## TRAFFIC IMPACT ANALYSIS

for

THE PINES
LOCATED ON THE NORTHWEST
CORNER OF ARIZONA PAVILIONS
DRIVE AND CONTINENTAL LINKS
ROAD

Town of Marana, Arizona

May 2005

Prepared for:

## **Standard Pacific Homes**



Prepared by:



Kimley-Horn and Associates, Inc.

1860 East River Road, Suite 100 Tucson, Arizona 85718 (520) 615-9191 FERNANDO ACCEDTER 6/20/05

SUBMITTAL NO.

PRV-05066



### TRAFFIC IMPACT ANALYSIS

for

# The Pines Located on the Northwest Corner of Arizona Pavilions Drive and Continental Links Drive

May 2005

#### Prepared for:

#### **Standard Pacific Homes**

4578 N. 1<sup>st</sup> Avenue, Suite 160 Tucson, Arizona 85718 Phone: (520) 615-8900 Fax: (520) 615-8902

Prepared by:





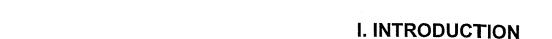
#### **TABLE OF CONTENTS**

I. INTRODUCTION	1
INTRODUCTION	
II. PLANNED DEVELOPMENT	
SITE LOCATION	
SITE PLAN	
ADJACENT LAND USE	
IV. EXISTING CONDITIONS	5
PHYSICAL CHARACTERISTICSTRAFFIC VOLUMES	5
TRAFFIC OPERATIONS	9
CRASH DATA	
III. PROJECTED TRAFFIC	10
SITE TRAFFIC FORECASTS	10
Trip Generation Directional Distribution	
FUTURE TRAFFIC FORECASTING	
TOTAL TRAFFIC	
IV. TRAFFIC AND IMPROVEMENT ANALYSIS	16
LEVEL OF SERVICETURN LANE ANALYSIS	
V. CONCLUSIONS AND RECOMMENDATIONS	
VIII. APPENDIX	20



#### LIST OF EXHIBITS

EXHIBIT 1 – SITE LOCATION MAP	3
EXHIBIT 2 – SITE PLAN	J
EXHIBIT 3 – EXISTING CONDITIONS	т 6
EXHIBIT 4 - EXISTING (2005) PEAK HOUR TRAFFIC	ዕ ጸ
EXHIBIT 5 - EXISTING LOS (2005)	o
EXHIBIT 6 – TRIP GENERATION	) 10
EXHIBIT 9 – TRAFFIC VOLUMES PER PAG MAPS	11
EXHIBIT 7 – DIRECTIONAL DISTRIBUTION	12
EXHIBIT 8 – SITE-GENERATED TRAFFIC	12
EXHIBIT 10 – BACKGROUND TRAFFIC (2006)	11
EXHIBIT 11 – TOTAL TRAFFIC (2006)	15
EXHIBIT 12 – LEVEL OF SERVICE ANALYSIS (2006)	16
EXHIBIT 13 – ANALYSIS CONDITIONS	17





Kimley-Horn

and Associates, Inc.

This report documents the traffic impact analysis performed for The Pines development located in the Town of Marana, Arizona. The planned development is located on the northwest corner of Arizona Pavilions Drive and Continental Links Drive. The development is planned to consist of 431 single family detached homes. Phase I of the development will consist of 128 homes and Phase II will consist of 303 homes. The site will be accessed locally from Arizona Pavilions Drive and Continental Links Drive with an additional access along the Eastbound I-10 Frontage Road.

As directed by Town of Marana and ADOT staff, this traffic impact analysis was prepared based on current Arizona Department of Transportation standards as described in the *Traffic Impact Analysis* for *Proposed Development Standards*, April 1999. The specific objectives of this study are to:

- (1) Evaluate the level of service for existing conditions (2005) for the following intersections:
  - Arizona Pavilions Drive / Cortaro Road;
  - Arizona Pavilions Drive / Hospitality Road;
  - Arizona Pavilions Drive / Continental Links Drive; and
  - Arizona Pavilions Drive / Eastbound I-10 Frontage Road.
- (2) Evaluate the level of service for opening year (2006) for the following intersections:
  - Arizona Pavilions Drive / Cortaro Road:
  - Arizona Pavilions Drive / Hospitality Road;
  - Arizona Pavilions Drive / Continental Links Drive;
  - Arizona Pavilions Drive / Eastbound I-10 Frontage Road; and
  - The Pines Access Road / Eastbound I-10 Frontage Road.



#### II. PLANNED DEVELOPMENT

#### SITE LOCATION

The planned development is located on the northwest corner of Arizona Pavilions Drive and Continental Links Drive. The project location is shown in **Exhibit 1**.

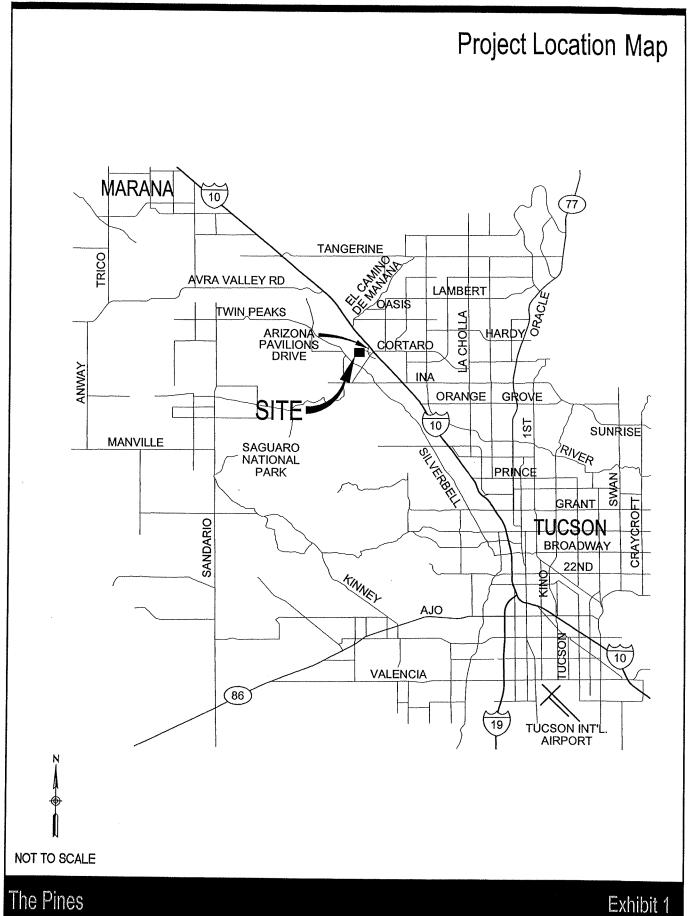
#### SITE PLAN

This development is planned to consist of approximately 431 single family detached homes. The planned site layout is illustrated in **Exhibit 2**. As shown in Exhibit 2, it is planned that the site will be accessed locally from Arizona Pavilions Drive and Continental Links Drive with an additional access point along the Eastbound I-10 Frontage Road. It should be noted that the driveway along the Eastbound I-10 Frontage Road is planned to accommodate right-in/right-out movements only.

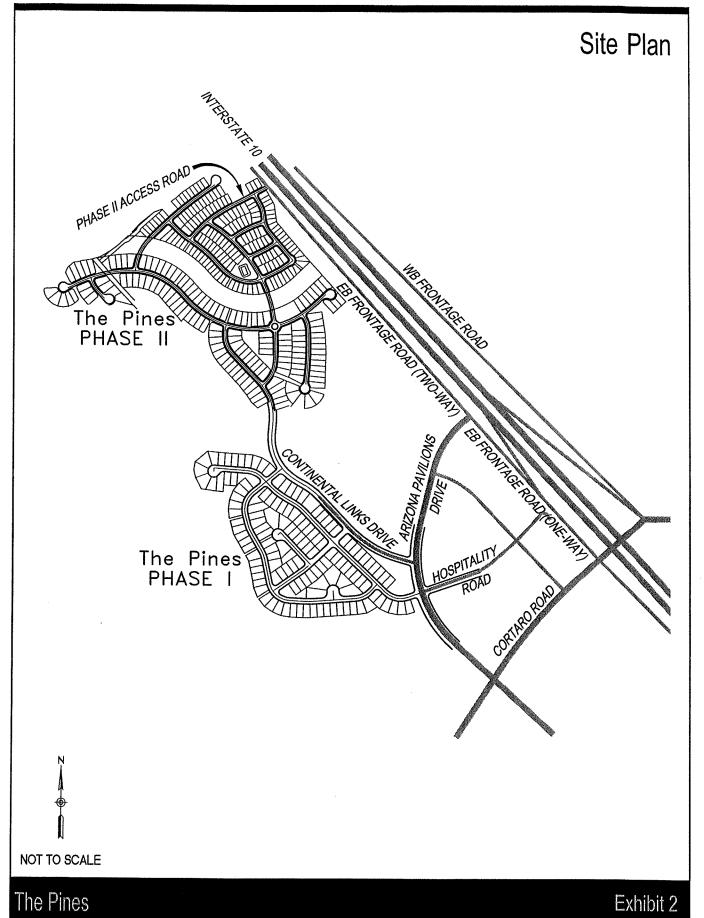
#### ADJACENT LAND USE

Land use near the planned development is primarily commercial in nature with the exception of The Pines Golf Club at Marana.











#### IV. EXISTING CONDITIONS

#### PHYSICAL CHARACTERISTICS

The existing roadway network within the study area includes Cortaro Road, Arizona Pavilions Drive, Continental Links Drive, Hospitality Road, and the Eastbound I-10 Frontage Road. Cortaro Road is classified as an Arterial Roadway with 150' of right of way by The Town of Marana's *Major Routes and Rights of Way Plan*, December 2002. Arizona Pavilions Drive is classified as an Urban Collector based on information provided the Federal Highway Administration's Functional Classification Map for Tucson Arizona, March 2005. No other study roadways are classified.

A graphical illustration of existing intersection geometrics, traffic control, and posted speed limits in the vicinity of the planned development is shown in **Exhibit 3**. The following are summaries of the roadways providing access to the planned development:

Arizona Pavilions Drive, in the vicinity of the site, is a three lane facility with a continuous center-left-turn-lane. The posted speed limit is 25 mph in the vicinity of the site.

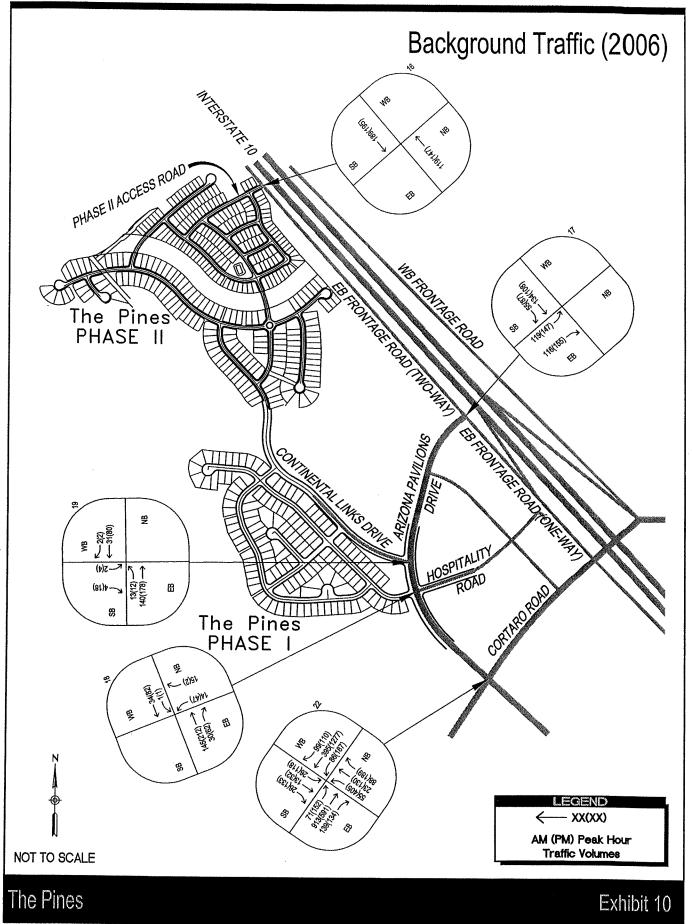
Continental Links Drive, in the vicinity of the site, provides one lane in each direction. The posted speed limit is 25 mph.

*Hospitality Road*, in the vicinity of the site, provides one lane in each direction but is not striped. The posted speed limit is 25 mph.

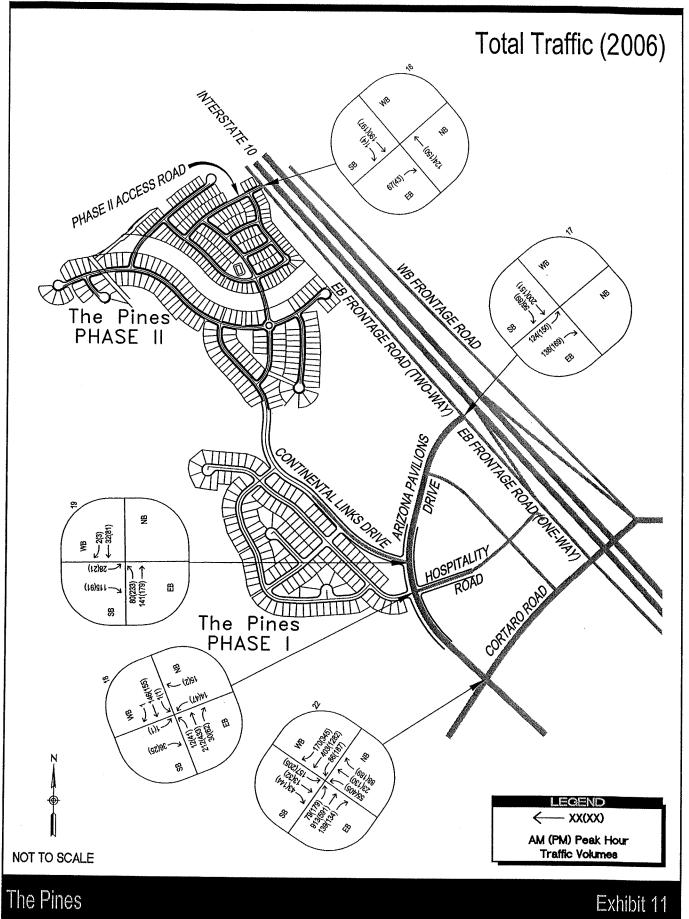
Eastbound I-10 Frontage Road, in the vicinity of the site is a two-lane facility providing both eastbound and westbound travel north of Arizona Pavilions Drive and one-way travel south of Arizona Pavilions Drive. The posted speed limit near Arizona Pavilions Drive is 25 mph while the posted speed limit in the vicinity of the planned Pines Access Road intersection is 55 mph.

Cortaro Road, in the vicinity of the site is a four-lane divided facility with a posted speed limit of 35 mph east of Arizona Pavilions Drive and 45 mph west of Arizona Pavilions Drive.











#### IV. TRAFFIC AND IMPROVEMENT ANALYSIS

#### LEVEL OF SERVICE

The study area intersections were evaluated on the basis of future traffic projections shown in Exhibit 11. All intersections were analyzed using Synchro 5.0 which utilizes the methodologies outlined in the *Highway Capacity Manual 2000*. The results of the traffic analysis are shown in **Exhibit 12** for opening year (2006). **Exhibit 13** shows the intersection lane use assumptions used in the analysis. Software output sheets for the analyses are located in the Appendix.

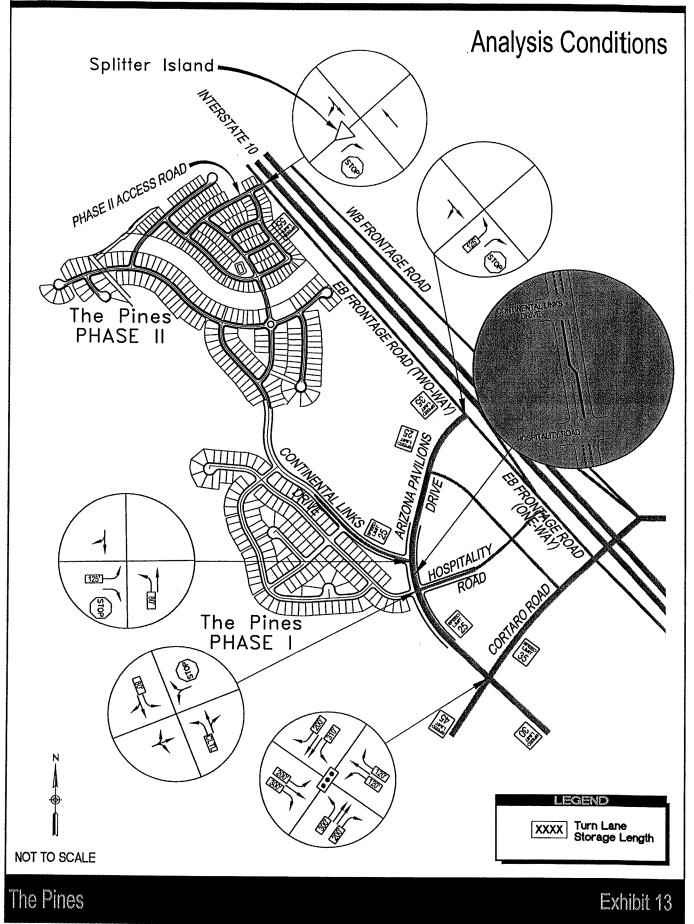
EXHIBIT 12 - LEVEL OF SERVICE ANALYSIS (2006)

[GPa]		NE)		K XX	્રિકા		¥4000	() #ii			Wey		intersection	FOR MITTER COUNTY OF THE
Indersionillones as as	L	Т	R	L	Т	R	L	Т	R	L	T	R	1.08	
Cortate Road / Arizo	nal Pav	llions.	Drive						12.5					
AM Peak Hour	С	С	Α	С	С	В	Α	В	Α	D	В	Α	В	Cianalia d
PM Peak Hour	D	D	Α	D	D	A	D	C	Α	В	D	В	С	Signalized
Hespitality Read / Ari	220)n(a) (5	avillor	ns Dinv	e ni										
AM Peak Hour		В			Α		Α			A			В	l Inciencii—ed
PM Peak Hour		С			Α		Α			В		100	С	Unsignalized
Continental Links Dri	ve:/ Ar	rz(e)n(a)	Paville	ns Dri	Ve									
AM Peak Hour				Α			Α						A	Unaignalimed
PM Peak Hour				В			Α					100	В	Unsignalized
Eastbound Frontage	Road	(A)(£20)	nai Pal	dions	Dirive				100		10.00			
AM Peak Hour							В	В					В	l looisees!:
PM Peak Hour							В	В	2.00			130.5	В	Unsignalized
Eastbound Frontage	Read	ine i	Pines /	ccess	Roac									
AM Peak Hour									Α				Α	l Ingianglined
PM Peak Hour								100	Α				Α	Unsignalized

<sup>\*</sup> Intersection LOS for unsignalized intersections is reported as "Worst-Movement LOS"

As shown in Exhibit 12, all study area intersections are anticipated to operate at acceptable levels of service during both the AM and PM peak hours.







#### TURN LANE ANALYSIS

Level of service and traffic volume data were used to determine the need for exclusive turn lanes, median placement, and improvements to existing facilities if necessary.

#### Arizona Pavilions Drive

The existing center-left-turn-lane along Arizona Pavilions Drive currently provides a safe refuge for drivers making left-turn movements into Continental Links Drive and Hospitality Road. However, the increase in volume at Continental Links Drive due to the planned residential development and the close driveway spacing between Continental Links Drive and Hospitality Road increases the likelihood of turning conflicts between opposing left-turn traffic within the center-left-turn-lane. The current driveway spacing between Continental Links Drive and Hospitality Road is approximately 225 feet. To eliminate the turning conflicts into these driveways, it is recommended that a raised median be provided along Arizona Pavilions Drive between Continental Links Drive and Hospitality Road. A minimum of 80 feet of storage should be provided at both driveways to accommodate queuing demands.

#### Arizona Pavilions Drive / Eastbound (two-way) I-10 Frontage Road

It is anticipated that the existing left-turn and right-turn storage lengths of approximately 125 feet along Arizona Pavilions Drive at the Eastbound I-10 Frontage Road will accommodate storage demands for opening year (2006).

#### Cortaro Road / Arizona Pavilions Drive

It is anticipated that the existing intersection of Cortaro Road and Arizona Pavilions Drive will operate at acceptable levels of service with the addition of The Pines development. It should be noted that signal timing changes were made during the analysis to achieve acceptable levels of service on all movements.

#### Continental Links Drive / Arizona Pavilions Drive

It is anticipated that the existing left-turn and right-turn lane outbound storage lengths of approximately 125 feet along Continental Links Drive will accommodate storage demands for opening year (2006).

#### Hospitality Road / Arizona Pavilions Drive

It is anticipated that the proposed turn lanes at the intersection of Arizona Pavilions Drive and Hospitality Road will accommodate traffic operations for opening year (2006).

#### The Pines Access Road / Eastbound (two-way) I-10 Frontage Road

It is recommended that a raised "splitter island" be installed at this driveway to reinforce the restricted right-in / right-out access. This structure should be designed and signed to restrict northbound left-turning movements into Phase II.



#### V. CONCLUSIONS AND RECOMMENDATIONS

This analysis has provided an overview of the traffic operations and the recommended improvements for a The Pines development in the Town of Marana, Arizona. Following are the major conclusions of this analysis:

- All study area intersections operate at acceptable levels of service during both the AM and PM peak hours under existing (2005) conditions.
- It is anticipated that all study area intersections are anticipated to operate at acceptable levels of service during both the AM and PM peak hours opening year (2006) under the analysis conditions shown in **Exhibit 13**.
- It is recommended that a raised "splitter island" be installed at this driveway to reinforce the restricted right-in / right-out access. This structure should be designed and signed to restrict northbound left-turning movements into Phase II.
- It is recommended that a raised median be provided along Arizona Pavilions Drive between Continental Links Drive and Hospitality Road. A minimum of 80 feet of storage should be provided at both driveways to accommodate queuing demands.







# Intersection Turning Movement Prepared by: Field Data Services of Arizona, Inc.

N-S STREET: ARIZONA PAVILIONS DR.

DATE: 05/12/05

LOCATION: MARANA

E-W STREET: CORTARO RD.

DAY: THURSDAY

PROJECT#

05-5090-001

	N	ORTHBO	UND	S	OUTHBO	UND	E	ASTBOL	IND	V	VESTBOL	IND	
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WΤ	WR	TOTAL
1:00 PM 1:15 PM 1:30 PM 1:45 PM 2:00 PM 2:15 PM 2:30 PM 2:45 PM 3:00 PM 3:15 PM 3:30 PM 4:15 PM 4:30 PM 4:15 PM 5:00 PM 5:15 PM 5:30 PM 5:15 PM 5:30 PM 6:45 PM	59 62 76 82 102 88 96 79	19 18 25 26 32 33 21 16	32 37 39 43 38 42 49 53	9 8 11 13 14 12 14 9	4 7 3 5 4 6 7 5	9 9 14 13 21 14 7 8	12 22 20 22 20 21 14 13	98 112 125 136 144 133 124 122	28 29 30 33 35 26 28 35	32 36 31 43 46 39 42 40	228 240 263 300 318 278 265 252	9 7 12 13 15 8 14 11	539 587 649 729 789 700 681 643
VOLUMES =	644	190 gins at:	333	90	41	95	144	ET 994	ER 244	WL 309	WT 2144	WR 89	TOTAL 5317
	111 DC	ann ar	113	1.1.1									
PEAK VOLUMES =	368	112	172	53	22	55	77	537	122	170	1161	50	2899
PEAK HR. FACTOR:		0.948			0.833			0.925			0.911		0.919

CONTROL:

SIGNALIZED

# Intersection Turning Movement Prepared by: Field Data Services of Arizona, Inc.

N-S STREET: ARIZONA PAVILIONS DR. DATE: 05/12/05

LOCATION: MARANA

E-W STREET: CORTARO RD.

DAY: THURSDAY

PROJECT#

05-5090-001

	NO	ORTHBO	UND	SC	OUTHBO	UND	I	ASTBOL	JND	٧	VESTBOU	JND	
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
6:00 AM		***************************************											-
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	14	3	21	3	2	3	11	145	22	12	76	12	324
7:15 AM	15	6	20	4	2	4	14	162	36	19	82	17	381
7:30 AM	13	4	19	2	3	2	13	195	32	23	93	14	413
7:45 AM	12	7	21	5	3	3	10	202	31	18	88	17	417
8:00 AM	14	3	20	3	4	3	12	213	33	22	72	20	419
8:15 AM	11	4	20	3	0	3	10	220	30	15	106	22	444
8:30 AM 8:45 AM	14 16	5	14	2	1	5	18	174	28	28	80	19	388
9:00 AM	10	4	12	4	5	6	16	176	32	22	83	21	397
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													
TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	Гтоты
VOLUMES =	109	36	147	26	20	29	104	1487	244	159	680	142	TOTAL 3183
	1		·				•			I		1	
AM Pea	k Hr Be	gins at:	730	AM									
PEAK													
VOLUMES =	50	18	80	13	10	ا به	l 45	020	120	l -70	0=-		1
· OLUMBIA	50	10	00	13	10	11	45	830	126	78	359	73	1693
PEAK HR.			j										
FACTOR:		0.925	I		0.773			0.963			0.892		0.953
	1				0.,,0		1	0.505			ひいり		11 45 4

CONTROL:

SIGNALIZED

Prepared by: Field Data Services of Arizona, Inc.

N-S STREET: ARIZONA PAVILIONS DR.

DATE: 05/12/05

LOCATION: MARANA

E-W STREET: HOSPITALITY RD.

DAY: THURSDAY

PROJECT#

05-5090-004

	NO	ORTHBOU	JND	SC	OUTHBOL	JND	E	ASTBOU	ND	W	ESTBOU	ND	
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
1:00 PM 1:15 PM 1:30 PM 1:45 PM 2:00 PM 2:15 PM 2:30 PM 2:45 PM 3:00 PM 3:15 PM 3:30 PM 3:45 PM 4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM 5:45 PM 6:00 PM 6:15 PM 6:30 PM	0 0 0 0 0 0	39 42 64 44 33 38 36 28	11 14 12 19 13 10 5 8	0 1 0 0 0 0	14 22 21 11 19 23 21 20	0 0 0 0 0 0	0 0 0 0 0 0	0 0 0 0 0 0	0 0 0 0 0 0	11 9 11 12 8 10 5	0 0 0 0 0 0	0 1 1 0 1 0 1	75 89 109 86 74 81 68 69
TOTAL VOLUMES =	NL O	NT 324	NR 92	SL 1	ST 151	SR 0	EL 0	ET 0	ER 0	WL 78	WT 0	WR 5	TOTAL 651
PM Pea	ık Hr Be	gins at:	400	PM									
PEAK VOLUMES =	0	189	56	1	68	0	0	0	0	43	0	2	359
PEAK HR. FACTOR:		0.806			0.750			0.000			0.938		0.823

CONTROL: 1-WAY STOP (WB)

Prepared by: Field Data Services of Arizona, Inc.

N-S STREET: ARIZONA PAVILIONS DR. DATE: 05/12/05

LOCATION: MARANA

E-W STREET: HOSPITALITY RD. DAY: THURSDAY

CONTROL: 1-WAY STOP (WB)

PROJECT# 05-5090-004

	No	ORTHBO	LIND	Si	OUTHBOU	IND		ACTROU	ND.	1.4	(CTDOL	ND	
	140	SICHIDO	OND	3(	שרווטכ	טואוט	E	ASTBOU	טאו	V	/ESTBOU	טא	
LANES:	NL	NT	NR	SL	ST	SR	EL.	ET	ER	WL	WT	WR	TOTAL
6:00 AM 6:15 AM 6:30 AM 6:45 AM 7:00 AM 7:15 AM 7:30 AM 8:45 AM 8:30 AM 8:45 AM 9:00 AM 9:15 AM 9:30 AM 9:15 AM 10:00 AM 10:15 AM 10:30 AM 10:45 AM 11:30 AM	0 0 0 0 0 0	21 24 28 34 34 33 30 22	4 5 6 3 6 8 10 4	0 0 0 0 0 0	1 4 8 3 4 6 15 8	0 0 0 0 0 0	0 0 0 0 0 0	0 0 0 0 0 0	0 0 0 0 0 0	1 5 2 3 3 4 3 2	0 0 0 0 0 0	2 3 2 4 4 2 4 3	29 41 46 47 51 53 62 39
TOTAL VOLUMES =	NL 0 ak Hr Be	NT 226 gins at:	NR 46 745	SL 0	ST 49	SR 0	EL 0	ET 0	ER 0	WL 23	WT 0	WR 24	TOTAL 368
		J., 10 ac.	, 13	* H*1									
PEAK VOLUMES =	0	131	27	0	28	0	0	0	0	13	0	14	213
PEAK HR. FACTOR:		0.963			0.467			0.000			0.964		0.859

Prepared by: Field Data Services of Arizona, Inc.

N-S STREET: ARIZONA PAVILIONS DR. DATE: 05/12/05

LOCATION: MARANA

CONTROL: 1-WAY STOP (EB)

E-W STREET: I-10 EB FRONTAGE RD.

DAY: THURSDAY

PROJECT#

05-5090-002

	NC	RTHBO	UND	SC	ОТНВО								
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
1:00 PM 1:15 PM 1:30 PM 1:45 PM 2:00 PM 2:15 PM 2:30 PM 2:45 PM 3:00 PM 3:15 PM 3:30 PM 3:45 PM 4:00 PM 4:15 PM 4:30 PM 5:15 PM 5:30 PM 5:15 PM 5:00 PM 5:15 PM 5:30 PM 5:45 PM 6:00 PM 6:15 PM 6:30 PM	27 29 36 32 31 31 37 22	0 0 0 0 0 0	24 34 34 28 37 42 27 30	0 0 0 0 0 0	0 0 0 0 0 0	0 0 0 0 0 0	0 0 0 0 0 0	32 22 30 17 21 30 14 15	19 20 23 14 16 20 16 9	0 0 0 0 0 0	0 0 0 0 0 0	0 0 0 0 0 0	102 105 123 91 105 123 94 76
TOTAL VOLUMES =	NL 245	NT 0	NR 256	SL 0	ST 0	SR 0	EL 0	ET 181	ER 137	WL 0	WT 0	WR 0	TOTAL 819
PM Pea	ı ak Hr Be	gins at:	430	PM			I					<b>i</b>	<b> </b>
PEAK VOLUMES =	130	0	141	0	0	0	0	98	73	0	0	0	442
PEAK HR. FACTOR:		0.928			0.000			0.807			0.000		0.898

# Intersection Turning Movement Prepared by: Field Data Services of Arizona, Inc.

N-S STREET: ARIZONA PAVILIONS DR. DATE: 05/12/05

LOCATION: MARANA

E-W STREET: I-10 EB FRONTAGE RD. DAY: THURSDAY

PROJECT# 05-5090-002

	NC	RTHBO	UND	SC	UTHBOU	JND	E	ASTBOU	ND	W	/ESTBOU	ND	
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
6:00 AM 6:15 AM 6:30 AM 6:45 AM 7:00 AM 7:15 AM 7:30 AM 7:45 AM 8:00 AM 8:15 AM 9:00 AM 9:15 AM 9:30 AM 9:45 AM 10:00 AM 10:15 AM 10:30 AM 10:45 AM 11:30 AM	22 26 27 26 28 23 15 16	0 0 0 0 0 0	14 23 27 26 29 12 20 12	0 0 0 0 0 0	0 0 0 0 0 0	0 0 0 0 0 0	0 0 0 0 0 0	23 28 29 23 42 15 13 24	13 14 15 12 6 6 6 11	0 0 0 0 0 0	0 0 0 0 0 0	0 0 0 0 0 0	72 91 98 87 105 56 54 63
TOTAL VOLUMES =  AM Pea	NL 183 ak Hr Be	NT O gins at:	NR 163 715	SL 0	ST · 0	SR 0	EL 0	ET 197	ER 83	WL 0	WT 0	WR 0	TOTAL 626
PEAK	· · · ·		,										
VOLUMES =	107	0	105	0	0	0	0	122	47	0	0	0	381
PEAK HR. FACTOR:		0.930			0.000			0.880			0.000		0.907

CONTROL: 1-WAY STOP (EB)

Prepared by: Field Data Services of Arizona, Inc.

N-S STREET: ARIZONA PAVILIONS DR.

DATE: 05/12/05

LOCATION: MARANA

E-W STREET: CONTINENTAL LINKS DR.

DAY: THURSDAY

PROJECT#

05-5090-003

	NO	ORTHBO	UND	SC	OUTHBOU	JND	E	ASTBOU	ND	W	/ESTBOU	IND	
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
1:00 PM 1:15 PM 1:30 PM 1:45 PM 2:00 PM 2:15 PM 2:30 PM 2:45 PM 3:00 PM 3:15 PM 3:30 PM 4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM 5:45 PM 6:30 PM 6:45 PM	2 3 4 5 1 1 0 2	22 43 59 38 24 37 37 28	0 0 0 0 0 0	0 0 0 0 0 0	14 13 17 19 12 18 12 18	1 0 1 0 1 0 0	1 2 1 1 1 1 1 0	0 0 0 0 0 0	3 2 4 2 4 6 9 3	0 0 0 0 0 0	0 0 0 0 0 0	0 0 0 0 0 0	43 63 86 65 43 63 59 52
TOTAL VOLUMES =	NL 18	NT 288	NR 0	SL 0	ST 123	SR 4	EL 8	ЕТ 0	ER 33	WL 0	WT 0	WR 0	TOTAL 474
PM Pea	ak Hr Be	gins at:	430	PM									
PEAK VOLUMES = PEAK HR. FACTOR:	11	158 0.671	0	0	66 0.895	2	4	0.714	16	0	0.000	0	257 0.747
CONTROL:	1-WAY	STOP (E	:B)		,								-

# Intersection Turning Movement Prepared by: Field Data Services of Arizona, Inc.

N-S STREET: ARIZONA PAVILIONS DR.

DATE: 05/12/05

LOCATION: MARANA

E-W STREET: CONTINENTAL LINKS DR.

DAY: THURSDAY

PROJECT#

05-5090-003

	NC	ORTHBOU	UND	SC	UTHBOL	JND	E	ASTBOU	ND	W	ESTBOU	ND	
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
6:00 AM									-				
6:15 AM													
6:30 AM													
6:45 AM		22	^	0	4	•		•	0	•		•	
7:00 AM 7:15 AM	1 2	22 29	0 0	0	4 3	0	1	0	0	0	0	0	28
7:30 AM	4	29 27	0	0 0	5 6	1 0	0 0	0 0	1 1	0 0	0 0	0 0	36 38
7:45 AM	2	33	0	0	6	0	1	0	Ō	0	0	0	38 42
8:00 AM	3	34	ő	Ö	4	0	Ô	0	1	0	0	0	42
8:15 AM	3	30	Ō	Ō	8	1	Ö	Õ	1	Ö	Ö	ŏ	43
8:30 AM	4	29	0	0	7	1	1	0	2	Ō	Ō	Ö	44
8:45 AM	4	24	0	0	7	0	0	0	2	0	0	0	37
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM 10:00 AM													
10:00 AM 10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM				•									
11:45 AM													
OTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
OLUMES =	23	228	0	0	45	3	3	0	8	0	0	0	310
	I		İ	I		!	ı			1			
AM Pea	ak Hr Be	gins at:	745	AM									
EAK													
	12	126	0	0	25	2	2	0	4	0	0	0	171
DLUMES =	1						ı			l			
OLUMES =													
		0.932			0.750			0.500			0.000		0.972

CONTROL:

1-WAY STOP (EB)

Lane Group         EBL         EBR         WBL         WBT         WBR         NBL         NBT         NBR         SBL         SBT         SBR           Lane Configurations Ideal Flow (vphpl)         1900		<b>→</b>		*	4	4	4	*	<b>↑</b>	<i>*</i>	1	1	1
Ideal Flow (vphpl)   1900   1,00		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	· NBR	SBL	SBT	SBR
Ideal Flow (vphpl)   1900				7	J.	<b>个</b> 个	7	ኝ	<b>^</b>	7	ሻ	<b>*</b>	
Storage Length (ft)         300         200         310         200         120         120         270         165           Storage Lanes         1			1900		POLICE AND RESPONDED FROM PROPERTY.	1900	1900	1900		1900	1900	1900	
Storage Lanes			0.24 \40.25 \60.26 \70.00	A SAN CONTRACTOR AND	310		200			120	270		0.000,000,000,000,000,000,000,000,000,0
Leading Detector (ff)         50 </td <td></td> <td></td> <td></td> <td></td> <td>1</td> <td></td> <td>- 1</td> <td>1</td> <td></td> <td>- 1</td> <td>1</td> <td></td> <td>- 1</td>					1		- 1	1		- 1	1		- 1
Trailing Detector (ft)         0				Van. 1 (100 a 100 a			- V - 74774 4747 F 444444 4711 4714 444			4.0	4.0	4.0	4.0
Turning Speed (mph)         15         9         15         0         0         0         0         0 <th< td=""><td></td><td></td><td></td><td></td><td>each was over a season season as</td><td>ECONOMIC STREET</td><td>50</td><td></td><td>economic results in the state of the state o</td><td>50</td><td>50</td><td>50</td><td>50</td></th<>					each was over a season season as	ECONOMIC STREET	50		economic results in the state of the state o	50	50	50	50
Lane Util. Factor         1.00         0.95         1.00         1.00         0.95         1.00 <td></td> <td></td> <td>0</td> <td></td> <td></td> <td>0</td> <td></td> <td></td> <td>0</td> <td></td> <td></td> <td>0</td> <td>0</td>			0			0			0			0	0
Frt         0.850         0.850         0.850         0.850         0.850         0.850         0.850           Flt Protected         0.950         0.950         0.950         0.950         0.950         0.950         0.950         0.950         0.950         0.950         0.950         0.950         0.950         0.950         0.950         0.950         0.744         0.950         0.750         0.744         0.744         0.950         0.750         0.744         0.744         0.950         0.750         0.744         0.744         0.950         0.750         0.744         0.744         0.950         0.750         0.744         0.950         0.750         0.744         0.744         0.950         0.750         0.744         0.744         0.950         0.750         0.744         <		POWER CONTRACTOR CONTR											9
Fit Protected         0.950         0.950         0.950         0.950         0.950         0.950         0.950         0.950         0.950         0.950         0.950         0.950         0.950         0.950         0.950         0.950         0.750         0.744         0.744         0.744         0.744         0.744         0.744         0.744         0.744         0.744         0.744         0.744         0.750         0.750         0.744		1.00	0.95		1.00	0.95		1.00	1.00		1.00	1.00	
Satd. Flow (prot)         1770         3539         1583         1770         3539         1583         1770         3539         1583         1770         1863         1583         1770         1863         1583         1770         1863         1583         1770         1863         1583         1770         1863         1583         1770         1863         1583         1770         1863         1583         1770         1863         1583         1770         1863         1583         1770         1863         1583 <td></td> <td>0.050</td> <td></td> <td>0.850</td> <td>0.050</td> <td></td> <td>0.850</td> <td></td> <td></td> <td>0.850</td> <td></td> <td></td> <td>0.850</td>		0.050		0.850	0.050		0.850			0.850			0.850
Fit Permitted         0.485         0.950         0.750         0.744           Satd. Flow (perm)         903         3539         1583         1770         3539         1583         1397         1863         1583         1386         1863         1583           Right Turn on Red         Yes			2520	4500		0500	4500	d				506-150 <b>00000</b>	5/10/100 <b>/100</b>
Satd Flow (perm)         903         3539         1583         1770         3539         1583         1397         1863         1583         1386         1863         1583           Right Turn on Red         Yes			১৩১৬	1563	\$	3539	1583		1863	1583	CONTRACTOR SERVICES	1863	1583
Right Turn on Red         Yes	Particle Company and Company a		2520	1500		2520	4500	*****	4000	4500	V-00-2000-000-000-00-00-00-00-00-00-00-00		NAME OF THE PERSON OF THE PERS
Satd. Flow (RTOR)         123         79         87         12           Headway Factor         1.00 <td></td> <td><b>9</b>00</td> <td>೨೨೨೨</td> <td></td> <td>1770</td> <td>3539</td> <td></td> <td>1397</td> <td>1863</td> <td></td> <td>1386</td> <td>1863</td> <td>PALLES AND SERVICE SERVICES</td>		<b>9</b> 00	೨೨೨೨		1770	3539		1397	1863		1386	1863	PALLES AND SERVICE SERVICES
Headway Factor 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0													
Link Speed (mph)         45         35         25         25           Link Distance (ft)         772         652         2208         1376           Travel Time (s)         11.7         12.7         60.2         37.5           Volume (vph)         45         830         126         78         359         73         50         18         80         13         10         11           Peak Hour Factor         0.92 <td></td> <td>1.00</td> <td>1 00</td> <td>244424</td> <td>1 00</td> <td>1 00</td> <td></td> <td>1.00</td> <td>1.00</td> <td></td> <td>4.00</td> <td>4.00</td> <td></td>		1.00	1 00	244424	1 00	1 00		1.00	1.00		4.00	4.00	
Link Distance (ft)         772         652         2208         1376           Travel Time (s)         11.7         12.7         60.2         37.5           Volume (vph)         45         830         126         78         359         73         50         18         80         13         10         11           Peak Hour Factor         0.92 <td></td> <td>1.00</td> <td></td> <td>1.00</td> <td>1.00</td> <td>the bedress of the second second</td> <td>1.00</td> <td>1.00</td> <td></td> <td>1.00</td> <td>1.00</td> <td>VA1818/4</td> <td>1.00</td>		1.00		1.00	1.00	the bedress of the second second	1.00	1.00		1.00	1.00	VA1818/4	1.00
Travel Time (s)         11.7         12.7         60.2         37.5           Volume (vph)         45         830         126         78         359         73         50         18         80         13         10         11           Peak Hour Factor         0.92	Link Distance (ft)												
Volume (vph)         45         830         126         78         359         73         50         18         80         13         10         11           Peak Hour Factor         0.92         0.9												Anna barbarana anna anna anna	
Peak Hour Factor       0.92       0.9		45		126	78		73	50	0000 S - 5000 PO DO DE SER SER SER SE	80	12	4.4440020244400044000000000000000000000	11
Adj. Flow (vph)     49     902     137     85     390     79     54     20     87     14     11     12       Lane Group Flow (vph)     49     902     137     85     390     79     54     20     87     14     11     12													
Lane Group Flow (vph) 49 902 137 85 390 79 54 20 87 14 11 12	Adj. Flow (vph)	49	902		56624862848666568666666666	\$						eason - 10 mag 12 biological (1970)	CONTRACTOR
	Lane Group Flow (vph)	49	902	137									
	Turn Type	pm+pt		ustom	Prot		anagang carang an ang ang ang ang ang ang ang ang a	\$6660A2060620200.00000235;5					CONTRACTOR
Protected Phases 5 2 1 6 3 8 7 4		5	2		1	6		CONTROL MORNO CONTROL	8		30-000000000000000000000000000000000000	4	7 07711
Permitted Phases 2 4 6 8 8 4 4						***************************************	6	8		8	4	,	4
Detector Phases 5 2 4 1 6 6 3 8 8 7 4 4				4	1	6	6	3	8	8	7	4	4
Minimum Initial (s) 5.0 10.0 10.0 5.0 10.0 10.0 5.0 10.0 10		CANCELL CONTRACTOR AND ADDRESS OF THE CONTRACTOR AND ADDRESS OF TH						5.0	10.0	10.0	5.0		727574695969600000000000000000000000000000000
Minimum Split (s) 12.1 38.4 46.2 12.1 41.4 41.4 12.4 44.2 44.2 12.0 46.2 46.2		Particle (#1500)		4.00.00.00.00.00.00.00.00.00.00.00.00.00		CARROLA - 1/2 (1981) S 480 (2080)	CONTRACTOR CONTRACTOR	12.4	44.2	44.2	12.0	46.2	46.2
Total Split (s) 15.0 41.0 18.0 17.0 43.0 43.0 14.0 18.0 18.0 18.0 18.0											14.0	18.0	18.0
Total Split (%) 17% 46% 20% 19% 48% 48% 16% 20% 20% 16% 20% 20%		Access 12 (2007) 12 (2007) 12 (2007) 12 (2007)	*************************	CONTRACTOR OF THE PROPERTY OF	200000000000000000000000000000000000000	V-95-043-5000000000000000000000000000000000	POSPERATOR CONTRACTOR (1979)	CONTROL OF BUILDING SHOULD SELECT	250000000000000000000000000000000000000	CXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX	16%	20%	20%
Maximum Green (s) 7.9 33.6 9.8 9.9 35.6 35.6 6.6 9.8 9.8 7.0 9.8 9.8	Volley Time (-)						35.6	6.6	9.8	takintaknis senteraranyaka tuwa wasansa	Named Comments		
Yellow Time (s)     4.1     4.4     5.2     4.1     4.4     4.4     4.4     4.4     5.2     5.2     4.0     5.2     5.2       All-Red Time (s)     3.0     3.0     3.0     3.0     3.0     3.0     3.0     3.0     3.0     3.0	All Dod Time (s)					552.130595762660000000000000000000000000000000000	200000000000000000000000000000000000000		44-40511-17040@ggggggggggggggggggggggggg	24.2.5.00.000000000000000000000000000000	v.wese.ce-presentations/pages/pages/	auco 2010 automotic (1980/1990) (1980/1990)	
Load/Load 100 100 100 100 100 100 100 100 100 10		5656X 565667 will be well to the recommendation of the recommendat	TALL STREET AND DESCRIPTION OF THE PROPERTY OF	TOTAL CONTRACTOR CONTR		TOTAL TOTAL CONTRACTOR AND	ANTONIO CONTENTO DE PARA PROPERTO DE LA CONTENTA DELA CONTENTA DEL CONTENTA DE LA	March Control	Marie Wale Wall Assess A country of the Assess	en all'arte anno anno anno anno anno anno anno ann		CONSTRUCTION OF THE PROPERTY O	v removement versor alleria men me
Lead Lag Onlimited Very Very Very Very Very Very Very Very				#100586360 WHO GO CONTROL (************************************	A2000000000000000000000000000000000000	Part 14-20-00-00-00-00-00-00-00-00-00-00-00-00-	nusconcernation to 0,000 0000 04 00 m/ds		entro sus anticipassonita in statistical della	correction or the state of the	exercises and the second secon	wa. 30, no. 00,000 shipting (20,000,000)	>>>6-216-2002999085000000000000000000000000000000
Vokielo Future (a)	Vehicle Extension (c)							Mark Mark Service Service Service Service Service					
Pocall Mode		connect #75 x 54 \$15 \$15 \$15 \$15 \$15 \$15 \$15 \$15 \$15 \$15		na recent and remove conditional calculations.				400000000000000000000000000000000000000	96,673 277 2917 500 (279 186 88 68 68 68 68 68 68 68 68 68 68 68 6	#1000000000000000000000000000000000000	*******************	0324249000000000000000000000000000000000	was seen and a substitute and other
W/oll/ Time (a)		INOHE			None	ACCON LATERATION CONTRACTOR AND ACCOUNT		none			None		
Floch Don't Wolls (a)			****************	80000000000000000000000000000000000000		SANGARONANAN KANDARANGAN (SANGARANGA)	1264264000000000000000000000000000000000		24/06/22/22/2006/2000/2009/2009	vateria capitale e con confesso el foligio de la facilità de la facilità de la facilità de la facilità de la f		processors control and the control of the control o	
Padastrian Calla (#/ks)							TO ALL DISTRICTS OF THE PARTY AND A PARTY					ALL CONTRACTOR AND ADDRESS OF THE AD	ALL CONTRACTOR AND ADDRESS OF
Act Effet Croop (c) 50.7 AAA AAA		52.7			11 7	(2) (4) (4) (4) (4) (4) (4) (4) (4) (4) (4	AAAA22.5040.00022246888888888888846.08	25 /		photograph control engineering properties.	20.0	enter (1997) (1997) (1997) (1997) (1997) (1997) (1997) (1997) (1997) (1997) (1997) (1997) (1997) (1997) (1997)	00801000000000000000000000000000000000
Actuated at C Paris 2000 2.40 2.40 2.40 2.40 2.40 2.40 2.40	*CDA-COORDA-CO-CO-CO-CO-CO-CO-CO-CO-CO-CO-CO-CO-CO-			CARL SANSAGARA CARL SANSAGARA SANSAGARA CARL		common marine and a common and a		Assessment and a series and a series as a	THE RESIDENCE OF THE PARTY OF T			V SC NACO MARIA	
V/c Ratio 0.08 0.52 0.39 0.37 0.20 0.09 0.13 0.04 0.19 0.04 0.05 0.05 0.05 0.05 0.05 0.05 0.05		<ul><li>v.v.e.a.co.ca.e.intertente izoner/scrittis izlizita</li></ul>	\$~000000000000000000000000000000000000		report percention represide the	23,4006-21006/3000000000000000		and the second of the second o	an a	AN EAST OF CONTROL COMPANY SERVICE STATES	enteres and construction of the control of		50K 0.100/23K = 2000/90/06/06/07/38/98
Uniform Delay, d1 8.9 21.8 3.3 35.4 15.5 0.0 20.8 26.1 0.0 21.0 32.3 0.0	Uniform Delay, d1	CONTRACTOR OF CONTRACTOR AND ADDRESS OF THE CONTRACTOR AND ADDRESS				CONTRACTOR AND	WASANTANIA WANTANIA WANANTANIA WANANTANIA WANANTANIA WANANTANIA WANANTANIA WA	efolia di la constanta della constanta di la c			- MANAGER BY CORP RESIDENCE	ACCIDENT AND ADDRESS OF THE PARTY OF THE PAR	
Delay 7.7 18.0 8.8 35.6 13.0 3.7 23.4 27.5 7.5 22.8 32.6 17.1	Delay	Artinous - 100 (0.00) (	CONTRACTOR STATES AND		gockgccaleses/vsc2kid24/6/4/6/6/5/6/	*ANTALANTA ANTARA BARBARA B MANTARA BARBARA BARBAR ARBARA BARBARA BARBA ARBARA BARBARA BARB	C41617625-101260200000000000000000000000000000000	enter en contrata de la contrata de	~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	han is an ann tha dath the bear 1000 think	000-0-000000000000000000000000000000000	24-24-24-34-20-24-24-24-24-24-24-24-24-24-24-24-24-24-	
LOS A B A D B A C C A C C B	LOS	AND AN AN AN AN AND AN ANALYSIS OF THE PARTY		action acts acceptance and acceptanc	decrease reducers processes and consumer or	COLO CO COMPONIO DE CONTRADO DE COMPONIO D		CONTRACTOR		en Albaneni Albanoniana anno anno anno			
Approach Delay 16.3 15.2 15.3 23.9	Approach Delay		16.3			4.0000000000000000000000000000000000000			economica engisido de execusação		7		•

#### 22: Cortaro Road & Arizona Pavillions Drive

	<b>≯</b>		*	<b>*</b>	₩	*	*	<b>†</b>	1	1	<b>↓</b>	1
Lane Group	EBL	::EBT	EBR	WBL	WBT.	WBR	NBL	NBT -	NBR.	SBL	SBT	SBR
Approach LOS		В			В			В			С	1000
90th %ile Green (s)	7.9	34.5	9.8	9.9	36.5	36.5	5.7	9.8	9.8	6.1	9.8	9.8
90th %ile Term Code		Coord	Max	Max	Coord	Coord	Gap	Max	Max	Hold	Max	Max
70th %ile Green (s)	7.9	34.6	9.8	9.9	36.6	36.6	5.6	22.8	22.8	0.0	9.8	9.8
70th %ile Term Code	000000000000000000000000000000000000000	Coord	Max	Max	Coord	Coord	Gap	Hold	Hold	Skip	Max	Max
50th %ile Green (s)	7.6	34.9	9.8	9.6	36.9	36.9	5.6	22.8	22.8	0.0	9.8	9.8
50th %ile Term Code	AND AND ADDRESS OF STREET	Coord	Max	Gap	Coord	Coord	Gap	Hold	Hold	Skip	Max	Max
30th %ile Green (s)	0.0	36.6	9.8	8.0	51.7	51.7	5.5	22.7	22.7	0.0	9.8	9.8
30th %ile Term Code 10th %ile Green (s)	~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	Coord	Max	Gap	Coord	Coord	Gap	Hold	Hold	Skip	Max	Max
10th %ile Term Code	0.0 Skip	64.6	9.8	0.0	64.6	64.6	0.0	9.8	9.8	0.0	9.8	9.8
Queue Length 50th (ft)	وابعد 10	Coord 202	Max 7	Skip 44	Coord 70	Coord	Skip	Hold	Hold	Skip	Max	Max
Queue Length 95th (ft)	24	266	58	89	101	0 24	22 50	8 30	0	6 20	5	0
Internal Link Dist (ft)	4-4	692	JU	US	572	44	JU	2128	40	ZU	20 1296	15
50th Up Block Time (%)		002			012			2120			1290	
95th Up Block Time (%)												
Turn Bay Length (ft)	300		200	310		200	120		120	270		165
50th Bay Block Time %									7			,,,,
95th Bay Block Time %												
Queuing Penalty (veh)				Parameter No. 11 (1994)								
Intersection Cummer											•	

Intersection Summary

Area Type:

Other

Cycle Length: 90

Actuated Cycle Length: 90

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

Natural Cycle: 115

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.52

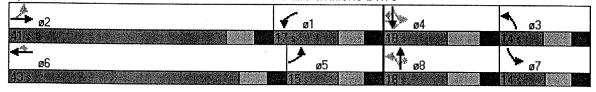
Intersection Signal Delay: 16.1

Intersection Capacity Utilization 48.0%

Intersection LOS: B

ICU Level of Service A

Splits and Phases: 22: Cortaro Road & Arizona Pavillions Drive



Movement		۶		7	<b>(</b>	4	4	*	†	<i>*</i>	<b>\</b>	ļ	1
Sign Control   Free	Movement	EBL	EBT	EBR	WBL.	WBT	WBR	NBL .	NBT	NBR-	SBL	SBT	SBR
Sign Control         Free         Free         Stop         Stop           Grade         0%         0%         0%         0%         0%           Volume (veh/h)         0         131         27         1         28         0         13         0         14         0         0         0           Peak Hour Factor         0.92	Lane Configurations	*	1>			<b>\$</b>			43-			43-	
Volume (veh/h)         0         131         27         1         28         0         13         0         14         0         0         0           Peak Hour Factor         0.92													
Peak Hour Factor         0.92							***				CC-1200CW-200V-000-0-000-0-00-0		
Hourly flow rate (veh/h) 0 142 29 1 30 0 14 0 15 0 0 0 0 Pedestrians  Lane Width (ft)  Walking Speed (ft/s)  Percent Blockage Right turn flare (veh)  Median type  Median storage veh)  Upstream signal (ft) pX, platoon unblocked  VC, conflicting volume  VC1, stage 1 conf vol VC2, stage 2 conf vol VC3, unblocked vol C, single (s)  VC4, unblocked vol C, stage (s)  VC5, stage (s)  VC6, stage (s)  VC7, stage (s)  VC8, stage (s)  VC9, stage (s)  VC9					1					100 PM 400 100 100 100 100 100 100 100 100 100			2020/00/06/06/06/06/06/06/06/06/06/06/06/06
Pedestrians Lane Width (ft)  Walking Speed (ft/s)  Percent Blockage  Right turn flare (veh)  Median type  Median storage veh)  Upstream signal (ft)  pX, platoon unblocked  vC, conflicting volume  VC1, stage 1 conf vol  vC2, stage 2 conf vol  vCu, unblocked vol  signal  G, 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  7.1  7.1  8.5  8.2  8.3  8.3  8.3  8.3  8.3  8.3  8.3		terretaria de la composición de la comp			sportsocrational management		CALCULATION AND ADDRESS OF THE PARTY OF THE				000490000000000000000000000000000000000	SSSSSSSSSSSSSSSSSSSSSSSSSSSSSSSSSSSSSS	
Lane Width (ft)  Walking Speed (ft/s)  Percent Blockage  Right turn flare (veh)  Median type  Median storage veh)  Upstream signal (ft)  pX, platoon unblocked  vC, conflicting volume  vC1, stage 1 conf vol  vC2, stage 2 conf vol  vCu, unblocked vol  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  7.1  7.1  7.1  7.1  7.1  7.1  7		U	142	29		3∪	U	14	U	15	U	U	0
Walking Speed (ft/s)         Percent Blockage       Right turn flare (veh)         Median type       None         Median storage veh)       None         Upstream signal (ft)       PX, platoon unblocked         VC, conflicting volume       30       172       190       190       157       190       204       30         vC1, stage 1 conf vol       0													
Percent Blockage Right turn flare (veh)  Median type													
Median type       None       None         Median storage veh)       Upstream signal (ft)         pX, platoon unblocked       VC, conflicting volume       30       172       190       190       157       190       204       30         vC1, stage 1 conf vol       0													
Median storage veh)         Upstream signal (ft)         pX, platoon unblocked         vC, conflicting volume       30       172       190       190       157       190       204       30         vC1, stage 1 conf vol       0       0         vC2, stage 2 conf vol       0       0         vCu, unblocked vol       30       172       190       190       157       190       204       30         tC, single (s)       4.1       4.1       7.1       6.5       6.2       7.1       6.5       6.2         tC, 2 stage (s)       3.1       3.1         tF (s)       2.2       2.2       3.5       4.0       3.3       3.5       4.0       3.3	Right turn flare (veh)												
Upstream signal (ft)         pX, platoon unblocked       VC, conflicting volume       30       172       190       190       157       190       204       30         vC1, stage 1 conf vol       0									None			None	
pX, platoon unblocked vC, conflicting volume 30 172 190 190 157 190 204 30 vC1, stage 1 conf vol 0 0 0 vC2, stage 2 conf vol 0 0 0 vCu, unblocked vol 30 172 190 190 157 190 204 30 tC, single (s) 4.1 4.1 7.1 6.5 6.2 7.1 6.5 6.2 tC, 2 stage (s) 3.1 3.1 tF (s) 2.2 2.2 3.5 4.0 3.3 3.5 4.0 3.3									NAN-Markether and to a second	***************************************	***************************************		***************************************
vC, conflicting volume     30     172     190     190     157     190     204     30       vC1, stage 1 conf vol     0     0       vC2, stage 2 conf vol     0 <td></td>													
vC1, stage 1 conf vol     0     0       vC2, stage 2 conf vol     0     0       vCu, unblocked vol     30     172     190     190     157     190     204     30       tC, single (s)     4.1     4.1     7.1     6.5     6.2     7.1     6.5     6.2       tC, 2 stage (s)     3.1     3.1       tF (s)     2.2     2.2     3.5     4.0     3.3     3.5     4.0     3.3		20			170			100	400	4	400		
vC2, stage 2 conf vol     0       vCu, unblocked vol     30     172     190     190     157     190     204     30       tC, single (s)     4.1     4.1     7.1     6.5     6.2     7.1     6.5     6.2       tC, 2 stage (s)     3.1     3.1       tF (s)     2.2     2.2     3.5     4.0     3.3     3.5     4.0     3.3								190	190	157	190	204	- 30
vCu, unblocked vol     30     172     190     190     157     190     204     30       tC, single (s)     4.1     4.1     7.1     6.5     6.2     7.1     6.5     6.2       tC, 2 stage (s)     3.1     3.1       tF (s)     2.2     2.2     3.5     4.0     3.3     3.5     4.0     3.3													
tC, single (s) 4.1 4.1 7.1 6.5 6.2 7.1 6.5 6.2 tC, 2 stage (s) 3.1 3.1 tF (s) 2.2 2.2 3.5 4.0 3.3 3.5 4.0 3.3								190	190	157	190	204	30
tC, 2 stage (s) 3.1 3.1 tF (s) 2.2 2.2 3.5 4.0 3.3 3.5 4.0 3.3		4.1											
p0 queue free % 100 100 98 100 98 100 100 100												4.0	3.3
												100	100
cM capacity (veh/h) 1076 956 770 704 888 756 691 1044	cM capacity (veh/h)	1076			956			770	704	888	756	691	1044
Direction, Lane # EB1 EB2 WB1 NB1 SB1	Direction, Lane#	EB 1	EB 2	WB 1	NB 1	SB 1	11						
Volume Total 0 172 32 29 0		0	172	32	29	0							
Volume Left 0 0 1 14 0										***			
Volume Right 0 29 0 15 0		0.0000000000000000000000000000000000000	CONTRACTOR OF THE PROPERTY OF										
cSH 1700 1700 956 827 1700													
Volume to Capacity         0.00         0.10         0.00         0.04         0.00           Queue Length (ft)         0         0         3         0													
Control Delay (s) 0.0 0.0 0.3 9.5 0.0			_										
Lane LOS A A A		0.0	0.0		7000KB55B57487KB667K5687								
Approach Delay (s) 0.0 0.3 9.5 0.0	Approach Delay (s)	0.0											
Approach LOS A A	Approach LOS				Α	Α							
intersection Summary	Intersection Summanu												
Average Delay 1.2	•			12									
Intersection Capacity Utilization 19:3% ICU Level of Service A	***************************************	ilization	•		-10	SU Leve	el of Ser	vice		Α			

	<b>▶</b>		4	1	1	1				
Movement	EBL	EBT	.WBT	WBR	SBL	SBR -				
Lane Configurations	ኻ	<b>†</b>	ß		ሻ	7				
Sign Control		Free	Free		Stop					
Grade Volume (veh/h)	12	0% 126	0% <b>25</b>	2	0% 2	4				
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92				
Hourly flow rate (veh/h)	13	137	27	2	2	4				
Pedestrians										
Lane Width (ft)										
Walking Speed (ft/s) Percent Blockage										
Right turn flare (veh)						5			-	
Median type					None	J				
Median storage veh)										
Upstream signal (ft)										14
pX, platoon unblocked vC, conflicting volume	29				101	0.0				
vC1, stage 1 conf vol	0				191	28				
vC2, stage 2 conf vol	0									
vCu, unblocked vol	29				191	28				
tC, single (s)	4.1				6.4	6.2				
tC, 2 stage (s) tF (s)	3.1 2.2				3.5	3.3				
p0 queue free %	2.2 99				ა.ა 100	ა.ა 100				
cM capacity (veh/h)	1077				788	1047				
Direction, Lane #	EB 1	EB 2	WB1	SB-1						
Volume Total	13	137	29	7						
Volume Left	13	0		2						
Volume Right	0	0	2	4						
cSH	1077	1700	1700	1570						
Volume to Capacity  Queue Length (ft)	0.01 1	0.08 0	0.02	0.00						
Control Delay (s)	8,4	0.0	0.0	8.8						
Lane LOS	Α			A						
Approach Delay (s)	0.7		0.0	8.8						
Approach LOS				Α						
Intersection Summary										
Average Delay			0.9							
Intersection Capacity Ut	ilization		17.2%	IC	JU Leve	l of Servi	ce	A		

	<b>≯</b>	•	•	<b>†</b>	<b>↓</b>	4	
Movement	EBL	EBR	NBL	NBT	SBT	SBR	Section 1997
Lane Configurations	Ŋ	7			7>		
Sign Control	Stop			Stop	Yield		and the second s
Volume (veh/h)	107	105	0	0	122	47	And the second s
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	
Hourly flow rate (veh/h)	116	114	0	0	133	51	
Direction, Lane#	EB1	EB 2	SB.1				La party and a party in the
Volume Total (vph)	116	114	184				
Volume Left (vph)	116	0	0				
Volume Right (vph)	0	114	51				
Hadj (s)	0.2	-0.6	-0.1				
Departure Headway (s)	5.1	4.3	4.3		lokombaler 4500 i omnumum		
Degree Utilization, x	0.17	0.14	0.22				
Capacity (veh/h)	672	799	808				
Control Delay (s)	8.0	6.8	8.5				
Approach Delay (s)	7.4		8.5				
Approach LOS	Α		Α				
intersection Summary							
Delay			7.9				
HCM Level of Service			Α				
Intersection Capacity Util	lization		23.8%	IC	U Leve	l of Service	Α

Lane Group         EBL         EBT         EBR         WBL         WBT         WBR         NBL         NBT         NBR         SBL         SBT         SBR           Lane Configurations Ideal Flow (vphpl)         1900
Ideal Flow (vphpl)         1900         105         105         105         100         100         100         100         100         100         100
Ideal Flow (vphpl)
Storage Lanes         1         <
Total Lost Time (s)         4.0         50
Leading Detector (ft)         50         70 </td
Trailing Detector (ft)         0
Turning Speed (mph)         15         9         10         100         1.00
Lane Util. Factor         1.00         0.95         1.00         1.00         0.95         1.00
Fit         0.850         0.850         0.850         0.850           Flt Protected         0.950         0.950         0.950         0.950           Satd. Flow (prot)         1770         3539         1583         1770         3539         1583         1770         1863         1583         1770         1863         1583           Flt Permitted         0.114         0.950         0.742         0.642           Satd. Flow (perm)         212         3539         1583         1770         3539         1583         1382         1863         1583         1196         1863         1583           Right Turn on Red         Yes         Yes         Yes         Yes         Yes
Fit Protected         0.950         0.950         0.950         0.950           Satd. Flow (prot)         1770         3539         1583         1770         3539         1583         1770         1863         1583         1770         1863         1583           Flt Permitted         0.114         0.950         0.742         0.642           Satd. Flow (perm)         212         3539         1583         1770         3539         1583         1382         1863         1583         1196         1863         1583           Right Turn on Red         Yes         Yes         Yes         Yes         Yes
Satd. Flow (prot)       1770       3539       1583       1770       3539       1583       1770       1863       1583       1770       1863       1583         Flt Permitted       0.114       0.950       0.742       0.642         Satd. Flow (perm)       212       3539       1583       1770       3539       1583       1382       1863       1583       1196       1863       1583         Right Turn on Red       Yes       Yes       Yes       Yes       Yes
Fit Permitted         0.114         0.950         0.742         0.642           Satd. Flow (perm)         212 3539 1583 1770 3539 1583 1382 1863 1583 1196 1863 1583           Right Turn on Red         Yes         Yes         Yes         Yes         Yes
Satd. Flow (perm)         212         3539         1583         1770         3539         1583         1382         1863         1583         1196         1863         1583           Right Turn on Red         Yes         Yes         Yes         Yes         Yes         Yes
Right Turn on Red Yes Yes Yes Yes
NORTH CONTROL OF THE PROPERTY
Satd. Flow (RTOR) 133 35 187 60
Headway Factor 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0
Link Speed (mph) 45 35 25 25
Link Distance (ft) 772 652 2208 1376
Travel Time (s) 11.7 12.7 60.2 37.5
Volume (vph) 77 537 122 170 1161 50 368 112 172 53 22 55
Peak Hour Factor 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92
Adj. Flow (vph) 84 584 133 185 1262 54 400 122 187 58 24 60 Lane Group Flow (vph) 84 584 133 185 1262 54 400 122 187 58 24 60
Turn Type pm+pt custom Prot Perm pm+pt Perm pm+pt Perm Protected Phases 5 2 1 6 3 8 7 4
Detector Phases 5 2 4 1 6 6 3 8 8 7 4 4 Minimum Initial (s) 5.0 10.0 10.0 5.0 10.0 10.0 5.0 10.0 10
Minimum Split (s) 12.1 38.4 46.2 12.1 41.4 41.4 12.4 44.2 44.2 12.0 46.2 46.2
Total Split (s) 15.0 39.0 39.0 25.0 49.0 49.0 17.0 43.0 43.0 13.0 39.0 39.0
Total Split (%) 13% 33% 33% 21% 41% 41% 14% 36% 36% 11% 33% 33%
Maximum Green (s) 7.9 31.6 30.8 17.9 41.6 41.6 9.6 34.8 34.8 6.0 30.8 30.8
Yellow Time (s) 4.1 4.4 5.2 4.1 4.4 4.4 4.4 5.2 5.2 4.0 5.2 5.2
All-Red Time (s) 3.0 3.0 3.0 3.0 3.0 3.0 3.0 3.0 3.0 3.0
Lead/Lag Lag Lead Lead Lag Lead Lead Lag Lead Lead Lead Lead Lead
Lead-Lag Optimize? Yes
Vehicle Extension (s) 3.0 3.0 3.0 3.0 3.0 3.0 3.0 3.0 3.0 3.0
Recall Mode None Coord None None None None None None None None
Walk Time (s) 5.0 5.0 5.0 5.0 5.0 5.0 5.0
Flash Dont Walk (s) 11.0 11.0 11.0 11.0 11.0 11.0
Pedestrian Calls (#/hr) 0 0 0 0 0 0 0 0
Act Effct Green (s) 67.1 57.0 14.5 19.2 68.6 68.6 30.8 20.5 20.5 24.4 14.5 14.5
Actuated g/C Ratio 0.56 0.48 0.12 0.16 0.57 0.57 0.26 0.17 0.17 0.20 0.12 0.12
v/c Ratio 0.34 0.35 0.43 0.65 0.62 0.06 1.01 0.38 0.44 0.20 0.11 0.25
Uniform Delay, d1 12.8 21.7 0.0 45.8 19.1 4.4 43.2 44.1 0.0 33.3 47.0 0.0
Delay 16.3 20.5 8.2 47.2 18.3 6.5 74.9 45.8 6.3 34.6 47.1 11.9
LOS BCADBAEDACDB
Approach Delay 18.0 21.5 51.8 27.1

	*		*	1	4	1	4	<b>†</b>	<i>*</i>	1	<del> </del>	4
Lane Group	·EBL	• EBT»	EBR	·WBL.	WBT.	WBR	NBL	NBT.	NBR	SBL	SBT	SBR
Approach LOS		В			C			D			С	i i
90th %ile Green (s)	7.9	49.3	11.5	17.9	59.3	59.3	11.2	17.1	17.1	6.0	11.5	11.5
90th %ile Term Code	Max	Coord	Gap	Max	Coord	Coord	Hold	Gap	Gap	Max	Gap	Ğар
70th %ile Green (s)	7.9	52.3	10.0	17.9	62.3	62.3	9.7	14.3	14.3	5.8	10.0	10.0
70th %ile Term Code	Hold	Coord	Min	Max		Coord	Hold	Gap	Gap	Gap	Min	Min
50th %ile Green (s)	7.7	52.6	10.0	17.7	62.6	62.6	9.6	12.4	12.4	7.6	10.0	10.0
50th %ile Term Code		Coord	Min	Gap		Coord	Max	Gap	Gap	Hold	Min	Min
30th %ile Green (s)	5.9	54.4	10.0	15.9	64.4	64.4	9.6	10.5	10.5	9.5	10.0	10.0
30th %ile Term Code	0480089008900890	Coord	Min			Coord	Max	Min	Min	Hold	Min	Min
10th %ile Green (s)	0.0	59.1	10.0	11.2	77.4	77.4	9.6	27.0	27.0	0.0	10.0	10.0
10th %ile Term Code	CONTRACTOR PROPERTY.	Coord	Min	250-2004/mm/20000000000000000000000000000000		Coord	Max	Hold	Hold	Skip	Min	Min
Queue Length 50th (ft)	20	148	0	134	344	6	~315	88	0	35	17	. 0
Queue Length 95th (ft)	41	203	58	212	446	27	#485	144	63	67	43	40
Internal Link Dist (ft)		692			572			2128			1296	
50th Up Block Time (%)												
95th Up Block Time (%)												-ariana varantikiline kanarana
Turn Bay Length (ft)	300		200	310		200	120		120	270		165
50th Bay Block Time %					7%		49%					-CONTENSIONS
95th Bay Block Time %					17%		56%	18%				
Queuing Penalty (veh)					22		162	36				
Intersection Summary												
Area Type: O	ther				,							
Cycle Length: 120												
Actuated Cycle Length: 1				***************************************						***************************************		100000000000000000000000000000000000000
Offset: 86 (72%), Refere	nced to	phase	2:EBTL	and 6:\	WBT, S	tart of G	reen					
Natural Cycle: 115												***************************************
Control Type: Actuated-0	\$600 ( ) \$200 ( <b>X</b>	ated										
Maximum v/c Ratio: 1.01												
Intersection Signal Delay	: 27.7			l)	ntersect	ion LOS	8; C					

Intersection Capacity Utilization 78.3%

ICU Level of Service C

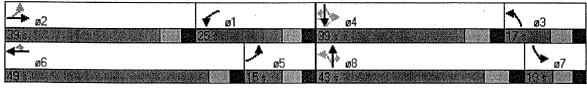
Volume exceeds capacity, queue is theoretically infinite.

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: 22: Cortaro Road & Arizona Pavillions Drive



	۶		*	•	4	•	4	†	<i>p</i>	<b>/</b>	<b></b>	1
Movement:	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	*	1>			1>			₽			44	
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Volume (veh/h)	0	189	56	1	68	0	43	0	2	0	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (veh/h)	0	205	61	1	74	0	47	0	2	0	0	0
Pedestrians											PPERSONAND AND AND AND AND AND AND AND AND AND	(re/summans/PRO2000000000000000000000000000000000000
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage Right turn flare (veh)												
Median type								None			None	
Median storage veh)								INONE			ivolie	
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	74			266			312	312	236	284	342	74
vC1, stage 1 conf vol	0			0								
vC2, stage 2 conf vol	0			0								
vCu, unblocked vol	74		***************************************	266			312	312	236	284	342	74
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)	3.1			3.1				_			W.	51/1/2/100000000000000000000000000000000
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100 1037			100			93	100	100	100	100	100
cM capacity (veh/h)	1037			882			640	602	803	666	579	988
Direction, Lane#	EB 1	Maria de Caractería de Car	WB 1	NB 1	SB:1							
Volume Total	0	266	75	49	0							
Volume Left	0	0	1	47	0							
Volume Right	0	61	0	2	0							
cSH	1700	1700	882	646	1700							
Volume to Capacity  Queue Length (ft)	0.00	0.16	0.00	0.08	0.00							
Control Delay (s)	0.0	0 0.0	0 0.1	6 11.0	0.0							
Lane LOS	0.0	0.0	Α	В	A							
Approach Delay (s)	0.0		0.1	11.0	0.0							
Approach LOS				Э	Α							
				_								
Intersection Summary			4.4									
Average Delay Intersection Capacity Ut	ilizatia-		1.4 24.5%	17	SIII	N -			^			
intersection capacity Ut	mzation.	4	24,5%	K	ou reve	el of Ser	vice		Α			

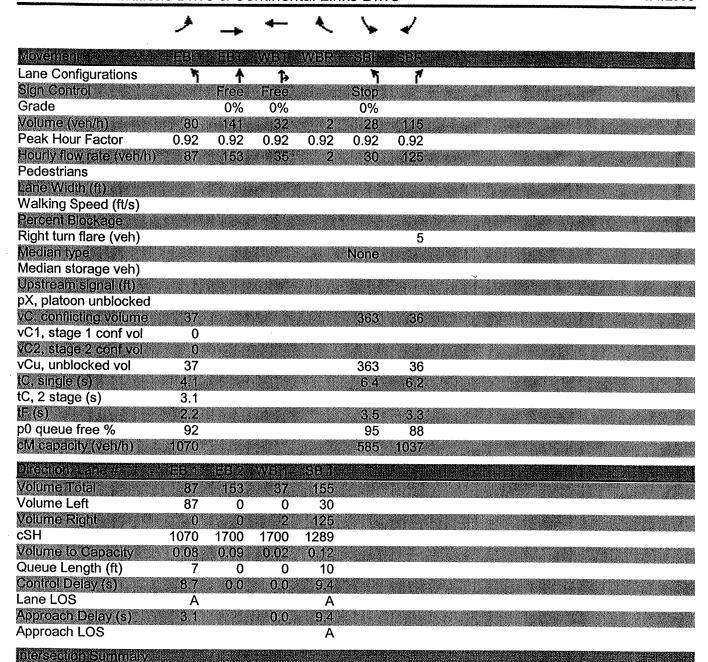
	<b>→</b>	-	4	*	1	4					
Movement 4	EBL	EBT.	WBT	WBR.	⊌8BL⊹	SBR					
Lane Configurations	ሻ	ተ	1>		ሻ	7					<i>2018</i>
Sign Control		Free	Free		Stop						
Grade		0%	0%		0%						APPENDAGE
Volume (veh/h) Peak Hour Factor	11 0.92	158 0.92	66 0.92	2 0.92	4 0.92	16 0.92					
Hourly flow rate (veh/h)	0.92	172	0.92 72	0.92	0.92	0.92 17					
Pedestrians	14	112	12	-	7						
Lane Width (ft)											
Walking Speed (ft/s)			microsofto in britancia (Merche)								
Percent Blockage											
Right turn flare (veh)						5					MAN WIND
Median type Median storage veh)					None					3	
Upstream signal (ft)											
pX, platoon unblocked											
vC, conflicting volume	74				268	73					
vC1, stage 1 conf vol	0										
vC2, stage 2 conf vol	0										
vCu, unblocked vol	74				268	73					
tC, single (s) tC, 2 stage (s)	<b>4.1</b> 3.1				6.4	6.2					
tF (s)	2.2				3.5	3.3					
p0 queue free %	99				99	98					
cM capacity (veh/h)	1037				712	989					
Direction: Lane#	EB 1	EB 2	WB 1	SB.1							
Volume Total	12	172	74	22			1 17.1 <b>4 54</b> 1	4	13449		
Volume Left	12	0	0	4							
Volume Right	0	0	2	17							
cSH	1037	1700	1700	1236							casewood
Volume to Capacity	0.01	0.10	0.04	0.02							
Queue Length (ft) Control Delay (s)	1 8,5	0 0.0	0.0	1 9.0		_					2000
Lane LOS	0,0 A	0.0	U.U	9.0 A							
Approach Delay (s)	0.6		0.0	9.0							
Approach LOS	<del>-</del>			A							
Intersection Summary											
Average Delay			1.1								
Intersection Capacity Ut	ilization		19.0%	10	DU Leve	l of Servic	)e	А			
											100000

	≯	<b>Y</b>	4	<b>†</b>	<b>↓</b>	4
Movement	EBL:	EBR	NBL:	NBT	SBT	SBR Care Comments and American Laboratory
Lane Configurations	Ja.	7			1>	
Sign Control	Stop			Stop	Yield	
Volume (veh/h)	130	141	0	0	98	73
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (veh/h)	141	153	0	0	107	79
Direction, Lane#	EB 1	EB 2	SB 1			
Volume Total (vph)	141	153	186			
Volume Left (vph)	141	0	0			
Volume Right (vph)	0	153	79	223.00000000000000000000000000000000000		
Hadj (s)	0.2	-0.6	-0.2			
Departure Headway (s)	5.1	4.3	4.3			
Degree Utilization, x Capacity (veh/h)	0.20	0.18	0.22			
Control Delay (s)	673 8.2	800 7.1	796 8.6			
Approach Delay (s)	7.7		8.6			
Approach LOS	A		A.			
Intersection Summary			0.0	1 11		
Delay HCM Level of Service			8.0			
Intersection Capacity Util	ization		· A 26.6%	10	ILLOVO	el of Service
intersection capacity Off	izatioi i		20.076	10	n reve	el of Service A

Configurations   Fig.		۶	*	*	<b>†</b>	<b>↓</b>	4	
Sign Control   Stop   Grade   O%   O%   O%   O%   O%   O%   O%   O	Vovemen - Paris Re	E/8)	EBR	NEL	ENETE	(SBT)	SBR w	in the state of th
Grade 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0%			7					
Volume (veh/h) 0 67 0 124 190 1 Peak Hour Factor 0.92 0.92 0.92 0.92 0.92 0.92 Pedestrians Iane Width (ft) Valid (veh/h) 0 73 0 135 207 1 Pedestrians Iane Width (ft) Valid (veh/h) Vali								And the second of the second o
Peak Hour Factor 0.92 0.92 0.92 0.92 0.92 0.92 0.92 1			67					
Hourly flow rate (vervin) 0 73 0 135 207 1 Pedestrians Lane Width (ft) Walking Speed (ft/s) Percent Blockage Right turn flare (veh) Median storage veh) Upstream signal (ft) pX, platoon unblocked VCI, contricting volume vC1, stage 1 conf vol vC2, stage 2 conf vol vC4, unblocked vol G. single (s) G. single (s) G. single (s) G. stage 2 sonf vol vC4, unblocked vol G. stage 3 F. (s) J. stage 3 F. (s) J. stage 3 J. stage 4 J. stage							0.02	
Pedestrians		encentrative entre contrative expressions					1	
Walking Speed (ft/s) Percent Blockage Right turn flare (veh) Median storage veh) Upstream signal (ft) DX, platon unblocked VC, conflicting volume VC1, stage 1 conf vol VC2, stage 2 conf vol VC4, unblocked vol VC3, stage 2 conf vol VC4, unblocked vol VC5, stage (s) FF (s) J 35 J 33 J 22 D0 queue free % J00 91 J00 CM capacity (veh/h) B54 833 J363  Direction Lang # FB1 NB # SB1 Volume Total VOlume Left VOlume Right VC3 Under VC4 Under VC5 Under VC6 Under VC7 Under		_	_	-			•	
Right turn flare (veh) Median storage veh) Upstream signal (ft) pX, platoon unblocked vC, conflicting volume 342 207 208 vC1, stage 1 conf vol vC2, stage 2 conf vol vC4, unblocked vol (C, single (s) 6.4 6.2 4.1 tC, 2 stage (s)  F (s) 3.5 3.3 2.2 p0 queue free % 100 91 100 cM capacity (veh/h) 664 833 1363  Direction Ballian H								
Right turn flare (veh)  Median type  Median storage veh)  Upstream signal (ft) pX, platoon unblocked VG, conflicting volume  342 207 208  VC1, stage 1 conf vol VC2, stage 2 conf vol  VCu, unblocked vol  342 207 208  IG, single (s)  64 6.2 4.1  IG, 2 stage (s)  IF (s)  3.5 3.3 2.2  p0 queue free % 100 91 100  EM capacity (veh/h) 654 833 1363  Direction, Lane#### SEB1 NBH SB3##  Volume Total  73 135 208  Volume Right  73 0 1  CSH 833 1700 1700  Volume Right  73 0 0  Control Delay (s)  9.7 0.0 0.0  Approach LOS  A  Intersection Summary  Average Delay  1.7								
Median storage veh)         Median storage veh)           Upstream signal (ft)         pX, platoon unblocked           VC, conflicting volume         342 207 208           VC1, stage 1 conf vol         VC2, stage 2 conf vol           VC2, stage (s)         6.4 6.2 4.1           IC, single (s)         6.4 6.2 4.1           C, 2 stage (s)         IF (s)           JF (s)         3.5 3.3 2.2           DO queue free % 100 91 100           M capacity (veh/h)         654 833 1363           Direction Lana ## FB11 NB1 SB18           Volume Total         73 135 208           Volume Right         73 0 1           CSH         833 1700 1700           Volume to Capacity         0.09 0.08 0.12           Queue Length (ft)         7 0 0           Control Delay (s)         9.7 0.0 0.0           Approach LOS         A           Approach LOS         A           Ditersection Summary           Average Delay         1.7							4.00	4
Median storage veh) Upstream signal (ft) pX, platoon unblocked VC, conflicting volume		Mone						
Upstream signal (ft) pX, platoon unblocked VC, conflicting volume 342 207 208 VC1, stage 1 conf vol VC2, stage 2 conf vol VC3, stage 2 conf vol VC4, unblocked vol 342 207 208 (G, single (s) 6.4 6.2 4.1 (C, 2 stage (s) IF. (s) 3.5 3.3 2.2 p0 queue free % 100 91 100 cM capacity (veh/h) 654 833 1363  Direction Lane# FB1 NB1 SB1 Volume Total 73 135 208 Volume Left 0 0 0 Volume Right 73 0 1 cSH 833 1700 1700 Volume to Capacity 0.09 0.08 0.12 Queue Length (ft) 7 0 0 Centrol Delay (s) 9.7 0.0 0.0 Lane LOS A Approach LOS A  Intersection Summary Average Delay 1.7		HOLIC						
VC, conflicting volume       342       207       208         vC1, stage 1 conf vol       VC2, stage 2 conf vol         VCu, unblocked vol       342       207       208         IC, single (s)       6.4       6.2       4.1         IC, 2 stage (s)       5       3.3       2.2         p0 queue free %       100       91       100         cM capacity (veh/h)       654       833       1363         Direction, Lana # **       EBH** NB 1       SBH**         Volume Total       73       135       208         Volume Left       0       0       0         Volume Right       73       0       1         cSH       833       1700       1700         Volume to Gapacity       0.09       0.08       0.12         Queue Length (ft)       7       0       0         Control Delay (s)       9.7       0.0       0.0         Lane LOS       A         Approach Los       A         Intersection Summary         Average Delay       1.7								
VC1, stage 1 conf vol VC2, stage 2 conf vol VCU, unblocked vol 342 207 208  G, single (s) 6.4 6.2 4.1  C, 2 stage (s)  IF (s) 3.5 3.3 2.2  p0 queue free % 100 91 100  cM capacity (veh/h) 654 833 1363  Direction, Lane # FB-1 NB   SB-1   Volume Total 73 135 208  Volume Left 0 0 0  Volume Right 73 0 1  cSH 833 1700 1700  Volume to Capacity 0.09 0.08 0.12  Queue Length (ft) 7 0 0  Control Delay (s) 9.7 0.0 0.0  Lane LOS A  Approach Delay (s) 9.7 0.0 0.0  Approach LOS A  Intersection Summary  Average Delay 1.7								
VC2, stage 2 conf vol vCu, unblocked vol 342 207 208 IC, single (s) 6.4 6.2 4.1 IC, 2 stage (s) IF (s) 3.5 3.3 2.2 p0 queue free % 100 91 100 cM capacity (veh/h) 654 833 1363  Direction, Laher # FBB1 NB/1 SBA, Volume Total 73 135 208 Volume Right 73 0 1 cSH 833 1700 1700 Volume Right 73 0 1 cSH 833 1700 1700 Volume to Capacity 0.09 0.08 0.12 Queue Length (ft) 7 0 0 Control Delay (s) 9.7 0.0 0.0 Lane LOS A Approach Delay (s) 9.7 0.0 0.0 Approach LOS A Intersection Summary Average Delay 1.7		342	207	208				
VCu, unblocked vol								
tC, 2 stage (s) tF (s) 3.5 3.3 2.2 p0 queue free % 100 91 100 cM capacity (veh/h) 654 833 1363   Direction Lane # * FEB   NB/I SB/I SB/I SB/I SB/I SB/I SB/I SB/I S		342	207	208				
tF (s)	Water Control of the		Annual Control of the					
p0 queue free % 100 91 100 cM capacity (veh/h) 654 833 1363  Direction, Lane # EB1 NB 1 3SB10 2								enderen er en etalen er et et en en et en
Direction: Lane #         SEEB 1         NB 1         SB3 and SS 1           Volume Total         73         135         208           Volume Left         0         0         0           Volume Right         73         0         1           cSH         833         1700         1700           Volume to Capacity         0.09         0.08         0.12           Queue Length (ft)         7         0         0           Control Delay (s)         9.7         0.0         0.0           Lane LOS         A           Approach Delay (s)         9.7         0.0         0.0           Approach LOS         A    Intersection Summary  Average Delay  1.7					1,4			
Direction, Lahe # 3								
Volume Total         73         135         208           Volume Left         0         0         0           Volume Right         73         0         1           cSH         833         1700         1700           Volume to Gapacity         0.09         0.08         0.12           Queue Length (ft)         7         0         0           Control Delay (s)         9.7         0.0         0.0           Lane LOS         A           Approach Delay (s)         9.7         0.0         0.0           Approach LOS         A           Intersection Summary         1.7		004		1303				
Volume Left         0         0         0           Volume Right         73         0         1           cSH         833         1700         1700           Volume to Capacity         0.09         0.08         0.12           Queue Length (ft)         7         0         0           Control Delay (s)         9.7         0.0         0.0           Lane LOS         A         A           Approach Delay (s)         9.7         0.0         0.0           Approach LOS         A           Intersection Summary         1.7						46		
Volume Right         73         0         1           cSH         833         1700         1700           Volume to Capacity         0.09         0.08         0.12           Queue Length (ft)         7         0         0           Control Delay (s)         9.7         0.0         0.0           Lane LOS         A         A           Approach Delay (s)         9.7         0.0         0.0           Approach LOS         A           Intersection Summary         A           Average Delay         1.7								
CSH 833 1700 1700  Volume to Capacity 0.09 0.08 0.12  Queue Length (ft) 7 0 0  Control Delay (s) 9.7 0.0 0.0  Lane LOS A  Approach Delay (s) 9.7 0.0 0.0  Approach LOS A  Intersection Summary 1  Average Delay 1.7								
Volume to Capacity         0.09         0.08         0.12           Queue Length (ft)         7         0         0           Control Delay (s)         9.7         0.0         0.0           Lane LOS         A           Approach Delay (s)         9.7         0.0         0.0           Approach LOS         A           Intersection Summary         1.7								
Control Delay (s) 9.7 0.0 0.0  Lane LOS A  Approach Delay (s) 9.7 0.0 0.0  Approach LOS A  Intersection Summary  Average Delay 1.7								and the first state of the stat
Lane LOS A Approach Delay (s) 9.7 0.0 0.0 Approach LOS A  Intersection Summary Average Delay 1.7			-	_				
Approach Delay (s) 9.7 0.0 0.0 Approach LOS A  Intersection Summary  Average Delay 1.7	The state of the s		0.0	0,0				
Approach LOS A  Intersection Summary 1  Average Delay 1.7			ΛΛ	0.0				
Intersection Summary Average Delay 1.7			0.0	0.0				
Average Delay 1.7								
				17				
		lization	•		10	U Leve	l of Servin	e A

	*	7	4	<b>†</b>	<b>+</b>	4			
Movement Backstakes	(dEBL)	EBRA	NELE	NET	351.	267			
Lane Configurations	*	7			ĵ.,				
Sign Control	Stop			Free	Free				
Grade	0%			0%	0%				
Volume (veh/h)	124	138		ek (0)	200	56			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92			,
Hourly flow rate (veh/h)	135	150	0 :	. 0	217	61			
Pedestrians									
Lane Width (ft)									
Walking Speed (ft/s) Percent Blockage									
Right turn flare (veh)									
Median type	None								
Median storage veh)									
Upstream signal (ft)									
pX, platoon unblocked									
vC, conflicting volume	248	248	278						
vC1, stage 1 conf vol	***************************************			*******************************	200000000000000000000000000000000000000				
vC2, stage 2 conf vol									
vCu, unblocked vol	248	248	278		ii	******************************			
C, single (s)	6.4	- 6.2	4.1						
tC, 2 stage (s) IF (s)		~ ~	. A A	+					
p0 queue free %	3.5 82	3.3 81	2.2 100						
cM capacity (veh/h)	741	791	1284						
			1404						
Direction, Earle #30000	3EB/1	EB (2)							
Volume Total	135	150	278						
Volume Left	135	0	0						
Volume Right cSH	744	150	61						
Volume to Capacity	741 0.18	791 0.19	1700 0.16						
Queue Length (ft)	17	0.19 17	0.10						
Control Delay (s)	10.9	10.6	0.0						
Lane LOS	В	В					1		
Approach Delay (s)	10.8	_	0.0		1				
Approach LOS	В								
ntersection Summary									
Average Delay			5.4						
Intersection Capacity Uti	lization		5.4 31.1%	) ic	מעם 111	l of Service			
		•	71.1700	J.C	O ECAC	I OF DELVICE		Α	

	۶		*	<b>*</b>	4	*	4	<b>†</b>	1	-	<b>↓</b>	1
MoVement	FE)	. 512715	EBR	WBL	WET	Wister.	ŊĒĻ	NBIL	NER	S151	SET	SIDE
Lane Configurations	ካ	14		ሻ	14			4			44	
Sign Control		Free			Free			Stop			Stop	
Grade Volume (veh/h)	12	0% 212	20		0% 146		4.4	0%	A 65.		0%	~~
Peak Hour Factor	0.92	0.92	30 0.92	0.92	0.92	0.92	0.92	0.92	15 0.92	0.92	0.92	36 0.92
Hourly flow rate (veh/h)		230	33	1	159	0.32	15	0.92	16	1		39
Pedestrians				•		•	_	-		•	· ·	
Lane Width (ft)						9						
Walking Speed (ft/s)												
Percent Blockage										90		
Right turn flare (veh) Median type		·						None			None	
Median storage veh)								IAOUE	•		INUITE	
Upstream signal (ft)												
pX, platoon unblocked												75 F
vC, conflicting volume	159			263			473	434	247	434	450	159
vC1, stage 1 conf vol vC2, stage 2 conf vol	0			0								
vCz, stage z com vor vCu, unblocked vol	159			263			473	434	247	434	450	159
IC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)	3.1		•	3.1					· · · ·		u.u	<b></b>
IF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	99			100			97	100	98	100	100	96
cM capacity (veh/h)	966			885			474	508	792	516	497	887
Directional Frances	(# <b>8</b> 5)	10:12	MESSE	N/15/72	ANS C	<b>S</b> :						
Volume Total	13	263	1	159	32	40		100				
Volume Left	13	0	1	0	15	1						
Volume Right	966	33 1700	0 885	0 1700	16 598	<b>3</b> 9 870				1		
Volume to Capacity	0.01	0.15	0.00	0.09	0.05	0.05						
Queue Length (ft)	1	0	0	0	4	4						
Control Delay (s)	8.8	0.0	9.1	0.0	11.4	9.3				T.		
Lane LOS	Α		Α		В	Α						
Approach Delay (s)	0.4		0.1		11,4	9,3						
Approach LOS	W2-107-00-10-10-10-10-10-10-10-10-10-10-10-10-				В	Α						
Intersection Summary			,									
Average Delay	11-2-21		1.7			v ca						
Intersection Capacity Uti	mzation		24.1%	I.	U Leve	ı ot Ser	vice		А			



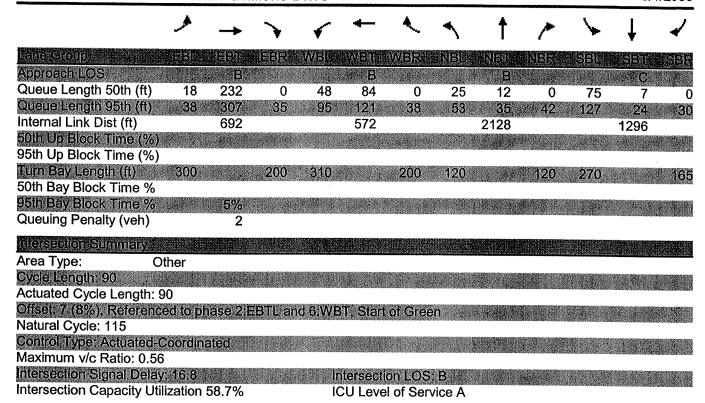
ICU Level of Service

Intersection Capacity Utilization 21.5%

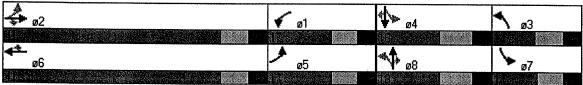
5.1

Average Delay

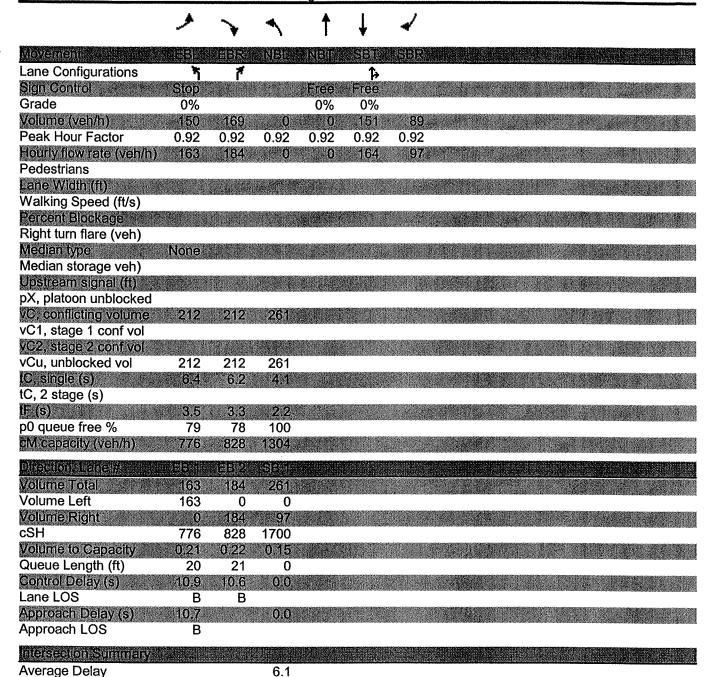
	<b>*</b>	-	7	•		•	4	<b>†</b>	/	1	ļ	1
Lane Group	EBL	EBT	EBR	WBL	WBT	«WBR»	- NBL	NBT	NBR	SEL	SBT	SPE
Lane Configurations	*	ተተ	7	*	ተተ	7	<b>ነ</b> ት	<b>†</b>	ৰ্গ	ኻ	<b>*</b>	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	300		200	310		200	120		120	270	_	165
Storage Lanes	1		1	1		1	1		1	1		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50	50	50	50	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frit			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950	223000000000000000000000000000000000000	
Satd. Flow (prot)	1770	3539	1583	1770	3539	1583	1770	1863	1583	1770	1863	1583
Flt Permitted	0.447	0500	4500	0.950	0500	4500	0.748	4000		0.741		
Satd. Flow (perm) Right Turn on Red	833	3539	1583	1770	3539	1583	1393	1863	1583	1380	1863	1583
Satd. Flow (RTOR)			Yes 151			Yes 185			Yes			Yes
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	96	4.00	4 00	47
Link Speed (mph)	1.00	45	1.00	1.00	35	1.00	1.00	25	1.00	1.00	1.00	1.00
Link Distance (ft)		772			652			2208		A Comment	25 1376	
Travel Time (s)		11.7			12.7			60.2			37.5	
Volume (vph)	79	913	139	86	403	170	55	23	88	157	13	43
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	86	992	151	93	438	185	60	25	96	171	14	47
Lane Group Flow (vph)		992	151	93	438	185	60	25	96	171	14	47
Turn Type	pm+pt		Perm	Prot		HE 187,000 A CONTRACTOR (197,000)	pm+pt		Perm		•	Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2	***************************************	2			6	8		8	4		4
Detector Phases	5	2	2	1	- 6	6	3	8	- 8	7	4	4
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	12.1	38.4	38.4	12.1	41.4	41.4	12.4	44.2	44.2	12.0	46.2	46.2
Total Split (s)	17.0	41.0	41.0	17.0	41.0	41.0	14.0	18.0	18.0	14.0	18.0	18.0
Total Split (%)	19%	46%	46%	19%	46%	46%	16%	20%	20%	16%	20%	20%
Maximum Green (s)	9.9	33.6	33.6	9.9	33.6	33.6	6.6	9.8	9.8	7.0	9.8	9.8
Yellow Time (s)	4.1	4.4	4.4	4.1	4.4	4.4	4.4	5.2	5.2	4.0	5.2	5.2
All-Red Time (s) Lead/Lag	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lead-Lag Optimize?	Lag Yes	Lead Yes	Lead Yes	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead	Lead
Vehicle Extension (s)	3.0	3.0	3.0	Yes 3.0	Yes 3.0	Yes 3.0	Yes 3.0	Yes 3.0	Yes	Yes	Yes	Yes
Recall Mode	None (			None		Coord	None	None	3.0 None	3.0 None	3.0	3.0
Walk Time (s)	14OHC V	5.0	5.0	NONE	5.0	5.0	NOHE	5.0	5.0	NOTIC	None 5.0	None
Flash Dont Walk (s)		26.0	26.0		29.0	29.0		31.0	31.0		33.0	5.0 33.0
Pedestrian Calls (#/hr)		0	0		0	0		01.0	01.0		0.0	0
Act Effct Green (s)	54.8	44.7	44.7	11.9	44.7	44.7	21.4	14.0	14.0	18.0	13.2	13.2
Actuated g/C Ratio	0.61	0.50	0,50	0.13	0.50	0.50	0.24	0.16	0.16	0.20	0.15	0.15
v/c Ratio	0.14	0.56	0.18	0.40	0.25	0.21	0.16	0.09	0.29	0.54	0.05	0.17
Uniform Delay, d1	17.6	33.9	0.0	36.8	29.1	0.0	14.3	34.2	0.0	12.8	20.6	0.0
Delay	8.2	18.9	3.1	35.7	15.7	2.8	23.2	32.9	7.8	28.9	32.6	10.7
LOS	Α	В	Α	D	В	Α	С	С	А	C	C	В
Approach Delay		16.2	· reconstruction (PSPE) (Biografia)	en e	15.0		100 100 100 100 100 100 100 100 100 100	16.4	100 m 20 m		25.4	



Splits and Phases: 22: Cortaro Road & Arizona Pavillions Drive



	۶	*	4	<b>†</b>	<b>↓</b>	4		
vieveinėni artiki	12.21	1202	1181	NET	MSET	827	White the state that the first state of the	
Lane Configurations	*	7		<b>†</b>	1>			5-10-2-400C-20-
Sign Control	Stop			Free	Free			
Grade	0%			0%	0%			
Volume (veh/h)	0 00	43	0	150	197	4		
Peak Hour Factor	0.92	0.92 47	0.92 0	0.92	0.92	0.92		diatrion
Hourly flow rate (veh/h) Pedestrians	0	41	U	163	214	4	55 p. 16	
Lane Width (ft)								
Walking Speed (ft/s)								
Percent Blockage								
Right turn flare (veh)								
Median type	None						Production and the second seco	
Median storage veh)								AND PROPERTY.
Upstream signal (ft)	1000							
pX, platoon unblocked	0-0	046						
vC, conflicting volume vC1, stage 1 conf vol	379	216	218					
vC1, stage 2 conf vol								
vCu, unblocked vol	379	216	218					
tC; single (s)	6.4	6.2	4.1					
tC, 2 stage (s)								<b>M</b>
(F (s)	3.5	3.3	2.2					
p0 queue free %	100	94	100					E CONTRACTOR CONTRACTO
cM capacity (veh/h)	623	824	1351					
Direction Laney	(28)	INE I	SSA					
Volume Total	47	163	218		*********			<b>313/511</b>
Volume Left	0	0	0					
Volume Right	47	- 0	4					
cSH	824	1700	1700					mennane
Volume to Capacity	0.06	0.10	0.13					
Queue Length (ft)	5	0	0					262/04/04/2012 C
Control Delay (s) Lane LOS	9.6 A	0.0	0.0		1		Section 1	
Approach Delay (s)	9.6	0.0	0.0					
Approach LOS	3.0 A	υ,υ	U.U				en e	
• •								1457234700as
intersection Summary			4 4				Takalini esperaktion (n. 1944)	
Average Delay Intersection Capacity Ut	11.22.15.22		1.1	**		Lat Ozaria		
инегвеспон сарасну от	mzauon		21.5%	I.	u reve	of Service	A	

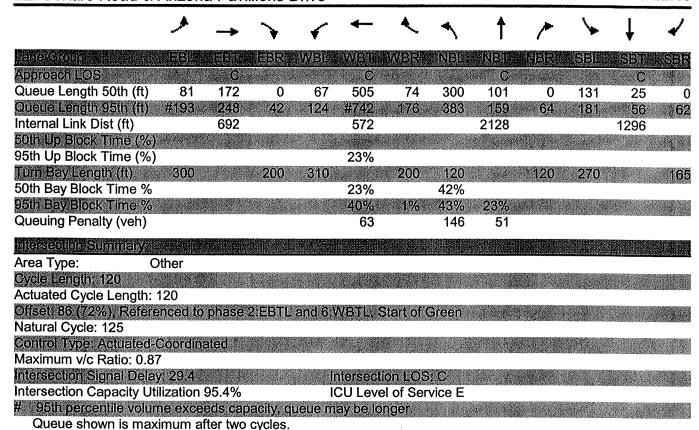


Intersection Capacity Utilization 32.6% ICU Level of Service

	*		<b>*</b>	•	4	*	*	†	<i>/</i> *	<b>/</b>	Ţ	1
Vlove meni (disember seine	15 (5)	EE)	EBR	17.5	WETM	111 = 1	NE)L	NET	NER	98	SIST	SBR
Lane Configurations	ሻ	1>		4	4			43			4	
Sign Control		Free			Free			Stop		14	Stop	
Grade		0%			0%			0%			0%	AMELINO AND
Volume (veh/h) Peak Hour Factor	41 0.92	433 0.92	-62	0.00	155	1	47	0	2	1	0	25
	0.92 45	471	0.92 67	0.92 1	0.92 168	0.92 1	0.92 51	0.92	0.92	0.92	0.92	0.92
Pedestrians	• 40		. 01		100			U	<b></b> .		0	27
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)							***************************************					
Median type						110		None	<b>, F</b>		None	
Median storage veh)												
Upstream signal (ft) pX, platoon unblocked												
vC, conflicting volume	170			538			791	765	504	733	798	169
vC1, stage 1 conf vol	0			0		1 653		, , , ,		, , , ,	130	103
vC2, stage 2 conf vol	0			0								
vCu, unblocked vol	170			538			791	765	504	733	798	169
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7,1	6.5	6.2
tC, 2 stage (s)	3.1			3.1				•			***************************************	
tF (s) p0 queue free %	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
oM capacity (veh/h)	95 957			100 701			82 287	100 317	100 568	100 323	100	97
7.7.				701			:401	317		020	304	875
Direction (Lane 4)	NEB (III	F1877	WENE	WE 28	NB	(5)6/(8)						
Volume Total  Volume Left	45	538	1 ,	170	53	28						
Volume Lett Volume Right	45 0	0 67	1	0	51 2	1 27						
cSH	957	1700	701	1700	293	821						
Volume to Capacity	0.05	0.32	0.00	0.10	0.18	0.03						
Queue Length (ft)	4	0	0	0	16	3			•			
Control Delay (s)	8.9	0.0	10.1	0.0	20.0	9.5						
Lane LOS	Α	(1000000000000000000000000000000000000	В		С	Α						
Approach Delay (s)	0.7		0.1		20.0	9.5						5.7
Approach LOS					С	Α						
Intersection Summery												
Average Delay			2.1		****							
Intersection Capacity Uti	lization	(	38.9%	ic ic	U Leve	l of Ser	vice		A			

			-	-	*	*		
Vovement <b>Sala</b> Line	<b>EEL</b>	(EE) Inc	WEIL	WARE	(S)E)[-1	/ S/B/R		
Lane Configurations	ሻ	<b>^</b>	î»		ካ	7*		SANGE WARREN
Sign Control			Free		Stop			1
Grade		0%	0%		0%	_		*****************
Volume (veh/h) Peak Hour Factor	233 0.92	179 0.92	81 0.92	0.92	21	91 0.92	the state of the s	
Hourly flow rate (veh/h)		195	0.92 88	0.92	0.92 <b>23</b>	0.92 99		37.0
Pedestrians	200	100			20		i de la companya de	
Lane Width (ft)								
Walking Speed (ft/s)								
Percent Blockage				( )				
Right turn flare (veh)						5		
Median type Median storage veh)					None			
Upstream signal (ft)								
pX, platoon unblocked								
vC, conflicting volume	91				791	90		
vC1, stage 1 conf vol	0							
vC2, stage 2 conf vol	0							
vCu, unblocked vol tC, single (s)	91 <b>4.</b> 1				791 6.4	90 6.2		
tC, 2 stage (s)	3.1				0,4	0.4	18 T	
(F (s)	2.2				3.5	3.3		
p0 queue free %	75				92	90		
cM capacity (veh/h)	1022				270	968	The second secon	
Directions Lane #2	66	(#18) <i>(</i>	W/Estill	3):				
Volume Total	253	195	91	122			The second secon	<u> </u>
Volume Left	253	0	0	23				e e e e e e e e e e e e e e e e e e e
Volume Right	0	0	3	99	,		The state of the s	
cSH	1022	1700	1700	1192				
Volume to Capacity  Queue Length (ft)	0.25 24	0.11 0	0.05	0.10 9				
Control Delay (s)	9.7	0.0	0.0	11.1			September 19	
Lane LOS	A		0.0	В				
Approach Delay (s)	5,5		0.0	11.1				
Approach LOS				В				
Intersection Summary								
Average Delay			5.8					
Intersection Capacity Ut	ilization		30.7%	10	OU Leve	l of Servic	e A	

	<b>≯</b>	-	7	<b>*</b>		•	4	<b>†</b>	<i>&gt;</i>	1	<b>↓</b>	1
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NET	NBR.	SBL	SBT	SEE
Lane Configurations	*	ተተ	7	*	个个	7	ካ	∱	ሾ	ኻ	*	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	300		200	310		200	120		120	270		165
Storage Lanes	. 1		1	1			1		1	. 1		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50	50	50	50	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Turning Speed (mph) Lane Util. Factor	15 1.00	0.95	9 1.00	15 1.00	0.95	9 1.00	15	1.00	4.00	15	4.00	4 00
Frt	1.00	0.95	0.850	1.00	0.95	0.850	1.00	1.00	1.00 0.850	1.00	1.00	1.00
Flt Protected	0.950			0.950		0.000	0.950		0.000	0.950		0.850
Satd. Flow (prot)	1770	3539	1583	1770	3539	1583	1770	1863	1583	1770	1863	1583
Flt Permitted	0.091			0.282			0.734		1000	0.551	.000	1000
Satd. Flow (perm)		3539	1583	525	3539	1583	1367	1863	1583	1026	1863	1583
Right Turn on Red			Yes			Yes		1.4	Yes			Yes
Satd. Flow (RTOR)			146			218			205			157
Headway 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
Link Speed (mph)		45			35			25			25	
Link Distance (ft)		772			652			2208			1376	
Travel Time (s)	470	11.7	40.4	407	12.7	0.45	405	60.2	400		37.5	
Volume (vph) Peak Hour Factor	179 0.92	591	134 0.92	187	1282	345	405	130	189	205	32	144
Adj. Flow (vph)	0.9 <u>2</u> 195	0.92 642	146	0.92 203	0.92 1393	0.92 375	0.92 440	0.92 141	0.92 205	0.92 223	0.92	0.92
Lane Group Flow (vph)	195	642	146	203	1393	375	440	141	205	223	35 <b>35</b>	157 157
Turn Type	pm+pt	V 12	Perm	446.04.05.45°.46.00°.200.0	1000	40.00	pm+pt	171	Perm		Ju	Perm
Protected Phases	5	2	1 01111	7111 - Pt	6	1 01111	3	8	1 01111	7.	4	1 61111
Permitted Phases	2		2	6		6	8		8	4	•	4
Detector Phases	5	2	2	. 1	6	6	3	8	8	7	4	4
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	12.1	38.4	38.4	12.1	41.4	41.4	12.4	44.2	44.2	12.0	46.2	46.2
Total Split (s)	18.0	48.0	48.0	18.0	48.0	48.0	26.0	28.0	28.0	26.0	28.0	28.0
Total Split (%)	15%	40%	40%	15%	40%	40%	22%	23%	23%	22%	23%	23%
Maximum Green (s)	10.9	40.6	40.6	10.9	40.6	40.6	18.6	19.8	19.8	19.0	19.8	19.8
Yellow Time (s) All-Red Time (s)	4.1 3.0	4.4 3.0	4.4 3.0	4.1	4.4	4.4	4.4	5.2	5.2	4.0	5.2	5.2
Lead/Lag	Lag	Lead	Lead	3.0 Lag	3.0 Lead	3.0 Lead	3.0 Lag	3.0 Lead	3.0 Lead	3.0 Lag	3.0	3.0
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Lead Yes	Lead Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None (		Coord	None		Coord	None	None	None	None	None	None
Walk Time (s)		5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0
Flash Dont Walk (s)		26.0	26.0		29.0	29.0		31.0	31.0		33.0	33.0
Pedestrian Calls (#/hr)		0	0		0	0		0	0		0.	0
Act Effct Green (s)	67.2	54.0	54.0	67.2	54.0	54.0	39.7	18.6	18.6	33.0	14.7	14.7
Actuated g/C Ratio	0.56	0.45	0.45	0.56	0.45	0.45	0.33	0.16	0.16	0.28	0.12	0.12
v/c Ratio	0.72	0.40	0.18	0.47	0.87	0.45	0.83	0.49	0.49	0.56	0.15	0.47
Uniform Delay, d1	37.3	22.2	0.0	16.3	29.9	8.6	37.6	46.4	0.0	35.2	47.1	0.0
Delay LOS	40.9	23.3	3.7	19.7	40.3	10.0	37.7	45.8	5.8	35.6	47.1	7.5
Approach Delay	D	22.0	Α	В	22 4	В	D	20 9	Α	D	D	Α
Approach Delay		23.9			32.4			30.8			25.9	



Splits and Phases: 22: Cortaro Road & Arizona Pavillions Drive

