vol vC2, stage 2 conf vol vC1, single (s) 4.1 5 4.1 7.1 6.5 6.2 7.1 6.5 6.2 tC, 2 stage (s) tF (s) 2.2 2 3.5 4.0 3.3 3.5 4.0 3.3 p0 queue free % 100 97 98 100 85 92 100 100 cM capacity (veh/h) 1494 70 1412 600 563 880 414 565 962 100 cM capacity (veh/h) 1494 70 1412 801 70 70 70 70 70 70 70 70 70 70 70 70 70			Village.						None	viewieji,		None	
pX, platoon unblocked vC, conflicting volume 99 166 340 344 164 475 340 94 vC1, stage 1 conf vol vC2, stage 2 conf vol vCu, unblocked vol 99 166 340 344 164 475 340 94 tC, single (s) 4.1 4.1 7.1 6.5 6.2 7.1 6.5 6.2 tC, 2 stage (s) tF (s) 2.2 3.5 4.0 3.3 3.5 4.0 3.3 90 queue free % 100 97 98 100 85 92 100 100 cM capacity (veh/h) 1494 1412 600 563 880 414 565 962 Direction, Lane # EB1 WB1 NB1 SB1 Volume Total 166 139 151 35 Volume Left 0 40 15 34 Volume Right 3 9 136 1 cSH 1494 1412 841 420 Volume to Capacity 0.00 0.03 0.18 0.08 Queue Length 95th (m) 0.0 0.6 4.6 1.9 Control Delay (s) 0.0 2.4 10.2 14.3 Lane LOS Approach Delay (s) 0.0 2.4 10.2 14.3 Approach Delay (s) 0.0 2.4 10.2 14.3 Approach Dol Summary Average Delay 4.8 Intersection Capacity Utilization 39.2% ICU Level of Service A													
VC, conflicting volume 99 166 340 344 164 475 340 94 vC1, stage 1 conf vol vC2, stage 2 conf vol vCu, unblocked vol 99 166 340 344 164 475 340 94 tC, single (s) 4.1 4.1 7.1 6.5 6.2 7.1 6.5 6.2 tC, 2 stage (s) tF (s) 2.2 2.2 3.5 4.0 3.3 3.5 4.0 3.3 p0 queue free % 100 97 98 100 85 92 100 100 cM capacity (veh/h) 1494 1412 600 563 880 414 565 962 Direction, Lane # EB.1 WB.1 NB.1 SB.1 Volume Total 166 139 151 35 Volume Right 3 9 136 1 cSH 1494 1412 841 420 Volume to Capacity 0.0 0.0 0.0 14.3 Lane LOS A B B						309	. 58.50						
VC1, stage 1 conf vol vC2, stage 2 conf vol vC2, stage 2 conf vol vC4, unblocked vol 99 166 340 344 164 475 340 94 tC, single (s) 4.1 4.1 7.1 6.5 6.2 7.1 6.5 6.2 tC, 2 stage (s) tF (s) 2.2 3.5 4.0 3.3 3.5 4.0 3.3 pO queue free % 100 97 98 100 85 92 100 100 cM capacity (veh/h) 1494 1412 600 563 880 414 565 962 Direction, Lane # EB 1 WB 1 NB 1 SB 1 Volume Total 166 139 151 35 Volume Left 0 40 15 34 Volume Right 3 9 136 1 cSH 1494 1412 841 420 Volume to Capacity 0.00 0.03 0.18 0.08 Queue Length 95th (m) 0.0 0.6 4.6 1.9 Control Delay (s) 0.0 0.24 10.2 14.3 Lane LOS A B B Approach Delay (s) 0.0 0.24 10.2 14.3 Approach LOS B B B Intersection Summary Average Delay 4.8 Intersection Capacity Utilization 39.2% ICU Level of Service A A B CAPACITA CAP							a santa						
vC2, stage 2 conf vol vCu, unblocked vol 99 166 340 344 164 475 340 94 tC, single (s) 4.1 4.1 7.1 6.5 6.2 7.1 6.5 6.2 tC, 2 stage (s) 2.2 2.2 3.5 4.0 3.3 3.5 4.0 3.3 p0 queue free % 100 97 98 100 85 92 100 100 cM capacity (veh/h) 1494 1412 600 563 880 414 565 962 Direction, Lane # EB 1 WB 1 NB 1 SB 2 SB 2 SB 2 SB 2 SB 2 SB 2 SB 3 SB 3 </td <td></td> <td>99</td> <td></td> <td></td> <td>166</td> <td></td> <td></td> <td>340</td> <td>344</td> <td>164</td> <td>475</td> <td>340</td> <td>94</td>		99			166			340	344	164	475	340	94
vCu, unblocked vol 99 166 340 344 164 475 340 94 tC, single (s) 4.1 4.1 7.1 6.5 6.2 7.1 6.5 6.2 tC, 2 stage (s) tF (s) 2.2 2.2 3.5 4.0 3.3 3.5 4.0 3.3 p0 queue free % 100 97 98 100 85 92 100 100 cM capacity (veh/h) 1494 1412 600 563 880 414 565 962 Direction, Lane # EB 1 WB 1 SB 1 SB 1 SB 1 SB 1 SB 1 SB 2											1		n to the
tC, single (s) 4.1 4.1 7.1 6.5 6.2 7.1 6.5 6.2 tC, 2 stage (s) tF (s) 2.2 2.3.5 4.0 3.3 3.5 4.0 3.3 pO queue free % 100 97 98 100 85 92 100 100 cM capacity (veh/h) 1494 1412 600 563 880 414 565 962													
tC, 2 stage (s) tF (s)				e service									
tF (s) 2.2 2.2 3.5 4.0 3.3 3.5 4.0 3.3 p0 queue free % 100 97 98 100 85 92 100 100 cM capacity (veh/h) 1494 1412 600 563 880 414 565 962 Direction, Lane # EB 1 WB 1 NB 1 SB 1		4.1			4.1	- 11 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		7.1	6.5	6.2	7.1	6.5	6.2
p0 queue free % cm capacity (veh/h) 100 lt494 97 lt412 98 lt00 lt53 lt00 lt00 lt00 lt00 lt00 lt00 lt00 lt0		2.0			2.0								
CM capacity (veh/h) 1494 1412 600 563 880 414 565 962 Direction, Lane # EB 1 WB 1 NB 1 SB 1 Volume Total 166 139 151 35 Volume Left 0 40 15 34 Volume Right 3 9 136 1 cSH 1494 1412 841 420 Volume to Capacity 0.00 0.03 0.18 0.08 Queue Length 95th (m) 0.0 0.6 4.6 1.9 Control Delay (s) 0.0 2.4 10.2 14.3 Lane LOS A B B Approach Delay (s) 0.0 2.4 10.2 14.3 Approach LOS B B Intersection Summary Average Delay 4.8 Intersection Capacity Utilization 39.2% ICU Level of Service A			4.1%14										
Direction, Lane # EB 1 WB 1 NB 1 SB 1 Volume Total 166 139 151 35 Volume Left 0 40 15 34 Volume Right 3 9 136 1 cSH 1494 1412 841 420 Volume to Capacity 0.00 0.03 0.18 0.08 Queue Length 95th (m) 0.0 0.6 4.6 1.9 Control Delay (s) 0.0 2.4 10.2 14.3 Lane LOS A B B Approach Delay (s) 0.0 2.4 10.2 14.3 Approach LOS B B B Intersection Summary 4.8 B Average Delay 4.8 ICU Level of Service A	· · · · · · · · · · · · · · · · · · ·												
Volume Total 166 139 151 35 Volume Left 0 40 15 34 Volume Right 3 9 136 1 cSH 1494 1412 841 420 Volume to Capacity 0.00 0.03 0.18 0.08 Queue Length 95th (m) 0.0 0.6 4.6 1.9 Control Delay (s) 0.0 2.4 10.2 14.3 Lane LOS A B B Approach Delay (s) 0.0 2.4 10.2 14.3 Approach LOS B B B Intersection Summary 4.8 Intersection Capacity Utilization 39.2% ICU Level of Service A	cM capacity (ven/h)	1494	Section 1		1412			600	-563	880	414	565	962
Volume Left 0 40 15 34 Volume Right 3 9 136 1 cSH 1494 1412 841 420 Volume to Capacity 0.00 0.03 0.18 0.08 Queue Length 95th (m) 0.0 0.6 4.6 1.9 Control Delay (s) 0.0 2.4 10.2 14.3 Lane LOS A B B Approach Delay (s) 0.0 2.4 10.2 14.3 Approach LOS B B Intersection Summary 4.8 Intersection Capacity Utilization 39.2% ICU Level of Service A		A confirmation and stable	Contraction Contraction Contraction								40.000.000		
Volume Right 3 9 136 1 cSH 1494 1412 841 420 Volume to Capacity 0.00 0.03 0.18 0.08 Queue Length 95th (m) 0.0 0.6 4.6 1.9 Control Delay (s) 0.0 2.4 10.2 14.3 Lane LOS A B B Approach Delay (s) 0.0 2.4 10.2 14.3 Approach LOS B B B Intersection Summary 4.8 Intersection Capacity Utilization 39.2% ICU Level of Service A	to the contract of the contrac		***				The same						
cSH 1494 1412 841 420 Volume to Capacity 0.00 0.03 0.18 0.08 Queue Length 95th (m) 0.0 0.6 4.6 1.9 Control Delay (s) 0.0 2.4 10.2 14.3 Lane LOS A B B Approach Delay (s) 0.0 2.4 10.2 14.3 Approach LOS B B Intersection Summary 4.8 Intersection Capacity Utilization 39.2% ICU Level of Service A													
Volume to Capacity 0.00 0.03 0.18 0.08 Queue Length 95th (m) 0.0 0.6 4.6 1.9 Control Delay (s) 0.0 2.4 10.2 14.3 Lane LOS A B B Approach Delay (s) 0.0 2.4 10.2 14.3 Approach LOS B B Intersection Summary Average Delay 4.8 Intersection Capacity Utilization 39.2% ICU Level of Service A												t _a in the	
Queue Length 95th (m) 0.0 0.6 4.6 1.9 Control Delay (s) 0.0 2.4 10.2 14.3 Lane LOS A B B Approach Delay (s) 0.0 2.4 10.2 14.3 Approach LOS B B Intersection Summary Average Delay 4.8 Intersection Capacity Utilization 39.2% ICU Level of Service A													
Control Delay (s) 0.0 2.4 10.2 14.3 Lane LOS A B B Approach Delay (s) 0.0 2.4 10.2 14.3 Approach LOS B B Intersection Summary 4.8 Intersection Capacity Utilization 39.2% ICU Level of Service A										. %	1000	1.54	8 - J.S.
Lane LOS A B B Approach Delay (s) 0.0 2.4 10.2 14.3 Approach LOS B B Intersection Summary Average Delay 4.8 Intersection Capacity Utilization 39.2% ICU Level of Service A													
Approach Delay (s) 0.0 2.4 10.2 14.3 Approach LOS B B Intersection Summary Average Delay 4.8 Intersection Capacity Utilization 39.2% ICU Level of Service A		0.0											
Approach LOS B B Intersection Summary Average Delay 4.8 Intersection Capacity Utilization 39.2% ICU Level of Service A													
Intersection Summary Average Delay Intersection Capacity Utilization 4.8 Intersection Capacity Utilization 39.2% ICU Level of Service A		0.0	2.4									-	
Average Delay 4.8 Intersection Capacity Utilization 39.2% ICU Level of Service A	Approach LOS			В	В								
Intersection Capacity Utilization 39.2% ICU Level of Service A	Intersection Summary					S. S. S.							8 8 8
	Average Delay			4.8			<u> </u>						
Analysis Period (min) 60		ization	;	39.2%	10	CU Lev	el of Ser	vice		Α			
✓ · · · · · · · · · · · · · · · · · · ·	Analysis Period (min)			60									

			-	***************************************	•	*					
Movement	EBL	EBT	WBT	WBR	SBL	SBR					
Lane Configurations		€Î	1 2		¥γ¥						
Sign Control		Free	Free		Stop						
Grade		0%	0%		0%	. 15. 5		ta in the			n de la companya da di
Volume (veh/h)	23	30	117	165	90	2					
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	No. Carl	a sa mada da			s in selection
Hourly flow rate (vph)	23	30	117	165	90	-					gramma, Dale
Pedestrians Lane Width (m)					4. 31.51	i Light sign	43.43.5				Leed News
Walking Speed (m/s)			Maria de la compansión de								
Percent Blockage			galla i		48 488	45 41 43 1 44					Nama
Right turn flare (veh)	1 + 1.										
Median type					None		Prikuina.				
Median storage veh)											
Upstream signal (m)		Rich M.	ABAT.								
pX, platoon unblocked		No. of the				000		And the second		na na na lisa.	an terrain terraine
vC, conflicting volume	282				276	200					
vC1, stage 1 conf vol	egis e				1				ina gasi.	. 14. 14. 14.	
vC2, stage 2 conf vol vCu, unblocked vol	282	* * * * * * * * * * * * * * * * * * * *		1 1.	276	200					
tC, single (s)	4.1	ida est			6.4	6.2	14000		11.1.11		g mysteries.
tC, 2 stage (s)				1.5	J.,						Mark Salar Salar
tF (s)	2.2			٠,	3.5	3.3	Esq. 1				
p0 queue free %	98				87	100			•		
cM capacity (veh/h)	1280				701	841					
Direction, Lane#	EB 1	WB 1	SB1								
Volume Total	53	282	92								
Volume Left	23	0	90								
Volume Right	0	165	2	S						100	
cSH	1280	1700	704								
Volume to Capacity	0.02	0.17							:		to a grant that the service
Queue Length 95th (m)	0.4 3.5	0.0	3.2 10.9								
Control Delay (s) Lane LOS	3.5 A	0.0	10.9 B							•	
Approach Delay (s)	3.5	0.0	10.9								
Approach LOS	0.0	0.0	10.0 B								
	0.763,000,000	RACAGUSTA AN				santi Sanda			965/26884355436		
Intersection Summary			2.8								
Average Delay Intersection Capacity Uti	lization		2.8 35,4%	ı	CU Lev	el of Se	rvice		Α		
Analysis Period (min)	nzation:		60		OO LOV	010106	1 1100		7.3		
Maryoro i Griod (IIIII)			00								

Movement EBL EBT EBR WBL WBT WBR NBL NBT NBR SBL SBT SBR Lane Configurations 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
Sign Control in the Control of the Stop Man, and the Stop Stop Stop Stop Stop Stop Stop Stop
Sign Control Harris Mark Mark Stop Advantage and Stop Ward And Mark Mark Mark Mark Mark Mark Mark Mark
Grade 0% 0% 0% 0%
Volume (veh/h) 15 0 2 24 0 62 5 726 56 155 916 27
Peak Hour Factor 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0
Hourly flow rate (vph) 15 0 2 24 0 62 5 726 56 155 916 27
Pedestrians
Lane Width (m) 20 1 1 1 1 2 2 2 2 2 2 2 2 2 2 2 2 2 2
Walking Speed (m/s)
Percent Blockage
Right turn flare (veh)
Median type
Median storage veh)
Upstream signal (m)
pX, platoon unblocked
vC, conflicting volume 2038 2032 930 1992 2017 754 943 782
vC1, stage 1 conf vol
vC2, stage 2 conf vol
vCu, unblocked vol 2038 2032 930 1992 2017 754 943 782
tC, single (s) \$20 \\ 7.1 \\ 6.5 \\ 6.2 \\ 7.1 \\ 6.5 \\ 6.5 \\ 6.2 \\ 4.1 \\ 6.5 \\ 6.5 \\ 6.2 \\ 7.1 \\ 6.5 \\ 6.5 \\ 6.2 \\ 7.1 \\ 6.5 \\ 6.5 \\ 6.2 \\ 7.1 \\ 6.5 \\ 6.5 \\ 6.2 \\ 7.1 \\ 6.5 \\ 6.5 \\ 6.2 \\ 7.1 \\ 6.5 \\ 6.5 \\ 7.1 \\ 6.5 \\ 7.1 \\ 7
tC, 2 stage (s)
tF.(s) 3.5 4.0 3.3 3.5 4.0 3.3 2.2 2.2 2.2 2.2 2.2 2.2 2.2 2.2 2.2
p0 queue free % 51 100 99 37 100 85 99 81 cM capacity (veh/h) 30 46 324 38 47 409 727 836
cM capacity (veh/h) 30 46 324 38 47 409 727 38 836 836
Direction, Lane # EB1 EB2 WB1 WB2 NB1 NB2 SB1 SB2
Volume Total 15 2 24 62 5 782 155 943
Volume Left 15 0 24 0 5 0 155 0
Volume Right 0 2 0 62 0 56 0 27
cSH 30 324 38 409 727 1700 836 1700
Volume to Capacity 0.49 0.01 0.63 0.15 0.01 0.46 0.19 0.55
Queue Length 95th (m) 15.8 0.1 23.8 3.7 0.1 0.0 4.8 0.0
Control Delay (s) 227.4 16.2 230.6 15.4 10.0 10.0 10.3 10.0 10.0 10.0 10.0
Lane LOS F C F C A B
Approach Delay (s) 202.6 75.4 0.1 1.5
Approach LOS F F
Intersection Summary
Average Delay 5.8
Intersection Capacity Utilization 74.0% ICU Level of Service D
Analysis Period (min) 60

	*		7	€	-	•	4	†	<i>*</i>	/	ļ	4
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	*	T _i		ሻ	4		ሻ	1→		ሻ	\	***************************************
Ideal Flow (vphpl)	1800		1800	1800	1800	1800	1800		1800	1800	1800	1800
Storage Length (m)	25.0		0.0	25.0		0.0	50.0		0.0	90.0		0.0
Storage Lanes	1	19 H. H.	0	1.1	+ 1+	5. O	1	18-4-18-2	0	1	1.15	0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (m)	15.2	15.2		15.2	15.2	1.5	15.2	15.2		15.2	15.2	1 11
Trailing Detector (m)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Turning Speed (k/h)	24	the season	- 14	24		14	24	1.5	14	24		14
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		0.850			0.850			0.989			0.996	
Flt Protected	0.950			0.950	- 1,	·	0.950	-,		0.950		•
Satd. Flow (prot)	1695	1517	0	1695	1517	0	1695	1765	0	1695	1777	0 0
Flt Permitted	0.717			0.757	,0,,		0.164			0.253		
Satd. Flow (perm)		1517	0	1351	1517	0	293	1765	. 10	451	1777	0
Right Turn on Red	. ,	1011	Yes	1001		Yes	200	1100	Yes	101	1111	Yes
Satd. Flow (RTOR)	2.00	178	100		262	100	1.41.1	10	100	e system is	4	103
Headway Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Link Speed (k/h)	0.55	50	0.33	0.55	50	0.33	0.55	70	0.55	0.55	70	0.55
Link Opeed (k/n) Link Distance (m)		152.2	• • •		313.0		*	402.4	•		1314.1	
Travel Time (s)		11.0			22.5		1.5	20.7	4. 1		67.6	
• •	15		2	24	22.5	62	5	726	E6	155		07
Volume (vph)		0							56	155	916	27
Peak Hour 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
Adj. Flow (vph)	15	0	2	24	0	62	5	726	56	155	916	27
Lane Group Flow (vph)	15	2	0	24	62	0	5	782	0	155	943	0
Turn Type	Perm	4		Perm	0		Perm	0		Perm	^	
Protected Phases	4	4		^	8		^	2		0	6	
Permitted Phases	4			8	^		2	^		6	•	
Detector Phases	4	4		8	8		2	2		6	6	
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	23.0	23.0		23.0	23.0		23.0	23.0		23.0	23.0	
Total Split (s)	23.0	23.0	0.0	23.0	23.0	0.0	57.0	57.0	0.0	57.0	57.0	0.0
Total Split (%)	28.8%	28.8%	0.0%	28.8%		0.0%	71.3%		0.0%	71.3%	71.3%	0.0%
Maximum Green (s)	18.0	18.0		18.0	18.0		52.0	52.0		52.0	52.0	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lead/Lag												
Lead-Lag Optimize?												
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		C-Max				C-Max	
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)	7.9	7.9		7.9	7.9		67.0	67.0		67.0	67.0	
Actuated g/C Ratio	0.10	0.10		0.10	0.10		0.84	0.84		0.84	0.84	
v/c Ratio	0.12	0.01		0.18	0.16		0.02	0.53		0.41	0.63	
Control Delay	34.2	0.0		35.5	0.9		1.6	2.9		6.5	5.7	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	34.2	0.0		35.5	0.9		1.6	2.9		6.5	5.7	
LOS	C	A		D	A		A	Α.		A	A	
		/-1					73			Α.		

▶	-	→ ✓		*	4	†	× ×	. ↓	4
Lane Group EBL	EBT	EBR WBL	WBT	WBR	NBL	NBT	NBR SBL	SBT	SBR
Approach Delay	30.2		10.6	4 10100		2.9		5.8	
Approach LOS	C		В			Α		Α	
90th %ile Green (s) 9.0	9.0	9.0	9.0		61.0	61.0	61.0	61.0	11 1.3.
90th %ile Term Code Hold	Hold	Gap	Gap		Coord	Coord	Coord		
70th %ile Green (s) 7.6		7.6	7.6		62.4	62.4	62.4		
70th %ile Term Code Hold	Hold	Gap	Gap		Coord	Coord	Coord		
50th %ile Green (s) 6.7	6.7	6.7	6.7	14.1	63.3	63.3	63.3	63.3	
50th %ile Term Code Hold	Hold	Gap	Gap		Coord	Coord	Coord		
30th %ile Green (s) 5.8	5.8	5.8	5.8	14.	64.2	64.2	64.2	64.2	
30th %ile Term Code Hold		Gap	Gap		Coord	Coord	Coord		
10th %ile Green (s) 0.0	0.0	0.0	0.0		75.0	75.0	75.0	75.0	*
10th %ile Term Code Skip	Skip	Skip	Skip		Coord	Coord	Coord		
Queue Length 50th (m) 2.0			0.0		0.1	16.4	4.5		317
Queue Length 95th (m) 7.6		10.3	0.0		m0.2	31.6	19.4		
Internal Link Dist (m)	128.2	*	289.0			378.4		1290.1	
Turn Bay Length (m) 25.0		25.0			50.0		90.0		
Base Capacity (vph) 304	496	321	560	14, 14	245	1479	378	1488	
Starvation Cap Reductn 0	0	0	0		0	0	. () 0	
Spillback Cap Reductn 0	0	0.44	0		0	0	(0	
Storage Cap Reductn 0	0	0	0		0	0	() 0	
Reduced v/c Ratio 0.05	0.00	0.07	0.11		0.02	0.53	0.41	0.63	

Area Type: Other

Cycle Length: 80

Actuated Cycle Length: 80

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

Natural Cycle: 65

Control Type: Actuated-Coordinated

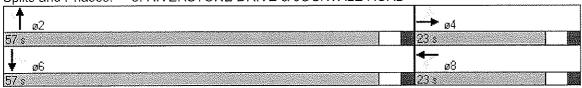
Maximum v/c Ratio: 0.63 Intersection Signal Delay: 5.1 Intersection Capacity Utilization 74.0%

Intersection LOS: A ICU Level of Service D

Analysis Period (min) 60

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

Splits and Phases: 8: RIVERSTONE DRIVE & JOCKVALE ROAD



	*		•	*	←	*	4	†	<i>/</i> **	\	+	4
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	7	-		1	7>		ሻ	₽		T Y	1>	
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Storage Length (m)	25.0		0.0	25.0		0.0	75.0		0.0	65.0		0.0
Storage Lanes	1	111111	0	1		0	1	1	0	1		- 1.10
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (m)	15.2	15.2	Statism.	15.2	15.2		15.2	15.2		15.2	15.2	
Trailing Detector (m)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Turning Speed (k/h)	24	San Fr	14	24	4.5	14	24		14	24		14
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 March March	1. 1. 1	0.922	Asia, sa sa	\$1.75 J. 58	0.866		e en en	0.982		te salah ing	0.959	100000
Fit Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1695	1645	0	1695	1545	0	1695	1752	0	1695	1711	.0
Flt Permitted	0.692			0.719			0.232			0.358		***
Satd. Flow (perm)	1235	1645	0	1283	1545	0	414	1752	0	639	1711	0.1
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)	ł.,	30		an geret	89	A Transfer	13.75	- 17	en en en en en en	magnetic services	47	
Headway Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Link Speed (k/h)	1 1 1	50	seerie ja ja	. In the second	50			70		$e_{A_{i,j}} = e_{A_{i,j}}^{A_{i,j}}$	70	*
Link Distance (m)		308.6			482.0			375.9			402.4	
Travel Time (s)		22.2			34.7			19.3			20.7	
Volume (vph)	184	28	30	38	11	89	46	514	69	152	573	217
Peak Hour 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
Adj. Flow (vph)	184	28	30	38	11	89	46	514	69	152	573	217
Lane Group Flow (vph)	184	58	0	38	100	0	46	583	0	152	790	0
Turn Type	Perm			Perm			Perm		-	Perm		•
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phases	4	4		8	8		2	2		6	6	
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	23.0	23.0		23.0	23.0		23.0	23.0		23.0	23.0	
Total Split (s)	25.0	25.0	0.0	25.0	25.0	0.0	55.0	55.0	0.0	55.0	55.0	0.0
Total Split (%)	31.3%	31.3%	0.0%	31.3%	31.3%		68.8%		0.0%		68.8%	0.0%
Maximum Green (s)	20.0	20.0		20.0	20.0		50.0	50.0	,0	50.0	50.0	0.0,0
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lead/Lag							-					
Lead-Lag Optimize?												
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		C-Max			C-Max		
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)	16.9	16.9		16.9	16.9		55.1	55.1		55.1	55.1	
Actuated g/C Ratio	0.21	0.21		0.21	0.21		0.69	0.69		0.69	0.69	
v/c Ratio	0.71	0.16		0.14	0.25		0.16	0.48		0.35	0.66	
Control Delay	44.8	14.8		25.0	8.7		7.2	8.0		5.9	7.3	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	44.8	14.8		25.0	8.7		7.2	8.0				
LOS	44.0 D	14.0 B		23.0 C	6. <i>1</i>		7.2 A			5.9	7.3	
		ט		· ·	М			А		А	А	

	۶	þ -	→ ✓	*	*	*	†	*	1	Ţ	4
Lane Group E	BL	EBT	EBR WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay	1114	37.6		13.2			7.9			7.0	****
Approach LOS		D		В			Α			Α	
90th %ile Green (s)	0.0	20.0	20.0	20.0	4154	50.0	50.0		50.0	50.0	1. 1. 1.
90th %ile Term Code N	lax	Max	Hold	Hold		Coord	Coord	_	oord	Coord	
70th %ile Green (s)	9.9	19.9	19.9	19.9	$\mathbb{R}^{n+1} \times \mathbb{R}^{n+1} \times \mathbb{R}^{n}$	50.1	50.1		50.1	50.1	* **
70th %ile Term Code G	ap	Gap	Hold	Hold		Coord	Coord		oord	Coord	
50th %ile Green (s) 1	6.4	16.4	16.4	16.4		53.6	53.6	+ A	53.6	53.6	
50th %ile Term Code G	Sap	Gap	Hold	Hold		Coord	Coord	Ç	oord	Coord	
30th %ile Green (s)	3.6	13.6	13.6	13.6		56.4	56.4		56.4	56.4	
30th %ile Term Code G	ар	Gap	Hold	Hold		Coord	Coord	-	oord	Coord	
10th %ile Green (s)	9.4	9.4	9.4	9.4		60.6	60.6		60.6	60.6	-
10th %ile Term Code C	ap	Gap	Hold	Hold		Coord	Coord	C	oord	Coord	
Queue Length 50th (m) 2	3.8	3.1	4.3	1.2		2.0	31.7	· · · · · · · · · · · · · · · · · · ·	4.8	20.7	
Queue Length 95th (m) #5	0.9	12.4	11.9	13.6		7.6	71.9	. 1	m7.8	29.4	
Internal Link Dist (m)		284.6		458.0	r with dise		351.9		and the second	378.4	
Turn Bay Length (m) 2	5.0		25.0			75.0			65.0		
Base Capacity (vph)	324	454	337	471		285	1213		440	1194	
Starvation Cap Reductn	0	0	0	0		0	0		0	0	
Spillback Cap Reductn	0	0	0	0	**.	0	0		0	0	
Storage Cap Reductn	0	0	0	0		0	0		0	0	
Reduced v/c Ratio 0	.57	0.13	0.11	0.21		0.16	0.48		0.35	0.66	

Area Type: Other

Cycle Length: 80

Actuated Cycle Length: 80

Offset: 8 (10%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 60

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.71 Intersection Signal Delay: 11.5 Intersection Capacity Utilization 76.5%

Intersection LOS: B
ICU Level of Service D

Analysis Period (min) 60

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

Queue shown is maximum after two cycles.

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



øБ

	#	-	4—	€_	6	4/	
Movement	EBL	EBT	WBT	WBR	SWL	SWR	
Lane Configurations	ሻ	†	}		*5	7	
Sign Control		Free	Free	Baran San	Stop	1994	A CONTRACT TO THE SECOND OF THE SECOND SECON
Grade		0%	0%		0%		
Volume (veh/h)	54	397		78	34	38	 Mary Community of the Commu
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Hourly flow rate (vph)	54	397	523	78	34	38	
Pedestrians							
Lane Width (m)	* 14.		5 8 6 5 5		+ + 1 T T		可能的 化二氢氯 医乳化物 医乳管管膜炎的
Walking Speed (m/s) Percent Blockage			1	No. of the		est est e	
Right turn flare (veh)			11333	est Mari			
Median type	s 1	S. 1984.	g 4 32 33 4	42. July	None	1711	. Prince of the section of the grant between
Median storage veh)			y nanana a	Maria Salah Baran	. IVONG	11111111	
Upstream signal (m)							e i men a fili il a mel emakakakaka
pX, platoon unblocked					4 17 4		 Miller of the recognition of the first of the first properties of the properties.
vC, conflicting volume	601				1067	562	· 其外,是一个一个一个一个一个一个一个一个一个一个一个一个一个一个一个一个一个一个一个
vC1, stage 1 conf vol							
vC2, stage 2 conf vol		The bit	m Admi			Maria F	
vCu, unblocked vol	601				1067	562	
tC, single (s)	4.1				6.4	6.2	
tC, 2 stage (s) tF (s)	2.2				. 0.5	0.0	
p0 queue free %	94				3.5 85	3.3 93	
cM capacity (veh/h)	976				232	526	
Direction, Lane #	EB 1	EB 2	NATO A	COMA		320	
Volume Total	<u>⊏⊡ ।</u> 54	397	WB 1 601	SW 1 34	SW 2 38		
Volume Left	54	397 0	001	34	0		
Volume Right	0	0	78	0	38		
cSH	976	1700	1700	232	526		
Volume to Capacity	0.06	0.23	0.35	0.15	0.07		
Queue Length 95th (m)	1.2	0.0	0.0	3.6	1.6		
Control Delay (s)	8.9	0.0	0.0	23.2	12.4		
Lane LOS	Α			С	В		
Approach Delay (s)	1.1		0.0	17.5			
Approach LOS				С			
Intersection Summary							
Average Delay			1.5				
Intersection Capacity Util	ization		50.7%	10	CU Leve	el of Serv	vice A
Analysis Period (min)			60				

	, *	······	*	•	←	•	*	†	<i>></i>	/	↓	4
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		₽			4	7	ሻ	ተሱ		ሻ	ተᡗ→	
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Storage Length (m)	0.0		0.0	0.0		90.0	100.0		0.0	0.0		0.0
Storage Lanes	0	er Blår.	0	0		1	. 1		0	1		0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (m)	15.2	15.2		15.2	15.2	15.2	15.2	15.2	AMA	15.2	15.2	
Trailing Detector (m)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Turning Speed (k/h)	24		14	24		14	24		14	24	NO PAGE	14
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
- Ent ART STARTER TO A STARTER		0.993				0.850		0.999			0.975	
Flt Protected		0.988			0.999		0.950			0.950		
Satd. Flow (prot)	0	1751	0	0	1783	1517	1695	3387	0	1695	3305	0
FIt Permitted		0.580			0.992		0.322			0.376		
Satd. Flow (perm)	0	1028	0	0	1770	1517	575	3387	0	671	3305	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		3:				298			ly in enter		29	
Headway Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Link Speed (k/h)		70			70			60			60	
Link Distance (m)		843.6			306.3			329.6			362.7	
Travel Time (s)		43.4			15.8			19.8		n is site	21.8	
Volume (vph)	108	302	21	7	421	298	30	278	1	594	733	150
Peak Hour 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
Adj. Flow (vph)	108	302	21	7	421	298	30	278	1	594	733	150
Lane Group Flow (vph)	0	431	0	0	428	298	30	. 279	0	594	883	0
Turn Type	Perm			Perm		Perm	Perm			pm+pt		
Protected Phases		. 4			8			2		1	6	
Permitted Phases	4			8		8	2			6		
Detector Phases	4	- 4		8	8	8	2	2		1	6	1.5
Minimum Initial (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Minimum Split (s)	25.4	25.4		25.4	25.4	25.4	24.6	24.6		10.6	24.6	- 1
Total Split (s)	56.0	56.0	0.0	56.0	56.0	56.0	25.0	25.0	0.0	39.0	64.0	0.0
Total Split (%)	46.7%		0.0%		46.7%	46.7%	20.8%	20.8%	0.0%	32.5%	53.3%	0.0%
Maximum Green (s)	48.6	48.6		48.6	48.6	48.6	18.4	18.4		32.4	57.4	
Yellow Time (s)	4.2	4.2		4.2	4.2	4.2	4.6	4.6		4.6	4.6	3.5
All-Red Time (s)	3.2	3.2		3,2	3.2	3.2	2.0	2.0		2.0	2.0	
Lead/Lag			• •				Lag	Lag		Lead		
Lead-Lag Optimize?							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	Max	Max		None	Max	
Act Effct Green (s)		51.6			51.6	51.6	21.4	21.4		60.0	60.0	
Actuated g/C Ratio		0.43			0.43	0.43	0.18	0.18		0.50	0.50	
v/c Ratio		0.97			0.56	0.36	0.29	0.46		0.94	0.53	
Control Delay		91.4			29.0	3.6	51.8	47.0		57.4	20.9	
Queue Delay		0,0			0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay		91.4			29.0	3.6	51.8	47.0		57.4	20.9	
LOS	N. Gr	F			С	Α	. D	. D		Ε	С	
Approach Delay		91.4		4.	18.6			47.5			35.6	
Approach LOS		F			В	•		D			D	
90th %ile Green (s)	48.6	48.6		48.6	48.6	48.6	18.4	18.4		32.4	57.4	

	<u>^</u> −	* *	*	*	•	*	↑	*	-	¥	4
Lane Group	EBL EE	T EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
90th %ile Term Code	Max Ma	3X	Hold	Hold	Hold	MaxR	MaxR		Max	MaxR	
70th %ile Green (s)	48.6 48	.6	48.6	48.6	48.6	18.4	18.4		32.4	57.4	
	Max Ma	X	Hold	Hold	Hold	MaxR	MaxR		Max	MaxR	
` ,	48.6 48	.6	48.6	48.6	48.6	18.4	18.4		32.4	57.4	
	Мах Ма	ìχ	Hold	Hold	Hold	MaxR	MaxR		Max	MaxR	
	48.6 48	.6	48.6	48.6	48.6	18.4	18.4		32.4	57.4	
the state of the s	Max Ma	ìΧ	Hold	Hold	Hold	MaxR	MaxR		Max	MaxR	
	46.6 46	.6	46.6	46.6	46.6	20.5	20.5		30.3	57.4	
10th %ile Term Code	Gap Ga	ıp.	Hold	Hold	Hold	Hold	Hold		Gap	MaxR	
Queue Length 50th (m)	88	.8		68.1	0.0	5.7	28.9		96.0	64.1	
Queue Length 95th (m)	#178	9		113.4	21.9	16.6	46.7	#	193.0	94.8	
Internal Link Dist (m)	819	.6		282.3			305.6			338.7	
Turn Bay Length (m)					90.0	100.0	445050				
Base Capacity (vph)	44	7		767	826	103	607		634	1673	
Starvation Cap Reductn		0		0	0	0	0		0	0	
Spillback Cap Reductn		0		0	0	0	0		0	0	
Storage Cap Reductn		0		0	0	0	0,		0	0	ta Gra
Reduced v/c Ratio	0.9	6		0.56	0.36	0.29	0.46		0.94	0.53	·

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 119.6

Natural Cycle: 100

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.97 Intersection Signal Delay: 40.8

Intersection LOS: D Intersection Capacity Utilization 104.4% ICU Level of Service G

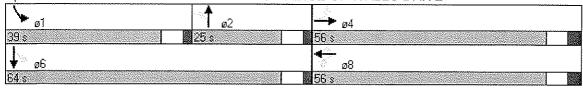
Analysis Period (min) 60 90th %ile Actuated Cycle: 120

70th %ile Actuated Cycle: 120 50th %ile Actuated Cycle: 120 30th %ile Actuated Cycle: 120

10th %ile Actuated Cycle: 118

Queue shown is maximum after two cycles.

Splits and Phases: 4: JOCKVALE ROAD & PRINCE OF WALES DRIVE



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

	*		•		4-	4	**	4		\ <u></u>	ı	<i>J</i>
	-		¥	•	a tatawa ka tata a sa a sa a sa a sa a sa a sa		٦,	1	<i>[</i>	noone rethinger	***************************************	
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⊕ 4			_ 4 >			_ ↔				
Sign Control	Hija kiti	Free		and April	Free	der Kolonia		Stop			Stop	
Grade	<u></u> .	0%			0%	1.10100	3.440	0%			0%	10. 1 1 . a .
Volume (veh/h)	5	75	301	14	55			13	66	18	9	3
Peak Hour 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
Hourly flow rate (vph)	5	75	301	14	55	29	118	13	66	18	9	3
Pedestrians												484
Lane Width (m)				1,550				A Mari			\$ 15.15a	Bit is
Walking Speed (m/s)			4.	A	*						and the second	
Percent Blockage			fer di					N. F. H. C.				
Right turn flare (veh)		e e	en i e e	46.50.5				Mana			Nama	
Median type	mas nelson	Ministry (891 89		Parties Son		None			None	North Art
Median storage veh)	: 4	NEW TOTAL			4.50.00	41.44			e i e e e e e e e e e e e e e e e e e e	v	5.4	a to the
Upstream signal (m)	Strain Control		Park Train	tulis soul	Treffee.		wi andii	1147				e en solanit
pX, platoon unblocked	. : : 0.4	1880.00	Assessing	276	45 544	a sagarant		348	226	406	484	70
vC, conflicting volume	84			376			340	340	220	400	404	70
vC1, stage 1 conf vol	in a figure of	200		el allej.	4.14. 3	i Çina ayek		1 1.				
vC2, stage 2 conf vol	84		. 4 I % . 7	376		in section	340	348	226	406	484	70
vCu, unblocked vol	4.1	in a gradual	eng salah	4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, single (s)	/ 1		1 . 1	7.1			. 491	0.0	0.2	1.1	0.0	0.2
tF (s)	2.2			2.2	:		3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100		. ,	99	-		80	98	92	96	98	100
cM capacity (veh/h)	1513			1182		•	596	567	814	496	476	993
		ነ <i>ለንኮነ ል</i>	NID 4				000	001	011	.00	,, ,	000
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	381	98	197	30			1. 1. 1			1 1 4.		
Volume Left	5	14	118	18								
Volume Right	301	29	66	3					•			
cSH	1513 0.00	1182 0.01	652 0.30	515 0.06								
Volume to Capacity	0.00	0.01	9.0	1.3		•					-	
Queue Length 95th (m)	0.1	1.2	12.9	12.4								
Control Delay (s)			12.9 B	12.4 B								
Lane LOS	A	A 1 2		12,4								
Approach Delay (s) Approach LOS	0.1	1.2	12.9 B	12,4 B								
Approach LOS			Ð									nana in turbani.
Intersection Summary				ğ (İ) (İ) (Ş)	\$ 00 O							
Average Delay			4.4		 .	,	,		-			
Intersection Capacity Uti	ilization		45.5%	l	CU Lev	el of Se	rvice		А			
Analysis Period (min)			60									

***************************************	*	•	†	<i>*</i>	\	ţ					
Movement	WBL	WBR	NBT	NBR	SBL	SBT					
Lane Configurations	W		1>			4Î					
Sign Control	Stop		Free			Free					kanin'i
Grade	0%		0%			0%					
Volume (veh/h)	6	56	10	12	91	24	San San				
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00					
Hourly flow rate (vph)	6	56	10	12	91	24			4,434		
Pedestrians	4.15		5., 1				4.0				
Lane Width (m)		Halle	Hallanda (100	1831.15		
Walking Speed (m/s)	1		44.5			en de la companya de la companya de la companya de la companya de la companya de la companya de la companya de					
Percent Blockage			as Militer			Allella		l saba	. Daniera		
Right turn flare (veh) Median type	None	Sala a sala		N. Table	. 1 : 1.4 %	190	4				100
Median storage veh)	NONE	e te di espiri	g Arta Kasar da T	Alternation		NIE NAN	181 199				F11 18
Upstream signal (m)	5			naan ga	lju alka						: 1.%, r
pX, platoon unblocked	the first strength of	şşt 5.7	e ne proes el r	A Day of the	. 1: - "11	Andrew Miller	Antonome (1980).	1 1 19 54	- 1 To	a tradition to a facility	Stay West
vC, conflicting volume	222	16		satisfies.	22		and the second	a Nieu		<u>Andren i</u>	diging t
vC1, stage 1 conf vol	an maring as	in the second		The second of the second	te e l'aleade					The state of the state of	3 - 1 - 3
vC2, stage 2 conf vol			有情故意					A STAN		Maria Et.	200
vCu, unblocked vol	222	16			22			·			
tC, single (s)	6.4	6.2	on Wile		4.1				- 1,71		
tC, 2 stage (s)											
tF(s)	3.5	3.3	** * 1		2.2			1.0			
p0 queue free %	99	95			94						
cM capacity (veh/h)	722	1063	free.	1	1593			•	•	•	
Direction, Lane #	WB1	NB 1	SB 1								
Volume Total	62	22	115								
Volume Left	6	0	91								
Volume Right	56	12	0								
cSH	1017	1700	1593								
Volume to Capacity	0.06	0.01	0.06	• .	1995			•	•	* 1	er Signa
Queue Length 95th (m)	1.4	0.0	1.3								
Control Delay (s)	8.8	0.0	5.9								
Lane LOS	A o o	0.0	A 5.9								
Approach Delay (s) Approach LOS	8.8 A	0.0	5.9								
	/1	sup Congression on a		anders signed pakers over the firm	to receive a contract t	dada galarsayikan maddin a		rita kompozia profil korej i re	a sa	ng gan ng Sayah Ngagaran dan ag tan Nasaran ar a	MANAGARAN SASA
Intersection Summary											
Average Delay	#!#!		6.2		NI I I	Laf Can ta	_		٨		
Intersection Capacity Uti	lization		24.0%	IC	o Leve	l of Servic	е		A		
Analysis Period (min)			60								

	€	•	†	*	\	ļ	
Movement	WBL	WBR	NBT	NBR	SBL	SBT	
Lane Configurations	k _i r		<u></u>			4	
Sign Control	Stop	5 - 13 - 17 E	Free	e a 1 ₁ 1	11/2/2019	Free	
Grade	0%		0%			0%	
Volume (veh/h)	14	42	155	23	73	251	
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Hourly flow rate (vph)	14	42	155	23	73	251	
Pedestrians Lane Width (m)			mgaa saasi				
Walking Speed (m/s)	54 W 5	i nisal				"1	
Percent Blockage	1 171,50		4,74,45			s. 1	The Committee Co
Right turn flare (veh)		N. M. H. N.					
Median type	None						
Median storage veh)	7 5 4 45						
Upstream signal (m)	ng Allina						
pX, platoon unblocked							
vC, conflicting volume	564	166			178		
vC1, stage 1 conf vol	1115	611161					
vC2, stage 2 conf vol	504				470		
vCu, unblocked vol	564 6.4	166 6.2	s jandia		178		
tC, single (s) tC, 2 stage (s)	0.4	0.2	e filmsy et eg	***	4.1		
tF (s)	3.5	3.3			2.2		The Albert Holland and Transplantation
p0 queue free %	97	95	** *		95		
cM capacity (veh/h)	462	878			1398		
Direction, Lane #	WB 1	NB 1	SB 1				
Volume Total	56	178	324			363 (1394 (1394)	
Volume Left	14	0	73				
Volume Right	42	23	0				
cSH	716	1700	1398				
Volume to Capacity	80.0	0.10					
Queue Length 95th (m)	1.8	0.0	1.2				
Control Delay (s)	10.5	0.0	2.1				
Lane LOS	B	0.0	A				
Approach Delay (s) Approach LOS	10.5	0.0	2.1				
	В			***************************************		and the second	
Intersection Summary		5 8 8 8		\$1.31.50			
Average Delay			2.3		S		
Intersection Capacity Ut	ilization	4	41.8%	IC	CU Leve	l of Se	rvice A
Analysis Period (min)			60				

	*	*	*	1	1	4						
Movement	EBL	EBR	NBL	NBT	SBT	SBR						
Lane Configurations	*5	7	79	†	↑	7₹						
Sign Control	Stop		sa arabah	Free	Free						ly test	
Grade	0%			0%	0%							
Volume (veh/h)	132	35	64	497	416	225						
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00						
Hourly flow rate (vph)	132	35	64	497	416	225						
Pedestrians												
Lane Width (m)									1. 34.15			
Walking Speed (m/s)												
Percent Blockage		de de la composição de la composição de la composição de la composição de la composição de la composição de la La composição de la compo				SARAN				ara insk		
Right turn flare (veh)												
	None	Sec. 35									4	
Median storage veh)												
Upstream signal (m)					376							
pX, platoon unblocked							A				16.4	
	1041	416	641									
vC1, stage 1 conf vol					4.	. **	1					naja es
vC2, stage 2 conf vol			A.V.		e i e i i i	45 (4.174)	di Sin	As a				
vCu, unblocked vol	1041	416	641									
tC, single (s)	6.4	6.2	4.1					N				
tC, 2 stage (s)		~ ^	0.0									•
tF(s)	3.5	3.3	2.2	-	4 1 1			4				11.72.77
p0 queue free %	44	95	93									
cM capacity (veh/h)	237	637	943						* ·			
Direction, Lane#	EB 1	EB 2	NB 1	NB 2	SB 1	SB 2						
Volume Total	132	35	64	497	416	225						
Volume Left	132	0	64	0	0	0						
Volume Right	0	35	0	0	0	225		14		F		
cSH	237	637	943	1700	1700	1700						
Volume to Capacity	0.56	0.05	0.07	0.29	0.24	0.13			5.54 1			* * *
Queue Length 95th (m)	24.6	1.2	1.5	0.0	0.0	0.0						
Control Delay (s)	38.7	11.0	9.1	0.0	0.0	0.0			**			
Lane LOS	E	В	A		0.0							
Approach Delay (s)	32.9		1.0		0.0							
Approach LOS	D											
Intersection Summary												_
Average Delay			4.4									
Intersection Capacity Util	ization		44.6%	ļ	CU Lev	el of Ser	rvice		Α			
Analysis Period (min)			60									

	≯	>-	•	\$ ^*	4	A.	*	†	<u> </u>	/	↓	-√
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			44			4			4	
Sign Control	i tijilih sa	Free			Free			Stop		de alte	Stop	
Grade		0%			0%			0%			0%	
Volume (veh/h)	1	144	14	148	90	36	7	0	78	20	0	1
Peak Hour 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
Hourly flow rate (vph)	1	144	14	148	90	36	7	0	78	20	0	1
Pedestrians												
Lane Width (m)							4,500			. Burkelin	5	
Walking Speed (m/s)												
Percent Blockage			in in the second						1.			
Right turn flare (veh)												
Median type							sa ji tal	None	an tail		None	
Median storage veh)												
Upstream signal (m)					309		1			in the	and Spirit	
pX, platoon unblocked												
vC, conflicting volume	126			158			558	575	151	635	564	108
vC1, stage 1 conf vol				4.								
vC2, stage 2 conf vol		19474										
vCu, unblocked vol	126			158			558	575	151	635	564	108
tC, single (s)	4.1	7.7.5%		4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)										٥.		
tF (s)	2.2	: ::		2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			90			98	100	91	94	100	100
cM capacity (veh/h)	1460	•		1422			405	384	895	328	389	946
Direction, Lane #	EB 1	WB1	NB 1	SB 1								
Volume Total	159	274	85	21							14/11/4	
Volume Left	1	148	7	20								
Volume Right	14	36	78	1						14		
cSH	1460	1422	814	339								
Volume to Capacity	0.00	0.10	0.10	0.06		• .				* •		
Queue Length 95th (m)	0.0	2.4	2.4	1.4								
Control Delay (s)	0.1	4.6	9.9	16.3								
Lane LOS	Α	Α	Α	С								
Approach Delay (s)	0.1	4.6	9.9	16.3								
Approach LOS			Α	С								
Intersection Summary												
Average Delay			4.6									
Intersection Capacity Util	lization		42.8%	ŀ	CU Lev	el of Ser	vice		Α			
Analysis Period (min)			60									

		→	4	4	\	4	
Movement	EBL	EBT	WBT	WBR	SBL	SBR	
Lane Configurations		4	Ĵ→		¥y¥		
Sign Control		Free	Free	100 100	Stop		Production of the Control of Control of the
Grade		0%	0%		0%		
Volume (veh/h)	2	101	50	120	313	12	and the first of the second of
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Hourly flow rate (vph)	2	101	50	120	313	12	
Pedestrians							
Lane Width (m)						di da di da	
Walking Speed (m/s)			•			*	
Percent Blockage	Name in						
Right turn flare (veh)							
Median type					None		· [4] 在 2004年 [2] 以 [4] 70 年 [3] 70 年 [4] 70 年
Median storage veh)							
Upstream signal (m)							
pX, platoon unblocked							
vC, conflicting volume	170				215	110	
vC1, stage 1 conf vol							
vC2, stage 2 conf vol	Maria (
vCu, unblocked vol	170				215	110	
tC, single (s)	4.1				6.4	6.2	
tC, 2 stage (s)							
tF (s)	2.2				· 3.5	3.3	1990年,1991年 - 1991年 -
p0 queue free %	100				59	99	
cM capacity (veh/h)	1407			-	772	943	
Direction, Lane#	EB 1	WB1	SB 1		6 6 6 6		
Volume Total	103	170	325				
Volume Left	2	0	313				
Volume Right	0	120	12		:	•	the second process of the second control of the
cSH	1407	1700	777				
Volume to Capacity	0.00	0.10	0.42				
Queue Length 95th (m)	0.0	0.0	14.9				
Control Delay (s)	0.2	0.0	12.9				
Lane LOS	Α		В				
Approach Delay (s)	0.2	0.0	12.9				
Approach LOS			В				
Intersection Summary							
Average Delay			7.1				
Intersection Capacity Uti	lization	;	36.3%	[0	CU Leve	el of Servic	ce A
Analysis Period (min)			60				
• •							



Date: July 18, 2007 15056 Proj# Stonebridge (Phases 10-12)

Overall v/c Ratio Summary

Project:

Description: Future (2018) Background Traffic

AM Peak Hour

							Critica	Critical Movements	S						
Intersection				Volume	me					Volume to	Volume to Capacity Ratio	atio		Overall	Overall
	۲۸	22	2	٧3	۷4	v5	9^	V/c 1	v/c 2	2 v/c 3	v/c 4	s 2/A	v/c 6	c/c	FOS
Riverstone & Jockvale (Signalized)	920	2	4					09'0	0.08	. 8				0.51	٧
Jockvale & Cambrian	288	15	198							-				0.48	Α
Jockvale & Blackleaf (Unsignalized)														0.00	•
Jockvale & Balckleaf (Signalized)	214	374	74					0.55	0.31	Σ-				0.37	٧
Jockvale & Golflinks	ALAMATRA BANKARIA ATOMA								**					0.00	
Jockvale & Prince of Wales	483	325	5					0.87	0.76	ဖွ				0.82	۵
Jockvale & Prince of Wales (Double-left)	483	32	325					0.83	0	တ္				0.71	ပ
Cambrian & Kilbirnie														0.00	-
Cambrian & Greenbank														0.00	_
Greenbank & Dundonald														0.00	•
Cambrian & Cedarview														0.00	-
Cambrian & Realigned Greenebank														0.00	•
Greenbank & Kilbirnie														0.00	•
Greenbank & Jockvale														0.00	•

PM Peak Hour

}					erdemindududududududududududududududu							***************************************	**************************			
							ٔ	ritical Mic	Critical Movements							
Intersection				ĺδ	Volume					×	olume to C	Volume to Capacity Ratio	tio		Overall	Overall
	2		٧2	٧3	4	*	٧5	9,	v/c 1	v/c 2	v/c 3	v/c 4	v/c 5	v/c 6	۸/c	SOT
Riverstone & Jockvale	2		984						0.02	0.65					95.0	A
Jockvale & Cambrian	189		100						0.73	0.25					0.44	4
Jockvale & Blackleaf (Unsignalized)											MAN TO THE REAL PROPERTY AND THE PERSON NAMED IN COLUMN TO THE PER				0.00	
Jockvale & Blackleaf (Signalized)	543				a l'édite de la company de la				0.43						0.43	A
Jockvale & Golflinks	The state of the s														0.00	•
Jockvale & Prince of Wales	473		725						1.22	1.16					1.18	ıL
Jockvale & Prince of Wales (Double-left)	473		725						0.95	0.93					0.94	ш
Cambrian & Kilbirnie															0.00	,
녿															0.00	,
Greenbank & Dundonald		ļ	A. F												0.00	•
Cambrian & Cedarview															0.00	'
Cambrian & Realigned Greenebank															0.00	ı
Greenbank & Kilbirnie															0.00	1
Greenbank & Jockvale			***************************************										-		0.00	1

	*	-	•	€	4	· K	4	†	<i>></i>	>	↓	4
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ሻ	4		ሻ	Þ		ሻ	1→		ሻ	Þ	
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Storage Length (m)	25.0		0.0	25.0		0.0	50.0		0.0	90.0		0.0
Storage Lanes	1		0	. 1		0	1.11		0	1	*****	0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (m)	15.2	15.2		15.2	15.2		15.2	15.2		15.2	15.2	
Trailing Detector (m)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Turning Speed (k/h)	24		14	24	1 - 4,13	14	24		14	24	+ 1 +	14
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 well-live in the income		0.850			0.850			0.998	200	1 744.1 1	0.997	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)		1517	0		1517	0	1695	1781	0		1779	0
Flt Permitted	0.704			0.754			0.480			0.198		
Satd. Flow (perm)	1256	1517		1345	1517	0	856	1781	0	353	1779	0
Right Turn on Red			Yes			Yes	and the second		Yes			Yes
Satd. Flow (RTOR)		512			199			1			2	
Headway Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Link Speed (k/h)	- M. T.	50	m in Australia		50			70		1.1	70	
Link Distance (m)		152.2			313.0			402.4			1314.1	
Travel Time (s)		11.0			22.5			20.7			67.6	
Volume (vph)	25	0	5	18	0	82	1	910	10	24	412	7
Peak Hour Factor	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	25	0	5	18	0	82	1	910	10	24	412	7
Lane Group Flow (vph)		5	0	_ 18	82	: 0	_ 1	920	0	24	419	0
Turn Type	Perm			Perm			Perm	_		Perm	_	
Protected Phases		4			8			2		_	6	
Permitted Phases	4			8	_		2	_		6	_	
Detector Phases	4	4		8	8		2	2		6	6	
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	23.0	23.0		23.0	23.0		23.0	23.0		23.0	23.0	
Total Split (s)	26.0	26.0	0.0	26.0	26.0	0.0	74.0	74.0	0.0	74.0	74.0	0.0
Total Split (%)	26.0%		0.0%	26.0%		0.0%	74.0%		0.0%	74.0%	74.0%	0.0%
Maximum Green (s)	21.0	21.0		21.0	21.0		69.0	69.0		69.0	69.0	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lead/Lag												
Lead-Lag Optimize?				0.0			0.0	0.0		0.0	0.0	
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			C-Max		C-Max		
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)	8.3	8.3		8.3	8.3		86.6	86.6		86.6	86.6	
Actuated g/C Ratio	0.08	0.08		0.08	0.08		0.87	0.87		0.87	0.87	
v/c Ratio	0.24	0.01		0.16	0.27		0.00	0.60		0.08	0.27	
Control Delay	47.7	0.0		44.9	2.1		1.0	4.1		2.3	2.2	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	47.7	0.0		44.9	2.1		1.0	4.1		2.3	2.2	
LOS	D	Α		Đ	Α		Α	A		Α	Α	

	≯		→ ✓	←	*	*	†	× ×	Ţ	1
Lane Group	EBL	EBT	EBR WBL	WBT	WBR	NBL	NBT	NBR SBL	SBT	SBR
Approach Delay		39.8		9.8			4.1		2.2	
Approach LOS		D		Α			Α		Α	
90th %ile Green (s)	10.0	10.0	10.0	10.0		0.08	80.0	80.0	-80.0	
90th %ile Term Code	Gap	Gap	Hold	Hold		Coord	Coord	Coord	Coord	
70th %ile Green (s)	8.4	8.4	8.4	8.4		81.6	81.6	81.6	81.6	
70th %ile Term Code	Gap	Gap	Hold	Hold		Coord	Coord	Coord		
50th %ile Green (s)	6.7	6.7	6.7	6.7		83.3	83.3	83.3		
50th %ile Term Code	Hold	Hold	Gap	Gap		Coord	Coord	Coord	Coord	
30th %ile Green (s)	5.9	5.9	5.9	5.9	•	84.1	84.1	84.1	84.1	* 1.
30th %ile Term Code	Hold	Hold	Hold	Hold		Coord	Coord	Coord	Coord	
10th %ile Green (s)	0.0	0.0	0.0	0.0	100	95.0	95.0	95.0	95.0	- ::
10th %ile Term Code	Skip	Skip	Skip	Skip		Coord	Coord	Coord	Coord	
Queue Length 50th (m)	4.3	0.0	3.1	0.0	*:	0.0	44.7	0.5	10.3	
Queue Length 95th (m)	12.7	0.0	10.1	0.0		m0.1	m86.2	2.3	24.0	
Internal Link Dist (m)		128.2		289.0			378.4		1290.1	AL MAL
Turn Bay Length (m)	25.0		25.0			50.0		90.0		
Base Capacity (vph)	276	733	296	489		741	1543	306	1541	1
Starvation Cap Reductn	0	0	0	0		0	0	0	0	
Spillback Cap Reductn	0	. 0	0	0		0	0	0	0	
Storage Cap Reductn	0	0	0	0		0	0	0	0	
Reduced v/c Ratio	0.09	0.01	0.06	0.17		0.00	0.60	0.08	0.27	

Area Type: Other

Cycle Length: 100

Actuated Cycle Length: 100

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

Natural Cycle: 65

Control Type: Actuated-Coordinated

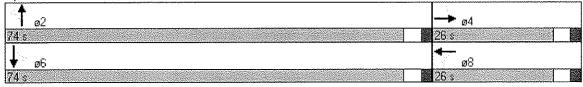
Maximum v/c Ratio: 0.60 Intersection Signal Delay: 4.6 Intersection Capacity Utilization 66.0%

Intersection LOS: A ICU Level of Service C

Analysis Period (min) 60

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

Splits and Phases: 8: RIVERSTONE DRIVE & JOCKVALE ROAD



٠	→	•	✓	4-	*	•	†	<i>*</i>	>	↓	4
Lane Group EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations ች	†		ሻ	\$		75	4		Ť	∱	
Ideal Flow (vphpl) 1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Storage Length (m) 25.0		0.0	25.0		0.0	75.0		0.0	65.0		0.0
Storage Lanes 1	4 3	0	1	Maria San	0	1	1.00	0	1	$s_{(1)} \cong \mathbb{Z}[s_{(1)}]$	0.0
Total Lost Time (s) 4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (m) 15.2	15.2		15.2	15.2		15.2	15.2		15.2	15.2	12:14.
Trailing Detector (m) 0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Turning Speed (k/h) 24	. 1	14	- 24		14	24	: **	14	24		14
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 and Commission (As 2007)	0.861	1. 1. 1.	1.00	0.889		de de Mil	0.988	$\mathbb{I}_{k} \to \mathbb{I}^{(k)}$		0.975	11,19
Flt Protected 0.950			0.950			0.950			0.950		
Satd. Flow (prot) 1695	1536	0	1695	1586	0	1695	1763	0	1695	1740	0
Flt Permitted 0.633			0.721			0.447			0.305		
Satd. Flow (perm) 1129	1536	0	1286	1586	No. 144 0	798	1763	0	544	1740	0
Right Turn on Red		Yes			Yes			Yes		•	Yes
Satd. Flow (RTOR)	51	A STATE	44,444	146	A 1-444		⁵ 4 11		i i kasarii	26	11. 11.
Headway Factor 0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Link Speed (k/h)	50		175.44	50		医复数层的	70		444 E	70	
Link Distance (m)	308.6			482.0			375.9			402.4	
Travel Time (s)	22.2			34.7			19.3			20.7	
Volume (vph) 288	4	51	68	52	146	25	487	42	51	319	65
Peak Hour 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
Adj. Flow (vph) 288	4	51	68	52	146	25	487	42	51	319	65
Lane Group Flow (vph) 288	55	0	68	198	0	25	529	0	51	384	0
Turn Type Perm			Perm			Perm			Perm		
Protected Phases	4			8			2			6	
Permitted Phases 4			8			2			6		
Detector Phases 4	4		8	8		2	2		6	6	
Minimum Initial (s) 4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s) 23.0	23.0		23.0	23.0		23.0	23.0		23.0	23.0	
Total Split (s) 24.0	24.0	0.0	24.0	24.0	0.0	26.0	26.0	0.0	26.0	26.0	0.0
	48.0%	0.0%	48.0%	48.0%	0.0%	52.0%	52.0%	0.0%	52.0%	52.0%	0.0%
Maximum Green (s) 19.0	19.0		19.0	19.0		21.0	21.0		21.0	21.0	
Yellow Time (s) 3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
All-Red Time (s) 2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lead/Lag											
Lead-Lag Optimize?											
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		C-Max	C-Max		C-Max	C-Max	
Walk Time (s) 7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s) 11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr) 0	0		0	0		0	0		0	0	
Act Effct Green (s) 16.8	16.8		16.8	16.8		25.2	25.2		25.2	25.2	
Actuated g/C Ratio 0.34			0.34	0.34		0.50	0.50		0.50	0.50	
v/c Ratio 0.76			0.16	0.31		0.06	0.59		0.19	0.43	
Control Delay 29.6			11.2	5.2		8.6	13.2		8.5	8.5	
Queue Delay 0.0			0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay 29.6			11.2	5.2		8.6	13.2		8.5	8.5	
LOS C			В	Α		Α	В		Α	Α	

	*	·····	→ ✓	-	*	*	†	*	1	↓	*
Lane Group	EBL	EBT	EBR WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		25.6		6.7			13.0	1		8.5	
Approach LOS		С		Α			В			Α	
90th %ile Green (s)	19.0	19.0	19.0		April 1985	21.0	21.0	114 (117)	21.0	21.0	and the second
90th %ile Term Code	Max	Max	Hold	Hold	(Coord	Coord		Coord	Coord	
70th %ile Green (s)	19.0	19.0	19.0		serveries.	21.0	21.0	a section.		21.0	
70th %ile Term Code	Max	Max	Hold			Coord	Coord		Coord	Coord	
50th %ile Green (s)	17.2	17.2	17.2			22.8	22.8		22.8	22.8	
50th %ile Term Code	Gap	Gap	Hold		(Coord	Coord		Coord	Coord	
30th %ile Green (s)	14.1	14.1	14.1	14.1		25.9	25.9		25.9	25.9	
30th %ile Term Code	Gap	Gap	Hold			Coord	Coord		Coord	Coord	
10th %ile Green (s)	9.6	9.6	9.6		in Mark	30.4	30.4	•		30.4	7,
10th %ile Term Code	Gap	Gap	Hold			Coord	Coord		Coord		
Queue Length 50th (m)	19.4	0.2	3.6			1.0	28.9			16.7	*
Queue Length 95th (m)	#53.6	5.4	9.9			4.6	#82.1		6.3	32.8	
Internal Link Dist (m)		284.6		458.0	1000		351.9	1		378.4	19.5
Turn Bay Length (m)	25.0		25.0			75.0			65.0		
Base Capacity (vph)	452	645	514	722	er en la companya de la companya de la companya de la companya de la companya de la companya de la companya de	402	895		274		Anna Ca
Starvation Cap Reductn		0	0	0		0	0		. 0	0	
Spillback Cap Reductn	0	0	0	0		0	0		0	0	
Storage Cap Reductn	0	0	0	0		0	0		0	0	
Reduced v/c Ratio	0.64	0.09	0.13	0.27		0.06	0.59		0.19	0.43	

Area Type: Other

Cycle Length: 50

Actuated Cycle Length: 50

Offset: 20 (40%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 50

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.76 Intersection Signal Delay: 13.4 Intersection Capacity Utilization 75.6%

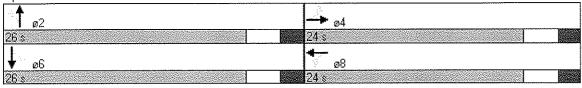
Intersection LOS: B
ICU Level of Service D

Analysis Period (min) 60

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

Queue shown is maximum after two cycles.

Splits and Phases: 1: CAMBRIAN ROAD & JOCKVALE ROAD



	*	-	•	*_	(*/				
Movement	EBL	EBT	WBT	WBR	SWL	SWR				
Lane Configurations	Ϋ́j	†	þ		ሻ	7				
Sign Control		Free	Free		Stop					Assets
Grade	5 5 - x - 31	0%	0%		0%	da a yan matam	a dina Ngangsan	es granden i	o sa de la compa	
Volume (veh/h)	54	379	314 1.00	39 1.00	104 1.00	43 1.00				Arriva de Carlos
Peak Hour Factor Hourly flow rate (vph)	1.00 54	1.00 379	314	39	1.00	1.00 43	ele littleven	SELECTION.	San Magaza	s Richards
Pedestrians	OH:	919	J 1-7		107	COSTANCIAN.				
Lane Width (m)										
Walking Speed (m/s)	113-55-11	17.18 (14.6 ± 14.		11-				te e e e constant		
Percent Blockage										
Right turn flare (veh)			*1			ana kaominina dia manana				
Median type				Mariju	None					ent in the world
Median storage veh)	4,553,0	na jedina era s	e de la compa	gen en engige	garag Masar	esakan Nuduk N	: 1888 (ARA 154)	in the state of th	esta esta de d	
Upstream signal (m) pX, platoon unblocked	K MAKA		VERVIN				Cherry a North a	h Atap Berg Dan si.		A SA PATRICIA
vC, conflicting volume	353	designa.			820	334				Şiyanızını.
vC1, stage 1 conf vol	Mark	and Santah	Televicine des	Isa, San	्रत्य स्वर		ar til til Sar Dig stera er d			*********
vC2, stage 2 conf vol			ang an							
vCu, unblocked vol	353				820	334			Annual Control	
tC, single (s)	4.1				6.4	6.2				
tC, 2 stage (s)		ante esta esta esta esta esta esta esta es					201 0000	e je sa saje	a deporte a co	No. 1 No. 3
tF (s)	2.2 96	FEELINGE.			3.5 68	3.3 94				
p0 queue free % cM capacity (veh/h)	90 1206		e e e e e e e e e e e e e e e e e e e	1	329	708		in a susy in a	4. 4. 14. 1.	
						100				
Control of the Contro	EB 1	Control of Sold Control of Contro	and the second second second	2010/11/2010/11/2010/2010/10/20	SW 2					
Volume Total Volume Left	54 54	379 0	353 0	104 104	43 0					
Volume Left Volume Right	54 0	0	: 39	104	43		National Control	1.74.4	er ett viele i	1,11
	1206	1700	1700	329	708		eren bereit in ber			* 1 .
	0.04	0.22	0.21	0.32	0.06	a May Jan		and the state of t	A Section of the sect	
Queue Length 95th (m)	1.0	0.0	0.0	9.6	1.4					
Control Delay (s)	8.1	0.0	0.0	21.0	10.4					190
Lane LOS	Α			C	В					
Approach Delay (s)	1.0		0.0	17.9		in et it in eer it e				:
Approach LOS				С						
Intersection Summary										
Average Delay			3.3							
Intersection Capacity Utiliz	zation	3	9.4%	IC	CU Leve	el of Service	€	Α.		
Analysis Period (min)			60							

	۶	-	*	•	-	•	•	†	*	\	1	4
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4	7	ሻ	ተ ኈ		T)	†	
Ideal Flow (vphpl)	-1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Storage Length (m)	0.0		0.0	0.0		90.0	100.0		0.0	0.0		0.0
Storage Lanes	0		0	0			11		0	1		0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (m)	15.2	15.2	handi.	15.2	15.2	15.2	15.2	15.2		15.2	15.2	
Trailing Detector (m)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Turning Speed (k/h)	24		14	24		14	24		14	24		14
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
- Ert 1888 - 1884 - 1884		0.993				0.850		0.999			0.965	
Flt Protected		0.988			0.999		0.950			0.950		
Satd. Flow (prot)	0	1751	0	0	1783	1517	1695	3387	0	1695	3272	0
FIt Permitted		0.776			0.993		0.531			0.180		
Satd. Flow (perm)	0	1375	0	0	1772	1517	947	3387	0	321	3272	0,
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)	grand de la participa de la companya r>La companya de la co	3.				488		144			47	
Headway Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Link Speed (k/h)		70	r Rie		70			60			60	
Link Distance (m)		843.6			306.3			329.6			362.7	
Travel Time (s)		43.4		i eria	15.8	11.	THE ST	19.8			21.8	
Volume (vph)	121	338	24	4	247	488	18	559	4	325	284	88
Peak Hour 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
Adj. Flow (vph)	121	338	24	4	247	488	18	559	4	325	284	88
Lane Group Flow (vph)	0	483	0	0	251	488	18	563	0	325	372	0
Turn Type	Perm			Perm		Perm	Perm			pm+pt		
Protected Phases	in the	4			8			2		1	6	
Permitted Phases	4			8		8	2			6		
Detector Phases	4	4		8	8	8	2	2		1	6	
Minimum Initial (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Minimum Split (s)	25.4	25.4		25.4	25.4	25.4	24.6	24.6		10.6	24.6	
Total Split (s)	58.0	58.0	0.0	58.0	58.0	58.0	31.0	31.0	0.0	31.0	62.0	0.0
	48.3%		0.0%		48.3%	48.3%	25.8%	25.8%	0.0%	25.8%		0.0%
Maximum Green (s)	50.6	50.6		50.6	50.6	50.6	24.4	24.4		24.4	55.4	
Yellow Time (s)	4.2	4.2		4.2	4.2	4.2	4.6	4.6		4.6	4.6	
All-Red Time (s)	3.2	3.2		3.2	3.2	3.2	2.0	2.0		2.0	2.0	
Lead/Lag							Lag	Lag		Lead		
Lead-Lag Optimize?							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	Max	Max		None	Max	
Act Effct Green (s)		44.8			44.8	44.8	33.6	33.6		58.4	58.4	
Actuated g/C Ratio		0.40			0.40	0.40	0.30	0.30		0.52	0.52	
v/c Ratio		0.87			0.35	0.54	0.06	0.55		0.76	0.21	
Control Delay		40.4			23.7	3.9	35.9	38.2		28.7	13.9	
Queue Delay		0.0			0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay		40.4			23.7	3.9	35.9	38.2		28.7	13.9	
LOS		D			С	Α	D	D		С	В	
Approach Delay		40.4			10.6			38.1			20.8	
Approach LOS		D			В			D			С	
90th %ile Green (s)	50.6	50.6		50.6	50.6	50.6	24.4	24.4		24.4	55.4	

	 ▶	······	7	*	←	*	4	†	<i>></i> \	→ ↓	4
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR SE	SL SB	T SBR
90th %ile Term Code	Max	Max		Hold	Hold	Hold	MaxR	MaxR	M:	ax Max	R
70th %ile Green (s)	50.6	50.6		50.6	50.6	50.6	24.4	24.4	24	.4 55	.4
70th %ile Term Code	Max	Max		Hold	Hold	Hold	MaxR	MaxR	M	ax Max	R
50th %ile Green (s)	44.7	44.7		44.7	44.7	44.7	29.9	29.9	18	.9 55	.4
50th %ile Term Code	Gap	Gap		Hold	Hold	Hold	Hold	Hold	G	р Мах	R
30th %ile Green (s)	36.9	36.9		36.9	36.9	36.9	34.1	34.1	14	.7 55	.4
30th %ile Term Code	Gap	Gap		Hold	Hold	Hold	Hold	Hold	G	•	* * * *
10th %ile Green (s)	26.7	26.7		26.7	26.7	26.7	38.7	38.7	10	.1 55	.4
10th %ile Term Code	Gap	Gap		Hold	Hold	Hold	Hold	Hold	G	ар Мах	R
Queue Length 50th (m)		86.4			34.1	0.0	2.7	52.1	39		
Queue Length 95th (m)		167.4			59.1	32.2	10.1	#93.9	#95	.8 34	.0
Internal Link Dist (m)		819.6			282.3			305.6		338	.7
Turn Bay Length (m)						90,0	100.0				
Base Capacity (vph)		620			797	951	286	1023	4	76 174	10
Starvation Cap Reductn		0			0	0	0	0		0	0
Spillback Cap Reductn		0			0	0	0	0		0	0
Storage Cap Reductn		0			0	0	0	0		0	0
Reduced v/c Ratio		0.78			0.31	0.51	0.06	0.55	0.0	88 0.2	21

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 111.3

Natural Cycle: 75

Control Type: Actuated-Uncoordinated

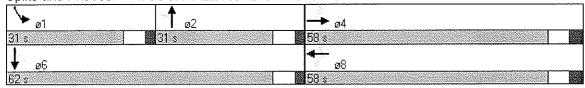
Maximum v/c Ratio: 0.87
Intersection Signal Delay: 25.6
Intersection Capacity Utilization 90.1%

Intersection LOS: C ICU Level of Service E

Analysis Period (min) 60 90th %ile Actuated Cycle: 120 70th %ile Actuated Cycle: 120 50th %ile Actuated Cycle: 114.1 30th %ile Actuated Cycle: 106.3 10th %ile Actuated Cycle: 96.1

Queue shown is maximum after two cycles.

Splits and Phases: 4: JOCKVALE ROAD & PRINCE OF WALES DRIVE



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

	<u> </u>	No.			· 4	4	**	†	<i>)</i> *	\ <u></u>	1	1
Movement	EBL	EBT	¥ EBR	▼ WBL	WBT	WBR	NBL	NBT	, NBR	SBL	SBT	SBR
Lane Configurations		<u></u>		,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	4			4			⊕	
Sign Control		ा Free			Free	Grania.		Stop		4,574,5	Stop	grade and
Grade	Service Ages 5.5	0%	t there are the d	2008/09/20	0%	in a little type of a	The Salar State of	0%		and an artist of the second	0%	e Silverte W. Disk
Volume (veh/h)	2	41	110	12	89	8	159	7	106	29	13	5
Peak Hour 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
Hourly flow rate (vph)	2	41	110	12	89	8	159	7	106	29	13	5
Pedestrians	e de la comp			en, e ent er e	'লিলা, দাব		n need to the	es de Polito do Citologo.			# 17 12 17 55 4	NO STATE
Lane Width (m)	14 5.13	4.034		g Series	: Mail			14.3.4.3				
Walking Speed (m/s)				12.1%								
Percent Blockage							由級級		han be			
Right turn flare (veh)												,
Median type							vá dáji	None	in en in in		None	
Median storage veh)												
Upstream signal (m)				A BOOK						Marie Hal		
pX, platoon unblocked												11/11/11
vC, conflicting volume	97			151			228	221	96	326	272	93
vC1, stage 1 conf vol		Salara da Salara da Salara da Salara da Salara da Salara da Salara da Salara da Salara da Salara da Salara da S					A STORY	a Mark	Markey Mark	Maria de Sala	in var mit	Vitina Natio
vC2, stage 2 conf vol	^7	te in high		4.54			000	004	00	200	070	00
vCu, unblocked vol	97	NA NOTE	Adding the control	151		4,4 4 5	228	221 6.5	96 6.2	326 7.1	272 6.5	93 6.2
tC, single (s)	4.1			4.1			7.1	0. 0	0.2	(4,1,	0.0	0.2
tC, 2 stage (s)	2.2	1243	elita sussi.	2.2	44, 45, 5, 4		3.5	4.0	3.3	3.5	4.0	3.3
tF (s) p0 queue free %	100			99	Para N.		77	99	89	95	98	99
cM capacity (veh/h)	1496		elline je i	1430			706	671	960	549	629	964
			unerala regiza responso		er en en en en en en en en en en en en en	istrogramatical controls						
Direction, Lane#	EB 1	WB 1	NB 1	SB 1			5. 8. 8. 8.	0.00	25, 10, 10, 16			200 (S) (S)
Volume Total	153	109	272	47				A. Desiri				
Volume Left	2	12	159	29								11
Volume Right	110	8	106	5				The state	19 Hg 1			
cSH	1496	1430	786	597								
Volume to Capacity	0.00	0.01 0.2	0.35 11.0	1.8	:					THE STANKS		#1,174, \$ 1
Queue Length 95th (m) Control Delay (s)	0.0	0.2	12.0	11.5								
Lane LOS	Α	.U.9 A	12.0 B	В								to a
Approach Delay (s)	0.1	0.9	12.0	11.5						1		1.15
Approach LOS	0.1	0.0	12.0 B	В								
		90000000000000000000000000000000000000						55.005.000.000	energy system was	5.000 NO.		000000000000000000000000000000000000000
Intersection Summary												
Average Delay			6.7	_	~							
Intersection Capacity Uti	lization		39.4%	-	CU Lev	el of Se	rvice		Α			
Analysis Period (min)			60									

	₩	1	†	<i>*</i>	/	+							•
Movement	WBL	WBR	NBT	NBR	SBL	SBT							
Lane Configurations	*,*		4			4							
Sign Control	Stop	rsagail	Free			Free	1144						
Grade	0%		0%			0%							
Volume (veh/h)	6	118	26	9	48	26					dian.		
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00							
Hourly flow rate (vph)	6	118	26	9	48	26		Sala Mary		î bij.			
Pedestrians													
Lane Width (m)	No. 10	HA HÀ	No a la						44 S. S.				
Walking Speed (m/s)							15.5		ti sel	* 4			
Percent Blockage					N. [113			3 F. 111					
Right turn flare (veh)	Nana			. 4212.	1 4 4 1	in the state	%		New York			la na NA	10 (11% + NL)
Median type Median storage veh)	None	daur Witt							re, resulti.	A STATE	Maria.	i dha h	
Upstream signal (m)	1.35, 4.4.2	14-19-19-3	in see	sala Wiji.		Tales est		the se	. 3404	in a section		National	i New Allina
pX, platoon unblocked	t taga sa t		pe Nedital d	n telepatan kanal Telepatan kanal	a, ta a a ta	e et 1247 fa	i i ees	in the S	T. Hefsiles	1. 10. 15. 15. 15.	No. No. 34	MULHALII	ali sa sa sa sa sa sa sa sa sa sa sa sa sa
vC, conflicting volume	152	30	pragagi		35		444	3.5%		JAN.	ing si	diam.	Heritani.
vC1, stage 1 conf vol	i san Artis.	oran (Maria)	is espirations	ertui it itteruitui.	. 4,4				Mariana Arga	. e. i i i i e			
vC2, stage 2 conf vol				design.				100 A 100 A 100 A 100 A				erangen. Dangen	
vCu, unblocked vol	152	30			35								
tC, single (s)	6.4	6.2			4.1		· 4.1		1949	y 3000			
tC, 2 stage (s)				•									
tF(s)	3.5	3.3			2.2		100	11			w. Ne		
p0 queue free %	99	89			97								
cM capacity (veh/h)	814	1044			1576			-	i i i i i i i i i i i i i i i i i i i	*. ***	t to the		Harry de
Direction, Lane #	WB 1	NB1	SB 1										
Volume Total	124	35	74		14.								
Volume Left	6	0	48										
Volume Right	118	9	0						1.5	. :			. Y 195
cSH	1030	1700	1576										
Volume to Capacity	0.12	0.02	0.03						15,		. · · ·		1
Queue Length 95th (m)	2.9	0.0	0.7										
Control Delay (s)	9.0	0.0	4.9						* . *				
Lane LOS	A	0.0	A									V .	
Approach LOS	9.0	0.0	4.9										
Approach LOS	Α												
Intersection Summary							1000000	00.00	15 (55) 45)				
Average Delay			6.3										
Intersection Capacity Uti	lization		25.6%	IC	U Leve	el of Sei	rvice			Α			
Analysis Period (min)			60										

₩	<u> </u>	F * +	
Movement WBL	WBR NBT	NBR SBL SBT	
Lane Configurations 🙀	ĵ.	4	***************************************
Sign Control Stop	Free	String to the Free String to the String Color of the String Color	
Grade 0%	0%	0%	
Volume (veh/h) 21	65 207		
Peak Hour Factor 1.00	1.00 1.00	1.00 1.00 1.00	
Hourly flow rate (vph) 21	65 207	[14] [16] [17] [21] [41] [4] [4] [4] [4] [4] [4] [4] [4] [4] [4	
Pedestrians			
Lane Width (m)			
Walking Speed (m/s)	ing samples and the same		. % .
Percent Blockage			
Right turn flare (veh)	right (May be provided as	en na kalendar na haifa (1888) kalendar dan dan dibanah kalendar kalendar dan dibanah kalendar kalenda	
Median type Median storage veh)			13.50
Upstream signal (m)			4,5 j. s.
pX, platoon unblocked			MANAT
vC, conflicting volume 366	210		
vC1, stage 1 conf vol	ा जिल्ली जिल्ला है। यह के उन्हें -	ay dan amin'ny dia 44. <mark>40.196</mark> 4. Ilay ao impika mandra dia kaominina dia kaominina ao amin'ny faritr'i Ara-da-dah I Amerika	Server.
vC2, stage 2 conf vol			
vCu, unblocked vol 366	210	213	
tC, single (s) 6.4	6.2		4.
tC, 2 stage (s)			**
tF (s) 3,5	3.3		
p0 queue free % 97	92	98	
cM capacity (veh/h) 624	830	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	
Direction, Lane # WB 1	NB1 SB1		
Volume Total 86	213 135		
Volume Left 21	0 21		
Volume Right 65	6 6		
cSH 768	1700 1357		
Volume to Capacity 0.11	0.13 0.02	The first of the second of the contract of the second of t	: 1:
Queue Length 95th (m) 2.6	0.0 0.3		
Control Delay (s) 10.3	0.0 1.3		*
Lane LOS B	A		
Approach Delay (s) 10.3	0.0 1.3		
Approach LOS B			
Intersection Summary			
Average Delay	2.4		
Intersection Capacity Utilization	34.9%	ICU Level of Service A	
Analysis Period (min)	60		

	۶	*	4	†	↓	4	
Movement	EBL	EBR	NBL	NBT	SBT	SBR	
Lane Configurations	ኻ	7	'n	†	ተ	7	
Sign Control	Stop	hani.		Free	Free		
Grade	0%			0%	0%		
Volume (veh/h)	214	59	17		374	64	
Peak Hour Factor Hourly flow rate (vph)	1.00 214	1.00 59	1.00 17	1.00 340	1.00 374	1.00 64	and the first the track of the first state of the f
Pedestrians	417	Jø	sa tirong Natio	340	91 .1		
Lane Width (m)				3. 2. ¹ 4. 5. 1			(1967年) 1. 15 (1967年) 2日 (1967年) 1. 15 (1967年) 1. 15 (1967年) 1. 15 (1967年) 1. 15 (1967年)
Walking Speed (m/s)		Talenta and	ta ta kia men	Tracher Ma	. 1 1. 1. 1.	14 11 11 14	
Percent Blockage				ACCE.	Ana i		
Right turn flare (veh)							
	None						
Median storage veh)			eni ilin kal		070		
Upstream signal (m)	Mark Tille	e ellipäiste.	VALUE OF		376		
pX, platoon unblocked vC, conflicting volume	748	374	438	al nikajtje	raj salaj ili k	na Halle	ne virine tim ja eta li alko en energia da trestantiada da del Vie
vC1, stage 1 conf vol	יישטיי	9(7.	700		San See See	A SAIR .	
vC2, stage 2 conf vol	entre e						
vCu, unblocked vol	748	374	438		ter e to disper		
tC, single (s)	6.4	6.2	4.1				
tC, 2 stage (s)							
tF(s)	3.5	3.3	2.2	h meg ni			医多性感觉 医多种性 医乳桂醇 医乳
p0 queue free %	43	91	98				
cM capacity (veh/h)	374	672	1122		N. A. E. T. T.		
Direction, Lane #	EB 1	EB 2	NB 1	NB 2	SB 1	SB 2	
Volume Total	214	59	17		374	64	
Volume Left	214	0	17	0	0	0	
Volume Right cSH	0 374	59 672	0 1122	1700	0 1700	64 1700	
Volume to Capacity	0.57	0.09	0.02	1700 0.20	0.22	0.04	
Queue Length 95th (m)	26.8	2.0	0.02	0.20	0.0	0.04	
Control Delay (s)	27.3	10.9	8.3	0.0	0.0	0.0	
Lane LOS	D	В	A				
Approach Delay (s)	23.7		0.4		0.0		
Approach LOS	С						
Intersection Summary	(1) (1) (1) (1) (1) (1) (1) (1) (1) (1)		5 (5) (6)				
Average Delay			6.2		ere et tropp de Statistisk		
Intersection Capacity Util	ization		40.0%	10	CU Leve	el of Ser	vice A
Analysis Period (min)			60				

			Ma.		4	À		A	le.	1	I	
	للممير	→	*	₩	•	•	7	ı		*	+	*
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		_ ♣			€						₩.	
Sign Control		Free			Free			Stop	A Harbital		Stop	
Grade	4	0%			0%			0%			0%	
Volume (veh/h)	0	173	3		93	9	15	0	136	34		1.1.1
Peak Hour 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
Hourly flow rate (vph) Pedestrians	0	173	3	40	93	9	15	0	136	34	0	5.441
Lane Width (m)	egi e egel	14.5551 S		i Erene en	in the second	a hiji ya	Les des s	: 141 H - 4	E + 171 4 + 1	ne gradada.	en e enga	na sina si
Walking Speed (m/s)		v MADALIT	Talle of the	7 (³) (1		All Yalda	i Kitarri	l tegrandr				A. 34
Percent Blockage	1. Sec.	n assert		5 50 544	gerergii	engles facili	. Name of		nu Dv. av u	s Sans.	and the par	N Seed
Right turn flare (veh)	tes in the series	i de establica				113-11-11-1		sulta dul 11	in the factor of the con-	ler seg ha		e dellere.
Median type		Healtr			Janes -		a Bandini	None			None	1333
Median storage veh)	a to the tea		North Lorent	* 1. 1 * 1 *		1.25	n is a second ten	1.11.27.27.27		4.15 + 3.15 -	er a fine a second	+ + + 1 ° 1
Upstream signal (m)					309	Nepadowa s Salahan salah			28 1847			
pX, platoon unblocked												
vC, conflicting volume	102			176	geleti		353	356	174	488	354	98
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	102	t take a	er e ja	176			353	356	174	488	354	98
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)		. 1		. 0.0			2 5		.0.0	0.5		
tF (s) p0 queue free %	2.2 100	Market E. F.	1 4 1	2.2 97	:		3.5 97	4.0 100	3.3 84	3.5 92	4.0	3.3
cM capacity (veh/h)	1490			1400		*1 * 1	588	553	869	92 404	100 555	100 959
			energistering version (vice		Antonomorphistoren		OOO		009	404		909
Direction, Lane #	EB 1	WB.1	NB 1	SB 1								(0) (0) (0) (0) (0) (0) (0) (0) (0) (0)
Volume Total	176	142	151	35		MIL N. I.						
Volume Left	0	40	15	34								
Volume Right cSH	3 1490	9 1400	136 830	1 411			1996	100	Two middles in	11.50		
Volume to Capacity	0.00	0.03	0.18	0.09								
Queue Length 95th (m)	0.0	0.6	4.7	2.0		•				1. 11.		es, î
Control Delay (s)	0.0	2.3	10.3	14.6		1 4						
Lane LOS	0.0	Α.	В	14.0 B				-				
Approach Delay (s)	0.0	2.3	10.3	14.6			* .					
Approach LOS			В	В								
Intersection Summary	and the second									A SECTION AND A SECTION AND ASSESSMENT		
Average Delay		omen (1805) 1955 (1806)	4.8		en en samme en som stade		C 1950 (1950 (1959)	<u> </u>				3/9/2/3825/49/3 <u>/</u>
Intersection Capacity Utili	zation		39.9%	IC	U Leve	el of Ser	vice		Α			
Analysis Period (min)			60									
,												

	≯	→	4	1	\	4					
Movement	EBL	EBT	WBT	WBR	SBL	SBR					
Lane Configurations		4	ĵ _r		λγř						
Sign Control	s de la filia	Free	Free	14.4.1 A.1.	Stop						
Grade		0%	0%		0%						
Volume (veh/h)	26	31	121	169	95	3					i setone
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00					1
Hourly flow rate (vph)	26	31	121	169	95	3			抗病病	i de la comp	el jakist
Pedestrians			*****						- 1 -,		
Lane Width (m)											
Walking Speed (m/s)											
Percent Blockage		Herita.	v (8414)	nna isa	3. The						
Right turn flare (veh)							1 1 1 1 1 1 1 1				1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
Median type					None		alba i sia				
Median storage veh)		•		****							
Upstream signal (m)				A editi	N. Table						
pX, platoon unblocked											
vC, conflicting volume	290	N. Phylin		renier.	288	206					
vC1, stage 1 conf vol											
vC2, stage 2 conf vol									1900		
vCu, unblocked vol	290				288	206					
tC, single (s)	4.1				6.4	6.2	Rose desi.				
tC, 2 stage (s)											
tF(s)	2.2			s tilby	3.5	3.3	San Lindson				
p0 queue free %	98				86	100			•		•
cM capacity (veh/h)	1272				688	835	* . * .			er sjile	1 1
Direction, Lane #	EB 1	WB1	SB 1		20100000000						
Volume Total	57	290	98								
Volume Left	26	290	95			the part of the					11.
Volume Right	20	169	95 3								
cSH	1272	1700	691								
Volume to Capacity	0.02	0.17	0.14				:				
Queue Length 95th (m)	0.02	0.0	3.5					tall talt a least			
Control Delay (s)	3.7	0.0	11.1			•					
Lane LOS	3.7 A	0.0	11.1 B						*		,
Approach Delay (s)	3.7	0.0	11.1								
Approach LOS	J.1	0.0	11.1 B								
	\$1.500 to 1.50		ט								
Intersection Summary			(8) (9) (8)								
Average Delay			2.9				·				
Intersection Capacity Utili	ization		36.7%	IC	CU Lev	el of Servi	ce		Д		
Analysis Period (min)			60								

	Þ		*	1	*	*	*	Ť	<i>/</i> *	/	ļ	*
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ሻ	₽-		ሻ	1>		*1	1>		* 5	î»	
ldeal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Storage Length (m)	25.0		0.0	25.0		0.0	50.0		0.0	90.0		0.0
Storage Lanes	1		0	1		0	1		0	1		0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (m)	15.2	15.2		15.2	15.2		15.2	15.2	3.14	15.2	15.2	
Trailing Detector (m)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Turning Speed (k/h)	: . 24		14	24	•	14	24	5.11	14	24		14
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 Alleiden en en e		0.850		-14-1	0.850	i iz wjeko	1,775,753	0.990	- 13 Garage		0.996	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1695	1517	0	1695	1517	0	1695	1766	0	1695	1777	0,
Flt Permitted	0.717			0.757			0.167			0.245		
Satd. Flow (perm)	1279	1517	0	1351	1517	0	298	1766	0 - 10	437	1777	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)	1.31.3	182	5 2 4 2 7		257			10		The Property	4	antig Africa
Headway Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Link Speed (k/h)	1	50	The Tay		50	•	3	70		i nakaliya	70	****
Link Distance (m)		152.2			313.0			402.4			1314.1	
Travel Time (s)		11.0			22.5			20.7			67.6	
Volume (vph)	15	0	2	24	0	62	5	777	56	155	957	27
Peak Hour 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
Adj. Flow (vph)	15	0	2	24	0	62	5	777	56	155	957	27
Lane Group Flow (vph)	15	2	0	24	62	0	5	833	0	155	984	0
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phases	4	4		8	8		2	2		6	6	
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	23.0	23.0		23.0	23.0		23.0	23.0		23.0	23.0	
Total Split (s)	23.0	23.0	0.0	23.0	23.0	0.0	67.0	67.0	0.0	67.0	67.0	0.0
Total Split (%)	25.6%	25.6%	0.0%	25.6%	25.6%	0.0%	74.4%	74.4%	0.0%	74.4%	74.4%	0.0%
Maximum Green (s)	18.0	18.0		18.0	18.0		62.0	62.0		62.0	62.0	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lead/Lag												
Lead-Lag Optimize?												
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		C-Max	C-Max		C-Max	C-Max	
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)	8.1	8.1		8.1	8.1		76.8	76.8		76.8	76.8	
Actuated g/C Ratio	0.09	0.09		0.09	0.09		0.85	0.85		0.85	0.85	
v/c Ratio	0.13	0.01		0.20	0.17		0.02	0.55		0.42	0.65	
Control Delay	39.3	0.0		41.0	1.0		1.4	2.9		6.3	5.7	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	39.3	0.0		41.0	1.0		1.4	2.9		6.3	5.7	
LOS	D.0	A		D	Α		A	Α.		A	A	
	حبيا	, ,					, ,					

	*	→	~ <	-	*	*	†	1	1	1	4
Lane Group	EBL	EBT	EBR WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		34.7		12.1			2.9			5.8	E PAGE
Approach LOS		C		В		·	Α			Α	
90th %ile Green (s)	9.4	9.4	9.4	9.4	137.2	70.6	70.6	100	70.6	70.6	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
90th %ile Term Code	Hold	Hold	Gap	Gap		Coord	Coord		Coord	Coord	
70th %ile Green (s)	7.9	7.9	7.9		70 10	72.1	72.1	of Mary 1		72.1	1800
70th %ile Term Code	Hold	Hold	Gap	Gap		Coord	Coord			Coord	
50th %ile Green (s)	6.9	6.9	6.9	6.9		73.1	73.1	11.77		73.1	* .
50th %ile Term Code	Hold	Hold	Gap	Gap		Coord	Coord		Coord	Coord	
30th %ile Green (s)	5.9	5.9	5.9	5.9		74.1	74.1	6 Marija		74.1	300
30th %ile Term Code	Hold	Hold	Gap	Gap		Coord				Coord	
10th %ile Green (s)	0.0	0.0	0.0	0.0		85.0	85.0	- 375 N		85.0	N. 3-4
10th %ile Term Code	Skip	Skip	Skip	Skip		Coord	Coord			Coord	
Queue Length 50th (m)	2.2	0.0	3.6	0.0		0.1	18.8			42.5	
Queue Length 95th (m)	8.2	0.0	11.4			m0.2	36.1			119.7	
Internal Link Dist (m)	y Arrier	128.2		289.0	N 12 N 1912		378.4			1290.1	
Turn Bay Length (m)	25.0		25.0			50.0			90.0		
Base Capacity (vph)	270	464	285	523	e Medicyus.	254	1508		373	1517	
Starvation Cap Reductn	0	0	0	0		0	0		0	0	
Spillback Cap Reductn	0	0	0	0		0	0		0	0	
Storage Cap Reductn	0	0	0	0		0	0		0	0	
Reduced v/c Ratio	0.06	0.00	0.08	0.12		0.02	0.55		0.42	0.65	

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 88 (98%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 70

Control Type: Actuated-Coordinated

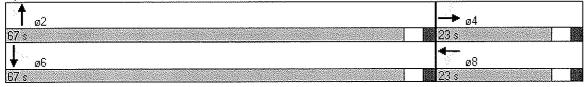
Maximum v/c Ratio: 0.65 Intersection Signal Delay: 5.1 Intersection Capacity Utilization 76.3%

Intersection LOS: A ICU Level of Service D

Analysis Period (min) 60

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

Splits and Phases: 8: RIVERSTONE DRIVE & JOCKVALE ROAD



	۶	j	*	✓	←	*	4	†	<i>></i>	/	ļ	1
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ኘ	4		ሻ	₽		7	4		ሻ	4	
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Storage Length (m)	25.0		0.0	25.0		0.0	75.0	: ., .	0.0	65.0		0.0
Storage Lanes	1.1.1	5 : A	0	1	4.0	0	1	4.0	0	1	4.0	0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (m)	15.2	15.2		15.2	15.2		15.2	15.2		15.2	15.2	
Trailing Detector (m)	0.0	0.0	4.4	0.0	0.0	4.4	0.0	0.0		0.0	0.0	
Turning Speed (k/h)	24	4.00	14	24	4.00	14	24		14	24	4.00	14
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 fer in die State en 1995	0.050	0.921	i is di idea.	0.050	0.866	a Sara	0.050	0.984	Audit versi	0.050	0.961	
Flt Protected	0.950	3040		0.950	1 4 5 4 5		0.950	-A756	1.1 : - •	0.950	47745	:^
Satd. Flow (prot)	1695	1643	U	1695	1545	U	1695	1756	0	1695	1715	0
Flt Permitted	0.692	4040	•	0.719	. 4646		0.210	· 4750		0.329	. 4745	: .^
Satd. Flow (perm)	1235	1643	· · 0	1283	1545	0	375	1756	. · · · 0	- 587	1715	· · · · · 0
Right Turn on Red	and the second	in . na	Yes			Yes			Yes		. : 40	Yes
Satd. Flow (RTOR)	0.00	31	0.00	0.00	89	0.00	0.00	14	0.00	0.00	40	0.00
Headway Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99 70	0.99	0.99	0.99 70	0.99
Link Speed (k/h)		50	N %		50			375.9			402.4	****
Link Distance (m)		308.6			482.0						20.7	
Travel Time (s)	400	22.2 28	24	20	34.7 11	90	46	19.3 560	69	152	615	216
Volume (vph)	189	1.00	31 1.00	38 1.00	1.00	89 1.00	46 1.00	1.00	1.00	1.00	1.00	1.00
Peak Hour Factor	1.00 189	28	31	38	1.00	89	46	560	69	152	615	216
Adj. Flow (vph)	189		0	38	100		46	629	09	152	831	0
Lane Group Flow (vph)	Perm	. 09	U	Perm	100	. 0	Perm	028	U	Perm	031	U
Turn Type Protected Phases	reiiii	4		reiiii	8		reilii	2		t-ciiii	6	
Permitted Phases	4	***		8	O		2	2		6	O	
Detector Phases	4	4		8	8		2	2		6	6	
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	23.0	23.0		23.0	23.0		23.0	23.0		23.0	23.0	
Total Split (s)	28.0	28.0	0.0	28.0	28.0	0.0	62.0	62.0	0.0	62.0	62.0	0.0
Total Split (%)	31.1%			31.1%			68.9%			68.9%		0.0%
Maximum Green (s)	23.0	23.0	0.078	23.0	23.0	0.070	57.0	57.0	0.070	57.0	57.0	0.070
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lead/Lag	2.0	2.0		2.0	2.0		2.0	۷.0		2.0	2.0	
Lead-Lag Optimize?												
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		C-Max				C-Max	
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)	18.8	18.8		18.8	18.8		63.2	63.2		63.2	63.2	
Actuated g/C Ratio	0.21	0.21		0.21	0.21		0.70	0.70		0.70	0.70	
v/c Ratio	0.73	0.21		0.14	0.25		0.17	0.70		0.70	0.68	
Control Delay	51.0	16.2		28.1	9.2		7.8	8.7		6.5	8.2	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	51.0	16.2		28.1	9.2		7.8	8.7		6.5	8.2	
LOS	31.0 D	10.2 B		20.1 C	9. <u>2.</u> A		7.0 A	0.1 A		0.5 A	0.2. A	
	U	ט			7-1			А			А	

	→	-	→ ✓	-	* *	†	A 1	↓	1
Lane Group	EBL	EBT	EBR WBL	WBT	WBR NB	L NBT	NBR SBL	SBT	SBR
Approach Delay		42.7		14.4		8.6		8.0	
Approach LOS		D		В		А		Α	
90th %ile Green (s)	23.0		23.0	23.0		0 57.0	57.0	57.0	
90th %ile Term Code	Max	Max	Hold	Hold	Coor		Coord		
70th %ile Green (s)	- 21.8	21.8	21.8	21.8	58.	2 58.2	58.2	58.2	N. 1. N. 4.
70th %ile Term Code	Gap	Gap	Hold	Hold	Coor		Coord		
50th %ile Green (s)	18.5	18.5	18.5	18.5		5 61.5	61.5	61.5	1.5
50th %ile Term Code	Gap	Gap	Hold	Hold		d Coord		Coord	
30th %ile Green (s)	15.1	15.1	15.1	15.1	64.		64.9		* + 1 1 %
30th %ile Term Code	Gap	Gap	Hold	Hold	and the second s	d Coord		Coord	
10th %ile Green (s)	10.6	10.6	10.6	10.6	69.		* * *	69.4	
10th %ile Term Code	Gap	Gap	Hold	Hold		d Coord		Coord	
Queue Length 50th (m)	28.0	3.6	4.9	1.4	2.	2 39.9	5.2	23.6	
Queue Length 95th (m)	#53.6	13.5	13.0	14.5	8.	6 89.6	m8.1	#35.2	
Internal Link Dist (m)		284.6		458.0		351.9		378.4	
Turn Bay Length (m)	25.0		25.0		75.		65.0		
Base Capacity (vph)	329	461	342	477	26	3 1238	412	1216	$\{z_i + z_j^*\}_{j \in \mathcal{I}_i}$
Starvation Cap Reductn	0	0	0	0		0 0	0	0	
Spillback Cap Reductn	0	0	0	0		0 0	0	0	
Storage Cap Reductn	0	0	0	0		0 0	0	0	
Reduced v/c Ratio	0.57	0.13	0.11	0.21	0.1	7 0.51	0.37	0.68	

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 8 (9%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 60

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.73 Intersection Signal Delay: 12.8 Intersection Capacity Utilization 79.1%

Intersection LOS: B
ICU Level of Service D

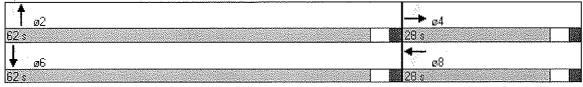
Analysis Period (min) 60

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

Queue shown is maximum after two cycles.

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

Splits and Phases: 1: CAMBRIAN ROAD & JOCKVALE ROAD



		→	4	€_	6	*/									
Movement	EBL	EBT	WBT	WBR	SWL	SWR									
Lane Configurations	*5	↑	1		ሻ	7									
Sign Control		Free	Free	s displi	Stop		Paging.			1	1 14 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1			w.	Below in
Grade		0%	0%		0%										
Volume (veh/h)	54	440	569	78	34	38			t Prince			jara.		hali.	
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00									
Hourly flow rate (vph)	54	440	569	78	34	38			i in s						
Pedestrians															
Lane Width (m)	7 10							1.17							
Walking Speed (m/s)													:		
Percent Blockage	i sa m	- 1 N			4 E 1 T 1	3 1 1: 3	I Asset			T. 11.	111	15. 19			
Right turn flare (veh) Median type			1 - 4 %		Mono		. i		: .				4.		Danie e
Median type Median storage veh)					None	esa estal.			: : :	``.	14.25		1471	enna a	
Upstream signal (m)				ag to back	40.5	· 5						9 TE 1	4.44		garagia.
pX, platoon unblocked	-44 4 1 1 1 1 1 1 1 1		ì			Territory,			5 + 5	1.11	11.1		in iki siy	Series and	ga sa ka
vC, conflicting volume	647	4.341	Constitution		1156	608	gg vita de	- 41	::	1	4,50.	ings:		NATE:	4,134
vC1, stage 1 conf vol		• •							5	٠. ٠. ٠		****		Minister Total	V
vC2, stage 2 conf vol		1.35	N. A. A.		41.	5 - 1 - 1 5 - 5	$\{\cdot,\cdot\},\{\cdot\}$				4, 13		N. G		4,500
vCu, unblocked vol	647				1156	608									
tC, single (s)	4.1	* *			6.4	6.2	· : .	٠.		:	s, h				
tC, 2 stage (s)															
tF (s)	2.2				3.5	3.3	•					i se	n di fi		30.75.1
p0 queue free %	94				83	92									
cM capacity (veh/h)	939				205	496							1 14.	1,5+1	
Direction, Lane #	EB 1	EB 2	WB 1	SW 1	SW 2										
Volume Total	54	440	647	34	38			:							
Volume Left	54	0	0	34	0										
Volume Right	0	0	78	0	38							٠.		1.13	1.
cSH Volume to Capacity	939 0.06	1700 0,26	1700 0.38	205 0.17	496 0.08										
Queue Length 95th (m)	1.3	0.0	0.0	4.2	1.7									3 5 7	
Control Delay (s)	9.1	0.0	0.0	26.1	12.9										
Lane LOS	A	0.0	0.0	20.1 D	12.0 B										
Approach Delay (s)	1.0		0.0	19.1											
Approach LOS				C											
Intersection Summary						line ven Stats		ARSARNAN						(8) (8) (8)	A CONTRACT
			1 5					9800800		BINESS CO		M8 (188		38 18 18	07/09/09/56/
Average Delay Intersection Capacity Uti	lization		1.5 53.3%	10	الا	el of Ser	vice				4				
Analysis Period (min)	nzauvil		60	10	,∪	U1 U1 UE1	VICE			,	٦.				
raidiyolo i oliod (ilisi)			00												

	•	-	7	•	•	*	4	†	<i>></i>	>	+	4
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4	7	*	^ }		*5	† \$	
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Storage Length (m)	0.0		0.0	0.0		90.0	100.0		0.0	0.0		0.0
Storage Lanes	0		0	0		1	1		0	1		0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (m)	15.2	15.2		15.2	15.2	15.2	15.2	15.2		15.2	15.2	
Trailing Detector (m)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Turning Speed (k/h)	24		14	24	1	14	24		14	24		14
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
- Frt 1899 (*) 日報日本規模		0.993				0.850					0.976	
Flt Protected		0.988			0.999		0.950			0.950		
Satd. Flow (prot)	0	1751	0	0	1783	1517	1695	3390	0	1695	3309	0
FIt Permitted		0.515	•		0.992		0.283		•	0.337		
Satd. Flow (perm)	0.	912	0	0	1770	1517	505	3390	0 :	601	3309	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		3		Selbert B	egyma	325		Maria da		la juli bas	27	
Headway Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Link Speed (k/h)		70	rankaj ir s		70			60			60	
Link Distance (m)		843.6			306.3	·		329.6	·		362.7	·
Travel Time (s)	10,100	43.4		to the to	15.8	3.5% (0.03)		19.8	1000		21.8	e kaja hiji
Volume (vph)	118	332	24	7	453	325	32	323	1	725	851	162
Peak Hour 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
Adj. Flow (vph)	118	332	24	7	453	325	32	323	1	725	851	162
Lane Group Flow (vph)	0	474	0	0	460	325	32	324	0	725	1013	0
Turn Type	Perm			Perm		Perm	Perm			pm+pt		
Protected Phases		4			8			2.5	1.	1	6	
Permitted Phases	4			8		8	2			6		
Detector Phases	4	4		8	8	8	2	2		1	6	
Minimum Initial (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Minimum Split (s)	25.4	25.4		25.4	25.4	25.4	24.6	24.6		10.6	24.6	
Total Split (s)	55.0	55.0	0.0	55.0	55.0	55.0	26.0	26.0	0.0	39.0	65.0	0.0
Total Split (%)	45.8%	45.8%	0.0%	45.8%	45.8%	45.8%	21.7%	21.7%	0.0%	32.5%	54.2%	0.0%
Maximum Green (s)	47.6	47.6		47.6	47.6	47.6	19.4	19.4		32.4	58.4	
Yellow Time (s)	4.2	4.2		4.2	4.2	4.2	4.6	4.6		4.6	4.6	
All-Red Time (s)	3.2	3.2		3.2	3.2	3.2	2.0	2.0		2.0	2.0	
Lead/Lag							Lag	Lag		Lead		
Lead-Lag Optimize?							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	Max	Max		None	Max	
Act Effct Green (s)		51.0			51.0	51.0	22.0	22.0		61.0	61.0	
Actuated g/C Ratio		0.42			0.42	0.42	0.18	0.18		0.51	0.51	
v/c Ratio		1.22			0.61	0.39	0.34	0.52		1.16	0.60	
Control Delay		449.6			31.2	3.8	54.8	47.7		332.8	22.0	
Queue Delay		0.0			0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay		449.6			31.2	3.8	54.8	47.7		332.8	22.0	
LOS		F			C	A	D	D		F	C	
Approach Delay		449.6			19.8	. ,	_	48.4		•	151.7	
Approach LOS		F			В			D			F	
90th %ile Green (s)	47.6	47.6		47.6	47.6	47.6	19.4	19.4		32.4	58.4	

	*	-	•	€	*#	*	*	†	*	1	1	4
Lane Group	EBL	EBT	EBR '	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
90th %ile Term Code	Max	Max		Hold	Hold	Hold	MaxR	MaxR		Мах	MaxR	
70th %ile Green (s)	47.6	47.6		47.6	47.6	47.6	19.4	19.4		32.4	58.4	
70th %ile Term Code	Max	Max		Hold	Hold	Hold	MaxR	MaxR	Miles harry	Max	MaxR	SSA LINE
50th %ile Green (s)	47.6	47.6		47.6	47.6	47.6	19.4	19.4		32.4	58.4	
50th %ile Term Code	Max	Max		Hold	Hold	Hold	MaxR	MaxR		Max	MaxR	
30th %ile Green (s)	47.6	47.6		47.6	47.6	47.6	19.4	19.4		32.4	58.4	
30th %ile Term Code	Max	Max		Hold	Hold	Hold	MaxR	MaxR		Max	MaxR	
10th %ile Green (s)	47.6	47.6		47.6	47.6	47.6	19.4	19.4		32.4	58.4	
10th %ile Term Code				Hold	Hold	Hold	MaxR	MaxR		Max	MaxR	
Queue Length 50th (m)		~126.3			76.2	0.0	6.1	33.7		156.7	76.8	
Queue Length 95th (m)					126.8	23.7	17.8		#2	268.2	113.3	
Internal Link Dist (m)		819.6			282.3			305.6			338.7	
Turn Bay Length (m)	Teps, F.			Y CON			100.0	14.754		N. Seed		
Base Capacity (vph)		389			752	832	93	622		625	1695	
Starvation Cap Reductn	dinah,	0			0	0	0	0		0	0	Min e
Spillback Cap Reductn		0			0	0	0	0		0	0	
Storage Cap Reductn	1000	0			0	0	0	.0		0	0	1,534
Reduced v/c Ratio		1.22			0.61	0.39	0.34	0.52		1.16	0.60	

Intersection LOS: F

ICU Level of Service H

Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 120

Natural Cycle: 120

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 1.22

Intersection Signal Delay: 152.0 Intersection Capacity Utilization 117.6%

Analysis Period (min) 60 90th %ile Actuated Cycle: 120 70th %ile Actuated Cycle: 120 50th %ile Actuated Cycle: 120 30th %ile Actuated Cycle: 120 10th %ile Actuated Cycle: 120

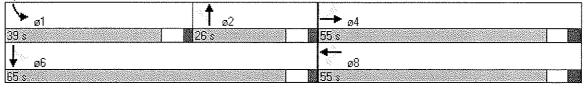
Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

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

Queue shown is maximum after two cycles.

Splits and Phases: 4: JOCKVALE ROAD & PRINCE OF WALES DRIVE



ب	۶		•	✓	←	*	*	†	<i>*</i>	>	1	4
Lane Group E	BĽ	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			र्स	7	*5	↑ ↑		14.54	↑ 1>	
Ideal Flow (vphpl) 18	00	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
	0.0		0.0	0.0		90.0	100.0		0.0	0.0		0.0
Storage Lanes	0		0	0	400,000	1	1		0	2		0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (m) 1	5.2	15.2		15.2	15.2	15.2	15.2	15.2		15.2	15.2	
Trailing Detector (m)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Turning Speed (k/h)	24	4,131	14	24		14	24		14	24		14
and the second s	.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.97	0.95	0.95
Frt sammer in included		0.993		. 11	1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1	0.850		3 4, 43			0.976	+ 1414
Flt Protected		0.988			0.999		0.950			0.950		
Satd. Flow (prot)	0	1751	0	0	1783	1517	1695	3390	0		3309	0
Flt Permitted		0.594			0.993		0.950			0.950		
Satd. Flow (perm)	0	1052	0	0.0	1772	1517	1695	3390	0 - 4-1	3288	3309	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		3	1.175-6-3			325			Name of the		21	Programme a
	.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Link Speed (k/h)		70			70	And No	41 447	60		H MADE	60	Harr
Link Distance (m)		843.6			306.3			329.6		garan a	362.7	
Travel Time (s)		43.4			15.8		144.4	19.8			21.8	11
\ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \	18	332	24	7	453	325	32	323	1	725	851	162
	.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
` ` ` ,	18	332	24	7	453	325	32	323	1	725	851	162
Lane Group Flow (vph)	0	474	0	0	460	325	32	324	: 0	725	1013	0
3 (rm			Perm	_	Perm	Prot			Prot		
Protected Phases		4		_	8	_	5	2		1	6	
Permitted Phases	4			8	_	8		_		,	^	
Detector Phases	4	4		8	8	8	5	2		1	6	
` ,	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
,	5.4	25.4		25.4	25.4	25.4	8.0	24.6	0.0	10.6	24.6	0.0
	2.0	62.0	0.0	62.0	62.0	62.0	8.0	26.0	0.0	32.0	50.0	0.0
• • •		51.7%	0.0%			51.7%	6.7%	21.7%	0.0%	26.7%	41.7%	0.0%
` ,	4.6	54.6		54.6	54.6	54.6	4.0	19.4		25.4	43.4	
` ,	4.2	4.2		4.2	4.2	4.2	3.5	4.6		4.6	4.6	
` ,	3.2	3.2		3.2	3.2	3.2	0.5	2.0		2.0	2.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	2 0	2.0		2.0	2.0	2.0	Yes	Yes		Yes	Yes	
	3.0			3.0	3.0	3.0	3.0	3.0		3.0	3.0	
	ne	None		None	None	None	None	Max		None	Max	
Act Effet Green (s)		55.4			55.4	55.4	4.0	22.0		27.9	49.2	
Actuated g/C Ratio		0.47			0.47	0.47	0.03	0.19		0.24	0.42 0.72	
v/c Ratio		0.95			0.55	0.37	0.56	0.51		0.93		
Control Delay		66.3			24.8	3.1	97.6	46.7		68.5	32.8	
Queue Delay		0.0			0.0	0.0	0.0	0.0		0.0		
Total Delay		66.3			24.8	3.1	97.6	46.7 D		68.5 E		
LOS		E			15 O	Α	F			_	C 47.7	
Approach LOS		66.3 E			15.8 B			51.3 D			47.7 D	
Approach LOS 90th %ile Green (s) 5	4.6			54.6	54.6	54.6	4.0	ر <u>ا</u> 19.4		25.4	43.4	
SOUL VOILE CIFECIL(S) 3	7.0	J4.U		J+.U	54.0	04.0	4.0	1∂.₩		20.4	70.4	

	*	-	7	*	-	*	1	†	1	1	1	*
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
90th %ile Term Code	Max	Max		Hold	Hold	Hold	Max	MaxR		Max	MaxR	
70th %ile Green (s)	54.6	54.6		54.6	54.6	54.6	4.0	19.4		25.4	43.4	
70th %ile Term Code	Max	Max	Maria	Hold	Hold	Hold	Max	MaxR	14 4110	Max	MaxR	
50th %ile Green (s)	54.6	54.6		54.6	54.6	54.6	4.0	19.4		25.4	43.4	
50th %ile Term Code	Max	Max		Hold	Hold	Hold	Max			Max	MaxR	
30th %ile Green (s)	54.6	54.6		54.6	54.6	54.6	0.0	19.4		25.4	51.4	
30th %ile Term Code	Max	Max		Hold	Hold	Hold	Skip	MaxR	1000	Max	Hold	:
10th %ile Green (s)	42.5	42.5		42.5	42.5	42.5	0.0	19.4		24.7	50.7	
10th %ile Term Code	Gap	Gap		Hold	Hold	Hold	Skip	MaxR	**	Gap	Hold	
Queue Length 50th (m)		93.4			67.7	0.0	7.0	33.7		80.2	99.3	
. ,	#				112.6	20.4	#24.7	53.4	#	135.9	#150.3	
Internal Link Dist (m)		819.6			282.3			305.6			338.7	
Turn Bay Length (m)			Marine and a			90.0	100.0	- 11	14 J. M.		No. 1	
Base Capacity (vph)		511			857	902	57	637		784	1400	
Starvation Cap Reductn		0			0	0	- 0	. 0		0	0	
Spillback Cap Reductn		0			0	0	0	0		0	0	
Storage Cap Reductn	Market Se	0.	, to the same of	er merk	0	0	0	0		0	. 0	
Reduced v/c Ratio		0.93			0.54	0.36	0.56	0.51		0.92	0.72	

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 117.4

Natural Cycle: 100

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.95 Intersection Signal Delay: 43.3 Intersection Capacity Utilization 99.4%

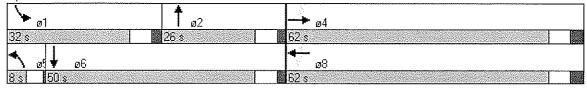
Intersection LOS: D
ICU Level of Service F

Analysis Period (min) 60 90th %ile Actuated Cycle: 120 70th %ile Actuated Cycle: 120 50th %ile Actuated Cycle: 120 30th %ile Actuated Cycle: 120 10th %ile Actuated Cycle: 107.2

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

Queue shown is maximum after two cycles.

Splits and Phases: 4: JOCKVALE ROAD & PRINCE OF WALES DRIVE



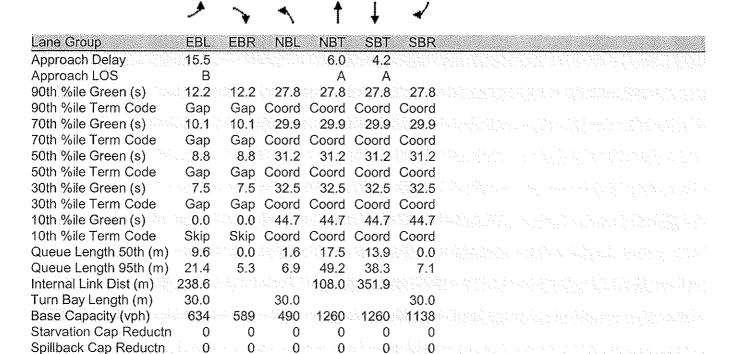
	*		7	✓	4	1	*	†	<i>></i>	\	ţ	4
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4			4			4	
Sign Control		Free			Free	A Brade		Stop			Stop	
Grade		0%			0%			0%			0%	
Volume (veh/h)	. 5	78	325	14		- 1 - 29	123		69			3
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Hourly flow rate (vph)	5	78	325	14	54	29	123	13	69	18	9	3
Pedestrians						.,						
Lane Width (m)					ini ir							
Walking Speed (m/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		INFIN		ATENNA				None		Alberta.	None	
Median storage veh)		ar er er er										
Upstream signal (m)						e Ersade,				sajs i		108 40
pX, platoon unblocked		Marina Arr	e tije legest				0.54					00
vC, conflicting volume	83			403			354	362	240	422	510	68
vC1, stage 1 conf vol		i vijek i					ing sa sa sa galay sa sa	estas de	ing same i			
vC2, stage 2 conf vol	83			402		sain N.E.	254	200	240	400	E40	00
vCu, unblocked vol tC, single (s)	4.1	er i valet		403 4.1			354 7.1	362 6.5	240 6.2	422 7.1	510 6.5	68 .6.2
tC, 2 stage (s)	A. 1984. I	frim susuum		4.1			All Art	11 4 0.0	0.2	7.1	0.5	.0.2
tF (s)	2.2	t 1, 5, 5		2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100	1- 1- 1		99			79	98	91	96	98	100
cM capacity (veh/h)	1514			1156			583	557	798	480	460	995
		N A OPN	STARTS V					001	7 90	400	400	990
Direction, Lane #	EB 1	WB 1	NB 1	SB 1			61 (81 (64 (8)	ACRES (60, 60		\$0.480 02.05 <u>5</u> 0		350 150 150 <u>.</u>
Volume Total	408	97	205	30			100					5
Volume Left	5	14	123	18								
Volume Right	325	29	69	3				A	•			
cSH	1514 0.00	1156 0.01	639 0.32	499 0.06								
Volume to Capacity Queue Length 95th (m)	0.00	0.01	9.9	1.3				•	*			
Control Delay (s)	0.1	1.3	13.3	12.7								
Lane LOS	Ο.1	1.3 A	13.3 B	12.7 B								
Approach Delay (s)	0.1	1.3	13.3	12.7								
Approach LOS	0.1	1.0	13.3 B	12.7 B								
, .	entelol securors	Magaza Nakaria		ں الادادہ (۱۹۹۵)	erpoperany (ser Napolik na	Notice properties and	entregonario (nator		esta sur versoon en en		Augusta de Parales de la constante de la const	ara saasaan
Intersection Summary												
Average Delay	912		4.4		0111	-1 -60						
Intersection Capacity Uti	ilization		47.9%	ĺ	CU Lev	el of Sei	rvice		Α			
Analysis Period (min)			60									

	√	4	↑	/*	\	Į.			
Movement	WBL	WBR	NBT	NBR	SBL	SBT			
Lane Configurations	Ŋ		£			र्भ			
Sign Control	Stop	i Ngayang	Free	1.15		Free			1,540
Grade	0%		0%			0%			
Volume (veh/h)	7	59	:.	114	96	27	se nagreri		<u> </u>
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00			
Hourly flow rate (vph)	7	59	11	14	96	27			
Pedestrians									
Lane Width (m)									143
Walking Speed (m/s)									
Percent Blockage		Proj. 4, A.							
Right turn flare (veh)									
Median type	None	784 F.							
Median storage veh)									
Upstream signal (m)									
pX, platoon unblocked	4.						٠.	and the second s	
vC, conflicting volume	237	18			25				
vC1, stage 1 conf vol									
vC2, stage 2 conf vol							ta da albanda		
vCu, unblocked vol	237	18			25				
tC, single (s)	6.4	6.2	11. 11.		4.1		A Park		, 11
tC, 2 stage (s)						and the second			
tF (s)	3.5	3.3	**.		2.2		9 7 1 9 1 9		
p0 queue free %	99	94			94			•.	
cM capacity (veh/h)	706	1061			1589	·			
Direction, Lane #	WB 1	NB 1	SB 1						
Volume Total	66	25	123						
Volume Left	7	0	96				•	•	
Volume Right	59	14	0					94	
cSH	1007	1700	1589						
Volume to Capacity	0.07	0.01	0.06				÷		
Queue Length 95th (m)	1.5	0.0	1.3						
Control Delay (s)	8.8	0.0	5.9						
Lane LOS	Α		Α						
Approach Delay (s)	8.8	0.0	5.9						
Approach LOS	Α								
Intersection Summary									
Average Delay			6.1		ersen (60/056%)				50055
Intersection Capacity Uti	lization		24.7%	10	HLAVA	l of Service		Α	
Analysis Period (min)	nzatiOH		60	10	O LEVE	I OI OEI VICE		Λ,	
Alialysis Fellow (IIIIII)			00						

	*	1	†	<i>*</i>	-	. ↓
Movement	WBL	WBR	NBT	NBR	SBL	_ SBT
Lane Configurations	K,F		₽			र्स
Sign Control	Stop		Free		: Name of	on Free on the subury? I believe the high reference
Grade	0%		0%			0%
Volume (veh/h)	14	42	163	23	73	
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Hourly flow rate (vph)	14	42	163	23	73	
Pedestrians					•	
Lane Width (m)	11-43					
Walking Speed (m/s)						
Percent Blockage					er it Milley	
Right turn flare (veh)						
	None	No Exis				
Median storage veh)						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	596	174			186	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	596	174			186	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF(s)	3.5	3.3			2.2	
p0 queue free %	97	95			95	
cM capacity (veh/h)	442	869		:	1388	
Direction, Lane #	WB 1	NB 1	SB 1			
Volume Total	56	186	348	THE STATE OF THE S	** * *	
Volume Left	14	0	73			
Volume Right	42	23	0			and the second of the second o
cSH	700	1700	1388			
Volume to Capacity	0.08	0.11	0.05			en de la companya de la companya de la companya de la companya de la companya de la companya de la companya de La companya de la co
Queue Length 95th (m)	1.8	0.0	1.2			
Control Delay (s)	10.6	0.0	2.0			
Lane LOS	В		Α			
Approach Delay (s)	10.6	0.0	2.0			
Approach LOS	В					
Intersection Summary						
Average Delay			2.2		, a construction (CCC)	
Intersection Capacity Util	lization		43.6%	IC	U Lev	vel of Service A
Analysis Period (min)			60			•••
, ()						

	≯	* 4	. 1	↓	4				
Movement	EBL I	EBR NE	L NBT	SBT	SBR				
Lane Configurations	ካ	7	ሻ ለ	^	7				
	Stop		Free	Free			ha tal		5 - 5 - 3 - 5 - 5
Grade	0%		0%	0%				* *	
Volume (veh/h)	132	35 6	4 543	459	225			gradua (n.	
		1.00 1.0		1.00	1.00			•	
Hourly flow rate (vph)	132	35 6	4 543	459	225				
Pedestrians	e services.			a second			6		
Lane Width (m)					lin Palaka				
Walking Speed (m/s) Percent Blockage	. kansasi							entra de la composición dela composición de la composición de la composición de la composición de la composición dela composición de la composición dela composición dela composición dela composición de la composición dela composición de	No see
Right turn flare (veh)									
	lone		naja a sa	all the second			August a	1 1 1 1	a talang sa
Median storage veh)	volic.	maj Albertagi ku	Bartang Kita			Marking St.	1		
Upstream signal (m)	5.31.54.14		in the state of	376	g North Stra	daya, sa f	51124		
pX, platoon unblocked	e taga a trassa s	, to the district Subjective	and the first of	. Post Title The	tan kanada ang	The strain section			the end two teps the recent
vC, conflicting volume	1130	459 68	4		denora,		Agrilla, Sa		BERTHING
vC1, stage 1 conf vol	7 7 7 7 7				* ***	A		1	
vC2, stage 2 conf vol					NS CERT				4. 强烈和克克
		459 68							
tC, single (s)	6.4	6.2 4.	1	`` % ^					
tC, 2 stage (s)			_						
tF(s)	3.5	3.3 2.							
p0 queue free %	37	94 9 602 90							
cM capacity (veh/h)					100				
17751 V 1777 1777 1777 1777 1777 1777 17	AND THE PROPERTY OF THE PARTY O	EB 2 NB	CANADA AND AND AND AND AND AND AND AND AN	SB 1	SB 2				
Volume Total	132	35 6		459	225				
Volume Left	132	0 6		0	0				
Volume Right	0		0 0	0	225				
cSH		602 90		1700	1700				
• •	0.63 (32.0	0.06 0.0 1.3 1.		0.27 0.0	0.13 0.0	\$			
		1.3 1. 11.3 9.		0.0	0.0				
Lane LOS	50.0 F		3 0.0 A	0.0	0.0				
	42.1	1.		0.0					
Approach LOS	E		•	0.0					
Intersection Summary			<u> </u>						
Average Delay Intersection Capacity Utiliz	ration	5. 47.09		CHLOG	el of Servic	۵	А		
Analysis Period (min)	.auon	47.07		OO LEVE	FI OI SEIVIC	C	A		
raidiyolo i chod (mai)		U							

	→	_	*	†	Ţ	4	
Lane Group	EBL	EBR	, NBL	NBT	SBT	SBR	
		Contract Con	i Note				
Lane Configurations	ॉ ं - 1000	7 . 1000	ា 1800	↑	1000	1000	di Asia da Araba (1944). An Araba (1945) an Araba (1946) an Araba
Ideal Flow (vphpl)	1800			1000	1800		and the state of t
Storage Length (m)	30.0	0.0	30.0			30.0	National Carlos (Notation and Notation and Notation (Notation)
Storage Lanes	1	1.11	1.	4.0	: 10	1.0	
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	and the state of t
Leading Detector (m)	15.2	15.2	15.2	15.2	15.2	15.2	
Trailing Detector (m)	0.0	0.0	0.0	0.0	0.0	0.0	ing the second supplied the second supplied to the second supplied t
Turning Speed (k/h)	24	14	24	4.00	4.00	14	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	The second of th
Frt State Fred State		0.850		ji lata e s	office of the fil	0.850	
Flt Protected	0.950		0.950				
Satd. Flow (prot)	1695	1517		1784	1784	1517	
Flt Permitted	0.950		0.389				
Satd. Flow (perm)	1695	1517	694	1784	1784		
Right Turn on Red		Yes				Yes	
Satd. Flow (RTOR)		35				225	
Headway Factor	0.99	0.99	0.99	0.99	0.99	0.99	
Link Speed (k/h)	50			70	70		
Link Distance (m)	262.6			132.0	375.9		
Travel Time (s)	18.9			6.8	19.3	1000	
Volume (vph)	132	35	64	543	459	225	
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Adj. Flow (vph)	132	35	64	543	459	225	
Lane Group Flow (vph)	132	35	64	543	459	225	
Turn Type		Perm	Perm		. •	Perm	
Protected Phases	4			2	6		1. 15gg - 15gg - 15gg - 15gg - 15gg - 15gg - 15gg - 15gg - 15gg - 15gg - 15gg - 15gg - 15gg - 15gg - 15gg - 15g
Permitted Phases		4	2			6	
Detector Phases	4	4	2	2	6	6	
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	•
Minimum Split (s)	22.7	22.7	23.3	23.3	23.3	23.3	and the second s
Total Split (s)	22.7	22.7	27.3	27.3	27.3	27.3	
Total Split (%)		45.4%		54.6%	54.6%		
Maximum Green (s)	18.0	18.0	22.0	22.0	22.0	22.0	
Yellow Time (s)	3.6	3.6	4.5	4.5	4.5	4.5	
All-Red Time (s)	1.1	1.1	0.8	0.8	0.8	0.8	
Lead/Lag		• • • •	0.0	0.0	0.0	0.0	
Lead-Lag Optimize?							
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None	C-Min	C-Min	C-Min	C-Min	
Walk Time (s)	7.0	7.0	7.0	7.0	7.0	7.0	
Flash Dont Walk (s)	7.7	7.7	9.4	9.4	9.4	9.4	
Pedestrian Calls (#/hr)	0	0	0	0	9.4	0	
Act Effct Green (s)	9.5	9.5	35.3	35.3	35.3	35.3	
, ,							
Actuated g/C Ratio	0.19	0.19	0.71	0.71	0.71	0.71	
v/c Ratio	0.41	0.11	0.13	0.43	0.36	0.20	
Control Delay	17.8	6.7	5.1	6.1	5.5	1.3	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	17.8	6.7	5.1	6.1	5.5	1.3	
LOS	В	А	Α	Α	А	А	



Storage Cap Reductn

Reduced v/c Ratio

Area Type: Other

Cycle Length: 50

Actuated Cycle Length: 50

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

0

0.06

0

0.21

0

0.13

0

0.43

0

0.20

0.36

Natural Cycle: 50

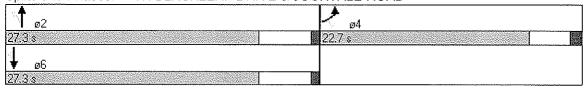
Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.43 Intersection Signal Delay: 6.2 Intersection Capacity Utilization 47.0%

Intersection LOS: A ICU Level of Service A

Analysis Period (min) 60

Splits and Phases: 17: BLACKLEAF DRIVE & JOCKVALE ROAD



Movement
Lane Configurations
Sign Control
Grade
Volume (veh/h)
· · · · · · · · · · · · · · · · · · ·
- · · ·
•
- , ,
Approach LOS
Intersection Summarv
- ·
Analysis Period (min)
Lane Configurations Sign Control Grade Volume (veh/h) Peak Hour Factor Hourly flow rate (vph) Pedestrians Lane Width (m) Walking Speed (m/s) Percent Blockage Right turn flare (veh) Median type Median storage veh) Upstream signal (m) pX, platoon unblocked vC, conflicting volume vC1, stage 1 conf vol vC2, stage 2 conf vol vCu, unblocked vol tC, single (s) tC, 2 stage (s) tF (s) p0 queue free % cM capacity (veh/h) Direction, Lane # Volume Total Volume Left Volume Right cSH Volume to Capacity Queue Length 95th (m) Control Delay (s) Lane LOS Approach Delay (s) Approach LOS Intersection Summary Average Delay Intersection Capacity Uti

	→		←	*	/	4			
Movement	EBL	EBT	WBT	WBR	SBL	SBR			
Lane Configurations		4			**				
Sign Control		Free	Free	dan sa	Stop				Basanasa a
Grade		0%	0%		0%				ofer the entreeties of the objecties.
Volume (veh/h)	· · · · · 3	107	52	115	334	14			
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00			The second section of the second
Hourly flow rate (vph)	3	107	52	115	334	14			
Pedestrians									
Lane Width (m)			la di san					ii aaa	
Walking Speed (m/s)									
Percent Blockage	10: 5.74,								Braine Maise.
Right turn flare (veh)		*4		_					
Median type			1.34.000		lone		See Line		
Median storage veh)			and the second					ting the second	
Upstream signal (m) pX, platoon unblocked		1990.00	January 1		vii ir				
vC, conflicting volume	167	5. 1. 5.	i Para da la caractería de la caractería de la caractería de la caractería de la caractería de la caractería d La caractería de la caractería	also a factor factor.	2000	440	egili elektrisi	, e a jan, s	e ZII. vili – II. A. vili I. e. e.
vC, conficing volume vC1, stage 1 conf vol	167				222	110			
vC1, stage 1 conf vol			ters te		: 1.	A BOAR .		ng shakara ta b	na. Bilan Sasani
vCu, unblocked vol	167		44 - 42 D.M.		222	110			
tC, single (s)	4.1		and the		6.4	6.2		er er griffeter	Na jeu navyy a sili
tC, 2 stage (s)	• •••			70 1 4 4	.0.7	0.2			
tF (s)	2.2				3.5	3.3	1.5		5 (1.54) 4.435 4.432
p0 queue free %	100				56	99			
cM capacity (veh/h)	1411			•	764	944			"我们的","我们的"。
Direction, Lane #	EB 1	WB 1	SB 1						
Volume Total	110	167	348						
Volume Left	3	0	334						
Volume Right	0	115	14						the second
cSH	1411	1700	770						• •
Volume to Capacity	0.00	0.10	0.45						•
Queue Length 95th (m)	0.0	0.0	17.1						
Control Delay (s)	0.2	0.0	13.5						
Lane LOS	Α		В						
Approach Delay (s)	0.2	0.0	13.5						
Approach LOS			В						
Intersection Summary									
Average Delay			7.6						
Intersection Capacity Ut	ilization	;	37.4%	ICU	Leve	l of Service		Α	
Analysis Period (min)			60						

FUTURE (2013) BACKGROUND PLUS SITE GENERATED TRAFFIC

Date: July 18, 2007

Stonebridge (Phases 10-12)

Project:

15056

Proj#

Overall v/c Ratio Summary

Description: Future (2013) Background plus Site Generated Traffic

AM Peak Hour

						Critical N	Critical Movements							
Intersection			λ	Volume				Λ	lume to C	Volume to Capacity Ratio	tio		Overall	Overall
	7	3	٨3	٧4	۸5	9^	v/c 1	v/c2	v/c 3	v/c 4	v/c 5	v/c 6	۸/د	ros
Riverstone & Jockvale (Signalized)	1077	24					0.72	0.10					0.63	8
Jockvale & Cambrian	458	228					0.91	0.28					0.52	4
Jockvale & Blackleaf (Unsignalized)										:			0.00	
Jockvale & Balckleaf (Signalized)	232	368					0.58	0.31					0.38	A
Jockvale & Golflinks													0.00	
Jockvale & Prince of Wales	486	298					0.85	0.68					0.78	O
Jockvale & Prince of Wales (Double-left)	486	298					0.81	0.54					0.68	മ
Cambrian & Kilbirnie													0.00	
													0.00	
Q													00.0	
Cambrian & Cedarview													0.00	
Cambrian & Realigned Greenebank													00.0	,
													0.00	
Greenbank & Jockvale													0.00	

PM Peak Hour

						Critical N	Critical Movements	***************************************						
Intersection			۸	olume,				×	Slume to C	Volume to Capacity Ratio	Sio		Overall	Overall
7777777	۲,	۲5	۸3	44	۸5	94	v/c1	v/c 2	v/c 3	v/c 4	v/c 5	v/c 6	v/c	FOS
Riverstone & Jockvale	വ	1190					0.05	0.80		Y-100			0.75	ပ
Jockvale & Cambrian	283	106	98	993			0.30	0.23	0.49	0.88			0.71	ပ
Jockvale & Blackleaf (Unsignalized)													0.00	
Jockvale & Blackleaf (Signalized)	143	428					0.43	0.34					0.36	4
Jockvale & Golflinks													0.00	
Jockvale & Prince of Wales	448	594					1.02	0.97					0.99	ш
Jockvale & Prince of Wales (Double-left)	448	594					0.89	0.79					0.83	Ω
Cambrian & Kilbirnie													0.00	
			1										0.00	
Greenbank & Dundonald													0.00	,
Cambrian & Cedarview													0.00	ı
Cambrian & Realigned Greenebank													0.00	
													0.00	,
Greenbank & Jockvale													0.00	

	۶		*	*	-	*	*	†	<i>*</i>	1		4
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	*1	Ŧ		ু শ	7		ካ	₽		*5	Þ	
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Storage Length (m)	25.0		0.0	25.0		0.0	50.0		0.0	90.0		0.0
Storage Lanes	1		0	1		0	4, 4, 1		0	1	* '	0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (m)	15.2	15.2		15.2	15.2		15.2	15.2		15.2	15.2	1.
Trailing Detector (m)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Turning Speed (k/h)	24	11 4 34 34	14	24	11	14	24		14	24		14
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 Make Minimaline in	:. ·	0.850			0.850		- 11:	0,998	v (1947)	5, 5, 11, 15	0.994	1
Flt Protected	0.950			0.950			0.950			0.950		
Satd, Flow (prot)	1695	1517	0	1695	1517	0	1695	1781	0	1695	1774	0
Flt Permitted	0.691			0.754			0.469			0.158		
Satd. Flow (perm)	1233	1517		1345	1517		837	1781	0	282	1774	a, a ia _i 0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		519		Salan (Salan	172	ST SELLIN	115-115-117	2			. 6	
Headway Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Link Speed (k/h)	in some	50	1990		50	e Marie e		70			70	
Link Distance (m)		152.2			313.0			402.4			1314.1	
Travel Time (s)		11.0			22.5			20.7	•		67.6	
Volume (vph)	69	0	5	25	0	82	1	1061	16	24	437	19
Peak Hour 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
Adj. Flow (vph)	69	0	5	25	0	82	1	1061	16	24	437	19
Lane Group Flow (vph)	69	5	0	25	82	0	1	1077	0	24	456	0
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phases	4	4		8	8		2	2		6	6	
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	23.0	23.0		23.0	23.0		23.0	23.0		23.0	23.0	
Total Split (s)	23.0	23.0	0.0	23.0	23.0	0.0	87.0	87.0	0.0	87.0	87.0	0.0
Total Split (%)	20.9%	20.9%	0.0%	20.9%	20.9%	0.0%	79.1%	79.1%	0.0%	79.1%		0.0%
Maximum Green (s)	18.0	18.0		18.0	18.0		82.0	82.0		82.0	82.0	
Yellow Time (s)	3.0	3.0		3.0	3.0	1	3.0	3.0		3.0	3.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lead/Lag				•								
Lead-Lag Optimize?												
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		C-Max	C-Max		C-Max	C-Max	
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		. 0	0		0	0		0	0	
Act Effct Green (s)	12.3	12.3		12.2	12.2		92.7	92.7		92.7	92.7	
Actuated g/C Ratio	0.11	0.11		0.11	0.11		0.84	0.84		0.84	0.84	
v/c Ratio	0.50	0.01		0.17	0.26		0.00	0.72		0.10	0.30	
Control Delay	58.0	0.0		44.8	1.9		2.0	7.3		3.8	3.3	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	58.0	0.0		44.8	1.9		2.0	7.3		3.8	3.3	
LOS	E	A		D	A		A	A		A	A	
								. •		. •		

David Hook IBI Group Lanes, Volumes, Timings 7/17/2007

	≯	-	*	*		*	•	†	1	1	↓	4
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		54.0	TEXT.		11.9			7.3			3.3	
Approach LOS		D			В			Α			Α	
90th %ile Green (s)	16.6		*.	16.6	16.6	1	83.4	83.4	1 1	83.4	83.4	Mark In E
90th %ile Term Code	Gap	Gap		Hold	Hold		Coord	Coord		Coord	Coord	
70th %ile Green (s)	13.4			13.4	13.4	100	86.6	86.6		86.6	86.6	114. E.
70th %ile Term Code	Gap			Hold	Hold		Coord	Coord		Coord	Coord	
50th %ile Green (s)	11.3	11.3	7.	11.3	11.3		88.7	88.7	• •	88.7	88.7	
50th %ile Term Code	Gap	Gap		Hold	Hold		Coord	Coord		Coord	Coord	
30th %ile Green (s)	9.1	9.1		9.1	9.1		90.9	90.9	111.	90.9	90.9	100
30th %ile Term Code	Gap	Gap		Hold	Hold		Coord			Coord	Coord	
10th %ile Green (s)	0.0	0.0	100	0.0	0.0			105.0	1.3	105.0	105.0	March 1
10th %ile Term Code	Skip	Skip		Skip	Skip			Coord		Coord	Coord	
Queue Length 50th (m)	13.0	0.0		4.5	0.0	11941	0.0		111	0.7	16.8	
Queue Length 95th (m)	28.1	0.0		12.8	0.0		m0.0ı	m156.6		3.6	39.4	
Internal Link Dist (m)	Sign of	128.2	The Market State		289.0			378.4	14.		1290.1	
Turn Bay Length (m)	25.0			25.0			50.0			90.0		
Base Capacity (vph)	213	691	19.44	232	404	7.5	3 3 3	1502		238	1496	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	- : 0	0	71.5	0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.32	0.01		0.11	0.20	•	0.00	0.72		0.10	0.30	

Area Type: Other

Cycle Length: 110

Actuated Cycle Length: 110

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

Natural Cycle: 80

Control Type: Actuated-Coordinated

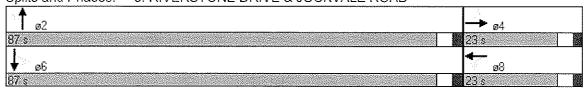
Maximum v/c Ratio: 0.72 Intersection Signal Delay: 8.5 Intersection Capacity Utilization 77.3%

Intersection LOS: A ICU Level of Service D

Analysis Period (min) 60

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

Splits and Phases: 8: RIVERSTONE DRIVE & JOCKVALE ROAD



	.*	j	*	*	+	*	*	†	<i>/</i> **	-	↓	4
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ች	A.		, Yi	₽		*	1>		*1	•	
ldeal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Storage Length (m)	25.0		0.0	25.0		0.0	75.0		0.0	65.0		0.0
Storage Lanes	1		0	1 - 1		0	1	ja Herri	0	- 1		0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (m)	15.2	15.2	100	15.2	15.2	42.14	15.2	15.2		15.2	15.2	
Trailing Detector (m)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Turning Speed (k/h)	24		14	24		14	24		14	24		14
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 i har hall light in		0.892		and the	0.904	1. July 1. 1.	e de Adolfo	0.988	18 miles		0.957	ALC:
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1695	1592	0	1695	1613	0	1695	1763	0	1695	1708	0
Flt Permitted	0.615			0.692			0.350			0.235		
Satd. Flow (perm)	1097	1592	0	1235	1613	0	625	1763	100	419	1708	0
Right Turn on Red		·	Yes			Yes		****	Yes			Yes
Satd. Flow (RTOR)	11.11	72	or ding.	4.15	146	14.41.		9	and his Add		41	No. 1400
Headway Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Link Speed (k/h)		50	4.3		50		· •	:: - 70	74.4		70	e says
Link Distance (m)		308.6			482.0			375.9			402.4	
Travel Time (s)		22.2			34.7			19.3			20.7	1
Volume (vph)	458	28	72	68	82	146	29	474	42	51	297	119
Peak Hour 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
Adj. Flow (vph)	458	28	72	68	82	146	29	474	42	51	297	119
Lane Group Flow (vph)		100	0	68	228		29	516	0	51	416	0
Turn Type	Perm			Perm			Perm			Perm		•
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phases	4	4		8	8		2	2		6	6	
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	23.0	23.0		23.0	23.0		23.0	23.0		23.0	23.0	
Total Split (s)	31.0	31.0	0.0	31.0	31.0	0.0	24.0	24.0	0.0	24.0	24.0	0.0
Total Split (%)	56.4%			56.4%			43.6%			43.6%		0.0%
Maximum Green (s)	26.0	26.0		26.0	26.0		19.0	19.0	,	19.0	19.0	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lead/Lag								*				
Lead-Lag Optimize?												
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		C-Max			C-Max		
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)	25.3	25.3		25.3	25.3		21.7	21.7		21.7	21.7	
Actuated g/C Ratio	0.46	0.46		0.46	0.46		0.39	0.39		0.39	0.39	
v/c Ratio	0.40	0.43		0.40	0.40		0.39	0.39		0.39	0.60	
Control Delay	45.6	3.8		8,3	4.3		13.3	23.9		15.7	14.3	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	45.6	3.8		8.3	4.3		13.3	23.9		15.7	14.3	
LOS	43.0 D						13.3 B					
LU3	U	A		А	Α		D	С		В	В	

David Hook IBI Group

	*	-	→ ✓	-#	*	*	†	/	-	1	4
Lane Group	EBL	EBT	EBR WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		38.2		5.2			23.4			14.4	
Approach LOS		D		Α			С			В	
90th %ile Green (s)	26.0	26.0	26.0	26.0	19-3,50	19.0	19.0	121214	19.0	19.0	
90th %ile Term Code	Max	Max		Hold		Coord			Coord	Coord	
70th %ile Green (s)	26.0		4.5 5.5		n thereig		19.0	1 1111	19.0		**
70th %ile Term Code	Max	Max		Hold		Coord	Coord		Coord	Coord	
50th %ile Green (s)	26.0			26.0		19.0	19.0		19.0	19.0	4,
50th %ile Term Code	Max	Max		Hold		Coord	Coord		Coord	Coord	
30th %ile Green (s)	25.1	25.1	25.1	25.1			19.9		19.9	19.9	
30th %ile Term Code	Gap			Hold		Coord	Coord		Coord	Coord	
10th %ile Green (s)	18.5		·	18.5		26.5	26.5		26.5	26.5	54
10th %ile Term Code	Gap			Hold		Coord			Coord	Coord	
Queue Length 50th (m)	33.7	1.2	3.1	3.7		1.7	40.3		3.1	31.4	
Queue Length 95th (m)	#94.1	7.7	8.9	14.7		6.8	#98.9		8.5	45.1	
Internal Link Dist (m) 🐇	Med P	284.6	Than the policy	458.0			351.9			378.4	·
Turn Bay Length (m)	25.0		25.0			75.0			65.0		
Base Capacity (vph)	539	818	606	866		246	701	N 3000	165	698	- 1
Starvation Cap Reductn	0	0	0	0		0	0		0	0	
Spillback Cap Reductn	0	. 0	11 14 14 14 14 14 14 14 14 14 14 14 14 1	0		0	0		0	0	
Storage Cap Reductn	0	0	0	0		0	0		0	0	
Reduced v/c Ratio	0.85	0.12	0.11	0.26	•	0.12	0.74		0.31	0.60	

Area Type: Other

Cycle Length: 55

Actuated Cycle Length: 55

Offset: 18 (33%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 55

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.91 Intersection Signal Delay: 22.7 Intersection Capacity Utilization 86.5%

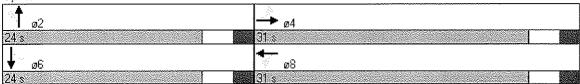
Intersection LOS: C
ICU Level of Service E

Analysis Period (min) 60

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

Queue shown is maximum after two cycles.

Splits and Phases: 1: CAMBRIAN ROAD & JOCKVALE ROAD



STONEBRIDGE: PHASES 10-12 FUTURE (2013) BACKGROUND + SITE GEN. TRAFFIC 3: JOCKVALE ROAD & GOLFLINKS DRIVE (S)

AM PEAK HOUR

	_#	-	4-	۲	(4							
Movement	EBL	EBT	WBT	WBR	SWL	SWR							
Lane Configurations	7	1	1>		7	7							
Sign Control		Free	Free		Stop		Secret.	4. Ng 4	94. E	1. The .		gradini)	
Grade		0%	0%		0%								
Volume (veh/h)	54	382	289	39	104	43		July 1					
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00							
Hourly flow rate (vph)	54	382	289	39	104	43							
Pedestrians													
Lane Width (m)		A A IA							Section 1				- 2
Walking Speed (m/s)									1				
Percent Blockage		A 11 -			1111			- 111				1	
Right turn flare (veh)					Nisaa							. :	44. 4
Median type	t vitalija.				None			15 16	1 - 19			. 11.1	- J. I.
Median storage veh)			V. 1. 1	9.15 I	%	19279911			4 .				
Upstream signal (m) pX, platoon unblocked	in for Albert	(Mark Artis	ADDA EN	Manifes I		and the second of the	No. of		i se a	1300			
vC, conflicting volume	328	10.1 Aug. 1	Negypti	10.55	798	308							
vC, conflicting volume vC1, stage 1 conf vol	320				1 90	300				4. 1.1	1 - 74		100
vC1, stage 1 conf vol			4. 3.14.1			September 1		13.14				11.0	
vCu, unblocked vol	328				798	308		* 1				* 1 1	* * * * *
tC, single (s)	4.1	a Bayla			6.4	6.2		3.55	1 1	1 1			
tC, 2 stage (s)					;								
tF(s)	2.2	4 g	and State	5.5	3.5	3.3		*	•			**	1:
p0 queue free %	96				69	94							
cM capacity (veh/h)	1232				339	732							
Direction, Lane#	EB 1	EB 2	WB1	SW 1	SW 2								
Volume Total	54	382	328	104	43								
Volume Left	54	0	0	104	0							•	
Volume Right	0	0	39	0	43								
cSH	1232	1700	1700	339	732								
Volume to Capacity	0.04	0.22	0.19	0.31	0.06	t					-		
Queue Length 95th (m)	1.0	0.0	0.0	9.2	1.3								
Control Delay (s)	8.1	0.0	0.0	20.3	10.2								
Lane LOS	Α			С	В								
Approach Delay (s)	1.0		0.0	17.3									
Approach LOS				С									
Intersection Summary								16 183 18				9 (8 89)	
Average Delay	•••••		3.3										
Intersection Capacity Uti	lization		38.0%	10	CU Leve	el of Servic	e			Α			
Analysis Period (min)			60										

	*	→	*	*	←	•	*	†	<i>></i>	>	↓	4
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		44			4	7	ኻ	^ }		*	↑ ↑	
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Storage Length (m)	0.0		0.0	0.0		90.0	100.0		0.0	0.0		0.0
Storage Lanes	0		0	0		1.1	1	antes de	0	1		0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (m)	15.2	15.2		15.2	15.2	15.2	15.2	15.2		15.2	15.2	
Trailing Detector (m)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Turning Speed (k/h)	24		14	24		14	24	ineli ege	14	24		14
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt (Falle) (Frt (Frt (Falle) (Frt (Frt (Falle) (Frt (Frt (Frt (Frt (F	Lyddig.	0.993			YHENDY:	0.850		0.999	AH (A)		0.963	4.55
Flt Protected	******	0.988			0.999	4 4 4 5 5 6	0.950			0.950	* **	
Satd. Flow (prot)	0		0	0	1783	1517		3387	0		3265	0
Flt Permitted		0.804	1 1	Allen Star	0.995	79.79, 79.84.3	0.555	3		0.230		
Satd. Flow (perm)	0	1425	0	0		1517	990	3387	0	410	3265	0
Right Turn on Red	AL THE PERSON	. A Parket Tax	Yes	r ing to see	ere preside.	Yes	The end that M.	5	Yes		The Alberta Carlo	Yes
Satd. Flow (RTOR)	q Bandiq	3				448		Yanan da		Habit	51	
Headway Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Link Speed (k/h)		70			70			60			60	
Link Distance (m)	P. D. P. 18 17	843.6		ta ta a a di ta	306.3	1 1 1 1 1 1 1		329.6			362.7	
Travel Time (s)	esignidi.	43.4			15.8		Bankina.	19.8		AK JOBA	21.8	Adv. Ac.
Volume (vph)	122	339	25	3	230	448	17	481	3	298	244	81
Peak Hour 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
Adj. Flow (vph)	122	339	25	3	230	448	17	481	3	298	244	81
Lane Group Flow (vph)	0	486	0	0	233	: 448	17	484	0	298	325	0
Turn Type	Perm	HERRICAN		Perm		Perm	Perm			pm+pt		
Protected Phases		4	196	314043	8			2		1	6	E EXCA
Permitted Phases	4			8		8	2			6		
Detector Phases	4	4	** . *.	8	8	8	2	· ·2	150 L 30 L	1	6	
Minimum Initial (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	•
Minimum Split (s)	25.4	25.4		25.4	25.4	25.4	24.6	24.6	**	10.6	24.6	
Total Split (s)	60.0	60.0	0.0	60.0	60.0	60.0	30.0	30.0	0.0	30.0	60.0	0.0
Total Split (%)	50.0%	50.0%	0.0%	50.0%	50.0%	50.0%	25.0%	25.0%	0.0%	25.0%	50.0%	0.0%
Maximum Green (s)	52.6	52.6		52.6	52.6	52.6	23.4	23.4		23.4	53.4	
Yellow Time (s)	4.2	4.2	1.5%	4.2	4.2	4.2	4.6	4.6	in the	4.6	4.6	
All-Red Time (s)	3.2	3.2		3.2	3.2	3.2	2.0	2.0		2.0	2.0	
Lead/Lag							Lag	Lag		Lead		
Lead-Lag Optimize?							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	Max	Max		None	Max	
Act Effct Green (s)	$\gamma = \{y_1,y_2,\dots\}$	43.2			43.2	43.2	33.5	33.5		56.5	56.5	
Actuated g/C Ratio		0.40			0.40	0.40	0.31	0.31		0.52	0.52	
v/c Ratio	S. 186	0.85			0.33	0.51	0.06	0.46		0.68	0.19	
Control Delay	**	36.1			22.5	3.6	34.9	35.2		22.8	13.1	
Queue Delay		0.0			0.0	0.0	0.0	0.0		0.0	0.0	*
Total Delay		36.1			22.5	3.6	34.9	35.2		22.8	13.1	
LOS		· · D			С	Α	С	D		С	: B	
Approach Delay		36.1			10.0			35.1			17.8	
Approach LOS		D			В			D			В	
90th %ile Green (s)	52.6	52.6		52.6	52.6	52.6	23.4	23.4		23.4	53.4	

Lanes, Volumes, Timings 7/10/2007

	•		•	€	-#	•	1	†	/*	/	↓	4
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
90th %ile Term Code	Max	Max		Hold	Hold	Hold	MaxR	MaxR		Max	MaxR	
70th %ile Green (s)	49.1	49.1		49.1	49.1	49.1	25.7	25.7		21.1	53.4	
70th %ile Term Code	Gap	Gap		Hold	Hold	Hold	Hold	Hold		Gap	MaxR	
50th %ile Green (s)	41.4	41.4		41.4	41.4	41.4	30.1	30.1		16.7	53.4	
50th %ile Term Code	Gap	Gap		Hold	Hold	Hold	Hold	Hold		Gap	MaxR	
30th %ile Green (s)	34.2	34.2		34.2	34.2	34.2	33.6	33.6		13.2	53.4	
30th %ile Term Code	Gap	Gap		Hold	Hold	Hold	Hold	Hold		Gap	MaxR	
10th %ile Green (s)	24.6	24.6		24.6	24.6	24.6	37.6	37.6		9.2	53.4	
10th %ile Term Code	Gap	Gap		Hold	Hold	Hold	Hold	Hold		Gap	MaxR	
Queue Length 50th (m)		82.7			30.3	0.0	2.4	40.4		32.9	14.3	
Queue Length 95th (m)	1443				52.9	28.3	9.8	76.8		73.4	30.1	
Internal Link Dist (m)		819.6			282.3			305.6			338.7	
Turn Bay Length (m)							100.0					
Base Capacity (vph)		667			828	947	308	1052		493	1736	
Starvation Cap Reductn		0			0	0	0	0		0	0	ALEN:
Spillback Cap Reductn		0			0	0	0	0		0	0	
Storage Cap Reductn		0.0			0	0	0	0		0	0	
Reduced v/c Ratio		0.73			0.28	0.47	0.06	0.46		0.60	0.19	

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 107.8

Natural Cycle: 70

Control Type: Actuated-Uncoordinated

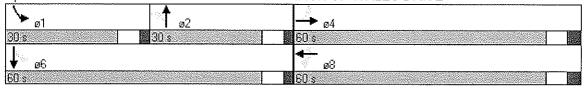
Maximum v/c Ratio: 0.85 Intersection Signal Delay: 23.2 Intersection Capacity Utilization 85.4%

Intersection LOS: C
ICU Level of Service E

Analysis Period (min) 60
90th %ile Actuated Cycle: 120
70th %ile Actuated Cycle: 116.5
50th %ile Actuated Cycle: 108.8
30th %ile Actuated Cycle: 101.6
10th %ile Actuated Cycle: 92

Queue shown is maximum after two cycles.

Splits and Phases: 4: JOCKVALE ROAD & PRINCE OF WALES DRIVE



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

	<u>*</u>		_	٠	-4	•	*	†	حبر	<u></u>	I	1
Movement	EBL	EBT	▼ EBR	▼ WBL	WBT	WBR	NBL	NBT	NBR	SBL	▼ SBT	SBR
Lane Configurations	S. (100 S. 100 S. 1	4						4			4	<u> </u>
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	14, 11, 14
Volume (veh/h)	4	41	127	103	87	12	-223	16	245	42	27	14
Peak Hour 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
Hourly flow rate (vph)	4	41		103	87		223	16	245	42	27	14
Pedestrians	7		7.743.	A TE		* ***	78 4,784 3		1000	a i ejakare		5 - 1
Lane Width (m)		the same		i Salah Sala		egister er en er er egister er en er er		4 - 44 - 1 N	14.		in Er	\$4.15 h.
Walking Speed (m/s)												27447
Percent Blockage									e sisili	1,134	A. E. S.	Bara e
Right turn flare (veh)						***						
Median type	14.15.15	J. Hay Mr.	v 15.1.		1.15			None			None	y. Chy
Median storage veh)						•		•				
Upstream signal (m)			ander English	11, 300			Tag the s	- 1 ₁₂ - 11		r Dansi		
pX, platoon unblocked							·					
vC, conflicting volume	99		11 11 11	168		4. Pop. 2.1.	439	418	104	664	475	93
vC1, stage 1 conf vol												
vC2, stage 2 conf vol	4.5							* .				
vCu, unblocked vol	99			168			439	418	104	664	475	93
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)											4.	
tF(s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			93			52	97	74	84	94	99
cM capacity (veh/h)	1494			1410			468	486	950	255	451	964
Direction, Lane#	EB1	WB 1	NB 1	SB1						60 (30 (30)		
Volume Total	172	202	484	83				No. 19				
Volume Left	4	103	223	42								
Volume Right	127	12	245	14						٠	. A. A.	
cSH	1494	1410	631	347								
Volume to Capacity	0.00	0.07	0.77	0.24								****
Queue Length 95th (m)	0.1	1.7	61.7	6.6								
Control Delay (s)	0.2	4.2	28.7	18.6								
Lane LOS	A	A	D	C 18.6								
Approach Delay (s) Approach LOS	0.2	4.2	28.7 D	18.6 C								
• •		lgaga kafologo alkar	D AMANANAN		POJET HERE	100000000000000000000000000000000000000	CHESTA 1871	nsanggyusasan	tegrapy currented	5,139 y 5800 A VSA - 0	a de la companión de la compan	0644684684
Intersection Summary			4-									
Average Delay			17.4		2111				_			
Intersection Capacity Uti Analysis Period (min)	lization	(68.4% 60	10	JU Leve	el of Ser	vice		С			

	•	* .	†	<i>*</i>	\	↓	
Movement	WBL	WBR	NBT	NBR	SBL	SBT	
Lane Configurations	*,*		1>			ब	
Sign Control	Stop	Ek Esse	Free		44.1134	Free Including the repair of the Artist Annual Artist	Ži.
Grade	0%		0%			0%	
Volume (veh/h)	6	136		9	52		
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00		
Hourly flow rate (vph)	6	136	23	9	52		12:
Pedestrians						ing the state of t	- :
Lane Width (m)	in the solid	·					
Walking Speed (m/s)							
Percent Blockage Right turn flare (veh)			* **				
Median type	None		1 2.34	31 7 5			
Median storage veh)	110110	. 5 . 5	1	1.1.1.4.9		and the second of the second o	
Upstream signal (m)	4.2 g 4	1.5 0.4			- 5.55 g		. 1
pX, platoon unblocked				\$			
vC, conflicting volume	152	28	12.5		32		1
vC1, stage 1 conf vol							
vC2, stage 2 conf vol	1,111				er i Ne		
vCu, unblocked vol	152	28			32		
tC, single (s)	6.4	6.2	•		4.1		1
tC, 2 stage (s)	0 "	0.0			0.0		
tF (s)	3.5	3.3			2.2 97		
p0 queue free %	99 813	87 1048			97 1580		
cM capacity (veh/h)			data and the same of the same	elle manage y egicer da e e mad	1000		Newsystem
Direction, Lane #	WB 1	NB 1	SB 1				
Volume Total	142	32	72				• • •
Volume Left	6 136	0 9	52 0				
Volume Right cSH	1035	1700	1580				
Volume to Capacity	0.14	0.02	0.03				
Queue Length 95th (m)	3.3	0.02	0.03				
Control Delay (s)	9.0	0.0	5.4				
Lane LOS	Α.	0.0	A				
Approach Delay (s)	9.0	0.0	5.4				
Approach LOS	Α						
Intersection Summary							
Average Delay			6.8	en agente en de trabate			
Intersection Capacity Uti	lization		26.7%	ı	CU Leve	vel of Service A	
Analysis Period (min)			60				

STONEBRIDGE: PHASES 10-12 FUTURE (2013) BACKGROUND + SITE GEN. TRAFFIC 16: DUNDONALD DRIVE & GREENBANK ROAD AM PEAK HOUR

	V 4	~ ↑	/ V	. ↓				
Movement \	NBL WBI	R NBT	NBR SBI	. SBT				
Lane Configurations	λγf	^		व				
	Stop	Free		Free			alika piinta.	, ii
Grade	0%	0%		0%				
Volume (veh/h)	32 16		9 57					÷
Peak Hour Factor Hourly flow rate (vph)	1.00 1.0		1.00 1.00					
Pedestrians	32 16	8 272	9 57	7 138				÷.
Lane Width (m)		an an th	transeration	High and the second			Porto Paragonal de la com	
Walking Speed (m/s)	The Branch Control of	la di despera di la constante di la constante di la constante di la constante di la constante di la constante d La constante di la constante d	STEEL BUILDING	Harris Albania (1966)	Maria Santa			٠.
Percent Blockage		ing single						:
Right turn flare (veh)								
	lone						sang sajida.	
Median storage veh)								
Upstream signal (m)	es black to the							٠
pX, platoon unblocked vC, conflicting volume	528 270	a	281	Agric Lygic	H. Serie	g Alawa Maraja	er angles desperator in the	٠
vC1, stage 1 conf vol	020 211	Maria da Maria						1
vC2, stage 2 conf vol	n databah							
vCu, unblocked vol	528 276	3	281	t factoria	- 1, N		i ne e e renjegor na objek O	•
tC, single (s)	6.4 6.2	2 . 1 . 5 . 1 %	4.1	100				
tC, 2 stage (s)								
tF(s)	3.5 3.3		2.2				$= g_{\alpha} \left(\frac{1}{2} + \epsilon_{\alpha} + \epsilon_{\alpha} \right)^{\frac{1}{2}} + \varepsilon_{\alpha} + \varepsilon_{\alpha}$	
p0 queue free %	93 78		96					
cM capacity (veh/h)	488 762		1282					
11320 1130 1130 1130 1130 1130 1130 1130	/B1 NB	AND THE PERSON AND TH						
Volume Total	200 28							
Volume Left	32 (168 (57 9 0		4			1 4	
Volume Right cSH	699 1700							
	0.29 0.17							
Queue Length 95th (m)	8.4 0.0					•		
	12.2 0.0					•		
Lane LOS	В	Α					•	
	12.2 0.0	2.6						
Approach LOS	В							
Intersection Summary								
Average Delay		4.4						
Intersection Capacity Utiliz	ation	49.5%	ICU Le	vel of Service	•	Α		
Analysis Period (min)		60						

STONEBRIDGE: PHASES 10-12 FUTURE (2013) BACKGROUND + SITE GEN. TRAFFIC 17: BLACKLEAF DRIVE & JOCKVALE ROAD AM PEAK HOUR

	<u>_</u>	7	*	†	Ţ	4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR					
Lane Configurations	ሻ	7	*	↑	↑	7					
Sign Control	Stop			Free	Free	1 + 5 *					
Grade	0%			0%	0%						5 - 44,
Volume (veh/h)	232	68	19	313	368	69	and the state of			North Artist	
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00			* *		
Hourly flow rate (vph)	232	68	19	313	368	69	A 1949-1949				
Pedestrians									· · · · · ·		
Lane Width (m)		11.		sa da da a s	i di siris			territori			
Walking Speed (m/s)											
Percent Blockage	rali el.	3 - 3 - 4				11.15%					
Right turn flare (veh)										·	
Median type	None				1. 1.		er de la estada				
Median storage veh)	114 5 11			1 1, 44.	276			in the strain	4. 32. 11. 4.	ty a y	4,1174
Upstream signal (m)	144,141	s e litere	nen e S		376		n Frank I fa	. The second		4 14 JULY	Myxxxxx
pX, platoon unblocked	710	260	127	No. Marketing	4, 4			Eliterate			. 4 4 3
vC, conflicting volume	719	368	437					Hill the he		. i sa a dada.	
vC1, stage 1 conf vol vC2, stage 2 conf vol	1,11			Sentana					\$ 14. P.		
vCu, unblocked vol	719	368	437					and the state of	\$		sa Instituti
tC, single (s)	6.4	6.2	4.1		Arrest A				1. 4		
tC, 3ingle (s)		0.2		* .							
tF (s)	3.5	3.3	2.2								1 2 2 2
p0 queue free %	40	90	98								
cM capacity (veh/h)	389	677	1123			-	•			1.1	5.0
Direction, Lane #	EB 1	EB 2	NB 1	NB 2	SB 1	SB 2					
Volume Total	232	68	19	313	368	69					5646959595959795479
Volume Left	232	0	19	0	0	0					1.
Volume Right	0	68	0	0	ŏ	69					1
cSH	389	677	1123	1700	1700	1700					
Volume to Capacity	0.60	0.10	0.02	0.18	0.22	0.04					-
Queue Length 95th (m)	29.5	2.3	0.4	0.0	0.0	0.0					
Control Delay (s)	27.7	10.9	8.3	0.0	0.0	0.0					
Lane LOS	D	В	A								
Approach Delay (s)	23.9	_	0.5		0.0						
Approach LOS	С										
Intersection Summary											
Average Delay			6.9			purpose of the property of the property of		en en en en en en en en en en en en en e		Acceptable and Control	
Intersection Capacity Uti	lization		40.7%	10	CU Leve	el of Se	rvice		Α		
Analysis Period (min)			60	•							
radiyolo r onod (isiii)			00								

STONEBRIDGE: PHASES 10-12 FUTURE (2013) BACKGROUND + SITE GEN. TRAFFIC 19: CAMBRIAN ROAD & KILBIRNIE DRIVE AM PEAK HOUR

	•	-	*	*	-##	*	*	†	/	1	ļ	1
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4			4			€}-	
Sign Control		Free	1000		Free			Stop	++ <u>1.31</u> +	sai saisii	Stop	1000
Grade		0%			0%			0%			0%	
Volume (veh/h)	6	304	18	46	158		34	0	155	99	0	10
Peak Hour 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
Hourly flow rate (vph)	6.	304	18	46	158	26	34	0	155	99	0	10
Pedestrians												
Lane Width (m)			Nagara Bara	The last		liteta A						er Segue
Walking Speed (m/s)												
Percent Blockage			y, tek									
Right turn flare (veh)					5			.				
Median type	- 1944 (1944)				100	Francis S		None		in Herry	None	
Median storage veh)	1			s and a second		141.56		1000			9.	
Upstream signal (m)	- 1-1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 -	** * * * * * * * * * * * * * * * * * * *			208		vill by I h			The In	TA WAR	1 + 1 + 1
pX, platoon unblocked vC, conflicting volume	184		44,34	322	. 1.554	1. 1. 1.	509	601	212	743	507	171
vC1, stage 1 conf vol	104			344			290		313	(45	397	ing J.C.L.
vC2, stage 2 conf vol		er vi	j. 4. j. 11	. 4 %	1000	er ingegrafie	t New York	· +2.2		41 . 1, 1, 1,		
vCu, unblocked vol	184		* **	322			598	601	313	743	597	171
tC, single (s)	4.1		11 114	4.1		aligna i N	7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)								0.0	0.2		0,0	0.2
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			96		•	91	100	79	61	100	99
cM capacity (veh/h)	1391			1238			396	397	727	252	399	873
Direction, Lane #	EB1	WB 1	NB 1	SB 1								
Volume Total	328	230	189	109								
Volume Left	6	46	34	99				*		•		•
Volume Rìght	18	26	155	10							1	5.3
cSH	1391	1238	632	270								
Volume to Capacity	0.00	0.04	0.30	0.40							4.4.	
Queue Length 95th (m)		8.0	8.9	13.9								
Control Delay (s)	0.2	1.9	13.1	27.3								
Lane LOS	Α	Α	В	D								
Approach Delay (s)	0.2	1.9	13.1	27.3								
Approach LOS			В	D								
Intersection Summary	99 8 8 8									130 (2013)		
Average Delay			6.9									
Intersection Capacity Ut	tilization		63.4%	IC	CU Lev	el of Se	rvice		В			
Analysis Period (min)			60									

	*	•	†	/	/	ļ					
Movement	WBL	WBR	NBT	NBR	SBL	SBT					
Lane Configurations	¥ø		4			4	1				
Sign Control	Stop	14. 1 Mg.	Free	e still sell	1	Free					A BANK
Grade	0%		0%			0%					
Volume (veh/h)	7			2		144				The Bark	
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00					
Hourly flow rate (vph)	7	80	201	2	26	144				N. S. S. S.	
Pedestrians		sign en de						: :1:	and the second		
Lane Width (m) Walking Speed (m/s)	1. 1.1%.			1 11111			No. 19 Control	1 11 th 4 i	14 F. L	NAME FOR	n Theorem
Percent Blockage					ia ja	ejsterie.	1, 1 v			4 1.4	i Avena
Right turn flare (veh)		The state of the s			1.5			1. 11 1 11	este filosofie		
	None		4.50	and the state			San San San S			40 July 1	
Median storage veh)					* * *					•	**
Upstream signal (m)			18.00				Harris Barre				
pX, platoon unblocked											
vC, conflicting volume	398	202			203					i spaji s	
vC1, stage 1 conf vol					· .			4.	+ 1		
vC2, stage 2 conf vol vCu, unblocked vol	398	202			203						
tC, single (s)	6.4	6.2		14 to 144 to	4,1						
tC, 2 stage (s)	0.4	V-,	,		.,,						
tF (s)	3.5	3.3			2.2				* ·	er er er	· E N
p0 queue free %	99	90			98					•	
cM capacity (veh/h)	596	839			1369						
Direction, Lane #	WB 1	NB 1	SB 1								
Volume Total	87	203	170								
Volume Left	7	0	26								
Volume Right	80	2	0								*
cSH	812	1700	1369								
Volume to Capacity	0.11	0.12	0.02								
Queue Length 95th (m)	2.5	0.0	0.4								
Control Delay (s) Lane LOS	10.0 A	0.0	1.3 A								
Approach Delay (s)	10.0	0.0	1.3								
Approach LOS	10.0 A	0,0	1.0								
Intersection Summary						i da antico				110.090.000.000	
Average Delay			2.4								
Intersection Capacity Util	lization		36.4%	10	CU Leve	el of Se	ervice		Α		
Analysis Period (min)			60	,,	·						

			4	1	/	4
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		€	7,		**	
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Volume (veh/h)	23	38	140	221	107	
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Hourly flow rate (vph)	23	38	140	221	107	er: [12] 1 [12] 보고 1 [12] 보고 1 [12]
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage		Michiel.	Make B			
Right turn flare (veh)				<u>.</u>		
Median type	4, 7342				None	
Median storage veh)						
Upstream signal (m)				din a		
pX, platoon unblocked						
vC, conflicting volume	361				334	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	361		1		334	250
tC, single (s)	4.1				6.4	
tC, 2 stage (s)	0.0					.00
tF(s)	2.2	* -			3.5	3.3 (1) (4) (4) (4) (4) (4) (4) (4) (4) (4) (4
p0 queue free %	98				83	100
cM capacity (veh/h)	1198			,	648	788
Direction, Lane#	EB 1	WB1	SB 1			
Volume Total	61	361	109	man e ngi ne e		
Volume Left	23	0	107			
Volume Right	0	221	2			
cSH	1198	1700	650			
Volume to Capacity	0.02	0.21	0.17			
Queue Length 95th (m)	0.4	0.0	4.2			
Control Delay (s)	3.1	0.0	11.7	÷		
Lane LOS	Α		В			
Approach Delay (s)	3.1	0.0	11.7			
Approach LOS			В			
Intersection Summary						
Average Delay			2.8			
Intersection Capacity Uti	lization		36.7%	10	CU Leve	el of Service A
Analysis Period (min)			60			
, , ,						

		۶	→	7	✓	*	1	*	†	<i>/</i> *	*	+	4
Ideal Flow (ryhph)	***************************************		***********	EBR			WBR	10 2 10 10 10 10 10 10 10 10 10 10 10 10 10	**************************************	NBR		2 poor 6,2 m of 6,000 cm 2 m 2 m 2 m 2 m 2 m 2 m 2 m 2 m 2 m	SBR
Storage Langth (m) 25.0 0.0 25.0 0.0 5.0 0.0 5.0 0.0 5.0 0.0 5.0 0.0 5.0 0.0 5.0 0.0 5.0 0.0 5.0 0.0 5.0 0.0													
Storage Lanes			1800			- 1800			1800			1800	
Total Dist Time (s)													
Leading Detector (m)	_				•								
Training Speed (k/h)				4.0			4.0			4.0			4.0
Turning Speed (k/h)	- , , , .									NEGATIVE.			
Lane \(\text{Uil.} Factor Frt 0.850 0.900			0.0			0.0			0.0	4			
Fith													
Fit Protected	and the second s	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Satic Flow (prot) 1695 1517 0 1695 1517 0 1695 1766 0 1695 1768 0 1768 1768 0 1768 17	· ·	4 - 3 - 124	0.850	A BALL	1 × 11 × 11	0.850			0.990			0,991	
Fit Permitted Satd, Flow (perm) 1279 1517 0 1351 1517 0 0.063 0.0214 1766 0 382 1768 0 1769 17													
Satic Flow (perm) 1279 1517 768 748	., ,		1517	.0		1517	0		1766	. 0		1768	0
Right Turn on Red Sald. Flow (RTOR) 133 230 90 0.99													
Satic Flow (RTOR) 133 138 139 13	,, ,	1279	1517		1351	1517		112	1766		382	1768	
Headway Factor	. **			Yes			Yes			Yes			Yes
Link Speed (k/h) 50 50 50 402.4 1314.1 70 Link Distance (m) 152.2 313.0 402.4 1314.1 1314.1 Travel Time (s) 11.0 22.5 20.7 67.6 67.6 Volume (vph) 39 0 1.00	·			1.74.73									
Link Distance (m)		0.99		0.99	0.99		0.99	0.99		0.99	0.99		0.99
Travel Time (s)	Link Speed (k/h)	3000年		*** · .				à EUR			49.14.13	70	
Volume (vph) 39 0 2 25 0 62 5 834 58 155 1118 72 Peak Hour Factor 1.00 </td <td>, ,</td> <td></td>	, ,												
Peak Hour Factor 1.00 <td>, ,</td> <td></td> <td>11.0</td> <td></td> <td></td> <td>22.5</td> <td></td> <td>*** .</td> <td></td> <td>*</td> <td></td> <td></td> <td></td>	, ,		11.0			22.5		*** .		*			
Adj. Flow (vph) 39 0 2 25 0 62 5 834 58 155 1118 72 Lane Group Flow (vph) 39 2 0 25 62 0 5 892 0 155 1118 72 Turn Type Perm Perm <td< td=""><td>Volume (vph)</td><td></td><td>_</td><td></td><td></td><td>_</td><td></td><td></td><td></td><td>58</td><td>155</td><td>1118</td><td>72</td></td<>	Volume (vph)		_			_				58	155	1118	72
Lane Group Flow (vph) Turn Type 79 Perm Perm Perm Perm Perm 8 Perm Perm Perm 8 Perm Perm Perm Perm Perm Perm Perm Perm	Peak Hour Factor		1.00			1.00		1.00		1.00	1.00	1.00	1.00
Turn Type Perm 4 Perm 8 Perm 2 Perm 6 Premitted Phases 4 8 2 6 6 Detector Phases 4 4 8 2 2 6 6 Minimum Initial (s) 4.0	Adj. Flow (vph)						62		834	58	155	1118	72
Protected Phases		39	. 2	0		62	0	5	892	0	155	1190	0
Permitted Phases	Turn Type	Perm			Perm			Perm			Perm		
Detector Phases 4 4 8 8 2 2 6 6 Minimum Initial (s) 4.0 0.0 <	Protected Phases		4			8			2			6	
Minimum Initial (s) 4.0 23.0 23.0 23.0 23.0 23.0 23.0 0.0 67.0 67.0 67.0 67.0 67.0 67.0 67.0 67.0 67.0 67.0 67.0 67.0 70.0 <td>Permitted Phases</td> <td>4</td> <td></td> <td></td> <td>8</td> <td></td> <td></td> <td>2</td> <td></td> <td></td> <td>6</td> <td></td> <td></td>	Permitted Phases	4			8			2			6		
Minimum Split (s) 23.0 20.0 20.0 20.0 67.0 67.0 67.0 67.0 67.0 67.0 67.0 67.0 67.0 67.0 67.0 67.0 67.0 67.0 67.0 67.0 67.0 70.0 <td>Detector Phases</td> <td>4</td> <td>4</td> <td></td> <td>8</td> <td>8</td> <td></td> <td>2</td> <td>2</td> <td></td> <td>6</td> <td>6</td> <td></td>	Detector Phases	4	4		8	8		2	2		6	6	
Total Split (s) 23.0 23.0 0.0 23.0 23.0 23.0 23.0 67.0 67.0 67.0 67.0 67.0 0.0 Total Split (%) 25.6% 25.6% 0.0% 25.6% 25.6% 25.6% 0.0% 74.4%	Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Total Split (%) 25.6% 25.6% 0.0% 25.6% 25.6% 0.0% 74.4% 74.2% 74.2% 74.2%	. , ,											23.0	
Maximum Green (s) 18.0 18.0 18.0 18.0 18.0 18.0 62.0 62.0 62.0 62.0 Yellow Time (s) 3.0 3.0 3.0 3.0 3.0 3.0 3.0 3.0 3.0 3.0 2.0 3.0 3.0	Total Split (s)	23.0	23.0	0.0	23.0	23.0			67.0	0.0	67.0	67.0	0.0
Yellow Time (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 2.0 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 3.0 3.0	Total Split (%)	25.6%	25.6%	0.0%	25.6%	25.6%	0.0%	74.4%	74.4%	0.0%	74.4%	74.4%	0.0%
All-Red Time (s) 2.0 2.0 2.0 2.0 2.0 2.0 2.0 2.0 2.0 2.0		18.0	18.0		18.0						62.0	62.0	
Lead-Lag Optimize? Vehicle Extension (s) 3.0 3	Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lead-Lag Optimize? Vehicle Extension (s) 3.0 7.0	All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Vehicle Extension (s) 3.0 7.0 7.0 7.0 7.0 7.0 7.0 7.0 7.0 7.0 7.0 7.0 7.0 7.0 7.0 7.0 7.0 7.0 7.0 7.0 9.0 9.0 9.0 9.8	Lead/Lag												
Recall Mode None None None None C-Max <	Lead-Lag Optimize?												
Walk Time (s) 7.0 9.0 9.0 9.3 75.8 75.8 75.8 75.8 75.8 75.8 75.8 75.8 75.8 75.8 75.8 75.8 75.8 75.8 75.8 75.8 75.8 75.8 75.8 <th< td=""><td>Vehicle Extension (s)</td><td>3.0</td><td>3.0</td><td></td><td>3.0</td><td>3.0</td><td></td><td>3.0</td><td>3.0</td><td></td><td>3.0</td><td>3.0</td><td></td></th<>	Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Flash Dont Walk (s) 11.0 0	Recall Mode	None	None		None	None		C-Max	C-Max		C-Max	C-Max	
Pedestrian Calls (#/hr) 0	Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Act Effct Green (s) 9.1 9.1 9.1 9.1 75.8 75.8 75.8 Actuated g/C Ratio 0.10 0.10 0.10 0.10 0.84 0.84 0.84 0.84 v/c Ratio 0.30 0.01 0.18 0.17 0.05 0.60 0.48 0.80 Control Delay 37.9 0.0 36.6 0.5 2.2 5.0 9.3 11.2 Queue Delay 0.0 0.0 0.0 0.0 0.0 0.0 0.0 Total Delay 37.9 0.0 36.6 0.5 2.2 5.0 9.3 11.2	Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Actuated g/C Ratio 0.10 0.10 0.10 0.10 0.84 0.84 0.84 0.84 v/c Ratio 0.30 0.01 0.18 0.17 0.05 0.60 0.48 0.80 Control Delay 37.9 0.0 36.6 0.5 2.2 5.0 9.3 11.2 Queue Delay 0.0 0.0 0.0 0.0 0.0 0.0 0.0 Total Delay 37.9 0.0 36.6 0.5 2.2 5.0 9.3 11.2	Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
v/c Ratio 0.30 0.01 0.18 0.17 0.05 0.60 0.48 0.80 Control Delay 37.9 0.0 36.6 0.5 2.2 5.0 9.3 11.2 Queue Delay 0.0 0.0 0.0 0.0 0.0 0.0 0.0 Total Delay 37.9 0.0 36.6 0.5 2.2 5.0 9.3 11.2	Act Effct Green (s)	9.1	9.1		9.1	9.1		75.8	75.8		75.8	75.8	
Control Delay 37.9 0.0 36.6 0.5 2.2 5.0 9.3 11.2 Queue Delay 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 Total Delay 37.9 0.0 36.6 0.5 2.2 5.0 9.3 11.2	Actuated g/C Ratio	0.10	0.10		0.10	0.10		0.84	0.84		0.84	0.84	
Control Delay 37.9 0.0 36.6 0.5 2.2 5.0 9.3 11.2 Queue Delay 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 Total Delay 37.9 0.0 36.6 0.5 2.2 5.0 9.3 11.2	-	0.30	0.01		0.18	0.17		0.05	0.60		0.48	0.80	
Queue Delay 0.0 <th< td=""><td>Control Delay</td><td>37.9</td><td>0.0</td><td></td><td>36.6</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></th<>	Control Delay	37.9	0.0		36.6								
Total Delay 37.9 0.0 36.6 0.5 2.2 5.0 9.3 11.2	•	0.0			0.0								
					36.6								
	LOS	D	Α		D	Α		Α	Α		Α	В	

Lanes, Volumes, Timings 7/10/2007

	≯	-	7	•	*******	*	1	1	· / \		*
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR SBI	. SBT	SBR
Approach Delay		36.1			10.9			5.0		10.9	
Approach LOS		Đ			В			Α		В	
90th %ile Green (s)	11.4	11.4	n eride	11.4	11.4	Maria Ca	68.6	68.6	68.6	68.6	
90th %ile Term Code	Gap	Gap		Hold	Hold		Coord	Coord	Coord	d Coord	
70th %ile Green (s)	9.3	9.3		9.3	9.3		70.7	70.7	70.	7 70.7	新海流
	Gap	Gap		Hold	Hold		Coord	Coord	Coord	d Coord	
50th %ile Green (s)	8.0	8.0		8.0	8.0		72.0	72.0	72.0	72.0	
	Gap	Gap		Hold	Hold		Coord	Coord	Coord	d Coord	
30th %ile Green (s)	6.2	6.2		6.2	6.2		73.8	73.8	73.8	73.8	N. T
	Hold	Hold		Hold	Hold		Coord	Coord	Coord	d Coord	
10th %ile Green (s)	0.0	0.0		0.0	0.0		85.0	85.0	85.0	85.0	- 1,77
	Skip	Skip		Skip	Skip		Coord	Coord	Coord	Coord	
	5.9	0.0		3.7	0.0	100	0.1	37.8	5.6	77.4	
0 ,	15.8	0.0		11.4	0.0		m0.1	m83.8	31.0	3 #290.3	
Internal Link Dist (m)		128.2			289.0			378.4		1290.1	
, ,	25.0			25.0			50.0		90.0		
, , ,	270	425		285	502		94	1489	322	2 1491	
Starvation Cap Reductn	0	0		0	0		0	0	(0	
Spillback Cap Reductn	0	0	1000	- : 0	. 0	100000	0	0	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	0	11.1
Storage Cap Reductn	0	0		0	0		0	0	(0	
Reduced v/c Ratio	0.14	0.00		0.09	0.12		0.05	0.60	0.48	3 0.80	

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 90

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

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.80 Intersection Signal Delay: 9.1 Intersection Capacity Utilization 89.0%

Intersection LOS: A ICU Level of Service E

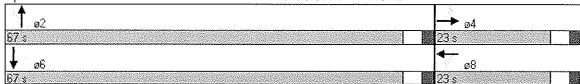
Analysis Period (min) 60

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

Queue shown is maximum after two cycles.

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

Splits and Phases: 8: RIVERSTONE DRIVE & JOCKVALE ROAD



	≯	-	\rightarrow	€	4	•	4	†	<i>></i>	-	ţ	4
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	*	1>		ሻ	1>		ሻ	1>		ሻ		
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Storage Length (m)	25.0		0.0	25.0		0.0	75.0		0.0	65.0		0.0
Storage Lanes	1	. Egebe	0	1	and the said	0	1	ENGINEER PROPERTY.	0	- 1	e dejama	0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (m)	15.2	15.2		15.2	15.2	- Walki	15.2	15.2		15.2	15.2	44544
Trailing Detector (m)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Turning Speed (k/h)	24	1 -	14	24	+ 1 TH	14	24		-14	24	1.	14
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 in he hade pointing.		0.917		4.	0.874	1. 3.75	g tall the	0.983	+ B	- 54	0.939	
Flt Protected	0.950		•	0.950			0.950			0.950		
Satd. Flow (prot)	1695	1636	0	1695	1559	0		1754	0	1695	1675	0
Flt Permitted	0.685			0.708			0.118			0.351	211	
Satd. Flow (perm)	1222	1636	0	1263	1559	0	211	1754	0	626	1675	0
Right Turn on Red	1.77	. 6855	Yes	भूकत, वर	i sene.	Yes		in the second second	Yes			Yes
Satd. Flow (RTOR)		42	estisti,		89			15	4 BB		76	
Headway Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Link Speed (k/h)		50			50	erējā.	74. Š. Š. Š.	70	- M.L.		70	
Link Distance (m)	10.00	308.6		***	482.0			375.9			402.4	
Travel Time (s)	a ajila	22.2	-: -:	7 13	34.7		ja er jega	19.3			20.7	1.50
Volume (vph)	283	34	42	38	17	89	68	525	69	152	592	401
Peak Hour 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
Adj. Flow (vph)	283	34	42	38	17	89	68	525	69	152	592	401
Lane Group Flow (vph)	283		0		106	0	68		0	152	993	0
Turn Type	Perm			Perm	18,75,75,1		Perm		Ŧ	Perm	N 35573 3	
Protected Phases		. 4	4.33		8		geria.	2			6	tage to the con-
Permitted Phases	4			8		· ·	2			6		
Detector Phases	4	4		: 8	8		2	2		6	6	
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	23.0	23.0		23.0	23.0	71	23.0	23.0		23.0	23.0	
Total Split (s)	28.0	28.0	0.0	28.0	28.0	0.0	62.0	62.0	0.0	62.0	62.0	0.0
	31.1%	31.1%	0.0%	31.1%	31.1%	0.0%	68.9%	68.9%	0.0%	68.9%	68.9%	0.0%
Maximum Green (s)	23.0	23.0		23.0	23.0	••	57.0	57.0		57.0	57.0	
Yellow Time (s)	3.0	3.0		3.0	3.0	*.	3.0	3.0		3.0	3.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lead/Lag							14					
Lead-Lag Optimize?												
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		C-Max				C-Max	
Walk Time (s)	7.0	7.0		7.0	7.0	. 1.	7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0	4, 4,	0	0		0	0	
Act Effct Green (s)	23.1	23.1		23.1	23.1		58.9	58.9		58.9	58.9	
Actuated g/C Ratio	0.26	0.26		0.26	0.26	1. 1	0.65	0.65		0.65	0.65	
v/c Ratio	0.90	0.17		0.12	0.23	1	0.49	0.51		0.37	0.88	
Control Delay	77.2	14.7		26.2	9.2	. 4.	24.1	10.0		5.0	16.1	
Queue Delay	0.0	0.0		0.0	0.0	. •	0.0	0.0		0.0	0.0	
Total Delay	77.2	14.7		26.2	9.2		24.1	10.0		5.0	16.1	
LOS	77.Z E	14.7		20.2 C	Α.		Z-1.1	. в		Α.		
	<u> </u>	ט			71			<u>ں</u>		/٦		

David Hook IBI Group Lanes, Volumes, Timings 7/17/2007

	*		→ ✓	4	*	*	†	*	1	ļ	1
Lane Group	EBL	EBT	EBR WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		63.9		13.7			11.5			14.6	
Approach LOS		E		В			В			В	
90th %ile Green (s)	23.0	23.0	23.0				57.0			57.0	Marine.
90th %ile Term Code	Max	Max	Hold				Coord		Coord	Coord	
70th %ile Green (s)	23.0		23.0				57.0			57.0	Made
70th %ile Term Code	Max	Max	Hold				Coord		Coord		
50th %ile Green (s)	23.0	23.0	23.0		1.1.	57.0	57.0			57.0	
50th %ile Term Code	Max	Max	Hold			Coord	Coord		Coord		
30th %ile Green (s)	23.0	23.0				57.0	57.0			57.0	
30th %ile Term Code	Max	Max	Hold			Coord			Coord		
10th %ile Green (s)	18.3	18.3	18.3				61.7			61.7	
10th %ile Term Code	Gap	Gap	Hold				Coord			Coord	4.
Queue Length 50th (m)	43.0	4.1	4.6		7.744.7	5.1				114.7	YN, Nil
Queue Length 95th (m)	#98.7	15.8	13.0			#28.8	81.3	ta lilati	m5. b n	#225.5	4 N.
Internal Link Dist (m)		284.6	er in the earlier to the fill of	458.0			351.9			378.4	
Turn Bay Length (m)	25.0		25.0			75.0			65.0	111100	
Base Capacity (vph)	326	467	337		e Nasilia.	138	1154		410	1123	
Starvation Cap Reductn		0	0	0		0	0		0	0	est of the contract
Spillback Cap Reductn	• • • • • • • • • • • • • • • • • • • •	0	0	0	** * ***	0	0		0	0	
Storage Cap Reductn	0	0	0	0		0	0	2.7	0	0	e e e e e e
Reduced v/c Ratio	0.87	0.16	0.11	0.22		0.49	0.51		0.37	0.88	t is

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 25 (28%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 80

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.90 Intersection Signal Delay: 21.3 Intersection Capacity Utilization 95.9%

Intersection LOS: C
ICU Level of Service F

Analysis Period (min) 60

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

Queue shown is maximum after two cycles.

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

Splits and Phases: 1: CAMBRIAN ROAD & JOCKVALE ROAD



	#	→	4	*	4	4					
Movement	EBL	EBT	WBT	WBR	SWL	SWR					
Lane Configurations	JA,	†	(1		34	7					
Sign Control		Free	Free		Stop				· .	1. No. 18	
Grade	54	0% 414	0% 554	70	0% 34	20					
Volume (veh/h) Peak Hour Factor	1.00	1.00	1,00	78 1.00	1.00	38 1.00				* * * * *	
Hourly flow rate (vph)	54	414	554	78	34	38					
Pedestrians	٥.	,,,,	00.	, 0	0.	00					
Lane Width (m)											
Walking Speed (m/s)											
Percent Blockage											
Right turn flare (veh)											
Median type					None						
Median storage veh) Upstream signal (m)											
pX, platoon unblocked											•
vC, conflicting volume	632				1115	593			100		
vC1, stage 1 conf vol											
vC2, stage 2 conf vol											
vCu, unblocked vol	632				1115	593					
tC, single (s)	4.1				6.4	6.2					
tC, 2 stage (s)	0.0				0.5	0.0					
tF(s)	2.2 94				3.5 84	3.3 92					
p0 queue free % cM capacity (veh/h)	9 4 951				217	92 506					
		and the state of t	en sa salah ere sa	s. Error services s			SATION CONTRACTOR STORES	and a comment of the same	et en egt tilst hegge skiede heg		essent a managarat
Direction, Lane #	EB 1	EB 2	WB1		SW 2				20.20	58 65 67 52.0	
Volume Total	54	414	632	34	38						
Volume Left Volume Right	54 0	0 0	0 78	34 0	0 38						
cSH	951	1700	1700	217	506						
Volume to Capacity	0.06	0.24	0.37	0.16	0.08						
Queue Length 95th (m)	1.3	0.0	0.0	3.9	1.7						
Control Delay (s)	9.0	0.0	0.0	24.7	12.7						
Lane LOS	Α			С	됨						
Approach Delay (s)	1.0		0.0	18.4							
Approach LOS				С							
Intersection Summary					Nai Sais						
Average Delay		· · · · · · · · · · · · · · · · · · ·	1.5								
Intersection Capacity Uti	lization		52.4%	IC	CU Leve	l of Servi	ce	A	١		
Analysis Period (min)			60								

	*	→	•	•	*	*	4	†	*	\	ļ	4
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		€}-			स	7	*	ት ቕ		ሻ	ት ֆ	
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Storage Length (m)	0.0		0.0	0.0		90.0	100.0		0.0	0.0	•	0.0
Storage Lanes	0	paggar.	0	0		1.	1		0	1		0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (m)	15.2	15.2		15.2	15.2	15.2	15.2	15.2		15.2	15.2	
Trailing Detector (m)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Turning Speed (k/h)	24		14	24		14	24		14	24		14
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt. Sie Bernelle Gill.		0.993	Nija i			0.850		0.999			0.973	
Flt Protected		0.988			0.999		0.950			0.950		
Satd. Flow (prot)	0	1751	. 0	0	1783	1517	1695	3387	0	1695	3299	
Flt Permitted		0.558			0.993		0.319			0.386		
Satd. Flow (perm)	0	989	0	0	1772	1517	569	3387	0	689	3299	0.
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		3	HINN.	Y. H. S.	North A	298					30	
Headway Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Link Speed (k/h)		70	Mehe		70			60			60	
Link Distance (m)		843.6			306.3			329.6			362.7	
Travel Time (s)		43.4		Buth, B	15.8	ej Nada i	s Hagilia	19.8	jan egak	ÇHARIT.	21.8	Alley of the
Volume (vph)	113	313	22	7	442	298	32	278	1	594	733	158
Peak Hour 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
Adj. Flow (vph)	113	313	22	7	442	298	32	278	1	594	733	158
Lane Group Flow (vph)	0	448	0	0	449	298	32	279	0.	594	891	0
Turn Type	Perm			Perm		Perm	Perm			pm+pt		
Protected Phases		4			8			2		1	6	:
Permitted Phases	4			8		8	2			6		
Detector Phases	4	4	S	8	8	8	2	2	5.14.15	1	6	•
Minimum Initial (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Minimum Split (s)	25.4	25.4		25.4	25.4	25.4	24.6	24.6		10.6	24.6	
Total Split (s)	57.0	57.0	0.0	57.0	57.0	57.0	26.0	26.0	0.0	37.0	63.0	0.0
Total Split (%)	47.5%	47.5%	0.0%	47.5%	47.5%	47.5%	21.7%	21.7%	0.0%	30.8%	52.5%	0.0%
Maximum Green (s)	49.6	49.6		49.6	49.6	49.6	19.4	19.4		30.4	56.4	
Yellow Time (s)	4.2	4.2	•	4.2	4.2	4.2	4.6	4.6	· · · · · ·	4.6	4.6	
All-Red Time (s)	3.2	3.2		3.2	3.2	3.2	2.0	2.0		2.0	2.0	
Lead/Lag							Lag	Lag		Lead		
Lead-Lag Optimize?							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	Max	Max		None	Max	
Act Effct Green (s)		53.0			53.0	53.0	22.0	22.0		59.0	59.0	
Actuated g/C Ratio		0.44			0.44	0.44	0.18	0.18		0.49	0.49	
v/c Ratio		1.02			0.57	0.36	0.31	0.45		0.97		
Control Delay		143.8			28.7	3.5	51.8	46.3		72.8	21.9	
Queue Delay		0.0			0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay		143.8			28.7	3.5	51.8	46.3		72.8	21.9	
LOS		F			С	Α	D	• : D		E	С	
Approach Delay		143.8			18.7			46.9			42.3	
Approach LOS		F			В			D			D	
90th %ile Green (s)	49.6	49.6		49.6	49.6	49.6	19.4	19.4		30.4	56.4	

Lanes, Volumes, Timings 7/10/2007

STONEBRIDGE: PHASES 10-12 FUTURE (2013) BACKGROUND + SITE GEN. TRAFFIC 4: JOCKVALE ROAD & PRINCE OF WALES DRIVE PM PEAK HOUR

	•	-	*	₩.	-#	•		Ť	/	-	¥	*
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
90th %ile Term Code	Max	Max		Hold	Hold	Hold	MaxR	MaxR		Max	MaxR	
70th %ile Green (s)	49.6	49.6		49.6	49.6	49.6	19.4	19.4		30.4	56.4	
70th %ile Term Code	Max	Max		Hold	Hold	Hold	MaxR	MaxR		Max	MaxR	가게 된다.
50th %ile Green (s)	49.6	49.6		49.6	49.6	49.6	19.4	19.4		30.4	56.4	
50th %ile Term Code	Max	Max		Hold	Hold	Hold	MaxR	MaxR		Max	MaxR	
30th %ile Green (s)	49.6	49.6		49.6	49.6	49.6	19.4	19.4		30.4	56.4	
30th %ile Term Code	Max	Max		Hold	Hold	Hold	MaxR	MaxR		Max	MaxR	
10th %ile Green (s)	49.6	49.6		49.6	49.6	49.6	19.4	19.4		30.4	56.4	
10th %ile Term Code	Max	Max		Hold	Hold	Hold	MaxR	MaxR		Max	MaxR	
Queue Length 50th (m)		-102.9			71.4	0.0	6.1	28.6		97.9	66.2	
Queue Length 95th (m)	#	<i>‡</i> 190.6		ila ji	118.8	21.5	17.4	46.2	#	195.2	97.8	
Internal Link Dist (m)		819.6			282.3			305.6			338.7	
Turn Bay Length (m)						90.0	100.0				11 11.14.14	
Base Capacity (vph)		438			783	836	104	621		615	1637	
Starvation Cap Reductn		0			0	0	0	0		0	0 :	
Spillback Cap Reductn		0			0	0	0	0		0	0	
Storage Cap Reductn	Attention	0.			0	0	0.	0		0	0	
Reduced v/c Ratio		1.02			0.57	0.36	0.31	0.45		0.97	0.54	

Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 120

Natural Cycle: 110

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 1.02 Intersection Signal Delay: 52.1 Intersection Capacity Utilization 106.6%

Intersection LOS: D
ICU Level of Service G

Analysis Period (min) 60 90th %ile Actuated Cycle: 120 70th %ile Actuated Cycle: 120 50th %ile Actuated Cycle: 120 30th %ile Actuated Cycle: 120 10th %ile Actuated Cycle: 120

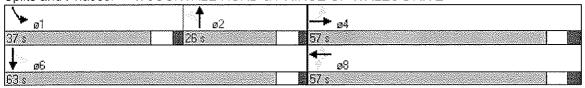
~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

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

Queue shown is maximum after two cycles.

Splits and Phases: 4: JOCKVALE ROAD & PRINCE OF WALES DRIVE



David Hook IBI GROUP

<i>•</i>	-	Y	* # ******	*	*	†	-	\	Ţ	4
Lane Group EBL	EBT (EBR WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	4		स	7,5	Ής	↑ ↑		ችች	ሳ ን	
Ideal Flow (vphpl) 1800		800 1800	1800	1800	1800	1800	1800	1800	1800	1800
Storage Length (m) 0.0		0.0 0.0		90.0	100.0		0.0	0.0	1 1, 1, 1	0.0
Storage Lanes		0 - 0	1344.54	1	1		0	2		0
Total Lost Time (s) 4.0	4.0	4.0 4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (m) 15.2	15.2	15.2	15.2	15.2	15.2	15.2	484 551	15.2	15.2	
Trailing Detector (m) 0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	10.000 (0.000)
Turning Speed (k/h) 24	. Despatis	14 24	1.5	14	24	14.	14	24		14
Lane Util. Factor 1.00		1.00 1.00	1.00	1.00	1.00	0.95	0.95	0.97	0.95	0.95
Frt Albaha Harilan Ariba a	0.993			0.850		0.999		s, i i išķi	0.975	ne Amber
Flt Protected	0.988		0.999	* , * * * * *	0.950			0.950		1
Satd, Flow (prot) 0	1751	0 0	1783	1517	1695	: 3387	0	3288	3305	0
Flt Permitted	0.649		0.993		0.950			0.950		
Satd. Flow (perm)	1150	0 0	1772	1517	1695	3387	0		3305	0
Right Turn on Red		Yes		Yes			Yes	The street,		Yes
Satd. Flow (RTOR)	a (a. 1941 3 (94.)	into pa	14.15.16	298	e de Line		1000		22	
Headway Factor 0.99	0.99	0.99 0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Link Speed (k/h)	70	tid Nickey	70	Early S		60			60	
Link Distance (m)	843.6		306.3			329.6			362.7	
Travel Time (s)	43.4	* * * * * * * * * * * * * * * * * * *	15.8		6 - 6 - 6 - 6 - 6	19.8		A	21.8	
Volume (vph) 108		21 7	421	298	30	278	1	594	733	150
Peak Hour Factor 1.00		1.00 1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph) 108		21 7	421	298	30	278	1	594	733	150
Lane Group Flow (vph) 0		0 0		298	30	279	0	594		0
Turn Type Perm	11.0	Perm	•	Perm	Prot			Prot		
Protected Phases	4	A	8	Sec. 1	5	2	* 4	. 1.	·6	
Permitted Phases 4		8		8						
Detector Phases 4	4	8	8	8	5	2		1	6	
Minimum Initial (s) 4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Minimum Split (s) 25.4	25.4	25.4	25.4	25.4	8.0	24.6		10.6	24.6	
Total Split (s) 63.0	63.0	0.0 63.0	63.0	63.0	10.0	25.0	0.0	32.0	47.0	0.0
	52.5% 0	.0% 52.5%	52.5%	52.5%	8.3%	20.8%	0.0%	26.7%	39.2%	0.0%
Maximum Green (s) 55.6	55.6	55.6	55.6	55.6	6.0	18.4		25.4	40.4	
Yellow Time (s) 4.2	4.2	4.2	4.2	4.2	3.5	4.6		4.6	4.6	
All-Red Time (s) 3.2	3.2	3.2	3.2	3.2	0.5	2.0		2.0	2.0	
Lead/Lag					Lead	Lag		Lead	Lag	
Lead-Lag Optimize?					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	None	Max		None	Max	
Act Effct Green (s)	44.7		44.7	44.7	6.0	22.2		24.3	45.3	
Actuated g/C Ratio	0.43		0.43	0.43	0.06	0.21		0.23	0.44	
v/c Ratio	0.87		0.56	0.36	0.32	0.38		0.77		
Control Delay	35.4		23.5	2.9	62.5	40.6		43.2	27.6	
Queue Delay	0.0		0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	35.4		23.5	2.9	62.5	40.6		43.2	27.6	
LOS	D		С	Α	Ε	D		D	С	
Approach Delay	35.4		15.1			42.7			33.9	
Approach LOS	D		В			D			С	
90th %ile Green (s) 55.6	55.6	55.6	55.6	55.6	6.0	18.4		25.4	40.4	

Lanes, Volumes, Timings 7/10/2007

	≯		*	✓	-	*	4	†	1	1	ļ	4
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
90th %ile Term Code	Max	Max		Hold	Hold	Hold	Max	MaxR		Max	MaxR	
70th %ile Green (s)	55.4	55.4		55.4	55.4	55.4	6.0	18.4		25.4	40.4	
70th %ile Term Code	Gap	Gap		Hold	Hold	Hold	Max	MaxR		∷Max	MaxR	
50th %ile Green (s)	45.7	45.7		45.7	45.7	45.7	6.0	19.1		24.7	40.4	
50th %ile Term Code	Gap	Gap	Marki	Hold	Hold	Hold	Max	Hold		Gap	MaxR	
30th %ile Green (s)	33.9	33.9		33.9	33.9	33.9	0.0	18.4		19.5	44.5	
30th %ile Term Code	Gap	Gap		Hold	Hold	Hold	Skip	MaxR		Gap	Hold	1. 1.
10th %ile Green (s)	21.2	21.2		21.2	21.2	21.2	0.0	20.0		13.8	40.4	
10th %ile Term Code	Gap	Gap		Hold	Hold	Hold	Skip	Hold		Gap	MaxR	
Queue Length 50th (m)		73.2			60.4	0.0	5.8	25.6		55.8	73.2	
Queue Length 95th (m)		#151.0			100.5	18.9	17.4	46.7	. #	100.1	125.6	Park 18
Internal Link Dist (m)		819.6			282.3			305.6			338.7	
Turn Bay Length (m)		ha Arriva L				90.0	100.0					
Base Capacity (vph)		583			896	914	96	728		872	1457	
Starvation Cap Reductn		0			0	0	0	0		0	0	1 1.3
Spillback Cap Reductn		0			0	0	0	0		0	0	
Storage Cap Reductn		0			0	0.	0	. 0		0	0	
Reduced v/c Ratio		0.74			0.48	0.33	0.31	0.38		0.68	0.61	

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 103.6

Natural Cycle: 90

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.87 Intersection Signal Delay: 30.4 Intersection Capacity Utilization 91.3%

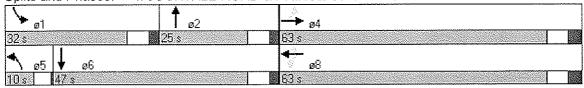
Intersection LOS: C

Analysis Period (min) 60 90th %ile Actuated Cycle: 120 70th %ile Actuated Cycle: 119.8 50th %ile Actuated Cycle: 110.1 30th %ile Actuated Cycle: 92.4 10th %ile Actuated Cycle: 75.6

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

Queue shown is maximum after two cycles.

Splits and Phases: 4: JOCKVALE ROAD & PRINCE OF WALES DRIVE



	*		*	✓	←	*	*	1	<i>></i>	\	↓	4
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4			4			4	
Sign Control		Free			Free		1900	Stop	19.11		Stop	
Grade		0%			0%			0%			0%	
Volume (veh/h)	14	75	371	131	55	43	155	18	136	25	12	8
Peak Hour 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
Hourly flow rate (vph)	14	75	371	131	55	43	155	18	136	25	12	8
Pedestrians												
Lane Width (m)				t kun turun N				1				
Walking Speed (m/s)												
Percent Blockage			$\{x_1, x_2, \dots, x_n\}$							1 1.		
Right turn flare (veh)												
Median type				一大连接			i ins	None		4. T.	None	i ta
Median storage veh)												
Upstream signal (m)					se.htt :			* *				
pX, platoon unblocked						4.						
vC, conflicting volume	98			446			641	648	260	772	812	76
vC1, stage 1 conf vol												
vC2, stage 2 conf vol	Navige.									No. 1	175	
vCu, unblocked voi	98			446			641	648	260	772	812	76
tC, single (s)	4.1		I say say i	4.1	7.		7.1	6.5	6.2	7.1	6.5	6,2
tC, 2 stage (s)	0.0						٥.	4.0	0.0	٥. ٣	4.0	
tF(s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	99			88			54	95	83	89	96	99
cM capacity (veh/h)	1495	٠		1114		·	336	340	778	227	273	985
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	460	229	309	45						74.		
Volume Left	14	131	155	25								
Volume Right	371	43	136	8								
cSH	1495	1114	448	277								
Volume to Capacity	0.01	0.12	0.69	0.16								
Queue Length 95th (m)	0.2	2.8	42.8	4.0								
Control Delay (s)	0.3	5.4	30.3	20.5								
Lane LOS	А	A	D	C								
Approach Delay (s)	0.3	5.4	30.3	20.5								
Approach LOS			D	С								
Intersection Summary		50 S0 S0 S0 S0 S0										
Average Delay			11.2						er elica i mi ancas gra		A Property of the state of the state of the state of	
Intersection Capacity Uti	ilization	•	74.9%	10	CU Leve	el of Ser	vice		D			
Analysis Period (min)			60			- - ·			_			
, ,												

	*	*	†	*	\	1						
Movement	WBL	WBR	NBT	NBR	SBL	SBT						
Lane Configurations	¥¥		7>			ની						
Sign Control	Stop	- 1.50	Free		distribuie.	Free	1.5	4 E V				
Grade	0%		0%			0%				•		
Volume (veh/h)	6	69	10	12	115	24		1.				
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00						
Hourly flow rate (vph)	6	69	10	12	115	24			1.5		4.3.33	4941111
Pedestrians			. 1111	:							1 11	
Lane Width (m)	1 19 1 1		S.E.E.E.	i se se e e								
Walking Speed (m/s) Percent Blockage	44.44		4.50			· .			1.	45.4	and Salah	4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4
Right turn flare (veh)		- 1111		1 14 14			N 11	ta (t. 1 a 1	1 1 3 1	e e City is		, t ₁ , + 1, t+
Median type	None		1.544.13	1				1			44. T	
Median storage veh)	in a mark of the	. Te be .			n			* *	•		•	i. s
Upstream signal (m)					, . 14 + <u>a.</u>							
pX, platoon unblocked												
vC, conflicting volume	270	16			22			41. N	Santa.			
vC1, stage 1 conf vol												
vC2, stage 2 conf vol							1000		. 111			
vCu, unblocked vol	270	16			22							
tC, single (s)	6.4	6.2	i se		4.1		-					
tC, 2 stage (s)	3.5	3.3	6 Dag		2.2							
tF (s) p0 queue free %	3.5 99	3.3 94	7 - 14		93							
cM capacity (veh/h)	667	1063			1593							
			CD 4		1000	igalogisi Ababba	555-0350-055503	euseistasneu				
Direction, Lane # Volume Total	WB 1 75	NB 1 22	SB 1 139					6 45 464 46				200 200 200
Volume Left	73 6	0	115			*						
Volume Right	69	12	0									
cSH	1015	1700	1593									
Volume to Capacity	0.07	0.01	0.07									
Queue Length 95th (m)	1.7	0.0	1.6									
Control Delay (s)	8.8	0.0	6.2									
Lane LOS	Α		Α									
Approach Delay (s)	8.8	0.0	6.2									
Approach LOS	Α											
Intersection Summary							3 3 3 3					
Average Delay			6.5									
Intersection Capacity Uti	lization		26.2%	10	CU Leve	l of Serv	rice		1	Ą		
Analysis Period (min)			60									

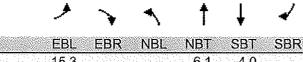
The second of the second

	€	*	†	1	-	↓								
Movement	WBL	WBR	NBT	NBR	SBL	SBT	-							
Lane Configurations	¥¥		₽			4								
Sign Control	Stop		Free	The second		Free					474			
Grade	0%		0%			0%								
Volume (veh/h)	26	95	201	35	175			, m. 14.						
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00								
Hourly flow rate (vph)	26	95	201	35	175	329)	A Militi		h, e a fe				e in the second
Pedestrians							·.	1111					5	
Lane Width (m)		The State	1 1 1 1 1 1 1 1	N. 1911			in the			: .	in the f	111		the training
Walking Speed (m/s)			a sage			4.								
Percent Blockage Right turn flare (veh)	1. 1	1.1	111						14 11					
Median type	None								1.1					A
Median storage veh)	INOTIC	Y 12 14		•		13 7 W		in es.	4 79					- 15
Upstream signal (m)	196			100			N. 1. 1.	. 4 9 .	4. 24			11 4.1		, 1, 1 ₁
pX, platoon unblocked	1 **				1 1	* **. *				14, 34.4	1 1 14.	15/15/54	. 1	
vC, conflicting volume	898	218	31 A	varens.	236		News	San San	1. 1. 1. 5.		di Eye.			4 22 52
vC1, stage 1 conf vol		9 15.1	185							* 5				•
vC2, stage 2 conf vol		1.			A STATE		4, 44,	idea i	1 11			4.5		
vCu, unblocked vol	898	218		•	236									*
tC, single (s)	6.4	6.2			4.1						¥.,	1.50	100	
tC, 2 stage (s)														
tF (s)	3.5	3.3		•	2.2		•		1 1	- 1	9.2	1. 1.1	4 5	
p0 queue free %	90	88			87									
cM capacity (veh/h)	269	821	•		1331									
Direction, Lane#	WB 1	NB 1	SB 1					(10) (A)						
Volume Total	121	236	504					. 3.	- 54	, i				
Volume Left	26	0	175											
Volume Right	95	35	0											
cSH	570	1700	1331											
Volume to Capacity	0.21	0.14	0.13					٠,					•	
Queue Length 95th (m)	5.6	0.0	3.2											
Control Delay (s) Lane LOS	13.0 B	0.0	3.7 A											
Approach Delay (s)	13.0	0.0	3.7											
Approach LOS	13.0 B	0.0	5.1											
				etasassas					934548		dansana.			
Intersection Summary		<u> </u>	4.0			4.289.359.05		11/25/1993	agastikiti.				0.888.968.9	200000000000000000000000000000000000000
Average Delay Intersection Capacity Ut	ilization		4.0 59.6%		ICU Lev	ral of S	orvico				В			
Analysis Period (min)	mzatiON		60		ICO Lev	CIUI S	et AICG				U			
Analysis Fellou (IIIII)			00											

	≯	7	•	†	ļ	4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR					
Lane Configurations	ች	7	ች	*	↑	7					
Sign Control	Stop	ing Se		Free	Free		tite, taka	4000	14 No. 3		
Grade	0%			0%	0%						
Volume (veh/h)	143	40	73	519	428	244	erre la co				1, 1,
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00					
Hourly flow rate (vph)	143	40	73	519	428	244					314.
Pedestrians											
Lane Width (m)										$\{(i,j)\}_{i\in I}$	100
Walking Speed (m/s)											
Percent Blockage							Marija.				4
Right turn flare (veh)											
Median type	None	g (Miller								Yest L	
Median storage veh)											
Upstream signal (m)					376			San Harris			1.14
pX, platoon unblocked					and the second						4
vC, conflicting volume	1093	428	672								
vC1, stage 1 conf vol								, <u>, , , , , , , , , , , , , , , , , , </u>			
vC2, stage 2 conf vol	4000	400	070	1			A.A. Mal				
vCu, unblocked vol	1093	428	672								
tC, single (s)	6.4	6.2	4.1	• •	* *	* 1				··.	* * *
tC, 2 stage (s) tF (s)	3.5	3.3	2.2								
p0 queue free %	34	3.3 94	92								
cM capacity (veh/h)	218	627	919								
					Vennskir i i i namen venn		en da servada esta esta esta esta esta esta esta est	zenstvenstallekske basebald			sverió worstwa
Direction, Lane #	EB 1	EB 2	NB 1	NB 2	SB 1	SB 2					250.000
Volume Total	143	40	73	519	428	244			1 1		
Volume Left	143	0	73	0	0	0					
Volume Right	0	40	0	0	0	244				·	
cSH	218	627	919	1700	1700	1700					
Volume to Capacity	0.66	0.06	0.08	0.31	0.25	0.14		•			
Queue Length 95th (m)	35.2	1.4	1.8	0.0	0.0	0.0					
Control Delay (s)	51.4 F	11.1	9.3	0.0	0.0	0.0					
Lane LOS		В	A		0.0						
Approach LOS	42.6 E		1.1		0.0						
Approach LOS	=										
Intersection Summary			18 W	S 13 45 (8)							
Average Delay		,	5.9								
Intersection Capacity Uti	lization		46.4%	10	CU Leve	el of Serv	vice		Α		
Analysis Period (min)			60								

	→	7	*	†	↓	4	
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	
Lane Configurations	ሻ	7	75		↑	7	
Ideal Flow (vphpl)	1800	1800		1800			
Storage Length (m)	30.0	0.0	30.0		r Same	30.0	
Storage Lanes	1	4.14.11	1			41.41	有关自己的各种关键 人名西西斯坦巴西斯坦巴
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	
Leading Detector (m)	15.2	15.2	15.2	15.2	15.2	15.2	
Trailing Detector (m)	0.0	0.0	0.0	0.0	0.0	0.0	
Turning Speed (k/h)	24	14	24			14	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Frt Condition by		0.850	in HER	jana (j		0.850	
Flt Protected	0.950		0.950				
Satd. Flow (prot)	1695	1517	1695	1784	1784	1517	STREET, AND SOME SERVICES
Flt Permitted	0.950		0.418			•	
Satd. Flow (perm)	1695	1517	746	1784	1784	1517	
Right Turn on Red		Yes				Yes	
Satd. Flow (RTOR)		40		BUSE		244	\$P\$\$P\$ \$P\$ \$P\$ \$P\$ \$P\$ \$P\$ \$P\$ \$P\$ \$P\$
Headway Factor	0.99	0.99	0.99	0.99	0.99	0.99	
Link Speed (k/h)	50			70	70		
Link Distance (m)	262.6	•		132.0	375.9		
Travel Time (s)	18.9			6.8	19,3		아들아 바람이로 이 모임 분분들은 생활하다
Volume (vph)	143	40	73	519	428	244	
Peak Hour Factor	1.00	1.00	1.00	- 1.00	1.00	1.00	网络人名英英英格兰 医后性 医克雷氏管 经
Adj. Flow (vph)	143	40	73	519	428	244	
Lane Group Flow (vph)	143	40	73	519	428	244	
Turn Type		Perm	Perm			Perm	
Protected Phases	4	, a like		2	6		
Permitted Phases		4	2			6	
Detector Phases	4	4	2	2	6	6	
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	
Minimum Split (s)	22.7	22.7	23.3	23.3	23.3	23.3	
Total Split (s)	22.7	22.7	27.3	27.3	27.3	27.3	
Total Split (%)			54.6%				
Maximum Green (s)	18.0	18.0	22.0	22.0	22.0	22.0	
Yellow Time (s)	3.6	3.6	4.5	4.5	4.5	4.5	
All-Red Time (s)	1.1	1.1	8.0	8.0	0.8	0.8	
Lead/Lag							
Lead-Lag Optimize?							
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None			C-Min	C-Min	
Walk Time (s)	7.0	7.0	7.0	7.0	7.0	7.0	
Flash Dont Walk (s)	7.7	7.7	9.4	9.4	9.7	9.7	
Pedestrian Calls (#/hr)	0	0	0	0	0	0	
Act Effct Green (s)	9.8	9.8	35.1	35.1	35.1	35.1	
Actuated g/C Ratio	0.20	0.20	0.70	0.70	0.70	0.70	
v/c Ratio	0.43	0.12	0.14	0.41	0.34	0.21	
Control Delay	17.8	6.4	5.2	6.2	5.5	1.4	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	17.8	6.4	5.2	6.2	5.5	1.4	
LOS	В	Α	Α	А	A	Α	

David Hook IBI GROUP Lanes, Volumes, Timings 7/10/2007



Lane Group EBL EBR NBL NBT SBT SBR
Approach Delay 15.3
Approach LOS B A A
90th %ile Green (s) 12.6 12.6 27.4 27.4 27.4 27.4 27.4
90th %ile Term Code Gap Gap Coord Coord Coord
70th %ile Green (s) 10.5 10.5 29.5 29.5 29.5 29.5
70th %ile Term Code Gap Gap Coord Coord Coord
50th %ile Green (s) 9.1 9.1 30.9 30.9 30.9 30.9
50th %ile Term Code Gap Gap Coord Coord Coord
30th %ile Green (s) No. 17.7 12.7.7 132.3 132.3 132.3 132.3
30th %ile Term Code Gap Gap Coord Coord Coord
10th %ile Green (s) 0.0 0.0 44.7 44.7 44.7 44.7
10th %ile Term Code Skip Skip Coord Coord Coord
Queue Length 50th (m) 10.4 10.0 11.9 116.9 113.0 110.0 11.9 116.9 113.0 110.0
Queue Length 95th (m) 22.7 5.6 7.7 47.0 35.8 7.6
Internal Link Dist (m) 238.6 108.0 351.9
Turn Bay Length (m) 30.0 30.0 30.0
Base Capacity (vph) 634 592 523 1251 1251 1137
Starvation Cap Reductn 0 0 0 0 0 0
Spillback Cap Reducting 10 - 10 0 10 0 0 0 0 0 0 0 0 0 0 0 0 0
Storage Cap Reductn 0 0 0 0 0 0 0 Reduced v/c Ratio 0.23 0.07 0.14 0.41 0.34 0.21
Reduced v/c Ratio (1.23 1.0.07 1.0.14 1.0.41 1.0.34 0.34 0.21

Area Type: Other

Cycle Length: 50

Actuated Cycle Length: 50

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

Natural Cycle: 50

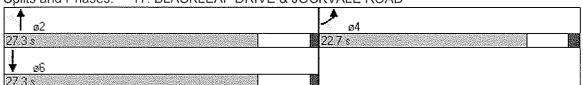
Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.43 Intersection Signal Delay: 6.3 Intersection Capacity Utilization 46.4%

Intersection LOS: A ICU Level of Service A

Analysis Period (min) 60

Splits and Phases: 17: BLACKLEAF DRIVE & JOCKVALE ROAD



Movement E Lane Configurations Sign Control	BL.	EBT _ ↔	EBR	WBL	NAZENTE.	operes entre elements						
	. 17. (14.			200000000000000000000000000000000000000	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Sign Control		-			4			₽			4	
		Free		-1	Free	100	1.5	Stop	1,41,5	in the little of	Stop	1114
Grade		0%			0%			0%			0%	
Volume (veh/h)	5	213	18	168	215	103	10	0 -	89	57	0	4
Peak Hour 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
Hourly flow rate (vph)	5	213	18	168	215	103	10	0.	89	57	0	4
Pedestrians												
Lane Width (m)					5 5 E.	·		ti di				4 (14)
Walking Speed (m/s)												
Percent Blockage					31.54		eg Mys	113			A HAR.	
Right turn flare (veh)												
Median type	131	State (1.5		1144, 53	None			None	
Median storage veh)						·			·			
Upstream signal (m)	13.17				309	i etg.						
pX, platoon unblocked												
vC, conflicting volume	318			231			838	886	222	924	844	266
vC1, stage 1 conf vol												
vC2, stage 2 conf vol		- 11-50						F 14.				palita in the
vCu, unblocked vol	318			231			838	886	222	924	844	266
tC, single (s)	4.1		Marin San	4.1		*.	7 1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
	2.2		•	2.2			3.5	4.0	3.3	3.5	4.0	3.3
• •	100			87			96	100	89	72	100	99
cM capacity (veh/h) 12	242			1337			256	247	818	201	261	772
The state of the s	B 1	WB 1	NB 1	SB 1								
Volume Total	236	486	99	61				74 P. E.				
Volume Left	5	168	10	57								
Volume Right	18	103	89	4								
	242	1337	669	211								
Volume to Capacity 0	.00	0.13	0.15	0.29				-				
• • • • • • • • • • • • • • • • • • • •	0.1	3.0	3.6	8.4								
Control Delay (s)	0.2	3.6	11.3	29.0								
Lane LOS	Α	Α	В	D								
Approach Delay (s)	0.2	3.6	11.3	29.0								
Approach LOS			В	D								
Intersection Summary	200											
Average Delay			5.3									
Intersection Capacity Utiliza	ation		61.9%	Į(CU Lev	el of Se	rvice		В			
Analysis Period (min)			60									

√	< ×	† 🥕 🦫	. ↓	
Movement WB	L WBR NE	BT NBR SBL	SBT	
Lane Configurations	Ų. Į	}	র	
Sign Control Sto		e	Free	
Grade 0º		%	0%	
Volume (veh/h)		96 8 75	化二十二二十二十二十二十二十二十二十二十二十二十二十二十二十二十二十二十二十二	
Peak Hour Factor 1.0				
The state of the s	4 40 19	96 8 75	280	
Pedestrians		a van 1200 til og mala og Sko		ing the state of t
Lane Width (m) Walking Speed (m/s)	North Charles a		and the state of t	
Percent Blockage		Assessment with the	Li constituire et portre et delegé et esc	La esta de la esta de Estada de Maria.
Right turn flare (veh)				
Median type Non	e Aulituisti	Antonia anchi i		
Median storage veh)				
Upstream signal (m)				
pX, platoon unblocked				
vC, conflicting volume 63	0 200	204		
vC1, stage 1 conf vol		to the second second second		
vC2, stage 2 conf vol				
vCu, unblocked vol 63		204		and the second second second
tC, single (s) 6.	4 6.2	4.1		
tC, 2 stage (s) tF (s) 3.	5 3.3	· · · · · · · · · · · · · · · · · · ·	 All the first transport of a College and the first 	A New York to the Windows Court
	9 95	95		
cM capacity (veh/h) 42		1368		en il More ochavite of
Direction, Lane # WB	,			
	4 204 35	were twister and the second control of the s		
· · · · · · · · · · · · · · · · · · ·	46.76	75	i en la litera de Maria de la fallación de la fallación de la fallación de la fallación de la fallación de la La fallación de la fallación d	
	0 8			
cSH 77	1 1700 136	88		
Volume to Capacity 0.0				
Queue Length 95th (m) 1.		.2		
Control Delay (s) 10.		.0		
	A	A		
Approach LOS		.U supplies to the first term		to the Charles to Carryon New York
1 (A			
Intersection Summary				
Average Delay		.9		
Intersection Capacity Utilization			vel of Service	
Analysis Period (min)		60 	Note that the second	
•				**

STONEBRIDGE: PHASES 10-12 FUTURE (2013) BACKGROUND + SITE GEN. TRAFFIC 40: CAMBRIAN ROAD & REALIGNED GREENBANK ROAD PM PEAK HOUR

	<i>></i>	-	***************************************	• (* *	,			
Movement	EBL	EBT	WBT	WBR SE	SL SB	R			
Lane Configurations		4	1>	١	Ųf				
Sign Control	d Name	Free	Free	Sto	p :		JAN 1	KNIMATA)	
Grade		0%	0%	0	%				
Volume (veh/h)	2	125		149 36		12			
Peak Hour Factor	1.00	1.00	1.00	1.00 1.0					
Hourly flow rate (vph)	2	125	63	149 36	88 1	2			
Pedestrians									
Lane Width (m)				r redike		sa salihin			Bara She Ne
Walking Speed (m/s)									
Percent Blockage		the sections							
Right turn flare (veh)				·	4				ergingin i mesan
Median type				Nor	ie	History Charles			
Median storage veh)	e e e e e e e e e e e e e e e	4. 1.45				nak talah salas			No recommendation
Upstream signal (m) pX, platoon unblocked		No.			s te ta fut		ali live.	indowed a revelop to A	
vC, conflicting volume	212	4.144 12		26	6 13	ng a sala dan asa s	enerskij je		N. THINGS IN
vC1, stage 1 conf vol	4 (4			,	0 10		fermin i e		
vC1, stage 1 conf vol	5 . S . S . S	1.5	tally a	in a factor		a sina an		a restaut dire	. Somewhale
vCu, unblocked vol	212			26	66 13	38	and the first the		
tC, single (s)	4.1				.4 6		1.14 3 44	and high takes t	4 14 4 4 5 5 4
tC, 2 stage (s)			•	·, •	., .	•			
tF (s)	2.2		4.	: 3	.5 3	.3			a kan baran ka
p0 queue free %	100			4		9			
cM capacity (veh/h)	1358			72	2 91	11		* *	: : : : : : : : : : : : : : : : : :
Direction, Lane #	EB 1	WB 1	SB 1						
Volume Total	127	212	380		1 1 1 1 1				
Volume Left	2	0	368						
Volume Right	0	149	12						
cSH	1358	1700	726						
Volume to Capacity	0.00	0.12	0.52						
Queue Length 95th (m)	0.0	0.0	22.6						
Control Delay (s)	0.1	0.0	15.4						* .
Lane LOS	Α		С						
Approach Delay (s)	0.1	0.0	15.4						
Approach LOS			С						
Intersection Summary									
Average Delay			8.1						
Intersection Capacity Uti	ilization		42.1%	ICU L	evel of S	Service		Д	
Analysis Period (min)			60						

FUTURE (2018) BACKGROUND PLUS SITE GENERATED TRAFFIC

Date: July 18, 2007 15056 Proj# Stonebridge (Phases 10-12)

Overall v/c Ratio Summary

Project:

Description: Future (2018) Background plus Site Generated Traffic

AM Peak Hour

							Critical N	Critical Movements				-harbertaken and a second			
Intersection				Volume	me				۸د	lume to C	Volume to Capacity Ratio	tio		Overall	Overall
	Σ	٧2		٧3	44	٧5	9.4	v/c1	V/c 2	v/c 3	v/c 4	v/c 5	v/c 6	A/C	507
Riverstone & Jockvale (Signalized)	1117	24						0.74	0.10					0.65	മ
Jockvale & Cambrian	467	228	~					0.92	0.27					0.51	Ą
Jockvale & Blackleaf (Unsignalized)														00.0	,
Jockvale & Balckleaf (Signalized)	232	396						0.57	0.34					0.40	A
Jockvale & Goiffinks														00.0	
Jockvale & Prince of Wales	514	325						0.88	0.79					0.84	a
Jockvale & Prince of Wales (Double-left)	514	325						0.85	0.62					0.74	ပ
Cambrian & Kilbirnie														0.00	
				-			!							00.0	,
Greenbank & Dundonald														0.00	
Cambrian & Cedarview														00.0	-
Cambrian & Realigned Greenebank														0.00	
						***************************************	The second secon							0.00	•
Greenbank & Jockvale														00.0	1

PM Peak Hour

						Critical Movements	ovements		***************************************					
Intersection			Volt	Volume				٥٨	lume to Ca	Volume to Capacity Ratio	ói		Overall	Overall
	۲۸	72	٧3	٧4	v5	9^	V/c 1	v/c 2	v/c3	v/c 4	v/c 5	v/c 6	v/c	FOS
Riverstone & Jockvale	2	1231					0.05	0.83					0.78	ပ
Jockvale & Cambrian	288	106	68	1034			0.91	0.23	0.61	0.92			0.74	ပ
Jockvale & Blackleaf (Unsignalized)									:				0.00	
Jockvale & Blackleaf (Signalized)	565					-	0.45						0.45	A
Jockvale & Golflinks													0.00	,
Jockvale & Prince of Wales	491	725			٠		1.18	1.25	:			:	1.22	L
Jockvale & Prince of Wales (Double-left)	491	725					0.98	96.0					0.97	ш
													00.0	ı
Cambrian & Greenbank													0.00	•
Greenbank & Dundonald													0.00	
Cambrian & Cedarview													00.0	
Cambrian & Realigned Greenebank													0.00	
Greenbank & Kilbirnie	3												00.0	,
Greenbank & Jockvale													0.00	٠

	*	-	7	€	*	*	*	†	*	>	+	4
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ሻ	ĵ.		ሻ	1>		ሻ	1→		15	1	
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Storage Length (m)	25.0		0.0	25.0		0.0	50.0		0.0	90.0		0.0
Storage Lanes	1		0	1	Astrib.	0	1		0	1		0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (m)	15.2	15.2		15.2	15.2		15.2	15.2		15.2	15.2	
Trailing Detector (m)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Turning Speed (k/h)	24		14	24	200	14	24		14	24	* * * ·	14
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		0.850			0.850	au Bisi	garage and	0.998			0.994	
Flt Protected	0.950	1. 5 -51-5,00,000-010-010-01	t Paragolis de de districtor S	0.950	na nagajarangaya ana milita n		0.950			0.950		
Satd. Flow (prot)	1695	1517	0		1517	0	1695	1781	0	1695	1774	- 0
Flt Permitted	0.673			0.754	7.47.7		0.456			0.153		
Satd. Flow (perm)		1517	0	1345	1517	0	814	1781	0	273	1774	0
Right Turn on Red	e i din Milita		Yes	- প্ৰথক		Yes			Yes		.,	Yes
Satd. Flow (RTOR)	54.8 V 2.56	505		and the	169	100		2			5	
Headway Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Link Speed (k/h)	0.00	50	0.00	0.00	50	0.00	0.00	70	0.00	0.00	70	0.00
Link Distance (m)	1 A A	152.2	The Control of the Control	and the first	313.0			402.4			1314.1	
Travel Time (s)		11.0	10000	a says	22.5			20.7			67.6	
Volume (vph)	69	0	5	25	0	82	1	1101	16	24	465	19
Peak Hour 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
	69	1.00	5	25	0	82	1.00	1101	16	24	465	1.00
Adj. Flow (vph)	69	5	. 0	25	82	02	1	1117	0	24	484	0
Lane Group Flow (vph)		5	U	Perm	02	U	Perm	1117	U	Perm	404	U
Turn Type Protected Phases	Perm	4		rem	8		r eiiii	2		1 61111	6	
	4	4		0	O		2	2		6	Ü	
Permitted Phases	4	A		8	8		2	2		6	6	
Detector Phases	4	4		8	4.0		4.0	4.0		4.0	4.0	
Minimum Initial (s)	4.0	4.0		4.0			23.0	23.0		23.0	23.0	
Minimum Split (s)	23.0	23.0	0.0	23.0	23.0	0.0	97.0	23.0 97.0	0.0	97.0	97.0	0.0
Total Split (s)	23.0	23.0	0.0	23.0	23.0	0.0					80.8%	0.0%
Total Split (%)	19.2%		0.0%	19.2%	19.2%	0.0%	80.8%		0.0%	80.8%		0.0%
Maximum Green (s)	18.0	18.0		18.0	18.0		92.0	92.0		92.0	92.0	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lead/Lag												
Lead-Lag Optimize?							0.0				0.0	
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		C-Max				C-Max	
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)	13.0	13.0		12.8	12.8		102.1	102.1		102.1	102.1	
Actuated g/C Ratio	0.11	0.11		0.11	0.11		0.85	0.85		0.85	0.85	
v/c Ratio	0.53	0.01		0.17	0.26		0.00	0.74		0.10	0.32	
Control Delay	64.9	0.0		49.2	2.0		2.0	7.8		3.8	3.3	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	64.9	0.0		49.2	2.0		2.0	7.8		3.8	3.3	
LOS	Ε	Α		D	Α		А	Α		Α	Α	

David Hook IBI Group Lanes, Volumes, Timings 7/17/2007

	→	→	→ ✓		* *	†	<i>→</i>	↓	4
Lane Group	EBL	EBT	EBR WBL	WBT	WBR NBL	NBT	NBR SBL	SBT	SBR
Approach Delay		60.6		13.0		7.8		3.4	
Approach LOS		E		В		Α		Α	
90th %ile Green (s)	17.8	17.8	17.8		92.2	92.2	92.2	92.2	
90th %ile Term Code	Gap	Gap	Hold	Hold	Coord	Coord	Coord	Coord	
70th %ile Green (s)	14.2	14.2	14.2	14.2	95.8	95.8	95.8	95.8	
70th %ile Term Code	Gap	Gap	Hold	Hold	Coord		Coord		
50th %ile Green (s)	12.0	12.0	12.0	12.0	98.0	98.0	98.0	98.0	
50th %ile Term Code	Gap	Gap	Hold	Hold	Coord		Coord	and the second of the control of	
30th %ile Green (s)	9.7	9.7	9.7		100.3		100.3	100.3	
30th %ile Term Code	Gap	Gap	Hold	Hold	Coord		and the second s	Coord	
10th %ile Green (s)	0.0	0.0	0.0	0.0	115.0			115.0	HERENE.
10th %ile Term Code	Skip	Skip	Skip	Skip	Coord		Coord		
Queue Length 50th (m)	14.4	0.0	5.0	0.0	0.0		0.8		
Queue Length 95th (m)	30.3	0.0	13.7	0.0	m0.0	m175.2	3.7	44.5	e de la companya de la companya de la companya de la companya de la companya de la companya de la companya de
Internal Link Dist (m)		128.2		289.0		378.4	4 34 14 15 	1290.1	
Turn Bay Length (m)	25.0		25.0		50.0		90.0		
Base Capacity (vph)	190	665	213	382	692	1515	_	1509	Maria de la compansión de la compansión de la compansión de la compansión de la compansión de la compansión de
Starvation Cap Reductn	0	0	0	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0	The straight
Storage Cap Reductn	. 0	0	0	0	0	0	0	0	
Reduced v/c Ratio	0.36	0.01	0.12	0.21	0.00	0.74	0.10	0.32	

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: 80

Control Type: Actuated-Coordinated

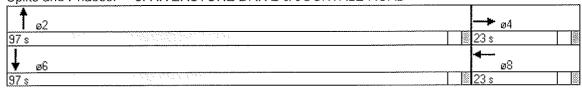
Maximum v/c Ratio: 0.74

Intersection Signal Delay: 9.0 Intersection LOS: A Intersection Capacity Utilization 79.6% ICU Level of Service D

Analysis Period (min) 60

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

Splits and Phases: 8: RIVERSTONE DRIVE & JOCKVALE ROAD



	≯		7	•	←	*	•	†	*	>	↓	4
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ሻ	_ Դ		ሻ	1.		Y)	4		ሻ	1>	
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Storage Length (m)	25.0		0.0	25.0		0.0	75.0		0.0	65.0		0.0
Storage Lanes	. 1		0	- 14 - 14	1000	0	4		0	SEE		0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (m)	15.2	15.2		15.2	15.2	* * * * *	15.2	15.2		15.2	15.2	
Trailing Detector (m)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Turning Speed (k/h)	24		14	24		14	24	12.5	14	24		14
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
Eft		0.892	. 1341		0.904	1.		0.988			0.959	
Flt Protected	0.950	and the second of the second		0.950			0.950			0.950	*** * ********************************	AMATRI ASTAMATA
Satd. Flow (prot)	1695	1592	0	1695	1613	0	1695	1763	0	1695	1711	0
Flt Permitted	0.609			0.692			0.312			0.197		
Satd. Flow (perm)		1592	0	1235	1613	0	557	1763	0	and the second second	1711	0
Right Turn on Red	()		Yes			Yes		r , tropen.	Yes	s property	, rustis service	Yes
Satd. Flow (RTOR)	Yayan besi	73	,		146	. • •		8		NAME &	35	
Headway Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Link Speed (k/h)	vel like	50		****	50			70		1 Q	70	
Link Distance (m)		308.6			482.0			375.9		*.	402.4	* * * * * * * * * * * * * * * * * * * *
Travel Time (s)	. 1.	22.2			34.7			19.3			20.7	Argus
Volume (vph)	467	28	73	68	82	146	31	505	42	51	324	120
Peak Hour 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
Adj. Flow (vph)	467	28	73	68	82	146	31	505	42	51	324	120
Lane Group Flow (vph)	467	101	0	68	228	0	31	547	0	51	444	0
Turn Type	Perm		_	Perm			Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phases	4	4		8	8		2	2		6	6	5
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	23.0	23.0		23.0	23.0		23.0	23.0		23.0	23.0	
Total Split (s)	34.0	34.0	0.0	34.0	34.0	0.0	26.0	26.0	0.0	26.0	26.0	0.0
		56.7%	0.0%	56.7%	56.7%	0.0%	43.3%	43.3%	0.0%	43.3%	43.3%	0.0%
Maximum Green (s)	29.0	29.0		29.0	29.0		21.0	21.0		21.0	21.0	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lead/Lag												
Lead-Lag Optimize?												
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		C-Max	C-Max		C-Max	C-Max	
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)	28.0	28.0		28.0	28.0		24.0	24.0		24.0	24.0	
Actuated g/C Ratio	0.47	0.47		0.47	0.47		0.40	0.40		0.40	0.40	
v/c Ratio	0.92	0.13		0.12x	0.27		0.14	0.77		0.36	0.63	
Control Delay	50.0	3.9		8.7	4.4		14.9	26.9		19.7	16.5	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	50.0	3.9		8.7	4.4		14.9	26.9		19.7	16.5	
LOS	D	Α		Α	Α		В	С		В	В	

David Hook IBI Group Lanes, Volumes, Timings 7/17/2007

	*	-	*	*	4	*	*	†	*	-	↓	4
Lane Group	EBL	EBT	EBR '	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		41.8			5.4			26.2			16.8	
Approach LOS		D			Α			С			В	
90th %ile Green (s)	29.0	29.0		29.0	29.0		21.0	21.0		21.0	21.0	
90th %ile Term Code	Max	Max		Hold	Hold		Coord	Coord		Coord	Coord	
70th %ile Green (s)	29.0	29.0		29.0	29.0		21.0	21.0		21.0	21.0	
70th %ile Term Code	Max	Max		Hold	Hold		Coord	Coord		Coord	Coord	
50th %ile Green (s)	29.0	29.0	100	29.0	29.0	- Marian	21.0	21.0		21.0	21.0	
50th %ile Term Code	Max	Max		Hold	Hold		Coord	Coord		Coord	Coord	
30th %ile Green (s)	27.6	27.6		27.6	27.6	1000	22.4	22.4		22.4	22.4	A PARTY
30th %ile Term Code	Gap	Gap		Hold	Hold		Coord	Coord		Coord	Coord	
10th %ile Green (s)	20.6	20.6	and the first region	20.6	20.6	11.54	29.4	29.4		29.4	29,4	
10th %ile Term Code	Gap	Gap		Hold	Hold		Coord	Coord		Coord	Coord	
Queue Length 50th (m)	38.2	1.3		3.4	4.0	:	2.1	48.5	Admin's	4.2	38.0	1415CH
Queue Length 95th (m)#	102.5	8.1		9.4	15.4		7.8	#114.1		11.3	56.7	
Internal Link Dist (m)		284.6			458.0			351.9			378.4	ela filosofi
Turn Bay Length (m)	25.0			25.0			75.0			65.0		
Base Capacity (vph)	544	833		618	880		222	709		140	705	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0.1	0	The state of
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.86	0.12		0.11	0.26		0.14	0.77	18 T. T. T. T.	0.36	0.63	

Area Type: Other

Cycle Length: 60

Actuated Cycle Length: 60

Offset: 24 (40%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 60

Control Type: Actuated-Coordinated

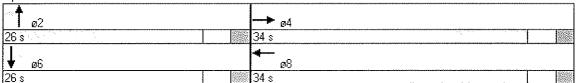
Maximum v/c Ratio: 0.92

Intersection Signal Delay: 25.2 Intersection LOS: C
Intersection Capacity Utilization 88.7% ICU Level of Service E

Analysis Period (min) 60

Queue shown is maximum after two cycles.

Splits and Phases: 1: CAMBRIAN ROAD & JOCKVALE ROAD



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

STONEBRIDGE: PHASES 10-12 FUTURE (2018) BACKGROUND + SITE GEN. TRAFFIC 3: JOCKVALE ROAD & GOLFLINKS DRIVE (S)

AM PEAK HOUR

	_*	→	· 4	*	(,	4
Movement	EBL	EBT	WBT	WBR	SWL	SWR
Lane Configurations	ሻ	^	1}		*5	7
Sign Control	m, estis	Free	Free		Stop	
Grade		0%	0%		0%	en en en en en en en en en en en en en e
Volume (veh/h)	54	410	322	39	104	
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Hourly flow rate (vph) Pedestrians	54	410	322	39	104	
Lane Width (m)			erin er sag	3.1513	a di sa	A CERTAIN OF A STATE OF THE STATE OF THE SECOND
Walking Speed (m/s)	11 142			SEA SECTION	42.00	
Percent Blockage		in the a			1945	Herrican Indiana de la Minima de la companione
Right turn flare (veh)						
Median type	ng the			ng Kila	None	
Median storage veh)						
Upstream signal (m)				kalibi		
pX, platoon unblocked			nate se se se			
vC, conflicting volume	361				860	342 BERTHER BERTH
vC1, stage 1 conf vol			e Branches	in sist	1 4 4 A.	e fortes as a feet as a series was to start the effective and that a series of
vC2, stage 2 conf vol vCu, unblocked vol	361	a di trajira			860	342
tC, single (s)	4.1		1 5 4	ig rajnas	6.4	
tC, 2 stage (s)			1994	s se Selve		
tF(s)	2.2	1.4			3.5	49 3.3 4 4 7 Tab A 7 4 4 4 4 A A 7 4 4 4
p0 queue free %	95				67	
cM capacity (veh/h)	1198			· · · · · · ·	312	% 701
Direction, Lane#	EB 1	EB 2	WB 1	SW 1	SW 2	
Volume Total	54	410	361	104	43	
Volume Left	54	0	0	104	0	
Volume Right	0	0	39	0	43	
cSH	1198	1700	1700	312	701	
Volume to Capacity	0.05 1.0	0.24	0.21 0.0	0.33	0.06 1.4	
Queue Length 95th (m) Control Delay (s)	8.1	0.0	0.0	22.3	10.5	
Lane LOS	Α	0.0	0.0	ZZ.3	10.5	
Approach Delay (s)	0.9		0.0	18.8		
Approach LOS				С		
Intersection Summary						
Average Delay			3.3			
Intersection Capacity Ut	ilization		39.8%	IC	CU Lev	vel of Service A
Analysis Period (min)			60			
• , ,						

		-	7	\$	+	1	*	↑	/ *	>	1	4
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4	, P	ሻ	↑ ↑		Ϋ́		
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Storage Length (m)	0.0		0.0	0.0		90.0	100.0		0.0	0.0		0.0
Storage Lanes	0		0	0		1	1		0	1		0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (m)	15.2	15.2		15.2	15.2	15.2	15.2	15.2	14 P. 17 E.	15.2		
Trailing Detector (m)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Turning Speed (k/h)	24		14		er Sega	14	24		14			14
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ert 1997 Properties		0.993			ing terminal	0.850		0.999			0.964	1.35 (2)
Flt Protected	5 5 2	0.988			0.999		0.950	******		0.950		
Satd. Flow (prot)	0	1751	0			1517	1695	3387	0	1695	3268	0
Flt Permitted		0.771			0.993		0.530		_	0.180		
Satd. Flow (perm)	0,	1366	0	··. ·· · · · · · · · · · · · · · · · ·	1772	1517	946	3387	0	321	3268	0
Right Turn on Red	e ta e la element		Yes			Yes			Yes			Yes
Satd. Flow (RTOR)	1000	3		9 4		488		DE 194			47	. 15 5 5
Headway Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Link Speed (k/h)		70			70	1000		60	de Ale		60	1 114 25
Link Distance (m)		843.6			306.3			329.6			362.7	
Travel Time (s)		43.4			15.8			19.8			21.8	
Volume (vph)	129	359	26	4	253	488	19	559	4	325	284	89
Peak Hour 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
Adj. Flow (vph)	129	359	26	4	253	488	19	559	4	325	284	89
Lane Group Flow (vph		514	0	0	257	488	19	563	0	325		0
Turn Type	Perm			Perm	_	Perm	Perm	_		pm+pt		
Protected Phases	4	4			8	_		2		1	6	
Permitted Phases	4			8	_	8	2			6	_	
Detector Phases	4	4		8	8	8	2	2		1	6	
Minimum Initial (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Minimum Split (s)	25.4	25.4		25.4	25.4	25.4	24.6	24.6	•	10.6	24.6	
Total Split (s)	60.0	60.0	0.0	60.0	60.0	60.0	31.0	31.0	0.0	29.0	60.0	0.0
Total Split (%)	50.0%		0.0%	50.0%	50.0%	50.0%		25.8%	0.0%	24.2%		0.0%
Maximum Green (s)	52.6	52.6		52.6	52.6	52.6	24.4	24.4		22.4	53.4	
Yellow Time (s)	4.2	4.2		4.2	4.2	4.2	4.6	4.6		4.6		
All-Red Time (s)	3.2	3.2		3.2	3.2	3.2	2.0	2.0		2.0	2.0	
Lead/Lag							Lag	Lag		Lead		
Lead-Lag Optimize?	2.0	2.0		2.0	2.0	2.0	Yes	Yes		Yes	2.0	
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	Max	Max		None	Max	
Act Effct Green (s)		47.6			47.6	47.6	31.8	31.8		56.4	56.4	
Actuated g/C Ratio		0.42			0.42	0.42	0.28	0.28		0.50	0.50	
v/c Ratio		0.88			0.34	0.53	0.07	0.59		0.79	0.22	
Control Delay		40.9			22.3	3.7	36.7	40.2		32.3	15.1	
Queue Delay		0.0			0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay		40.9			22.3	3.7	36.7	40.2		32.3		
LOS		D			C	Α	D	D		С	В	
Approach Delay		40.9			10.1			40.1			23.1	
Approach LOS	F0.0	D		50.0	В	50.0	04.	D		٠. ٠	C	
90th %ile Green (s)	52.6	52.6		52.6	52.6	52.6	24.4	24.4		22.4	53.4	

David Hook IBI GROUP Lanes, Volumes, Timings 7/10/2007

STONEBRIDGE: PHASES 10-12 FUTURE (2018) BACKGROUND + SITE GEN. TRAFFIC 4: JOCKVALE ROAD & PRINCE OF WALES DRIVE AM PEAK HOUR

	≯		7	₩.	←	•	1	†	*	-	1	4
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
90th %ile Term Code	Max	Max		Hold	Hold	Hold	MaxR	MaxR		Max	MaxR	
70th %ile Green (s)	52.6	52.6		52.6	52.6	52.6	24.4	24.4		22.4	53.4	
70th %ile Term Code	Max	Max		Hold	Hold	Hold	MaxR	MaxR		Max	MaxR	
50th %ile Green (s)	48.6	48.6		48.6	48.6	48.6	26.7	26.7		20.1	53.4	
50th %ile Term Code	Gap	Gap		Hold	Hold	Hold	Hold	Hold		Gap	MaxR	
30th %ile Green (s)	40.1	40.1		40.1	40.1	40.1	31.2	31.2		15.6	53.4	
30th %ile Term Code	Gap	Gap		Hold	Hold	Hold	Hold	Hold			MaxR	
10th %ile Green (s)	29.1	29.1		29.1	29.1	29.1	36.1	36.1		10.7	53.4	
10th %ile Term Code	Gap	Gap		Hold	Hold	Hold	Hold	Hold		,	MaxR	
Queue Length 50th (m)		92.3			33.9	0.0	3.1	55.6		42.6	20.0	
Queue Length 95th (m)	#	<i>‡</i> 180.1			58.5	30.7	10.5		#	102.4	35.3	
Internal Link Dist (m)		819.6			282.3			305.6			338.7	
Turn Bay Length (m)							100.0			4. 197		
Base Capacity (vph)		639			827	968	268	961		451	1669	
Starvation Cap Reductn	100	0			0	0	0	0		0	0	
Spillback Cap Reductn		0			0	0	0	0		0	0	
Storage Cap Reductn		0			0	0	0	0		0	0	
Reduced v/c Ratio		0.80			0.31	0.50	0.07	0.59		0.72	0.22	

Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 112

Natural Cycle: 75

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.88 Intersection Signal Delay: 26.8 Intersection Capacity Utilization 92.2%

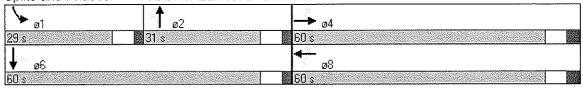
Intersection LOS: C ICU Level of Service F

Analysis Period (min) 60 90th %ile Actuated Cycle: 120 70th %ile Actuated Cycle: 120 50th %ile Actuated Cycle: 116 30th %ile Actuated Cycle: 107.5 10th %ile Actuated Cycle: 96.5

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

Queue shown is maximum after two cycles.

Splits and Phases: 4: JOCKVALE ROAD & PRINCE OF WALES DRIVE



STONEBRIDGE: PHASES 10-12 FUTURE (2018) BACKGROUND + SITE GEN. TRAFFIC 2: CAMBRIAN ROAD & GREENBANK ROAD AM PEAK HOUR

2. OAMBRIAN ROAL	<u> </u>		**	مد		•		*	. 	ί.	ĭ	1
		→	*	€	•	1	-	ı		*	+	*
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	eg a sala	_ ♣	s each	. 15.	↔		en en en en en en en en en en en en en e	_ , ↔			_ .	. register
Sign Control		Free			Free			Stop		N. Char	Stop	
Grade		0%	400 .	104	0%	1 - 1 - 1 4 0 .		0%	OFF		0% 27	4.4
Volume (veh/h) Peak Hour Factor	4 1.00	1.00	133 1.00	104 1.00	1.00	12 1.00	1.00	16 1.00	255 1.00	42 1.00	1.00	1.00
Hourly flow rate (vph)	1.00		133	1.00	89	1.00	229	1.00	255	42	1.00	1.00
Pedestrians	7	85 J. T. J. S	100	104			220	10	200	. : शंतिकः <u>,</u>	56 (54 to 1	5.551 3
Lane Width (m)			je sejje.		ing sub.		Alsonia Alsonia	gara e s		A Market		Nivi
Walking Speed (m/s)	1	di Makabata		1.30		91 (1941) A.A.	4 42 54 5, 5 54	Alega mark	1 1 11 1	· · · · · · · · · · · · · · · · · · ·	1,4,5,5,4,0	ng silan
Percent Blockage	e se pale				g vard	At the		No. 18 to	4.74.131	i dang		
Right turn flare (veh)						e e e e e e e e	1,,,,,,	· · · · · ·		* *		
Median type				A THE	4.834	1000		None		n marijan Na njaja	None	
Median storage veh)			•	•				**				
Upstream signal (m)							Mine y B					eldh di
pX, platoon unblocked								+ N + L = L				
vC, conflicting volume	101			174			446	424	108	682	485	95
vC1, stage 1 conf vol		garaga ja						11 12 1		5.34	taran taran	
vC2, stage 2 conf vol	101		Na Trail	174		9 H. L. 12 P.	446	424	108	682	485	95
vCu, unblocked vol tC, single (s)	4.1		1 11 4 4	4.1	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	al de la	7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)	7,1			7.1			and the	0.0	0,2	7 4.1	0.0	
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			93			50	97	73	83	94	99
cM capacity (veh/h)	1491	er en en en		1403		\$ 1	463	482	946	244	445	962
Direction, Lane #	EB 1	WB1	NB 1	SB 1								
Volume Total	178	205	500	83	CONTRACTOR CONTRACTOR				****************	N. COLUMN COMMUNICATION	010000000000000000000000000000000000000	200300000000000000000000000000000000000
Volume Left	4	104	229	42							* * *. * * .	* * * · ·
Volume Right	133	12	255	14			. 1	44				14.5 5
cSH	1491	1403	627	336								
Volume to Capacity	0.00	0.07	0.80	0.25						***	44.14	
Queue Length 95th (m)	0.1	1.7	71.3	6.8								
Control Delay (s)	0.2	4.2	32.1	19.2			- M			•	. % *	
Lane LOS	Α	Α	D	С								
Approach Delay (s)	0.2	4.2	32.1	19.2						٠.	7 + %	
Approach LOS			D	С								
Intersection Summary												
Average Delay			19.2									
Intersection Capacity Util	ization		70.0%	Ю	CU Lev	el of Se	rvice		С			
Analysis Period (min)			60									

•	*	†	× ×	↓		
Movement WBL	WBR	NBT	NBR SBL	SBT		
Lane Configurations 🌱 Sign Control Stop		1→ Free		ी Free		
Grade 0%		0%		0%	and the second	
Volume (veh/h) 6	141	26	9 56 1.00 1.00	26 1.00		
Peak Hour Factor 1.00 Hourly flow rate (vph) 6	1.00 141	1.00 26	9 56	26	and the second	etinai Pale nyka ila Anisaes
Pedestrians	الشان			20		
Lane Width (m)	1.34		A PARTICIPATION	and the second		
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type None		Heavy.				
Median storage veh)			engan sa kanalaga kara		A STATE OF THE STA	en en en en en en en en en en en en en e
Upstream signal (m)						
pX, platoon unblocked				e sia, sia sia	nady pyllotytyk (Alika)	
vC, conflicting volume 168	30		35			
vC1, stage 1 conf vol vC2, stage 2 conf vol	er.	4.4.4.1.4.1.4.	NAME OF THE PARTY			Lengthe same Wite t
vCu, unblocked vol 168	30		35	the first the first		
tC, single (s) 6.4			4.1	eja Sajauja,		
tC, 2 stage (s)	0.12					
tF (s) 3.5	3.3	4.	2.2			A CONTRACTOR
p0 queue free % 99	86		96			
cM capacity (veh/h) 793	1044		1576			
Direction, Lane# WB 1	NB 1	SB1				
Volume Total 147		82				
Volume Left 6		56				
Volume Right 141				٠.		
cSH 1030						
Volume to Capacity 0.14			April 1980			The second that we figure
Queue Length 95th (m) 3.5 Control Delay (s) 9.1		0.8 5.1				
Control Delay (s) 9.1 Lane LOS A		0.1 A			•	en en en en en en en en en en en en en e
Approach Delay (s) 9.1	0.0	5.1				•
Approach LOS A		0.1				
Intersection Summary						
Average Delay		6.6				
Intersection Capacity Utilization	n	27.6%	ICU Leve	el of Service		Α
Analysis Period (min)	•	60	.55 250	2. 31 00, 1100		•
		~~				

STONEBRIDGE: PHASES 10-12 FUTURE (2018) BACKGROUND + SITE GEN. TRAFFIC 16: DUNDONALD DRIVE & GREENBANK ROAD AM PEAK HOUR

Movement WBL WBR NBT	NBR SBL SBT
Lane Configurations 🏋 😘	4
Sign Control Stop Free	Same single on Free in Seasons, bline as which is not not be a
Grade 0% 0%	0%
	4.00 4.00 4.00
Peak Hour Factor 1.00 1.00 1.00 Hourly flow rate (vph) 32 168 288	
Pedestrians	
Lane Width (m)	Sanage vertex is a large and the angle of the green
Walking Speed (m/s)	Berkeller (1984), with the first of the Market Baseller (1984), which is the first of the Market Baseller (1984).
Percent Blockage	Andrewski Angeling and Angeling and Angeling and Angeling and Angeling and Angeling and Angeling and Angeling
Right turn flare (veh)	
Median type None	
Median storage veh)	
Upstream signal (m)	
pX, platoon unblocked vC, conflicting volume 552 292	
vC1, stage 1 conf vol	
vC2, stage 2 conf vol	ramani Maria Arabana, na mpilikanana makana ina mandaki da dibuda ka
vCu, unblocked vol 552 292	297
tC, single (s) 6.4 6.2 4 6.2	[878] [88] 4.1] [88] [88] [82] [82] [82] [82] [82] [82
tC, 2 stage (s)	
tF(s) 3.5 3.3 4 3.3	
p0 queue free % 93 78	95
cM capacity (veh/h) 473 747	1264 - Paris Barrella (1986)
Direction, Lane # WB 1 NB 1 SB 1	
Volume Total 200 297 202	
Volume Left 32 0 57 Volume Right 168 9 0	
Volume Right 168 9 0 cSH 683 1700 1264	
Volume to Capacity 0.29 0.17 0.05	
Queue Length 95th (m) 8.6 0.0 1.0	
Control Delay (s) 12.4 0.0 2.5	
Lane LOS B A	
Approach Delay (s) 12.4 0.0 2.5	
Approach LOS B	
Intersection Summary	
Average Delay 4.3	
Intersection Capacity Utilization 50.8%	ICU Level of Service A
Analysis Period (min) 60	

STONEBRIDGE: PHASES 10-12 FUTURE (2018) BACKGROUND + SITE GEN. TRAFFIC 17: BLACKLEAF DRIVE & JOCKVALE ROAD AM PEAK HOUR

	<u></u>		*	Ť	1	4	
Movement	EBL	EBR	, NBL	NBT	SBT	SBR	
Lane Configurations	ካ	7	ሻ	^	†	7	
Sign Control	Stop			Free	Free	any N	
Grade	0%			0%	0%		
Volume (veh/h)	232	68	19	346	396	69) in almitte, og kompreperktensk fikkerese (f
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00)
Hourly flow rate (vph)	232	68	19	346	396	69	
Pedestrians							
Lane Width (m)							
Walking Speed (m/s)							
Percent Blockage							
Right turn flare (veh)							
• • • • • • • • • • • • • • • • • • • •	None					**	
Median storage veh)					·a.m.a		
Upstream signal (m)					376		·····································
pX, platoon unblocked	7700	. 000	11105	nggaras.	113.44		en en en en en en en en en en en en en e
vC, conflicting volume	780	396	465				
vC1, stage 1 conf vol	n title	4. : : : :		s 18, 41	Alleria de	eart in	ing a second of the second of the trees the environ-
vC2, stage 2 conf vol vCu, unblocked vol	780	396	465	A SAN TO			
tC, single (s)	6.4	6.2	4.1	. Exam	1.15	1 44 1	
tC, 2 stage (s)	:0:=	0.2.	77.1	*.			
tF (s)	3.5	3.3	2.2		ing the		
p0 queue free %	35	90	98			: :	
cM capacity (veh/h)	358	653	1096	٠.			
Direction, Lane #	EB 1	EB 2	NB 1	NB 2	SB 1	SB 2	
Volume Total	232	68	19	346	396	69	Parastratas (1987, 2000) 300 No. 2000 N
Volume Left	232	0	19	0	0	0	
Volume Right	0	68	0	0	0	69	
cSH	358	653	1096	1700	1700	1700	
Volume to Capacity	0.65	0.10	0.02	0.20	0.23	0.04	kan ara kan ara ka
Queue Length 95th (m)	35.9	2.4	0.4	0.0	0.0	0.0)
Control Delay (s)	33.2	11.2	8.3	0.0	0.0	0.0)
Lane LOS	D	В	Α				
Approach Delay (s)	28.2		0.4		0.0		
Approach LOS	D						
Intersection Summary							
Average Delay			7.6				
Intersection Capacity Util	ization		42.2%	10	CU Leve	el of Se	ervice A

	1					1		<u> </u>				,
	~		7	✓	- 18	•	•	T	<i>*</i>	>	+	*
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		₩			43-			43-			44	
Sign Control		Free		Mark Mark	Free	National States	MERS IS	Stop	$\{(x_i, x_i), (x_i, x_i)\}$		Stop	
Grade		0%			0%			0%			0%	
Volume (veh/h)	6	314	18	46	161	26	34	4.750	155	99	0	10
Peak Hour 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
Hourly flow rate (vph)	6	314	18	46	161	26	34	.; iiiii 0 4	155	99	0	10
Pedestrians											and the state of t	
Lane Width (m)					. 15,053		14.45		5 5 5 5 5		Area to	
Walking Speed (m/s)												
Percent Blockage					da ma		gally s					
Right turn flare (veh)		•										
Median type	i Mari					wall to		None			None	
Median storage veh)												•
Upstream signal (m)					309							
pX, platoon unblocked												
vC, conflicting volume	187			332		win dir	611	614	323	756	610	174
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked voi	187			332			611	614	323	756	610	174
tC, single (s)	4.1			4.1	34 11	344	7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF(s)	2.2			2.2		÷.	3.5	4.0	3.3	3.5		3.3
p0 queue free %	100			96			91	100	78	60	100	99
cM capacity (veh/h)	1387			1227		*. *	388	390	718	246	392	869
Direction, Lane #	EB 1	WB1	NB 1	SB 1								
Volume Total	338	233	189	109								
Volume Left	6	46	34	99								
Volume Right	18	26	155	10		٠.		11.50	14 14			- 4 - 7
cSH	1387	1227	623	264								
Volume to Capacity	0.00	0.04	0.30	0.41			•	. 4.5				
Queue Length 95th (m)	0.1	8.0	9.1	14.4								
Control Delay (s)	0.2	1.9	13.3	28.2						- 1		
Lane LOS	A	A	В	D								
Approach Delay (s)	0.2	1.9	13.3	28.2								
Approach LOS			В	D								
Intersection Summary			60.65	8. S. S. S.								88.88.88
Average Delay			7.0									
Intersection Capacity Uti	lization		64.1%	IC	U Lev	el of Se	ervice		С			
Analysis Period (min)			60									

STONEBRIDGE: PHASES 10-12 FUTURE (2018) BACKGROUND + SITE GEN. TRAFFIC 22: KILBIRNIE DRIVE & GREENBANK ROAD AM PEAK HOUR

√	1	†	<i>*</i>	1	Į.							
Movement WBL	WBR	NBT	NBR	SBL	SBT							
Lane Configurations		ĵ∍			र्स				•			
Sign Control Stop		Free		ng a Eil	Free	A. 1. 1. 1		\$ 13.5 E.S		en in	the so	
Grade 0%		0%			0%							
Volume (veh/h)			2	26	151			Augusta.	1-1-1		11. %	
Peak Hour Factor 1.00		1.00	1.00	1.00	1.00							
	80	217	2	26	151							
Pedestrians Lane Width (m)	Head Inch			100			. V.	was and				
Walking Speed (m/s)												100
Percent Blockage	ong establish		4 1 8 A		1. 1.		11.				4.4 4.1	
Right turn flare (veh)				3.1.5	a selection of the second		44 4 1	t eachtha.				
Median type None	1.34							4	100			
Median storage veh)											* .	
Upstream signal (m)			33.50		ALC:							
pX, platoon unblocked												
vC, conflicting volume 421	218			219							er Mercija.	
vC1, stage 1 conf vol												
vC2, stage 2 conf vol	040	100	13/13/	4.0	14	Hotels 1						
vCu, unblocked vol 421	218 6.2			219 4.1								
tC, single (s) 6.4 tC, 2 stage (s)	0.2			4.1			1.5				**	
tF (s) 3.5	3.3			2.2								
p0 queue free % 99				98					•			
cM capacity (veh/h) 578				1350								
Direction, Lane # WB 1	NB 1	SB 1										5733537537
Volume Total 87		177			200 000 000		0.4694.604.480			90,0990,090000 :		40350060
Volume Left 7		26								,		
Volume Right 80		0										
cSH 795		1350										
Volume to Capacity 0.11	0.13	0.02				٠.						
Queue Length 95th (m) 2.6		0.4										
Control Delay (s) 10.1	0.0	1.3										
Lane LOS B		A										
Approach Delay (s) 10.1	0.0	1.3										
Approach LOS B												
Intersection Summary		(0.75) (0.66)	10.000.00	(\$6) (BA) (\$3) (b)		2 8 8				0.0514000	\$1.60.350.30	
Average Delay		2.3										
Intersection Capacity Utilization	1	37.7%	ŀ	CU Leve	el of Se	rvice			Α			
Analysis Period (min)		60										

STONEBRIDGE: PHASES 10-12 FUTURE (2018) BACKGROUND + SITE GEN. TRAFFIC 40: CAMBRIAN ROAD & REALIGNED GREENBANK ROAD AM PEAK HOUR

	≯	-	•	1	• 🖈	
Movement	EBL	EBT	WBT	WBR SBL	_ SBR	
Lane Configurations		€Î	1>	Ye, f		
Sign Control		Free	-	Stop		. 4
Grade		0%	0%	0%		
Volume (veh/h)	26	39	144	225 112	28 MBB 3 Helica Herristan Dijhir Harek Hel	
Peak Hour Factor	1.00	1.00	1.00	1.00 1.00	0 1.00	
Hourly flow rate (vph)	26	39	144	225 112		
Pedestrians			********			
Lane Width (m)				医二转形形成		٠.
Walking Speed (m/s)						
Percent Blockage	Hereit					:
Right turn flare (veh)						
Median type				None		
Median storage veh)						
Upstream signal (m)	Question (448 BAS				4
pX, platoon unblocked						
vC, conflicting volume	369		Jirk Na	348	3 - 256 - 128 - 128 - 128 - 128 - 128 - 128 - 128	1. 1
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	369			348		
tC, single (s)	4.1	994, 5		6.4		
tC, 2 stage (s)						
tF(s)	2.2			3.5		
p0 queue free %	98			82		
cM capacity (veh/h)	1190			635	5	
	EB 1	WB1	SB 1			
Volume Total	65	369	115	and the state of t		
Volume Left	26	0	112			
Volume Right	0	225	3			
	1190	1700	638			
Volume to Capacity	0.02	0.22	0.18			
Queue Length 95th (m)	0.5	0.0	4.6			
Control Delay (s)	3.3	0.0	11.9			
Lane LOS	A		В			
Approach Delay (s)	3.3	0.0	11.9			
Approach LOS			В			
Intersection Summary						
Average Delay			2.9			
Intersection Capacity Utili	zation	4	40.0%	ICU Le	vel of Service A	
Analysis Period (min)			60			

Part		٦		*	*	4	•	*	†	<i>></i>	1	↓	4
Ideal Flow (ryhph)	Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Storage Length (m) 25.0 0.0 25.0 0.0 50.0 50.0 0.0 50.0 0.0 50.0	Lane Configurations	ሻ			ሻ			**			ሻ	1>	
Storage Lanes			1800	1800		1800	1800		1800	1800		1800	1800
Total Lost Time (s)	Storage Length (m)	25.0		0.0	25.0		0.0	50.0			90.0		0.0
Leading Detector (m) 15.2 0.050 15.2 0.050 0.0950	Storage Lanes	1.		0	-1-1	1.70	0	1		0	1	Property (Sec.	0
Trailing Detector (m) 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 1.0	Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Turning Speed (k/h)	Leading Detector (m)	15.2	15.2	100	15.2	15.2	1000	15.2	15.2		15.2	15.2	
Lane Util. Factor	Trailing Detector (m)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Fit	Turning Speed (k/h)	24		14	24		14	24		14	24		14
Fit Protected 0.950 0.950 0.950 0.950 0.950 0.950 0.960 0.961 0.96	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
Satid. Flow (proty)	Frt PRESIDE Entry		0.850			0.850	14 (194)		0.991		1000	0.991	150
Fit Permitted Said. Flow (perm) 129 151 70 1351 1517 70 112 1768 0 0 335 1517 70 112 1768 0 0 335 1518 70 70 1518	Flt Protected	0.950			0.950			0.950			0.950		
Satid. Flow (perm) 1279 1517 0 1351 1517 7es	Satd. Flow (prot)	1695	1517	0	1695	1517	0	1695	1768	0	1695	1768	0
Right Turn on Red Satd. Flow (RTOR) 123 209 0.99	Flt Permitted	0.717			0.757			0.063			0.188		
Satid. Flow (RTOR) 123 209 209 0.99	Satd. Flow (perm)	1279	1517	0	1351	1517	0	112	1768	0	335	1768	0
Headway Factor 0.99	Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (k/h) 50 50 313.0 402.4 1314.1 70 Link Distance (m) 152.2 313.0 402.4 1314.1 1314.1 Travel Time (s) 11.0 22.5 0 62 5 885 58 155 1159 72 Peak Hour Factor 1.00	Satd. Flow (RTOR)		123	. 1 1 - 2 1 1	Night St	209	ang Paga	Was to the	9		1, 1	8	* 1 - 1 - 1
Link Distance (m) 152.2 313.0 402.4 1314.1 1314.1 Travel Time (s) 11.0 22.5 22.5 8.85 58 155 1159 72 Volume (vph) 39 0 1.00 <t< td=""><td>Headway Factor</td><td>0.99</td><td>0.99</td><td>0.99</td><td>0.99</td><td>0.99</td><td>0.99</td><td>0.99</td><td>0.99</td><td>0.99</td><td>0.99</td><td>0.99</td><td>0.99</td></t<>	Headway Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Travel Time (s)	Link Speed (k/h)		50			50	11 77 1		70	1.		70	
Volume (vph) 39 0 2 25 0 62 5 885 58 155 1159 72 Peak Hour Factor 1.00 </td <td>Link Distance (m)</td> <td></td> <td>152.2</td> <td></td> <td></td> <td>313.0</td> <td></td> <td></td> <td>402.4</td> <td></td> <td></td> <td>1314.1</td> <td></td>	Link Distance (m)		152.2			313.0			402.4			1314.1	
Volume (vph) 39 0 2 25 0 62 5 885 58 155 1159 72 Peak Hour Factor 1.00 </td <td>Travel Time (s)</td> <td>translitt</td> <td>11.0</td> <td></td> <td></td> <td>22.5</td> <td></td> <td></td> <td>20.7</td> <td></td> <td></td> <td>67.6</td> <td></td>	Travel Time (s)	translitt	11.0			22.5			20.7			67.6	
Peak Hour Factor 1.00	• •	39	0	2	25	0	62	5	885	58	155	1159	72
Lane Group Flow (vph) 39 2 0 25 62 0 5 943 0 155 1231 0 Turn Type Perm		1.00	1.00	1.00	1.00	1,00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Group Flow (vph) Turn Type Perm Perm Perm Perm Perm Perm Perm Perm Perm Perm	Adj. Flow (vph)	39	0	2	25	0	62	5	885	58	155	1159	72
Turn Type Perm	• • • • • •	. 39	2	0	25	62	0	5	943	. 0	155	1231	0
Permitted Phases 4 4 8 2 2 6 6 Detector Phases 4 4 8 8 2 2 6 6 Minimum Initial (s) 4.0 62.0 62.0 62.0 62.0 62.0 62.0 62.0 62.0					Perm			Perm			Perm		
Detector Phases 4 4 8 8 2 2 6 6 Minimum Initial (s) 4.0 23.0 23.0 23.0 23.0 23.0 10.0 67.0 67.0 0.0 0.0 0.0 62.0 62.0 62.0 62.0 62.0 62.0 62.0 62.0 62.0 25.0 25.0 25.0 25.0 25.0	Protected Phases	1	4			8			2			6	
Minimum Initial (s) 4.0 Minimum Split (s) 23.0 33.0	Permitted Phases	4			8			2			6		
Minimum Split (s) 23.0 67.0 62.0 <td>Detector Phases</td> <td>4</td> <td>4</td> <td></td> <td>8</td> <td>8</td> <td></td> <td>2</td> <td>2</td> <td></td> <td>6</td> <td>6</td> <td></td>	Detector Phases	4	4		8	8		2	2		6	6	
Total Split (s) 23.0 23.0 0.0 23.0 23.0 0.0 67.0 67.0 0.0 67.0 67.0 0.0 67.0 0.0 Total Split (%) 25.6% 25.6% 0.0% 25.6% 25.6% 0.0% 74.4% 74.4% 0.0% 74.4% 74.4% 0.0% 74.4% 74.4% 0.0% 74.4% 74.4% 0.0% 74.4% 74.4% 0.0% 74.4% 74.4% 0.0% 74.4% 74.4% 0.0% 74.4% 74.4% 0.0% 74.4% 74.4% 0.0% 74.4% 74.4% 0.0% 74.4% 74.4% 0.0% 74.4% 74.4% 0.0% 0.0% 0.0% 62.0 62.0 62.0 62.0 62.0 74.4% 74.4% 0.0% 3.0 <td< td=""><td>Minimum Initial (s)</td><td>4.0</td><td>4.0</td><td></td><td>4.0</td><td>4.0</td><td></td><td>4.0</td><td>4.0</td><td></td><td>4.0</td><td>4.0</td><td></td></td<>	Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Total Split (%) 25.6% 25.6% 0.0% 25.6%	Minimum Split (s)	23.0	23.0		23.0	23.0		23.0	23.0		23.0	23.0	
Maximum Green (s) 18.0 18.0 18.0 18.0 18.0 62.0 62.0 62.0 62.0 62.0 70.0 <td>Total Split (s)</td> <td>23.0</td> <td>23.0</td> <td>0.0</td> <td>23.0</td> <td>23.0</td> <td>0.0</td> <td>67.0</td> <td>67.0</td> <td>0.0</td> <td>67.0</td> <td>67.0</td> <td>0.0</td>	Total Split (s)	23.0	23.0	0.0	23.0	23.0	0.0	67.0	67.0	0.0	67.0	67.0	0.0
Yellow Time (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 2.0 3.0 7.0 7.0 7.0	Total Split (%)	25.6%	25.6%	0.0%	25.6%	25.6%	0.0%	74.4%	74.4%	0.0%	74.4%	74.4%	0.0%
All-Red Time (s) 2.0 2.0 2.0 2.0 2.0 2.0 2.0 2.0 2.0 2.0	Maximum Green (s)	18.0	18.0		18.0	18.0		62.0	62.0		62.0	62.0	
All-Red Time (s) 2.0 2.0 2.0 2.0 2.0 2.0 2.0 2.0 2.0 2.0	Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lead-Lag Optimize? Vehicle Extension (s) 3.0		2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Vehicle Extension (s) 3.0 C-Max C-Max C-Max C-Max C-Max C-Max C-Max C-Max C-Max C-Max C-Max C-Max 7.0<	Lead/Lag												
Recall Mode None None None None C-Max C-Max C-Max C-Max Walk Time (s) 7.0 9.0 9.0 9.0	Lead-Lag Optimize?												
Walk Time (s) 7.0 9.0 9.0	Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Flash Dont Walk (s) 11.0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 11.0 11.0 11.0 11.0 11.0 11.0 11.0 11.0 11.0 11.0 <	Recall Mode	None	None		None	None		C-Max	C-Max		C-Max	C-Max	
Pedestrian Calls (#/hr) 0 0 0 0 0 0 0 0 0 Act Effct Green (s) 9.1 9.1 9.1 75.8 75.8 75.8 75.8 Actuated g/C Ratio 0.10 0.10 0.10 0.84 0.84 0.84 0.84 v/c Ratio 0.30 0.01 0.18 0.18 0.05 0.63 0.55 0.83	Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Act Effct Green (s) 9.1 9.1 9.1 9.1 75.8 75.8 75.8 75.8 Actuated g/C Ratio 0.10 0.10 0.10 0.84 0.84 0.84 0.84 v/c Ratio 0.30 0.01 0.18 0.18 0.05 0.63 0.55 0.83	Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Act Effct Green (s) 9.1 9.1 9.1 9.1 75.8 75.8 75.8 75.8 Actuated g/C Ratio 0.10 0.10 0.10 0.10 0.84 0.84 0.84 0.84 v/c Ratio 0.30 0.01 0.18 0.18 0.05 0.63 0.55 0.83	Pedestrian Calls (#/hr)				0	0		0	0		0	0	
Actuated g/C Ratio 0.10 0.10 0.10 0.10 0.84 0.84 0.84 v/c Ratio 0.30 0.01 0.18 0.18 0.05 0.63 0.55 0.83		9.1	9.1		9.1	9.1		75.8	75.8		75.8	75.8	
v/c Ratio 0.30 0.01 0.18 0.18 0.05 0.63 0.55 0.83	1 ,					0.10		0.84			0.84		
	=												
Control Delay 37.9 0.0 36.6 0.5 2.2 5.3 13.0 12.7		37.9	0.0		36.6	0.5		2.2	5.3		13.0	12.7	
Queue Delay 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0	-												
Total Delay 37.9 0.0 36.6 0.5 2.2 5.3 13.0 12.7	-												
LOS DA DA A B B	-												

David Hook IBI GROUP Lanes, Volumes, Timings 7/10/2007

	≯	-	→ ✓	←	* *	. 1	<i>*</i>	-	↓	4
Lane Group	EBL	EBT	EBR WBL	WBT	WBR NB	L NBT	NBR	SBL	SBT	SBR
Approach Delay		36.1		10.9		5.3			12.7	
Approach LOS		D		В		Α			В	
90th %ile Green (s)	11.4	11.4	11.4	11.4	68.	6 68.6			68.6	
90th %ile Term Code	Gap	Gap	Hold	Hold	Coor				Coord	
70th %ile Green (s)	9.3	9.3	9.3	9.3	70.	7 70.7		70,7	70.7	
70th %ile Term Code	Gap	Gap	Hold	Hold	Coor	d Coord	Ç	oord	Coord	
50th %ile Green (s)	8.0	8.0	8.0	8.0	72.	0 72.0		72.0	72.0	
50th %ile Term Code	Gap	Gap	Hold	Hold	Coor		C	oord	Coord	
30th %ile Green (s)	6.2	6.2	6.2	6.2	73.	8 73.8		73.8	73.8	
30th %ile Term Code	Hold	Hold	Hold	Hold	Coor			oord		
10th %ile Green (s)	0.0	0.0	0.0	0.0	85.	0 85.0		85.0	85.0	
10th %ile Term Code	Skip	Skip	Skip	Skip	Coor		C	oord	Coord	
Queue Length 50th (m)	5.9	0.0	3.7	0.0	0.			6.2		ALMAN,
Queue Length 95th (m)	15.8	0.0	11.4	0.0	m0.	1 m85.8	#	52.0	#306.4	
Internal Link Dist (m)		128.2		289.0		378.4			1290.1	
Turn Bay Length (m)	25.0		25.0		50.			90.0		
Base Capacity (vph)	270	417	285	485	9	4 1491		282	1491	
Starvation Cap Reductn	0	0	0	0		0 0		0	0	
Spillback Cap Reductn	0	0	0	0	* *:	0 0		0	- 1 - 1,5,5,0	and office
Storage Cap Reductn	0	0	0	0		0 0		0	0	
Reduced v/c Ratio	0.14	0.00	0.09	0.13	0.0	5 0.63		0.55	0.83	

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 90

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

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.83

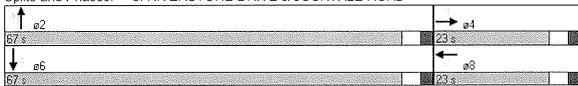
Intersection Signal Delay: 10.2 Intersection LOS: B
Intersection Capacity Utilization 91.3% ICU Level of Service F

Analysis Period (min) 60

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

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

Splits and Phases: 8: RIVERSTONE DRIVE & JOCKVALE ROAD



entities of the transfer bitter

	*	·····	•	•	·•	•	*	†	<i>></i>	>	↓	4
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	۱۳,	1}		Jel.	4		J.E.	ᡗ→		*	1•	
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Storage Length (m)	25.0		0.0	25.0		0.0	75.0		0.0	65.0		0.0
Storage Lanes	4,434	E CARR	0	1. 1. 1.		0	1		0	1	を表記を	0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (m)	15.2	15.2	·春天经验	15.2	15.2		15.2	15.2		15.2	15.2	
Trailing Detector (m)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Turning Speed (k/h)	24		14	24	Markey Comment	14	24		14	24		14
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
Ent 18 18 18 18 18 18 18 18 18 18 18 18 18	10,000	0.916			0.874			0.984			0.942	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1695	1634.	0	1695	1559	0	1695	1756	0	1695	1681	0
Flt Permitted	0.685			0.707			0.095			0.322		
Satd. Flow (perm)	1222	1634	0	1262	1559	0	170	1756	0	575	1681	0
Right Turn on Red	*****		Yes	7 100 100		Yes	V 75	44.44	Yes			Yes
Satd. Flow (RTOR)		: 43			89		s against	14	No.	1.14.5	71	
Headway Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Link Speed (k/h)		50			50			70		Palace.	70	
Link Distance (m)		308.6			482.0			375.9			402.4	
Travel Time (s)		22.2			34.7			19.3			20.7	
Volume (vph)	288	34	43	38	17	89	68	571	69	152	634	400
Peak Hour 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
Adj. Flow (vph)	288	34	43	38	17	89	68	571	69	152	634	400
Lane Group Flow (vph)	288	77	0	38	106	0	68		0	152	1034	0
Turn Type	Perm	, ,		Perm			Perm			Perm		
Protected Phases	, 4	4			8			2			6	
Permitted Phases	4	,		8			2			6		
Detector Phases	4	4		8	8		2	2		6	6	
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	23.0	23.0		23.0	23.0		23.0	23.0		23.0	23.0	
Total Split (s)	28.0	28.0	0.0	28.0	28.0	0.0	62.0	62.0	0.0	62.0	62.0	0.0
Total Split (%)	31.1%			31.1%	31.1%		68.9%	68.9%		68.9%	68.9%	0.0%
Maximum Green (s)	23.0	23.0	77	23.0	23.0		57.0	57.0		57.0	57.0	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lead/Lag												
Lead-Lag Optimize?												
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		C-Max				C-Max	
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)	23.2	23.2		23.2	23.2		58.8	58.8		58.8	58.8	
Actuated g/C Ratio	0.26	0.26		0.26	0.26		0.65	0.65		0.65	0.65	
v/c Ratio	0.20	0.20		0.20	0.23		0.61	0.56		0.40	0.92	
Control Delay	81.3	14.5		26.2	9.2		40.5	10.8		5.5	19.6	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	81.3	14.5		26.2	9.2		40.5	10.8		5.5	19.6	
· ·	01.3 F			20,2 C	9.2 A		40.5 D	10.0 B		0.0 A	13.0 B	
LOS		В		Ų	A		U	Đ		М	D	

David Hook IBI Group Lanes, Volumes, Timings 7/17/2007

	_	-	7	*	· #	*	*	†	→	↓	4
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR SBL	SBT	SBR
Approach Delay		67.2			13.7			13.6		17.8	
Approach LOS		E			В			В		В	
90th %ile Green (s)	23.0	23.0		23.0	23.0		57.0	57.0	57.0	57.0	
90th %ile Term Code	Max	Max		Hold	Hold		Coord	Coord	Coord	Coord	
70th %ile Green (s)	23.0	23.0		23.0	23.0		57.0	57.0	57.0	57.0	
70th %ile Term Code	Max	Max		Hold	Hold		Coord	Coord	Coord	Coord	
50th %ile Green (s)	23.0	23.0	State State	23.0	23.0		57.0	57.0	57.0	57.0	
50th %ile Term Code	Max	Max		Hold	Hold		Coord	Coord	Coord	Coord	
30th %ile Green (s)	23.0	23.0		23.0	23.0		57.0	57.0	57.0	57.0	
30th %ile Term Code	Max	Max		Hold	Hold		Coord	Coord	Coord	Coord	
10th %ile Green (s)	18.9	18.9		18.9	18.9		61.1	61.1	61.1	61.1	
10th %ile Term Code	Gap	Gap		Hold	Hold		Coord	Coord	Coord	Coord	
Queue Length 50th (m)	44.0	4.1	elita (Aleja)	4.6	2.0		5.8	49.6	6.5	127.2	
Queue Length 95th (m)#7		15.8		13.0	15.7		#33.2	92.3	m5.fn	#228.5	
Internal Link Dist (m)	44-5	284.6	Andrew States		458.0	White State	有其聯盟	351.9		378.4	
Turn Bay Length (m)	25.0			25.0			75.0		65.0		
Base Capacity (vph)	326	467		337	481		111	1153	376	1124	
Starvation Cap Reductn	0	0		0	0		0	0	0	0	
Spillback Cap Reductn	0	0		0	0		0	0	0	0	
Storage Cap Reductn	0	0		0	0		0	0	0	0	
Reduced v/c Ratio	0.88	0.16		0.11	0.22		0.61	0.56	0.40	0.92	

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 24 (27%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.92

Intersection Signal Delay: 23.8 Intersection LOS: C
Intersection Capacity Utilization 98.5% ICU Level of Service F

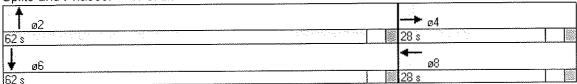
Analysis Period (min) 60

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

Queue shown is maximum after two cycles.

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

Splits and Phases: 1: CAMBRIAN ROAD & JOCKVALE ROAD



STONEBRIDGE: PHASES 10-12 FUTURE (2018) BACKGROUND + SITE GEN. TRAFFIC 3: JOCKVALE ROAD & GOLFLINKS DRIVE (S) PM PEAK HOUR

	#		4	€_	Ĺ	*/	
Movement	EBL	EBT	WBT	WBR	SWL	SWR	
Lane Configurations	ኻ	†	1>		ሻ	7	
Sign Control		Free	Free	1000	Stop		
Grade		0%	0%		0%		
Volume (veh/h)	54	457	600	78	34		
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	distribution of the control of the c
Hourly flow rate (vph)	54	457	600	78	34	38	
Pedestrians Lane Width (m)		* 44					Kajaran kalendari opjanja da Kajada pagjastica opa
Walking Speed (m/s)		. Termilia	4 T. F.		14	Signal and Alberta	
Percent Blockage		114 11				en eda eje i	NATIONAL AND SERVICE STREET, CONTRACTOR
Right turn flare (veh)		242 H T. 14					ta Destru Dina a Mario aesti laisti osa partiteta seesaa etiinti T
Median type	ada is			Jan Sa	None		ranga katikan di kabali Arawi belia B
Median storage veh)				*. *	2 79 795.		
Upstream signal (m)	i y s	September 1					
pX, platoon unblocked							
vC, conflicting volume	678		ag i de en de La composition		1204	639	
vC1, stage 1 conf vol							
vC2, stage 2 conf vol	070			* *	4004	200	
vCu, unblocked vol	678 4.1				1204	639 6.2	en en la companya de la companya de la companya de la companya de la companya de la companya de la companya de
tC, single (s) tC, 2 stage (s)	4.1		. 11 1 1		0.4	0.2	
tF (s)	2.2				3.5	3,3	
p0 queue free %	94		•		82	92	
cM capacity (veh/h)	914				191	476	
Direction, Lane#	EB1	EB 2	WB1	SW 1	SW 2		
Volume Total	54	457	678	34	38		
Volume Left	54	0	0	34	0		
Volume Right	0	0	78	0	38		
cSH	914	1700	1700	191	476		
Volume to Capacity	0.06	0.27	0.40	0.18	0.08		
Queue Length 95th (m)	1.3	0.0	0.0	4.5	1.8		
Control Delay (s)	9.2	0.0	0.0	27.9	13.2		
Lane LOS	A		0.0	D	В		
Approach LOS	1.0		0.0	20.1 C			
Approach LOS							
Intersection Summary			35,65,65				
Average Delay			1.5				
Intersection Capacity Uti	lization		55.0%	IC	CU Lev	el of Service	Α
Analysis Period (min)			60				

•	j	*	•	*	*	*	1	<i>*</i>	/	1	1
Lane Group EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	. ↔			सी		*5	ተኩ		ሻ	↑ Љ	
Ideal Flow (vphpl) 1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Storage Length (m) 0.0		0.0	0.0		90.0	100.0		0.0	0.0		0.0
Storage Lanes 0		0	0	i in the second	1	1		0	1		0
Total Lost Time (s) 4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (m) 15.2	15.2		15.2	15.2	15.2	15.2	15.2		15.2	15.2	National Property
Trailing Detector (m) 0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Turning Speed (k/h) 24		14	24		14	24		14	24		14
Lane Util. Factor 1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt AN 基金的基金的基本表示	0.993			11.45.54	0.850	17144.7	i di di			0.975	
Flt Protected	0.988			0.999		0.950			0.950		
Satd. Flow (prot)	1751	0	0		1517	1695	3390	: 0	1695	3305	0
Flt Permitted	0.520			0.993		0.281			0.337		
Satd. Flow (perm)	921	0	0	1772	1517	501	3390	0	601	3305	0
Right Turn on Red		Yes			Yes			Yes			Yes
Satd. Flow (RTOR)	3.				325					27	
Headway Factor 0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Link Speed (k/h)	70			70			60			60	
Link Distance (m)	843.6			306.3			329.6			362.7	
Travel Time (s)	43.4			15.8		the second	19.8			21.8	e a ferf
Volume (vph) 123	343	25	7	474	325	34	323	1	725	851	170
Peak Hour 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
Adj. Flow (vph) 123	343	25	7	474	325	34	323	1	725	851	170
Lane Group Flow (vph) 0	491	0	0	481	325	34	324	0	725	1021	0
Turn Type Perm			Perm		Perm	Perm			pm+pt		
Protected Phases	4	1.15		8			2		14	6	
Permitted Phases 4			8		8	2			6		
Detector Phases 4	4	4.14	8	8	8	2	2		1	6	
Minimum Initial (s) 4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Minimum Split (s) 25.4	25.4		25.4	25.4	25.4	24.6	24.6		10.6	24.6	
Total Split (s) 58.0	58.0	0.0	58.0	58.0	58.0	26.0	26.0	0.0	36.0	62.0	0.0
Total Split (%) 48.3%	48.3%	0.0%	48.3%	48.3%	48.3%	21.7%	21.7%	0.0%	30.0%	51.7%	0.0%
Maximum Green (s) 50.6	50.6		50.6	50.6	50.6	19.4	19.4		29.4	55.4	
Yellow Time (s) 4.2	4.2		4.2	4.2	4.2	4.6	4.6		4.6	4.6	
All-Red Time (s) 3.2	3.2		3.2	3.2	3.2	2.0	2.0		2.0	2.0	
Lead/Lag						Lag	Lag		L.ead		
Lead-Lag Optimize?						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	Max	Max		None	Max	
Act Effct Green (s)	54.0			54.0	54.0	22.0	22,0		58.0	58.0	
Actuated g/C Ratio	0.45		•	0.45	0.45	0.18	0.18		0.48	0.48	
v/c Ratio	1.18			0.60	0.38	0.37	0.52		1.25	0.63	
Control Delay	382.2			28.9	3.5	56.4	47.7		482.9	24.6	
Queue Delay	0.0			0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	382.2			28.9	3.5	56.4	47.7		482.9	24.6	
LOS	F			С	Α	E	D		F	C	
Approach Delay	382.2			18.7	. ,		48.6			214.9	
Approach LOS	F			В			D			F	
90th %ile Green (s) 50.6	50.6		50.6	50.6	50.6	19.4	19.4		29.4	55.4	

David Hook IBI GROUP Lanes, Volumes, Timings 7/10/2007

Sugar Commence of the Comme

	*		*	*	-	•	*	†	<i>/</i> *	*	ļ	4
Lane Group	EBL	EBT	EBR '	WBL	WBT	WBR	NBL	NBT	NBR S	SBL	SBT	SBR
90th %ile Term Code	Max	Max		Hold	Hold	Hold	MaxR	MaxR	Ŋ	Иах	MaxR	
70th %ile Green (s)	50.6	50.6		50.6	50.6	50.6	19.4	19.4	2	29.4	55.4	
70th %ile Term Code	Max	Max		Hold	Hold	Hold	MaxR	MaxR		Иах	MaxR	
50th %ile Green (s)	50.6	50.6		50.6	50.6	50.6	19.4	19.4	2	29.4	55.4	
50th %ile Term Code	Max	Max		Hold	Hold	Hold	MaxR	MaxR	The state of the s	Иах	MaxR	
30th %ile Green (s)	50.6	50.6		50.6	50.6	50.6	19.4	19.4	2	29.4	55.4	
30th %ile Term Code	Max	Max		Hold	Hold	Hold	MaxR	MaxR	14.00	Иaх	MaxR	
10th %ile Green (s)	50.6	50.6		50.6	50.6	50.6	19.4	19.4	2	29.4	55.4	
10th %ile Term Code	Max	Max		Hold	Hold	Hold	MaxR	MaxR	A STATE OF THE STATE OF	Иaх	MaxR	1 No. 25
Queue Length 50th (m)		~127.9			77.0	0.0	6.5	33.7	~16	6.5	82.1	
Queue Length 95th (m)		#219.7			128.5	22.3	18.8	53.4	#27	8.1	121.4	The setting
Internal Link Dist (m)		819.6			282.3			305.6			338.7	
Turn Bay Length (m)				g line.		90.0	100.0	19 195		1. 1	14.5	4.1
Base Capacity (vph)		416			797	861	92	622	;	582	1611	
Starvation Cap Reductn		0	MAN AND		0	0	0	0		0	0	
Spillback Cap Reductn		0			0	0	0	0		0	0	
Storage Cap Reductn		0	State of	79.75	0	0	0	0		0	0	511154
Reduced v/c Ratio		1.18			0.60	0.38	0.37	0.52	1	.25	0.63	

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 120

Natural Cycle: 120

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 1.25

Intersection Signal Delay: 175.1
Intersection Capacity Utilization 119.8%

Intersection LOS: F
ICU Level of Service H

Analysis Period (min) 60 90th %ile Actuated Cycle: 120 70th %ile Actuated Cycle: 120 50th %ile Actuated Cycle: 120 30th %ile Actuated Cycle: 120 10th %ile Actuated Cycle: 120

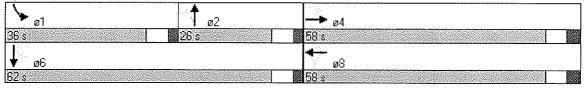
~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

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

Queue shown is maximum after two cycles.

Splits and Phases: 4: JOCKVALE ROAD & PRINCE OF WALES DRIVE



	*		\	*	←	*	*	†	<i>*</i>	>	1	1
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		€}-			4	7	ሻ	↑ ↑>		74.74	↑ Ъ	
Ideal Flow (vphpl)	1800		1800	1800	1800	1800	1800	1800	1800	1800		1800
Storage Length (m)	0.0		0.0	0.0		90.0	100.0		0.0	0.0		0.0
Storage Lanes	0	海总统	0	0	10000	1	1		0	2	4 M. 11	0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (m)	15.2	15.2		15.2	15.2	15.2	15.2	15.2	4.54	15.2	15.2	4.4.4
Trailing Detector (m)	0.0	0.0	•	0.0	0.0	0.0	0.0	0.0	·	0.0	0.0	•
Turning Speed (k/h)	24	4477	14	24		14	24	+,172+	. 14	24	4, 1	14
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.97	0.95	0.95
Frt Han I make san		0.993	i. 14	- 1 - H 4	pie to te	0.850		14.35.5		1000	0.975	14
Flt Protected		0.988			0.999		0.950			0.950		•
Satd. Flow (prot)	0	1751	0	0	1783	1517	1695	3390	0	3288	3305	: . :0
Flt Permitted		0.574		,	0.993		0.950	•		0.950		
Satd. Flow (perm)	0	1017	0	0		1517		3390	0	3288	3305	0
Right Turn on Red			Yes		* * * * * * * * * * * * * * * * * * * *	Yes	10 Mg - Ma		Yes	5 77 5 5.	16.5	Yes
Satd. Flow (RTOR)		3	No all the re	a Maria	4.5	325	unia i	$\gamma_{(k_1, (k_2, k_3), k_4)} \approx$		3 E E	22	1 5.
Headway Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Link Speed (k/h)		70	4 4 2 5 4	4.11.2	70	$a_{i} \in \mathbb{N}_{+} \times \mathbb{N}_{+} \times \mathbb{N}_{+}$		60	191	<u> </u>	60	
Link Distance (m)		843.6		* *	306.3	·		329.6			362.7	
Travel Time (s)	$(\lambda, \gamma, \lambda, \gamma, \gamma)$	43.4	1.5		15.8		A con-	19.8		100	21.8	
Volume (vph)	123	343	25	7	474	325	34	323	1	725	851	170
Peak Hour 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
Adj. Flow (vph)	123	343	25	7	474	325	34	323	1	725	851	170
Lane Group Flow (vph) 0	491	0	. 0	481	325	- 34	324	0	725	1021	0
Turn Type	Perm			Perm		Perm	Prot			Prot		
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8		8						
Detector Phases	4	4		8	8	8	5	2		1	6	
Minimum Initial (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Minimum Split (s)	25.4	25.4		25.4	25.4	25.4	8.0	24.6		10.6	24.6	
Total Split (s)	63.0	63.0	0.0	63.0	63.0	63.0	8.0	25.5	0.0	31.5	49.0	0.0
Total Split (%)	52.5%	52.5%	0.0%	52.5%	52.5%	52.5%	6.7%	21.3%	0.0%	26.3%	40.8%	0.0%
Maximum Green (s)	55.6	55.6		55.6	55.6	55.6	4.0	18.9		24.9	42.4	
Yellow Time (s)	4.2	4.2		4.2	4.2	4.2	3.5	4.6		4.6	4.6	
All-Red Time (s)	3.2	3.2		3.2	3.2	3.2	0.5	2.0		2.0	2.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							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	None	Max		None	Max	
Act Effct Green (s)		59.0			59.0	59.0	4.0	21.5		27.5	46.6	
Actuated g/C Ratio		0.49			0.49	0.49	0.03	0.18		0.23	0.39	
v/c Ratio		0.98			0.55	0.36	0.61	0.53		0.96	0.79	
Control Delay		93.0			24.3	3.0	103.9	48.4		84.5	37.6	
Queue Delay		0.0			0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay		93.0			24.3	3.0	103.9	48.4		84.5	37.6	
LOS		F			C	Α	F	D		F	D	
Approach Delay		93.0			15.7			53.7			57.0	
Approach LOS		F			В			D			Ε	
90th %ile Green (s)	55.6	55.6		55.6	55.6	55.6	4.0	18.9		24.9	42.4	

David Hook IBI GROUP

	*	→	7	✓	♣—	•	*	†	- p 🐆	. ↓	4
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR SBL	SBT	SBR
90th %ile Term Code	Max	Max		Hold	Hold	Hold	Max	MaxR	Max	MaxR	
70th %ile Green (s)	55.6	55.6		55.6	55.6	55.6	4.0	18.9	24.9	42.4	
70th %ile Term Code	Max	Max	$\mathbb{J}_{k}(\mathbf{v})^{2} = \mathbb{J}_{k}$	Hold	Hold	Hold	Max	MaxR	Max	MaxR	
50th %ile Green (s)	55.6	55.6		55.6	55.6	55.6	4.0	18.9	24.9	42.4	
50th %ile Term Code	Max	Max	1 1 1	Hold	Hold	Hold	Max	MaxR	Max	MaxR	与100mm
30th %ile Green (s)	55.6	55.6		55.6	55.6	55.6	4.0	18.9	24.9	42.4	
30th %ile Term Code	Max	Max		Hold	Hold	Hold	Max	MaxR	Max	MaxR	
10th %ile Green (s)	55.6	55.6		55.6	55.6	55.6	0.0	18.9	24.9	50.4	
10th %ile Term Code	Max	Max		Hold	Hold	Hold	Skip	MaxR	Max	Hold	5. 5
Queue Length 50th (m)		100.8			70.7	0.0	7.4	33.9	80.6	101.8	
Queue Length 95th (m)	A SOLD A	#199.8	100		117.7	19.9	#26.5	53.6	#137.5	#160.6	
Internal Link Dist (m)		819.6			282.3			305.6		338.7	
Turn Bay Length (m)	19 (1)	, 44 M	4.			90.0	100.0	A STATE			1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
Base Capacity (vph)		502			871	911	56	607	754	1297	
Starvation Cap Reductn		0			0	0	0	0	C	0	
Spillback Cap Reductn		0			0	0	0	0	C	0	
Storage Cap Reductn		0			0	0	0		C	0.74	s 3, m 3,
Reduced v/c Ratio		0.98			0.55	0.36	0.61	0.53	0.96	0.79	

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 120

Natural Cycle: 110

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.98 Intersection Signal Delay: 52.1 Intersection Capacity Utilization 101.8%

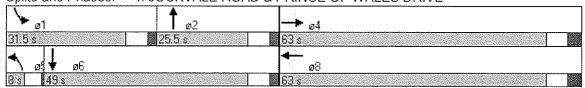
Intersection LOS: D
ICU Level of Service G

Analysis Period (min) 60 90th %ile Actuated Cycle: 120 70th %ile Actuated Cycle: 120 50th %ile Actuated Cycle: 120 30th %ile Actuated Cycle: 120 10th %ile Actuated Cycle: 120

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

Queue shown is maximum after two cycles.

Splits and Phases: 4: JOCKVALE ROAD & PRINCE OF WALES DRIVE



	*		*	€	-	1	*	†	<i>/</i> *	/	↓	4
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			ቆ			4			₩.	
Sign Control		Free			Free			Stop	H 40.74		Stop	
Grade		0%			0%			0%			0%	
Volume (veh/h)	14	78	395	131	54	43	160		,, 00	25	12	8
Peak Hour 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
Hourly flow rate (vph)	14	78	395	131	54	43	160	18	139	25	12	8
Pedestrians												
Lane Width (m)			N. Maria				1 Figure					
Walking Speed (m/s)												
Percent Blockage			Haradaya.	le Alek			S		14.00			
Right turn flare (veh)												-
Median type	વચો પૂર્							None			None	-4 }
Median storage veh)												
Upstream signal (m)		84 184	light in a	A Visite	Par Page	5 m - E.	$\lim_{n\to\infty} f_n(u, x)$					5000
pX, platoon unblocked												
vC, conflicting volume	97			473		- 1	655	662	276	789	838	76
vC1, stage 1 conf vol												
vC2, stage 2 conf vol					i i i		41 14 1					
vCu, unblocked vol	97	4		473			655	662	276	789	838	76
tC, single (s)	4.1			4.1	٠.		7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2	· .		2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	99			88			51	95	82	89	95	99
cM capacity (veh/h)	1496			1089			328	333	763	218	263	986
Direction, Lane#	EB 1	WB 1	NB1	SB 1								3. 34.
Volume Total	487	228	317	45			¥	1 1 1 1				
Volume Left	14	131	160	25								
Volume Right	395	43	139	8								
cSH	1496	1089	438	267								
Volume to Capacity	0.01	0.12	0.72	0.17								
Queue Length 95th (m)	0.2	2.9	49.4	4.2								
Control Delay (s)	0.3	5.5	34.0	21.2								
Lane LOS	Α	Α	D	С								
Approach Delay (s)	0.3	5.5	34.0	21.2								
Approach LOS			D	С								
Intersection Summary												
Average Delay			12.2									
Intersection Capacity Uti	ilization		77.2%](CU Leve	el of Se	rvice		D			
Analysis Period (min)			60									

•	< <	†	1	-	↓					
Movement WE	L WBR	NBT	NBR	SBL	SBT					
Lane Configurations	Ųf	7			લી					
Sign Control Sto	p i	Free		. 1 (11	Free			V 1 4 1 1	e djaceti	
Grade 0	%	0%			0%					
Volume (veh/h)	7 72	11	14	120	27		1.5		Virginia (
Peak Hour Factor 1.0		1.00	1.00	1.00	1.00					•
Hourly flow rate (vph)	7 72	. 11	14	120	27			ŞELENEY.		
Pedestrians	4 5 5									
Lane Width (m)							10 to 10 to			
Walking Speed (m/s)										
Percent Blockage		1, 3, 14, 14, 3						*: * *		
Right turn flare (veh)										
	ne			*1 % J *						
Median storage veh)							1	5		
Upstream signal (m)				the second		No. 1944				
pX, platoon unblocked		a tha a s								
vC, conflicting volume 28	35 18			25		1 1 1				
vC1, stage 1 conf vol	the state of the state of		٠.		and the second				42.2.2	
vC2, stage 2 conf vol vCu, unblocked vol 28	35 18	5.0		O.E.		\$ 1 T			100	
	.4 6.2		S. Sangara	25 4.1					and the second	
tC, 2 stage (s)	.4 0.2		- T-3-	·· ** . I						
	.5 3.3			2.2						•
	9 93			92						
cM capacity (veh/h) 65				1589						
		CD 4				459 (555 (550))	024505530055500	SACONS NOW		
Direction, Lane # WB Volume Total										
Volume Total Volume Left	9 25 7 0	147 120								
	7 0 '2 14	120								
cSH 100		1589								
Volume to Capacity 0.0		0.08								
• •	.8 0.0	1.7								
	.9 0.0	6.2								
	A 0.0	0.2 A								
	9 0.0	6.2								
	.o 0.0	٧.٧								
• •				granda karan	en de la granda de transcenta en la com	989 889 888 888 888	endalete teknik ele a		and the state of	consequents acceptants from the first on
Intersection Summary			04 (43) (49) (57)						Sec. 157, 151, 152	
Average Delay		6.4						_		
Intersection Capacity Utilizati	on	27.0%	IC	U Lev	el of Service	€		Α		
Analysis Period (min)		60								

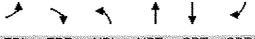
STONEBRIDGE: PHASES 10-12 FUTURE (2018) BACKGROUND + SITE GEN. TRAFFIC 16: DUNDONALD DRIVE & GREENBANK ROAD PM PEAK HOUR

	•	1	†	<i>></i>	\	ļ							
Movement	WBL	WBR	NBT	NBR	SBL	SBT							
Lane Configurations	k/f	and the second second	₽	anna ann ann ann ann ann ann ann ann an		∢ી	SALVANIA VISCOVICA	en estamation per per per per per per per per per per	10000000000000000000000000000000000000	yspections of exposit	nagasa sangunasa	-Audinosia silani silani	***************************************
Sign Control	Stop	19 14 1	Free			Free	4.15.A.	100	. 1 % 3			48.5	
Grade	0%		0%			0%					•	•	* - *
Volume (veh/h)	26	95	209	35	175	353							
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00							
Hourly flow rate (vph)	26	95	209	35	175	353							
Pedestrians													
Lane Width (m)							la til a la	. 17					Here in
Walking Speed (m/s) Percent Blockage						5		4 - 4 ₁₄ - 5	· .		A 12.		
Right turn flare (veh)				*** *	F-1.15.				1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1 111			
Median type	None	4. 1:				1.5	v ()						ng pada an
Median storage veh)	110110			14 15 1							1		. * * *
Upstream signal (m)		1 + %			tijesing in	A. t. es		$x = \frac{n}{2} \left(\frac{n}{2} \right)^{n-1} x$					ili.
pX, platoon unblocked												1 1 1	
vC, conflicting volume	930	226	sa Testi		244		V Har						
vC1, stage 1 conf vol													
vC2, stage 2 conf vol						254.6							
vCu, unblocked vol	930	226			244		4.						
tC, single (s)	6.4	6.2			4.1	• •			i				
tC, 2 stage (s)	3.5	3.3			2.2		÷	4 4				v . v .	to a
tF (s) p0 queue free %	90	3.3 88			2.Z 87						1.1		
cM capacity (veh/h)	258	813			1322		4.					1. 1.	
	WB 1	NB 1	SB 1		1022					1000000000	1184 HANGO		100010000000000000000000000000000000000
Direction, Lane # Volume Total	121	244	্জুত। 528			38.03.03.06				025/04/65/04/65		12(5) 1355, 922	63,48,38
Volume Left	26	0	175										
Volume Right	95	35	0					٠.					: ,
cSH	556	1700	1322										
Volume to Capacity	0.22	0.14	0.13										
Queue Length 95th (m)	5.8	0.0	3.2										
Control Delay (s)	13.3	0.0	3.6										
Lane LOS	В		Α										
Approach Delay (s)	13.3	0.0	3.6										
Approach LOS	В												
Intersection Summary									30 s		42 (B) (B)		
Average Delay			3.9										
Intersection Capacity Uti	lization		61.4%	l	CU Lev	el of Ser	vice			В			
Analysis Period (min)			60										

	<u></u>	*	*	1	Ļ	4	
Movement	EBL	EBR	NBL	NBT	SBT	SBR	
Lane Configurations	ች	7	Ŋ	^	↑	ř	
Sign Control	Stop	A A Sig		Free	Free	ti terkili ter	
Grade	0%		•	0%	0%		
Volume (veh/h)	143	40	73	565	471	244	Party and with a right, year, from
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Hourly flow rate (vph)	143	40	73	565	471	244	
Pedestrians	·						
Lane Width (m)							
Walking Speed (m/s)							
Percent Blockage		a and			gring is	ka Wilanda	
Right turn flare (veh)							
Median type	None				43.23		
Median storage veh)							
Upstream signal (m)		<u>Product</u>			376		
pX, platoon unblocked							
vC, conflicting volume	1182	471	715				
vC1, stage 1 conf vol				- t			
vC2, stage 2 conf vol	4400	454	uga kamara Tabu				
vCu, unblocked vol	1182	471	715				
tC, single (s)	6.4	6.2	4.1		100	•	
tC, 2 stage (s)	3.5	200	500				
tF (s)	26	3.3 93	2.2 92				
p0 queue free % cM capacity (veh/h)	20 192	593	885				
civi capacity (veri/ii)	192	293	000				•
Direction, Lane #	EB 1	EB 2	NB 1	NB 2	SB 1	SB 2	
Volume Total	143	40	73	565	471	244	
Volume Left	143	0	73	0	0	0	
Volume Right	0	40	0	0	0	244	·
cSH	192	593	885	1700	1700	1700	
Volume to Capacity	0.74	0.07	0.08	0.33	0.28	0.14	
Queue Length 95th (m)	47.7	1.5	1.9	0.0	0.0	0.0	
Control Delay (s)	72.7	11.5	9.4	0.0	0.0	0.0	
Lane LOS	F	В	Α				
Approach Delay (s)	59.3		1.1		0.0		
Approach LOS	F						
Intersection Summary							
Average Delay			7.5				
Intersection Capacity Uti	lization		48.8%	10	CU Leve	el of Service	Α
Analysis Period (min)			60				

Lane Group EBL EBR NBL NBT SBT SBR Lane Configurations Ideal Flow (vphpl) 1800
Lane Configurations T
Ideal Flow (vphpl) 1800 30.0 40.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 Leading Detector (m) 15.2
Storage Length (m) 30.0 0.0 30.0 30.0 Storage Lanes 1 1 1 Total Lost Time (s) 4.0 4.0 4.0 4.0 4.0 Leading Detector (m) 15.2 15.2 15.2 15.2 15.2 Trailing Detector (m) 0.0 0.0 0.0 0.0 0.0 Turning Speed (k/h) 24 14 24 14 Lane Util. Factor 1.00 1.00 1.00 1.00 1.00 Frt 0.850 0.850 Flt Protected 0.950 0.950 Satd. Flow (prot) 1695 1517 1695 1784 1784 1517
Storage Lanes 1 1 1 Total Lost Time (s) 4.0 4.0 4.0 4.0 4.0 4.0 Leading Detector (m) 15.2 15.2 15.2 15.2 15.2 15.2 Trailing Detector (m) 0.0 0.0 0.0 0.0 0.0 0.0 Turning Speed (k/h) 24 14 24 14 Lane Util. Factor 1.00 1.00 1.00 1.00 1.00 Frt 0.850 0.850 Flt Protected 0.950 0.950 Satd. Flow (prot) 1695 1517 1695 1784 1784 1517
Total Lost Time (s) 4.0 4.0 4.0 4.0 4.0 4.0 4.0 Leading Detector (m) 15.2 15.2 15.2 15.2 15.2 15.2 15.2 Trailing Detector (m) 0.0 0.0 0.0 0.0 0.0 0.0 Turning Speed (k/h) 24 14 24 14 Lane Util. Factor 1.00 1.00 1.00 1.00 1.00 1.00 1.00 Frt 0.850 0.850 Flt Protected 0.950 0.950 Satd. Flow (prot) 1695 1517 1695 1784 1784 1517
Leading Detector (m) 15.2 15.2 15.2 15.2 15.2 Trailing Detector (m) 0.0 0.0 0.0 0.0 0.0 Turning Speed (k/h) 24 14 24 14 Lane Util. Factor 1.00 1.00 1.00 1.00 1.00 Frt 0.850 0.850 Flt Protected 0.950 0.950 Satd. Flow (prot) 1695 1517 1695 1784 1784 1517
Trailing Detector (m) 0.0 0.0 0.0 0.0 0.0 0.0 Turning Speed (k/h) 24 14 24 14 Lane Util. Factor 1.00 1.00 1.00 1.00 1.00 1.00 Frt 0.850 Flt Protected 0.950 0.950 Satd. Flow (prot) 1695 1517 1695 1784 1784 1517
Turning Speed (k/h) 24 14 24 Lane Util. Factor 1.00 1.00 1.00 1.00 1.00 Frt 0.850 0.850 Flt Protected 0.950 0.950 Satd. Flow (prot) 1695 1517 1695 1784 1784 1517
Lane Util. Factor 1.00 1.00 1.00 1.00 1.00 Frt 0.850 0.850 Flt Protected 0.950 0.950 Satd. Flow (prot) 1695 1517 1695 1784 1784 1517
Frt 0.850 0.850 0.850 Flt Protected 0.950 0.950 Satd. Flow (prot) 1695 1517 1695 1784 1784 1517
Flt Protected 0.950 0.950 Satd. Flow (prot) 1695 1517 1695 1784 1784 1517
Satd. Flow (prot) 1695 11517 11695 11784 11784 11517 11617 11618 11618 11618 11618
Flt Permitted 0.950 0.378
Satd. Flow (perm) 1695 1517 674 1784 1784 1517
Right Turn on Red Yes Yes
Satd. Flow (RTOR)
Headway Factor 0.99 0.99 0.99 0.99 0.99
Link Speed (k/h) (1) 10 10 10 10 10 10 10 10 10 10 10 10 10
Link Distance (m) 262.6 132.0 375.9
Travel Time (s) 143 1 1418.9 144 144 144 146 16.8 149.3 144 145 15 16 16 16 16 16 16 16 16 16 16 16 16 16
Volume (vph) 143 40 73 565 471 244
Peak Hour Factor 1.00 1.00 1.00 1.00 1.00 1.00
Adj. Flow (vph) 143 40 73 565 471 244
Lane Group Flow (vph) 143 40 73 565 471 244
Turn Type Perm Perm Perm
Protected Phases 4 2 6
Permitted Phases 4 2 6
Detector Phases 4 4 2 2 6 6
Minimum Initial (s) 4.0 4.0 4.0 4.0 4.0
Minimum Split (s) 22.7 22.7 23.3 23.3 23.3
Total Split (s) 22.7 22.7 27.3 27.3 27.3
Total Split (%) 45.4% 45.4% 54.6% 54.6% 54.6% 54.6%
Maximum Green (s) 18.0 18.0 22.0 22.0 22.0
Yellow Time (s) 3.6 3.6 4.5 4.5 4.5
All-Red Time (s) 1.1 1.1 0.8 0.8 0.8 0.8
Lead/Lag
Lead-Lag Optimize?
Vehicle Extension (s) 3.0 3.0 3.0 3.0 3.0
Recall Mode None None C-Min C-Min C-Min
Walk Time (s) 7.0 7.0 7.0 7.0 7.0
Flash Dont Walk (s) 7.7 7.7 9.4 9.4 9.4 9.4
Pedestrian Calls (#/hr) 0 0 0 0 0
Act Effct Green (s) 9.8 9.8 35.1 35.1 35.1
Actuated g/C Ratio 0.20 0.20 0.70 0.70 0.70
v/c Ratio 0.43 0.12 0.15 0.45 0.38 0.21
Control Delay 17.8 6.4 5.5 6.6 5.8 1.4
Queue Delay 0.0 0.0 0.0 0.0 0.0
Total Delay 17.8 6.4 5.5 6.6 5.8 1.4
LOS B A A A A

David Hook IBI GROUP Lanes, Volumes, Timings 7/10/2007



Lane Group EBL EBR NBL NBT SBT SBR
Approach Delay 15.3
Approach LOS B A A
90th %ile Green (s) 12.6 12.6 27.4 27.4 27.4 27.4
90th %ile Term Code Gap Gap Coord Coord Coord
70th %ile Green (s) 410.5 10.5 29.5 29.5 29.5 29.5
70th %ile Term Code Gap Gap Coord Coord Coord
50th %ile Green (s) 10.1 (9.1 to 30.9 130.9 30.9 30.9 to 10.1 (1.5 to 10.5 to
50th %ile Term Code Gap Gap Coord Coord Coord
30th %ile Green (s) 7.7 7.7 32.3 32.3 32.3 32.3
30th %ile Term Code Gap Gap Coord Coord Coord
10th %ile Green (s) 0.0 44.7 44.7 44.7 44.7
10th %ile Term Code Skip Skip Coord Coord Coord
Queue Length 50th (m) \$10.4 \text{ 1.0.0 \text{ 1.19}} \text{ 19.1 \text{ 14.7 \text{ 10.00}} \text{ 1.54 \text{ 1.56}} \text{ 1.56}
Queue Length 95th (m) 22.7 5.6 8.0 53.8 40.9 7.6
Internal Link Dist (m) 238.6 108.0 351.9
Turn Bay Length (m) 30.0 30.0 30.0
Base Capacity (vph) 45-4634 4592 4473 41251 41251 4137
Starvation Cap Reductn 0 0 0 0 0
Spillback Cap Reductness and 0 in the 0 in the 0 in the 0 in the 0 in the part of the properties and the properties and the properties are the properties of the properties and the properties of the properties o
Storage Cap Reductn 0 0 0 0 0
Reduced v/c Ratio 0.23 0.07 0.15 0.45 0.38 0.21

Area Type: Other

Cycle Length: 50

Actuated Cycle Length: 50

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

Natural Cycle: 50

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.45

Intersection Signal Delay: 6.5
Intersection Capacity Utilization 48.8%

Analysis Period (min) 60

Intersection LOS: A ICU Level of Service A

Splits and Phases: 17: BLACKLEAF DRIVE & JOCKVALE ROAD



STONEBRIDGE: PHASES 10-12 FUTURE (2018) BACKGROUND + SITE GEN. TRAFFIC 19: CAMBRIAN ROAD & KILBIRNIE DRIVE PM PEAK HOUR

	,.js	→	`	•	4	*	*	1	<i>></i>	\	ļ	4
Movement	EBL	EBT	EBR	wbl.	WBT	WBR	, NBL	NBT	, NBR	SBL	SBT	SBR
Lane Configurations		43-			44-			43-			4	
Sign Control	s grades	Free	, i	and the second	Free		., 19.4. 8.	Stop	12.00		Stop	
Grade		0%			0%			0%			0%	
Volume (veh/h)	: 5	219	18	168	214	103	10	0 - 4 - 1	89	57	0	4
Peak Hour 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
Hourly flow rate (vph)	5	219	18	168	214	103	10	0	89	57	0	4
Pedestrians								•				
Lane Width (m)					1.11							
Walking Speed (m/s)												
Percent Blockage								villed Name	1.50	13.44	jajina.	
Right turn flare (veh)												
Median type		4. A. M. 4.				1.1	par k	None	ag iku		None	
Median storage veh)												
Upstream signal (m)	i in a sa				309			sadar i		1 1 1		
pX, platoon unblocked												
vC, conflicting volume	317			237			844	891	228	928	848	266
vC1, stage 1 conf vol												
vC2, stage 2 conf vol				'- 't '			e de la companya de l	No. of the second			. 13. 3	
vCu, unblocked vol	317			237			844	891	228	928	848	266
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)										A =		
tF(s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			87			96	100	89	71	100	99
cM capacity (veh/h)	1243			1330			254	245	811	199	259	773
Direction, Lane#	EB1	WB 1	NB 1	SB 1								
Volume Total	242	485	99	61						***	To be the	
Volume Left	5	168	10	57								
Volume Right	18	103	89	4								
cSH	1243	1330	664	209								
Volume to Capacity	0.00	0.13	0.15	0.29								*
Queue Length 95th (m)	0.1	3.0	3.7	8.5								
Control Delay (s)	0.2	3.6	11.4	29.3								
Lane LOS	Α	A	В	D								
Approach Delay (s)	0.2	3.6	11.4	29.3								
Approach LOS			В	D								
Intersection Summary		6 5 6					9 X 61					
Average Delay			5.3									
Intersection Capacity Uti	lization		62.2%	10	CU Lev	el of Ser	vice		В			
Analysis Period (min)			60									

STONEBRIDGE: PHASES 10-12 FUTURE (2018) BACKGROUND + SITE GEN. TRAFFIC 22: KILBIRNIE DRIVE & GREENBANK ROAD PM PEAK HOUR

	*	*	†	<i>*</i>	-	↓
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	*4		?			4
Sign Control	Stop		Free	A Harris		w Free his late in the activities and a section
Grade	0%		0%			0%
Volume (veh/h)	4	40	204	8	75	
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Hourly flow rate (vph) Pedestrians	4	40	204	8	75	
Lane Width (m)			u i ski	ta estas.		
Walking Speed (m/s)			4. 25 . NE	The transport		
Percent Blockage	·	i egiş	v		481144	
Right turn flare (veh)				a ka militari m	a tag Saa S	 A few states of the second of t
Median type	None					
Median storage veh)						
Upstream signal (m)	445.E					
pX, platoon unblocked					-4	
vC, conflicting volume	662	208	1744		212	
vC1, stage 1 conf vol				4 10 m		en de la companya de la companya de la companya de la companya de la companya de la companya de la companya de
vC2, stage 2 conf vol		200			242	
vCu, unblocked vol tC, single (s)	662 6.4	208 6.2		4, 4	212 4.1	en en en en en en en en en en en en en e
tC, single (s) tC, 2 stage (s)	0.4	0.2.	•		4.1	
tF (s)	3.5	3.3		Sagarani.	2.2	The world the book will be the configuration
p0 queue free %	99	95			94	
cM capacity (veh/h)	403	832		• .	1358	
Direction, Lane #	WB 1	NB 1	SB 1			
Volume Total	44	212	379			
Volume Left	4	0	75			
Volume Right	40	8	0		* .	
cSH	759	1700	1358			
Volume to Capacity	0.06	0.12	0.06			$\label{eq:continuous} \mathcal{L}(\mathcal{A}, \mathcal{A}) = \mathcal{L}(\mathcal{A}, \mathcal{A}) + \mathcal{L}(\mathcal{A}, \mathcal{A}) + \mathcal{L}(\mathcal{A}, \mathcal{A}) + \mathcal{L}(\mathcal{A}, \mathcal{A})$
Queue Length 95th (m)	1.3	0.0	1.2			
Control Delay (s)	10.0	0.0	2.0			
Lane LOS	B 10.0	0.0	A			
Approach Delay (s) Approach LOS	10.0 B	0.0	2.0			
	.		tritishinga samasinin	eg gaggagen gen flem e erne s		rangen. Dagawa nga mga ya kasasa ng Maragaga pagpaga pagasa na kasasana na
Intersection Summary		((6.838) S				
Average Delay	17 22		1.9		51.1.	
Intersection Capacity Uti	lization		46.4%	Ю	JU Leve	rel of Service A
Analysis Period (min)			60			

	*	→	•	*	-	*/					
Movement	EBL	EBT	WBT	WBR	SBL	SBR					
Lane Configurations		4	1>		¥						
Sign Control	1111/11/19	Free	Free		Stop						
Grade		0%	0%	4 4 4	0%						ta ta ang a
Volume (veh/h) Peak Hour Factor	3 1.00	131	65			1.00					
Hourly flow rate (vph)	3		1.00 :.65	1.00 144	1.00 389	1.00 14				e saya iji	A Francisco
Pedestrians	J	131	.00	144	309	i i sant a a					
Lane Width (m)	No. of the									£ 444.	
Walking Speed (m/s)							• '				
Percent Blockage		4 1					1 1		4 . 1941		
Right turn flare (veh)							•		,		
Median type					None		e The Garage				
Median storage veh)										garan sayar s	
Upstream signal (m)								5 15 E			
pX, platoon unblocked	.000			en en en en en en en en en en en en en e	074	407				es consultation	ENGLISH STATE
vC, conflicting volume vC1, stage 1 conf vol	209			34 (A)	214	137					
vC1, stage 1 conf vol					12. 4.						
vCu, unblocked vol	209				274	137		1.4		5 M. A. C	e estado dos portos.
tC, single (s)	4.1				6.4	6.2			1.1		
tC, 2 stage (s)											
tF(s)	2.2				3.5	3.3				7 m 11	
p0 queue free %	100				46	98					
cM capacity (veh/h)	1362				714	911				*. *.	
Direction, Lane #	EB 1	WB 1	SB 1								
Volume Total	134	209	403								
Volume Left	3 0	0 144	389 14								
Volume Right cSH	1362	1700	719								
Volume to Capacity	0.00	0.12	0.56								
Queue Length 95th (m)	0.0	0.0	26.1								
Control Delay (s)	0.2	0.0	16.3								
Lane LOS	Α		С								
Approach Delay (s)	0.2	0.0	16.3								
Approach LOS			С								
Intersection Summary											
Average Delay			8.9								
Intersection Capacity Ut	ilization		43.3%	l	CU Lev	el of Serv	/ice		Α		
Analysis Period (min)			60								