EXHIBIT A DRAFT CONDITIONS OF APPROVAL

PDR-928 / 3590 & 3598 Stanley Boulevard and 3595 & 3597 Utah Street

Stanley Center – Four Commercial Buildings

January 12, 2011

SPECIAL CONDITIONS

Planning Division

- 1. The applicant shall pay traffic impact fees as determined by the traffic analysis by Fehr & Peers as reviewed and approved by the City Traffic Engineer. The applicant may be required to improve intersections based on the traffic analysis. Any design or improvement plans for intersections shall be submitted to the Traffic Division for review and approval prior to building permit issuance. The City Engineer and City Traffic Engineer may waive the requirements for those improvements and require an additional fair share cost that shall be a cost over and above the traffic impact fees, if required. The applicant shall pay all fees at the time of issuance of the first building permit on the site.
- 2. Prior to occupancy, the property owner/developer shall record cross ingress/egress access easements with 3550 Stanley Boulevard and 3001, 3121, and 3581 Bernal Avenue. Wording for the easements shall be submitted to the City Attorney for review and approval.
- 3. The applicant shall install yellow centerline striping for the driveway between the project (3590 Stanley and 3595 Utah Street) and existing development (3550 Stanley and 3581 Utah Street). The striping shall be shown on the plans submitted to the Building and Safety Division for plan check and shall be subject to review and approval by the City's Traffic Engineer.
- 4. Cross access easements and reciprocal parking agreements shall be created between the two subject properties. The easements and agreements shall be reviewed by the City Attorney and shall be recorded prior to issuance of an occupancy permit from the Building and Safety Division.
- 5. The project developer shall effectively screen from view all ducts, meters, air conditioning equipment, and any other mechanical equipment, whether on the structure, on the ground, or on the roof, with materials architecturally compatible with the building. Screening details shall be shown on the plans submitted for issuance of building permits, the adequacy of which shall be determined by the Director of Community Development. All required screening shall be provided prior to occupancy.

- 6. A Sign Design Review application for a comprehensive sign program for the tenant signage, including any monument signs, shall be submitted to the Planning Division for review and approval prior to sign installation.
- 7. A final landscape plan and irrigation plan shall be submitted to and approved by Director of Community Development as part of the building permit plans prior to issuance of a building permit. Said landscape plan shall be consistent with the approved landscape plan plus any conditions of approval, and shall be detailed in terms of species, location, size, quantities, and spacing for all plant materials. Plant species shall be of a drought tolerant nature with an irrigation system that maximizes water conservation throughout the development (e.g., drip system).
- 8. Restaurant tenants with cooking facilities shall be equipped at all times with filtering devices to minimize odors and fumes. Details of said devices shall be shown on the tenant improvement plans submitted for issuance of building permits and shall be subject to review and approval by the Director of Community Development and Chief Building Official prior to issuance of building permits for the tenant improvements.
- 9. The project developer shall install pedestrian-scale trash receptacles along the storefront areas of each building. The type and location of the receptacles shall be subject to the review and approval of the Director of Community Development prior to final inspection by the Building and Safety Division.
- 10. Wall uplighting is not approved as part of this project and shall be removed from the plans submitted to the Building and Safety Division for plan check.
- 11. Prior to issuance of a building permit, the applicant shall submit larger stucco and color samples of the buildings for review by the Planning Commission. The approved building materials and colors shall be stated on the building permit plans to the satisfaction of the Director of Community Development. Color and material substitutions shall not be allowed unless otherwise approved by the Director of Community Development.
- 12. Appliances and systems that meet Energy Star standards shall be installed as part of the project. The proposed appliance or system and how it adheres to the Energy Star standards shall be stated on the plans submitted for the issuance of a building permit.
- 13. The buildings with flat roofs shall have white cool roofs which are designed to reflect the heat of the sun away from the building, thus reducing its cooling load.

- 14. The applicant shall implement the following measures with the construction of the structures covered by this approval so that a roof-mounted photovoltaic system can be installed in the future:
 - a. Install electrical conduit and pull string from the roof/attic areas to the buildings' main electrical panels;
 - b. Engineer the roof trusses to handle an additional load as determined by a structural engineer to accommodate the additional weight of a prototypical photovoltaic system beyond that anticipated for roofing; and
 - c. Provide an area near the electrical panel for the "inverter" required to convert the direct current output from the photovoltaic panels to alternating current.
- 15. The project applicant or developer shall provide to the Planning Division with the building permit an estimate of the energy savings from the installation of solar roofs or other alternative energy measures with a goal of meeting 12.5 percent of the buildings' annual energy usage.
- 16. The project applicant or developer shall prepare a voluntary trip reduction plan of alternative transportation measures including, but not limited to, rideshare matching, subsidies/rewards, preferential parking, and carpooling/vanpooling, the means by which these measures will be marketed to the business employees, and the provision of reports to the City of Pleasanton of the performance of the trip reduction program. The trip reduction goal shall attempt to a achieve a 15 percent reduction within five years of opening for business and then a 25 percent reduction within 10 years compared to "business as usual." The project applicant or developer shall work out the details of the program with the Planning Division and the City's Transportation Systems Management (TSM) Coordinator. The program shall be submitted to the Planning Division and the TSM Coordinator with the building permit application for review and approval before issuance of the first occupancy permit.
- 17. All trash and recycling refuse shall be contained completely within the approved trash and recycling enclosure(s). The materials and color of the enclosure shall match the buildings and the gates shall be corrugated metal or solid wood. The design of the enclosure (all four sides) shall be shown on the plans submitted for issuance of building permits. The design and location of the trash and recycling enclosure(s) shall be subject to the approval of the Director of Community Development. Trash and recycling containers shall be stored within the enclosure at all times, except when being unloaded. A recycling container(s) shall be provided within the enclosure. The recycling container(s) and enclosure shall be designed in a manner consistent with Pleasanton Garbage Service's recycling program in effect

at the time of building permit issuance. The recycling container(s) shall be shown on the plans submitted for the issuance of a building permit.

- 18. The project applicant or developer shall install water conservation devices in the buildings and landscape areas to the satisfaction of the Director of Community Development. The water conservation devices shall be stated on the building plans and the landscape plans submitted with the building permit.
- 19. Energy efficient lighting shall be installed as part of the project. The energy efficient lighting shall be shown on the plans submitted for the issuance of a building permit.
- 20. The project shall comply with the current City/Pleasanton Garbage Service recycling and composting programs.
- 21. There shall be no truck deliveries, parking lot sweeping, or garbage pick-up between the hours of 10:00 PM and 6:00 AM.

STANDARD CONDITIONS

Community Development Department

- 22. The project applicant/developer shall submit a refundable cash bond for hazard and erosion control. The amount of this bond will be determined by the Director of Community Development. The cash bond will be retained by the City until all the permanent landscaping is installed for the development, including individual lots, unless otherwise approved by the department.
- 23. The project developer shall submit a written dust control plan or procedure as part of the improvement plans.
- 24. The project developer shall pay any and all fees to which the property may be subject prior to issuance of permits. The type and amount of the fees shall be those in effect at the time the permit is issued.
- 25. If any prehistoric or historic artifacts, or other indication of cultural resources are found once the project construction is underway, all work must stop within 20 meters (66 feet) of the find. A qualified archaeologist shall be consulted for an immediate evaluation of the find prior to resuming groundbreaking construction activities within 20 meters of the find. If the find is determined to be an important archaeological resource, the resource shall be either avoided, if feasible, or recovered consistent with the requirements of Appendix K of the State CEQA Guidelines. In the event of discovery or recognition of any human remains in any on-site location, there shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent remains until the County coroner has determined, in

accordance with any law concerning investigation of the circumstances, the manner and cause of death and has made recommendations concerning treatment and dispositions of the human remains to the person responsible for the excavation, or to his/her authorized representative. A similar note shall appear on the improvement plans.

Planning Division

- 26. The proposed development shall be in substantial conformance to Exhibit B, dated "Received, December 7, 2010," on file with the Planning Division, except as modified by these conditions. Minor changes to the plans may be allowed subject to the approval of the Director of Community Development.
- 27. The design review approval shall lapse one year from the effective date of approval unless a building permit is obtained and construction diligently pursued, or the City has approved a time extension.
- 28. To the extent permitted by law, the project applicant shall defend (with counsel reasonable acceptable to the City), indemnify and hold harmless the City, its City Council, its officers, boards, commissions, employees and agents from and against any claim (including claims for attorneys fees), action, or proceeding brought by a third party against the indemnified parties and the applicant to attack, set aside, or void the approval of the project or any permit authorized hereby for the project, including (without limitation) reimbursing the City its attorneys fees and costs incurred in defense of the litigation. The City may, in its sole discretion, elect to defend any such action with attorneys of its choice.
- 29. All conditions of approval shall be attached to all permit plan sets submitted for review and approval, whether stapled to the plans or located on a separate plan sheet.
- 30. The project developer shall work with the Pleasanton Unified School District and the Director of Community Development to develop a program, in addition to the school impact fees required by State law and local ordinance, to off-set this project's long-term effect on school facility needs in Pleasanton.
- 31. The project shall achieve a minimum LEED[™] "certified" level on the LEED Green Building Checklist at the time of building permit submittal. A final list of the green building measures shall be submitted in conjunction with the plans submitted for issuance of building permits and shall be subject to the review and approval by the Planning Division prior to issuance of building permits for the project.

Should the City adopt and/or amend the current Green Building Ordinance due to the State's CALGreen Building Code, the project shall be required to adhere to what

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is in effect at the time of submitting plans to the Building and Safety Division for plan check. The project may be required to adhere to the basic CALGreen requirements and the City's current Green Building Ordinance.

The green building measures shall be shown on one of the first two pages of the plans submitted for issuance of a building permit. Each point/credit/measure identified shall have a notation indicating the sheet the point can be found, and each sheet shall note where the point is located. All proposed green building measures shall be shown throughout the plan set, as appropriate, as determined by the Director of Community Development.

A special inspection by from the Planning Division shall be coordinated with regards to landscaping, irrigation, and exterior materials. All of the green building measures indicated on the approved checklists shall be inspected and approved by either the City of Pleasanton, a third party rater, or the applicants shall provide written verification by the project engineer, architect, landscape architect, or designer.

- 32. Planning Division approval is required before any changes are implemented in site design, building design, grading, colors or materials, green building measures, landscape material, etc.
- 33. The project developer must provide to the Director of Community Development a building height certification performed by a licensed land surveyor or civil engineer. Said certification must allow for the installation of finished roof materials and the structures must meet the approved building height.
- 34. The building permit plan check package will be accepted for submittal only after completion of the 15-day appeal period, measured from the date of the approval letter, unless the project developer submits a signed statement acknowledging that the plan check fees may be forfeited in the event that the approval is overturned on appeal, or that the design is significantly changed as a result of the appeal. In no case will a building permit be issued prior to the expiration of the 15-day time-period.
- 35. All demolition and construction activities, inspections, plan checking, material delivery, staff assignment or coordination, etc., shall be limited to the hours of 8:00 a.m. to 5:00 p.m., Monday through Saturday. No construction shall be allowed on State or Federal Holidays or Sundays. The Director of Community Development may allow earlier "start times" or later "stop times" for specific construction activities, e.g., concrete pouring. All construction equipment must meet Department of Motor Vehicles (DMV) noise standards and shall be equipped with muffling devices. Prior to construction, the hours of construction shall be posted on site.

- 36. Campers, trailers, motor homes, or any other similar vehicle are not allowed on the construction site except when needed as sleeping quarters for a security guard.
- 37. A construction trailer shall be allowed to be placed on the project site for daily administration/coordination purposes during the construction period.
- 38. Portable toilets used during construction shall be kept as far as possible from existing residences and shall be emptied on a regular basis as necessary to prevent odor.
- 39. If a project has 20 or more parking spaces, the project shall at a minimum provide bicycle parking equivalent to 5% of the total number of automobile parking spaces. The maximum required bicycle parking spaces is 20.
- 40. Bicycle racks shall:
 - a. Be visible and accessible
 - b. Support the frame of the bicycle and not just one wheel
 - c. Allow the frame and one wheel to be locked to the rack
 - d. Allow the use of either a cable or U-shaped lock
 - e. Be securely anchored
 - f. Be usable by bikes with no kickstand
 - g. Be usable by a wide variety of sizes and types of bicycles.
- 41. All exterior lighting including landscape lighting shall be directed downward and designed or shielded so as to not shine onto neighboring properties. The project/building developer shall submit a final lighting plan, and include drawings and/or manufacturer's specification sheets showing the size and types of light fixtures proposed for the exterior of the buildings.

Landscaping Conditions

- 42. All trees used in landscaping shall be a minimum of fifteen (15) gallons in size and all shrubs shall be a minimum of five (5) gallons.
- 43. The project shall comply with the State of California's Model Water Efficient Landscape Ordinance. A licensed landscape architect shall verify the project's

compliance with the ordinance: 1) prior to the issuance of a building permit; and 2) prior to final inspection. The verification shall be provided to the Planning Division.

- 44. The project applicant or developer shall attempt to locate the transformers away from the project street frontages and away from the main driveway aisles. Such transformers shall be screened by landscaping. All transformers shall be shown on the plans submitted for issuance of building permits and shall be subject to approval by the Planning Division prior to issuance of building permits.
- 45. All backflow prevention devices, above ground irrigation controls, and above ground irrigation meters shall be located and screened to minimize their visual impacts. These devices with their proposed screening shall be shown on the landscaping and utility plans submitted with the building permit plans, clearly marked "above ground" or "below ground" on the plans, and shall be subject to the review and approval of the Planning Division prior to their installation. If above-ground, they shall be painted forest green or an equivalent dark-green color. Screens shall consist of berms, walls, or landscaping satisfactorily integrated into the landscape plan. Landscape screens shall include shrubbery designed by species and planting density to establish a complete screen within one year from the date of planting. Weather protection devices such as measures to protect pipes from freezing shall require approval by the Planning Division prior to use; at no time shall fabric or other material not designed and/or intended for this purpose be wrapped around or otherwise placed on these devices.
- 46. The project developer shall enter into an agreement with the City, approved by the City Attorney, which guarantees that all landscaping and open space areas included in this project will be maintained at all times in a manner consistent with the approved landscape plan for this development. Said agreement shall run with the land for the duration of the existence of the structures located on the subject property.
- 47. Six-inch vertical concrete curbs shall be installed between all paved and landscaped areas.
- 48. The project developer shall provide root control barriers and four inch perforated pipes for parking lot trees, street trees, and trees in planting areas less than ten feet in width, as determined necessary by the Director of Community Development at the time of review of the final landscape plans.
- 49. Before project final, all landscaping shall be installed, reviewed, and approved by the Planning Division
- 50. Prior to occupancy, the landscape architect or landscape designer shall certify in writing to the Director of Community Development that the landscaping has been

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installed in accordance with the approved landscape and irrigation plans with respect to size, number, and species of plants and overall design concept.

Building and Safety Division

- 51. The project developer shall submit a pad elevation certification prepared by a licensed land surveyor or registered civil engineer to the Chief Building Official and Director of Community Development, certifying that the pad elevations and building locations (setbacks) are pursuant to the approved plans, prior to receiving a foundation inspection for the structures.
- 52. All retaining walls higher than four feet from the top of the wall to the bottom of the footway shall be constructed of reinforced concrete, masonry, or other material as approved by the Director of Community Development, or shall be an approved crib wall type. Calculations signed by a registered civil engineer shall accompany the wall plans.
- 53. At the time of building permit plan submittal, the project developer shall submit a final grading and drainage plan prepared by a licensed civil engineer depicting all final grades and on-site drainage control measures to prevent stormwater runoff onto adjoining properties.
- 54. Prior to issuance of building or demolition permits, the applicant shall submit a waste management plan to the Building and Safety Division. The plan shall include the estimated composition and quantities of waste to be generated and how the project developer intends to recycle at least 75 percent of the total job site construction and demolition waste measured by weight or volume. Proof of compliance shall be provided to the Chief Building Official prior to the issuance of a final building permit. During demolition and construction, the project developer shall mark all trash disposal bins "trash materials only" and all recycling bins "recycling materials only." The project developer shall contact Pleasanton Garbage Service for the disposal of all waste from the site.

Engineering Division

- 55. A "Conditions of Approval" checklist shall be completed and attached to all plan checks submitted for approval indicating that all conditions have been satisfied.
- 56. The project developer shall comply with the recommendations of the project's geotechnical consultant. The project developer's geotechnical consultant shall review and approve all foundation, retaining wall, and drainage geotechnical aspects of the final development plans to ensure that the recommendations have been properly incorporated into the development. The consultant shall certify by writing on the plans or as otherwise acceptable to the City Engineer that the final

development plan is in conformance with the geotechnical report approved with the project.

- 57. The project developer shall arrange and pay for the geotechnical consultant to inspect and approve all foundation, retaining, and wall and drainage geotechnical aspects of project construction. The consultant shall be present on site during grading and excavation operations. The results of the inspections and the as-built conditions of the project shall be certified in writing by the geotechnical consultant for conformance to the approved plans and geotechnical report and submitted to the City Engineer for review and approval prior to occupancy.
- 58. The project developer shall grant an easement to the City over those parcels needed for public service easements (P.S.E.) and which are approved by the City Engineer, or other easements, which may be designated by the City Engineer.
- 59. The project developer shall construct vertical P.C.C. curbs and gutters within this development unless otherwise approved by the City Engineer. When the sidewalk is adjacent to the curb and gutter, they shall be poured monolithically.
- 60. The haul route for all materials to and from this development shall be approved by the City Engineer prior to the issuance of a permit.
- 61. All dry utilities (electric power distribution, gas distribution, communication service, Cable television, street lights and any required alarm systems) required to serve existing or new development shall be installed underground in conduit in a joint utility trench unless otherwise specifically approved by the City Engineer.
- 62. Any damage to existing street improvements during construction on the subject property shall be repaired to the satisfaction of the City Engineer at full expense to the project developer. This shall include slurry seal, overlay, or street reconstruction if deemed warranted by the City Engineer.
- 63. This approval does not guarantee the availability of sufficient water and/or sewer capacity to serve the project.
- 64. The project developer shall create drainage easements across the project for the benefit of the individual lots, subject to the review and approval of the City Engineer.
- 65. The project developer shall create utility easements across the project for the benefit of the individual lots, subject to the review and approval of the City Engineer.
- 66. There shall be no direct roof leaders connected to the street gutter or storm drain system, unless otherwise approved by the City Engineer.

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- 67. The project developer and/or the project developer's contractor(s) shall obtain an encroachment permit from the City Engineer prior to moving any construction equipment onto the site.
- 68. The project developer shall submit a final grading and drainage plan prepared by a licensed civil engineer depicting all final grades and drainage control measures, including concrete-lined V-ditches, to protect all cut and fill slopes from surface water overflow. This plan shall be subject to the review and approval of the City Engineer prior to the issuance of a subdivision grading permit.
- 69. The project developer shall include erosion control measures on the final grading plan, subject to the approval of the City Engineer. The project developer is responsible for ensuring that the contractor is aware of such measures. All cut and fill slopes shall be revegetated and stabilized as soon as possible after completion of grading, in no case later than October 15. No grading shall occur between October 15 and April 15 unless approved erosion control measures are in place, subject to the approval of the City Engineer. Such measures shall be maintained until such time as permanent landscaping is in place.
- 70. Storm drainage swales, gutters, inlets, outfalls, and channels not within the area of a dedicated public street or public service easement approved by the City Engineer shall be privately maintained by the property owners or through an association approved by the City.
- 71. The project developer shall be responsible for the installation of the street lighting system serving the development. Street lights shall be LED unless otherwise specifically approved by the City. Approval for the number, location, and type of electroliers shall be subject to the review and approval of the City Engineer.
- 72. The applicant's engineer shall investigate the structural section of the existing streets fronting the development. If the structural section is not adequate for the anticipated traffic demand, the structural section of the roadway shall be increased, as determined by the City Engineer. If the street section is adequate the entire street frontage shall be slurry sealed, unless otherwise determined by the City Engineer.
- 73. All existing drainage swales that are filled shall have subdrains installed unless otherwise approved by the City Engineer and the developer's soils engineer. All subdrains shall have cleanouts installed at the beginning of the pipe. The end of the pipe shall terminate in a storm drain or other storm drain outfall, subject to the approval of the City Engineer. The applicant's engineer shall submit a final subdrain location map to the City Engineer prior to acceptance of the public improvements. It

shall be the responsibility of the developer to relocate a subdrain, if a subdrain is encountered. The City Attorney shall approve said notice.

- 74. All retaining walls along the street shall be placed behind the Public Service Easement (PSE), unless otherwise approved by the City Engineer.
- 75. A detailed grading and drainage plan prepared by a licensed Civil Engineer including all supporting information and design criteria (including but not limited to any peer review comments), storm drain treatment calculations, hydromodification worksheets, etc., shall be submitted as part of the improvement plans.
- 76. The minimum grade for the gutter flowline shall be set at one percent where practical, but not less than .75% unless otherwise approved by the City Engineer.
- 77. A water meter shall be provided to each lot of record within the development unless otherwise approved by the City Engineer. Each of the building's water service and the irrigation water service within the project shall be served with a separate water service from the City's water main in the street, including backflow devise. The applicant may install the services from a manifold from a larger lateral crossing the public street. The exaction locations of the water services shall be shown on the improvement plans and to be approved by the City Engineer.
- 78. A sanitary sewer lateral with two-way cleanout (located at the back of the sidewalk or curb, whichever is applicable) shall be provided to each lot of record within the development unless otherwise approved by the City Engineer. The design of the onsite sanitary sewer system shall be modified such that that the size and slope of the sanitary sewer main maintain a minimum velocity of 2 feet per second unless otherwise approved by the City Engineer. A sanitary sewer lateral with sampling manhole shall be provided to building within the development unless otherwise approved by the City Engineer.
- 79. The developer shall deposit a bond with the City to ensure completion of any required off-site improvements. This bond shall be in a standard form approved by the City Attorney and shall be in an amount satisfactory to the City Engineer. The City Engineer may waive this requirement if the required improvements have been satisfactorily installed prior to approval of the map.

Livermore-Pleasanton Fire Department

80. The project developer shall keep the site free of fire hazards from the start of lumber construction until the final inspection.

- 81. Prior to any construction framing, the project developer shall provide adequate fire protection facilities, including, but not limited to a water supply and water flow in conformance to the City's Fire Department Standards able to suppress a major fire.
- 82. All fire sprinkler system water flow and control valves shall be complete and serviceable prior to final inspection. Prior to the occupancy of a building having a fire alarm system, the Fire Department shall test and witness the operation of the fire alarm system.
- 83. All commercial, industrial, and multi-family residential occupancies shall have valve tamper and water flow connected to an Underwriters Laboratory (UL) listed Central Station Service. Fire Department plan check includes specifications, monitoring certificate(s), installation certificate and alarm company U.L. certificate. Fire alarm control panel and remote annunciation shall be at location(s) approved by the Fire Prevention Bureau. All systems shall be point identified by individual device and annunciated by device type and point.
- 84. The proposed building(s) may have additional Fire Department requirements that can only be addressed by knowing the details of occupancy. These occupancy details shall be submitted to the Fire Department prior to submittal of construction plans to the Building and Safety Division. Details shall include but not be limited to the following:
 - a. Type of storage
 - b. Height of storage
 - c. Aisle spacing
 - d. Rack of bulk storage
 - e. Palletized storage
 - f. Type of occupancies within areas of the building(s)

Based on the information received, there may be additional requirements such as: smoke and heat venting, in-rack sprinklers, increases in sprinkler design criteria, draft curtains, etc.

85. The Fire Prevention Bureau reviews building/civil drawings for conceptual on-site fire mains and fire hydrant locations only. Plan check comments and approvals DO NOT INCLUDE:

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- Installation of the on-site fire mains and fire hydrants. Specific installation drawings submitted by the licensed underground fire protection contractor shall be submitted to the Fire Prevention Bureau for approval.
- Backflow prevention or connections to the public water mains.
- 86. Electrical conduit shall be provided to each fire protection system control valve including all valve(s) at the water connections. The Livermore-Pleasanton Fire Department requires electronic supervision of all valves for automatic sprinkler systems and fire protection systems.
- 87. In industrial and commercial developments, fire hydrants shall be installed at spacing not greater than 300 feet. In residential development(s) hydrant spacing shall be at 400 feet.
- 88. On-site access ways and internal drives shall be designated as fire lanes and identified as such by red curb striping and posted with signs at locations approved by the Fire Department. Signs shall be according to state standards and read "No Parking - Fire Lane" and must be shown on the plans. The following schedule shall apply:

<u>Width</u>	Requirements
36 Feet or Greater	No Requirements
Between 28 and 36 Feet	Post one side
Between 20 and 28 feet	Post both sides
Less than 20 feet	Not permitted
<u>Aerial Ops - Width</u>	<u>Requirements</u>
42 Feet or Greater	No Requirements
Between 34 and 42 Feet	Post one side
Between 26 and 34 feet	Post both sides
Less than 26 feet	Not permitted

Where Fire Department vehicle access through or around a site involves changes in direction or curves, minimum-turning radius shall be as follows. Inside radius of 45 feet and outside radius of 55 feet shall be provided to facilitate fire truck turning radius for entry and exit from the site.

89. Dead-end access ways and internal drives shall not exceed 300 feet in length and shall terminate in turnaround no less than 100 feet in diameter or hammer-head (tee). Standards and options are available through the Fire Prevention Bureau.

- 90. Address numbers shall be installed on the front or primary entrance for all buildings. Minimum building address character size shall be 12" high by 1" stroke. If building is located greater than 50 feet from street frontage, character size shall be 16" high by 1 ½" stroke minimum. Where multiple access is provided, address or tenant space number shall be provided on each access and/or warehouse door and character size shall be no less than 4" high by ¾ " stroke. In all cases address numerals shall be of contrasting background and clearly visible in accordance with the Livermore-Pleasanton Fire Department Premises Identification Standards. This may warrant field verification and adjustments based upon topography, landscaping or other obstructions, conditions of approval checklist shall be completed and attached to all plan checks submitted for approval indicating that all conditions have been satisfied.
- 91. The following items will be provided prior to any construction above the foundation or slab. NOTE: Periodic inspections will be made for compliance.
 - a. Emergency vehicle access shall be provided to the site. If Public Works Improvements are part of the project to access the site, an emergency vehicle access plan shall be submitted for review and approval.
 - b. Site access shall be provided prior to any construction above the foundation or slab. Based on the Site Plan Approval the access shall be installed.
 - c. Emergency vehicle access shall be a minimum of 20 feet in width. A clear height free of obstructions (power, cable, telephone lines, tree limbs, etc.) shall be provided. This clearance shall be a minimum of 13 feet-6 inches. Inside turning radius of 45 feet and outside turning radius of 55 feet shall be provided.
 - d. Buildings or portions of buildings or facilities exceeding 30 feet (9144 mm) in height above the lowest level of fire department vehicle access shall be provided with approved fire apparatus access roads capable of accommodating fire department aerial apparatus. Fire apparatus access roads shall have a minimum unobstructed width of 26 feet in the immediate vicinity of any building or portion of building more than 30 feet (9144 mm) in height. At least one of the required access routes meeting this condition shall be located within a minimum of 15 feet (4572 mm) and a maximum of 30 feet (9144 mm) from the building, and shall be positioned parallel to one entire side of the building.
 - e. Buildings or facilities exceeding 62,000 square feet of gross building area shall be provided with two separate and approved fire apparatus access roads. The roads shall be placed a distance apart equal to not less than one

half of the length of the maximum overall diagonal dimension of the property or area to be served, measured in a straight line between accesses.

- f. If permanent access or site paving is not provided, the carrying capacity of the emergency vehicle access shall be 69,000 pounds under all weather conditions.
- g. Site staging area(s) shall be provided for materials and equipment. All staging areas shall be outside of the emergency vehicle access route shown on the approved plans.
- h. Where on-site fire hydrant(s) are required, they shall be installed, flushed and all valves open prior to any construction above the foundation or slab. This includes concrete tilt-up and masonry buildings.
- i. On-site fire hydrant(s) shall not be obstructed and shall be sufficiently above grade to have all hydrant valves and outlets accessible for emergency use.
- j. Prior to request for final inspection, all access roads, on-site access and fire hydrants shall be provided. All fire hydrants shall be acceptance inspected and tested to applicable City Public Works Standards.
- k. Where a project is phased as part of the development approved by the City, specific access, water supply and fire hydrant installations will be required as part of each phase. As needed a phasing plan with these improvements will be required.
- I. Where on-site grading/utility plans are submitted for review and approval prior to building construction drawings, emergency vehicle access routes, fire hydrant locations, material staging areas, etc. shall be provided.

CODE REQUIREMENTS

Applicants/Developers are responsible for complying with all applicable Federal, State, and City codes and regulations regardless of whether or not the requirements are part of this list. The following items are provided for the purpose of highlighting key requirements.

Planning Division

92. At no time shall balloons, banners, pennants, or other attention-getting devices be utilized on the site except as allowed by Section 18.96.060K of the Zoning Ordinance for grand openings or by Section 18.116.040 of the Zoning Ordinance if

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approved as part of a temporary conditional use permit. At no time shall spot lighting be used in conjunction with such grand openings and/or promotional events.

93. All mechanical equipment shall be constructed in such a manner that noise emanating from it will not be perceptible beyond the property plane of the subject property in a normal environment for that zoning district.

Fire Department

- 94. The project developer shall post address numerals on the building so as to be plainly visible from all adjoining streets or driveways during both daylight and night time hours.
- 95. Automatic fire sprinklers shall be installed in all occupancies in accordance with City of Pleasanton Ordinance 1965. Installations shall conform to NFPA Pamphlet 13 for commercial occupancies NFPA 13D for residential occupancies and NFPA 13R for multifamily residential occupancies.
- 96. Fire alarm system shall be provided and installed in accordance with the 2007 CFC, the City of Pleasanton Ordinance 1965 and 2002 NFPA 72 National Fire Alarm Code. Notification appliances and manual fire alarm boxes shall be provided in all areas consistent with the definition of a notification zone (notification zones coincide with the smoke and fire zones of a building). Shop drawings shall be submitted for permit issuance in compliance with 2007 CFC.
- 97. City of Pleasanton Ordinance 1965 requires that all new and existing occupancies be provided with an approved key box from the Knox Company as specified by the Fire Department. The applicant is responsible for obtaining approval for location and the number of boxes from the Fire Prevention Bureau. Information and application for Knox is available through their website or the Fire Prevention Bureau. Occupant shall be responsible for providing tenant space building access keys for insertion into the Knox Box prior to final inspection by the Fire Department. Keys shall have permanent marked tags identifying address and/or specific doors/areas accessible with said key.
- 98. Underground fire mains, fire hydrants and control valves shall be installed in conformance with the most recently adopted edition of NFPA Pamphlet 24, "Outside Protection".
 - a. The underground pipeline contractor shall submit a minimum of three (3) sets of installation drawings to the Fire Department, Fire Prevention Bureau. The plans shall have the contractor's wet stamp indicating the California contractor license type, license number and must be signed. No underground pipeline inspections will be conducted prior to issuance of approved plans.

Draft Conditions of Approval	
PDR-928	

- b. All underground fire protection work shall require a California contractor's license type as follows: C-16, C-34, C-36 or A.
- c. All field-testing and inspection of piping joints shall be conducted prior to covering of any pipeline.
- 99. Dead-end fire service water mains shall not exceed 500 feet in length and/or have more than five Fire Department appliances* shall be looped around the site or building and have a minimum of two points of water supply or street connection. Zone valves shall be installed as recommended under NFPA, Pamphlet 24 and the Fire Marshal.
- 100. All construction shall conform to the requirements of the 2007 California Fire Code, City of Livermore Building Department and City of Pleasanton Ordinance 1965. All required permits shall be obtained.

Note: Fire Department appliances are classified as fire sprinkler system risers, fire hydrants and/or standpipes.

- 101. All buildings undergoing construction, alteration or demolition shall comply with Chapter 14 (2007 California Fire Code) pertaining to the use of any hazardous materials, flame- producing devices, asphalt/tar kettles, etc.
- 102. The building (s) covered by this approval shall conform to the requirements of the 2007 California Building Code, 2007 California Fire Code and the City of Pleasanton Ordinance #1965. If required plans and specifications for the automatic fire sprinkler system shall be submitted to the Livermore-Pleasanton Fire Department for review and approval prior to installation. The fire alarm system, including water flow and valve tamper, shall have plans and specifications submitted to Fire Prevention for review and approval prior to installation. All required inspections and witnessing of tests shall be completed prior to final inspection and occupancy of the building(s).

Building and Safety Division

- 103. The building covered by this approval shall be designed and constructed to meet Title 24 state energy requirements.
- 104. All building and/or structural plans must comply with all codes and ordinances in effect before the Building Division will issue permits.
- 105. The project developer shall submit a building survey and/or record of survey and a site development plan in accordance with the provisions of Chapter 18.68 of the

Draft Conditions of Approval	Stanley Center
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Municipal Code of the City of Pleasanton. These plans shall be approved by the Chief Building and Safety Official prior to the issuance of a building permit. The site development plan shall include all required information to design and construct site, grading, paving, drainage, and utilities.

- 106. All building and/or structural plans must comply with all codes and ordinances in effect before the Building Division will issue permits.
- 107. Any tenant improvement plans shall be submitted to the Building and Safety Division for review and approval.
- 108. The building permit plan check materials for the proposed tenant improvements will be accepted for submittal only after completion of the 15-day appeal period, measured from the date of approval, unless the applicant submits a signed statement acknowledging that the plan check fees may be forfeited in the event that the approval is overturned on appeal, or that the design and/or operation is significantly changed as a result of the appeal. In no case will a building permit be issued prior to the expiration of the 15-day time-period.

Urban Stormwater Conditions

109. The project shall comply with the "Alameda Countywide NPDES Permit #CAS0029831 and amendments to this permit" issued the by California Regional Water Quality Control Board, San Francisco Bay Region, a copy of which is available at the Community Development Department, Public Works/Engineering section at City offices, Alameda County Clean Water Program and at State Water Board

(<u>http://www.waterboards.ca.gov/sanfranciscobay/board_info/agendas/2003/februar</u> <u>y/02-19-03-12finalto.doc</u>.;

and

(http://www.waterboards.ca.gov/sanfranciscobay/board_info/agendas/2007/march/ alameda%20final%20order%20r2-2007-0025.pdf)

The project shall also comply with the "Construction General Permit" by the California Regional Water Quality Control Board, San Francisco Bay Region.

(<u>http://www.waterboards.ca.gov/water_issues/programs/stormwater/construction.s</u> <u>html</u>)

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Design Requirements

110. The Permit design requirements include, but are not limited to, the following:

- a. Source control, sight design measures, and design and implementation of stormwater treatment measures are required when commercial, industrial or residential development creates and replaces 10,000 square feet or more of impervious surface, including roof area, streets and sidewalk.
- b. Hydro-modification standards are required when a new development or redevelopment project creates and replaces total impervious area of one acre or more.
- c. The Permit requires a proactive Diazinon pollutant reduction plan (aka Pesticide Plan) to reduce or substitute pesticide use with less toxic alternatives.
- d. The Permit requires complying with the Copper Pollutant Reduction Plan and the Mercury Pollutant Reduction Plan.
- 111. The following requirements shall be incorporated into the project:
 - a. The project developer shall submit a final grading and drainage plan prepared by a licensed civil engineer depicting all final grades and on-site drainage control measures including bio-swales. Irrigated bio-swales shall be redesigned as needed to the satisfaction of the City Engineer to optimize the amount of the stormwater running off the paved surface that enters the bioswale at its most upstream end. This plan shall be subject to the review and approval of the City Engineer prior to the issuance of any building permits.
 - b. In addition to natural controls the project developer may be required to install a structural control, such as an oil/water separator, sand filter, or approved equal in the parking lot to intercept and pre-treat stormwater prior to reaching the storm drain. The design, locations, and a schedule for maintaining the separator shall be submitted to the City Engineer/Chief Building Official for review and approval prior to issuance of building permits. The structural control shall be cleaned at least twice a year: once immediately prior to October 15 and once in January.
 - c. The project developer shall submit sizing design criteria to treat stormwater runoff and for hydromodification, if required, at the time of PUD plan submittal and an updated detailed copy of calculations with subsequent submittals.

- d. Landscaping shall be designed to minimize irrigation and runoff, promote surface infiltration where appropriate and acceptable to the project soils engineer, and minimize the use of fertilizers and pesticides that can contribute to stormwater pollution.
 - 1. Structures shall be designed to prohibit the occurrence and entry of pests into buildings, thus minimizing the need for pesticides.
 - 2. Where feasible, landscaping shall be designed and operated to treat stormwater runoff. In areas that provide detention of water, plants that are tolerant of saturated soil conditions and prolonged exposure to water shall be specified. Soil shall be amended as required. (See planting guide line by Alameda County Clean Water Program.)
 - 3. Plant materials selected shall be appropriate to site specific characteristics such as soil type, topography, climate, amount and timing of sunlight, prevailing winds, rainfall, air movement, patterns of land use, ecological consistency and plant interactions to ensure successful establishment.
 - 4. Landscaping shall also comply with City of Pleasanton ordinances and policies regarding water conservation.
- e. Trash areas, dumpsters and recycling containers shall be enclosed and roofed to prevent water run-on to the area and runoff from the area and to contain litter and trash, so that it is not dispersed by the wind or runoff during waste removal. These areas shall not drain to the storm drain system, but to the sanitary sewer system and an area drain shall be installed in the enclosure area, providing a structural control such as an oil/water separator or sand filter. No other area shall drain into the trash enclosure; a ridge or a berm shall be constructed to prevent such drainage if found necessary by the City Engineer/Chief Building Official. A sign shall be posted prohibiting the dumping of hazardous materials into the sanitary sewer. The project developer shall notify the Dublin-San Ramon Services District (DSRSD) upon installation of the sanitary connection; a copy of this notification shall be provided to the Planning Department.
- f. All paved outdoor storage areas shall be designed to minimize pollutant runoff. Bulk materials stored outdoors that may contribute to the pollution of stormwater runoff must be covered as deemed appropriate by the City Engineer/Chief Building Official and as required by the State Water Board.
- g. All metal roofs, if used, shall be finished with rust-inhibitive paint.

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h. Roof drains shall discharge and drain away from the building foundation. Ten percent of the stormwater flow shall drain to landscaped area or to an unpaved area wherever practicable.

Construction Requirements

- 112. The Construction General Permit's construction requirements include, but are not limited to, the following:
- 113. Construction activities (including other land-disturbing activities) that disturb one acre or more (including smaller sites that are part of a larger common plan of development) are regulated under the NPDES stormwater program. Operators of regulated construction sites are required to develop and implement stormwater pollution prevention plans and to obtain a construction general permit (NOI) from the State Water Resources Control Board to discharge stormwater.

http://www.waterboards.ca.gov/water_issues/programs/stormwater/docs/fina lconstpermit.pdf

Stormwater

- 114. The project developer shall submit a Stormwater Pollution Prevention Plan (SWPPP) for review by the City Engineer/Chief Building Official prior to issuance of building or engineering permits. A reviewed copy of the SWPPP shall be available at the project site until engineering and building permits have been signed off by the inspection departments and all work is complete. A site specific SWPPP must be combined with proper and timely installation of the BMPs, thorough and frequent inspections, maintenance, and documentation. Failure to comply with the reviewed construction SWPPP may result in the issuance of correction notices, citations or stop work orders.
- 115. The amendments to the SWPPP and all the inspection forms shall be completed and available at the site for inspection by the city, county or state staff.
- 116. The project developer is responsible for implementing the following Best Management Practices (BMPs). These, as well as any other applicable measure, shall be included in the SWPPP and implemented as approved by the City.
 - a. The project developer shall include erosion control/stormwater quality measures on the final grading plan which shall specifically address measures to prevent soil, dirt, and debris from entering the storm drain system. Such measures may include, but are not limited to, hydroseeding, hay bales, sandbags, and siltation fences and are subject to the review and approval of

the City Engineer/Chief Building Official. If no grading plan is required, necessary erosion control/stormwater quality measures shall be shown on the site plan submitted for an on-site permit, subject to the review and approval of the Building and Safety Division. The project developer is responsible for ensuring that the contractor is aware of and implements such measures.

- b. All cut and fill slopes shall be revegetated and stabilized after completion of grading, but in no case later than October 15. Hydroseeding shall be accomplished before September 15 and irrigated with a temporary irrigation system to ensure that the grasses are established before October 15. No grading shall occur between October 15 and April 15 unless approved erosion control/stormwater quality measures are in place, subject to the approval of City Engineer/Chief Building Official. Such measures shall be maintained until such time as permanent landscaping is place.
- c. Gather all sorted construction debris on a regular basis and place it in the appropriate container for recycling; to be emptied at least on a weekly basis. When appropriate, use tarps on the ground to collect fallen debris or splatters that could contribute to stormwater runoff pollution.
- d. Remove all dirt, gravel, rubbish, refuse, and green waste from the street pavement and storm drains adjoining the site. Limit construction access routes onto the site and place gravel on them. Do not drive vehicles and equipment off paved or graveled areas during wet weather. Broom sweep the street pavement adjoining the project site on a daily basis. Scrape caked-on mud and dirt from these areas before sweeping.
- e. Install filter materials (such as sandbags, filter fabric, etc.) at the storm drain inlet nearest the downstream side of the project site in order to retain any debris or dirt flowing in the storm drain system. Maintain and/or replace filter materials to ensure effectiveness and to prevent street flooding.
- f. Create a contained and covered area on the site for the storage of cement, paints, oils, fertilizers, pesticides, or other materials used on the site that have the potential of being discharged into the storm drain system through being windblown or in the event of a material spill.
- g. Never clean machinery, equipment, tools, brushes, or rinse containers into a street, gutter, or storm drain.
- h. Ensure that concrete/gunite supply trucks or concrete/plaster operations do not discharge wash water into street, gutters, or storm drains.

- i. Equipment fueling area: Use off-site fueling stations as much as possible. Where on-site fueling occurs, use designated areas away from the storm drainage facility, use secondary containment and spill rags when fueling, discourage "topping off" of fuel tanks, place a stockpile of absorbent material where it will be readily accessible, and check vehicles and equipment regularly for leaking oils and fuels. Dispose rags and absorbent materials promptly and properly.
- j. Concrete wash area: Locate wash out areas away from the storm drains and open ditches, construct a temporary pit large enough to store the liquid and solid waste, clean pit by allowing concrete to set, breaking up the concrete, then recycling or disposing of properly.
- k. Equipment and vehicle maintenance area: Use off-site repair shop as much as possible. For on-site maintenance, use designated areas away from the storm drainage facility. Always use secondary containment and keep stockpile of cleanup materials nearby. Regularly inspect vehicles and equipment for leaks and repair quickly or remove from the project site. Train employees on spill cleanup procedures.

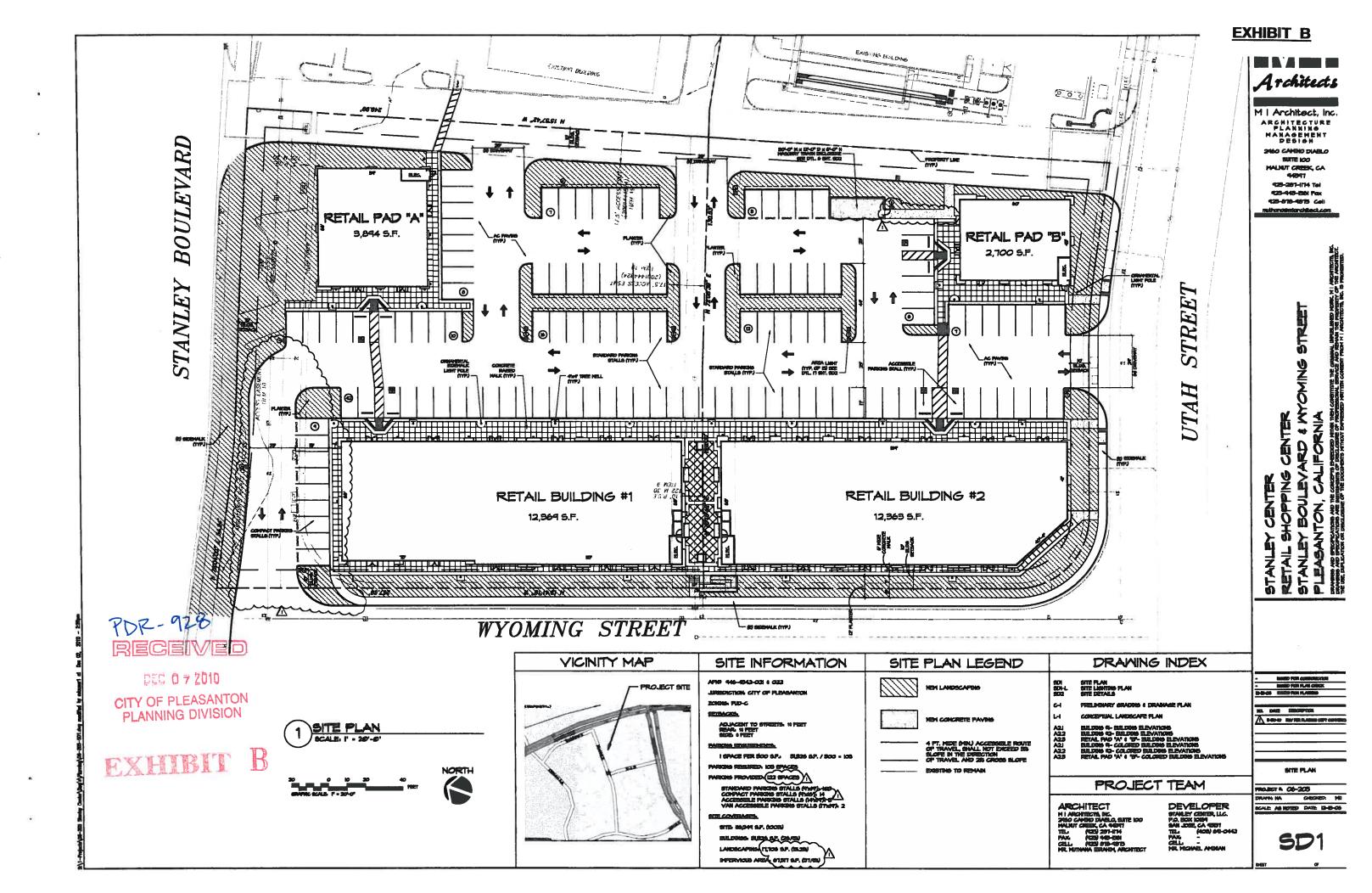
Operation Requirements

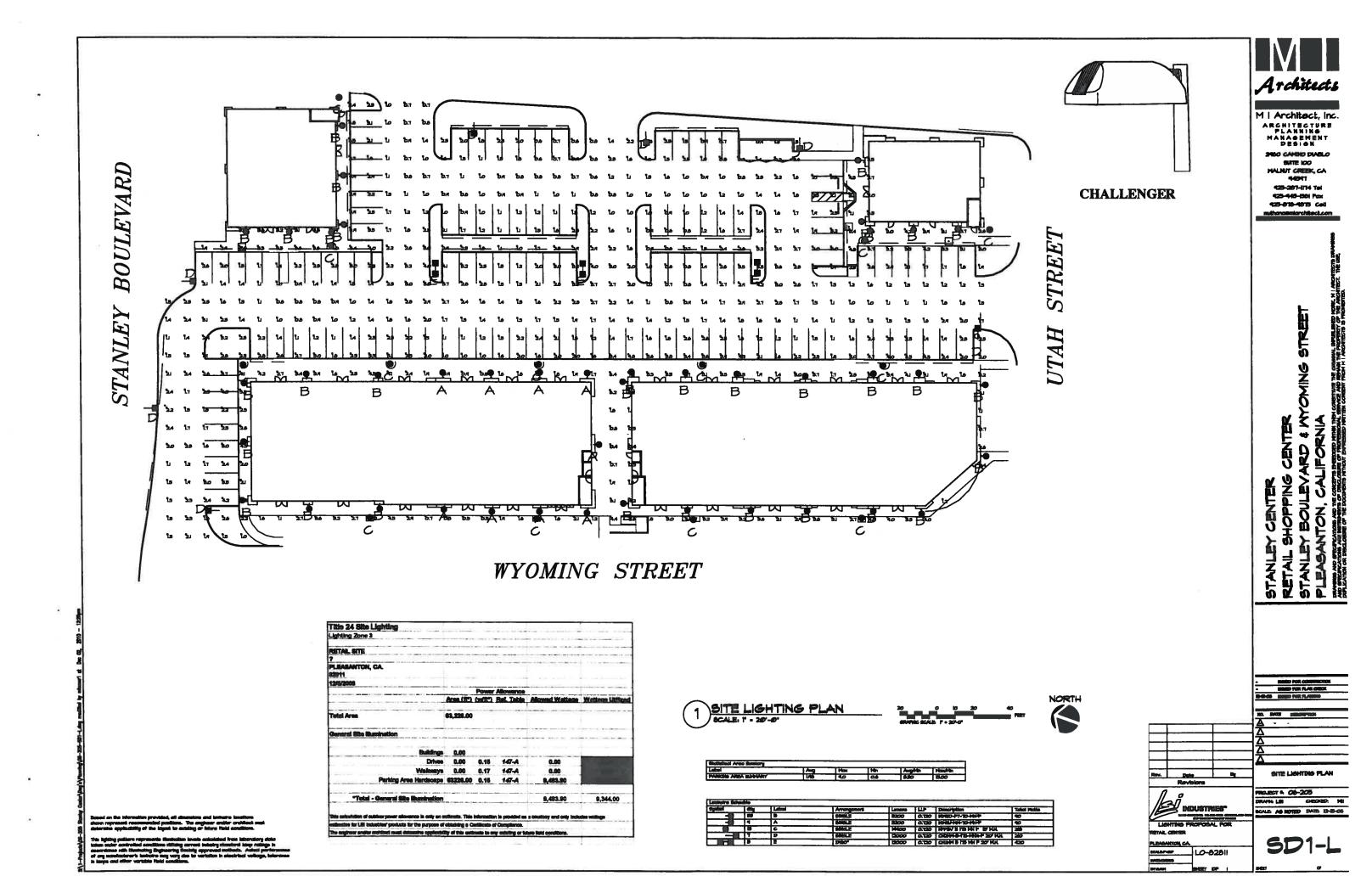
- 117. The Permit's operation and maintenance requirements include but are not limited to the following: The operation and maintenance of treatment measures including but not limited to bio-swales, lawns, landscaped areas with deep-rooted plants, oil/water separator, filterra units, etc., requires completing, signing and recording an agreement with Alameda County recorder's office in a format approved by the State and Alameda County.
- 118. All projects, unless otherwise determined by the City Engineer or Chief Building Official, shall enter into a recorded Stormwater Treatment Measures Inspection and Maintenance Agreement for ongoing maintenance and reporting of required stormwater measures. These measures may include, but are not limited to:
 - a. A mechanism shall be created, such as a property owners' association, to be responsible for maintaining all private streets, private utilities and other privately owned common areas and facilities on the site including stormwater treatment measures. These maintenance responsibilities shall include implementing the maintenance plan, which is attached to the Stormwater Treatment Measures Inspection and Maintenance Agreement. This document shall be reviewed by the City Attorney's Office and recorded with the final map.

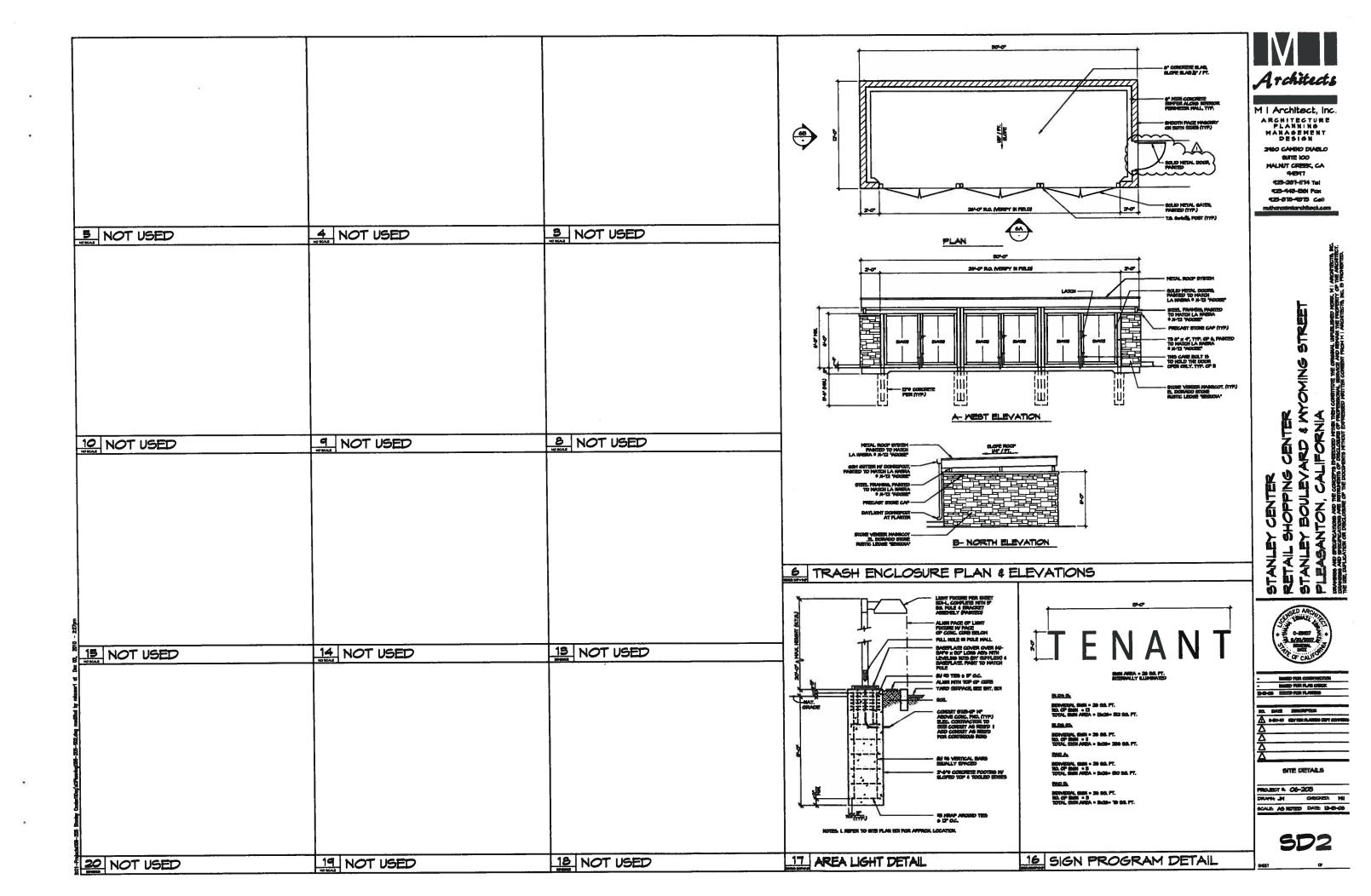
Draft Conditions of Approval PDR-928

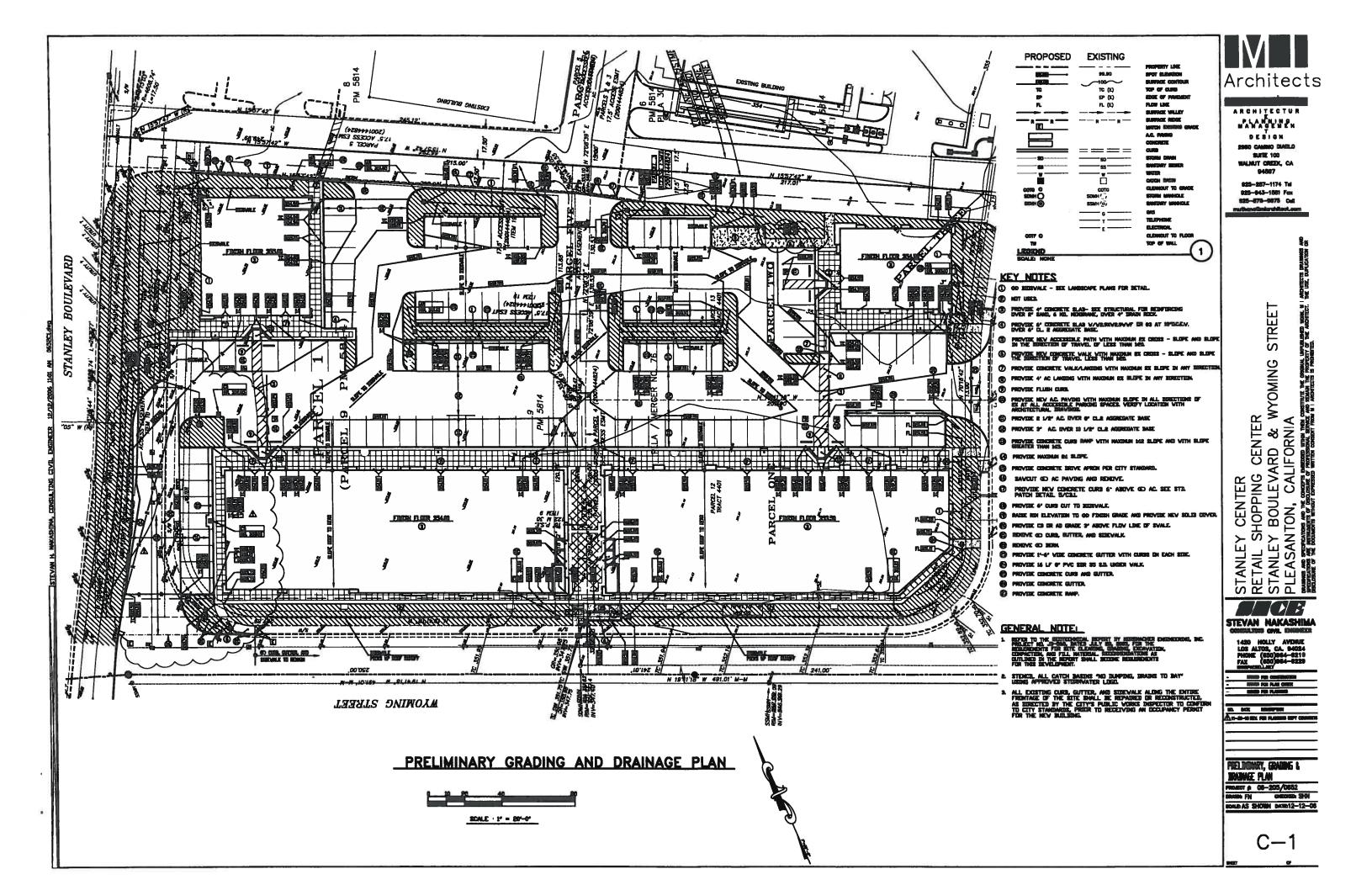
- b. On-site storm drain inlets clearly marked and maintained with the words "No Dumping – Drains to Bay."
- c. Proper maintenance of landscaping, with minimal pesticide and fertilizer use.
- d. Ensure wastewater from vehicle and equipment washing operations is not discharged to the storm drain system.
- e. Ensure that no person shall dispose of, nor permit the disposal, directly or indirectly, of vehicle fluids, hazardous materials or rinse water from cleaning tools, equipment or parts into storm drains.
- f. Clean all on-site storm drains at least twice a year with one cleaning immediately prior to the rainy season. The City may require additional cleanings.
- g. Regularly but not less than once a month, sweep driveways, sidewalks and paved areas to minimize the accumulation of litter and debris. Corners and hard to reach areas shall be swept manually. Debris from pressure washing shall be trapped and collected to prevent entry into the storm drain system. Wastewater containing any soap, cleaning agent or degreaser shall not be discharged into the storm drain.
- h. Vegetated swales with grasses shall be mowed and clippings removed on a regular basis.

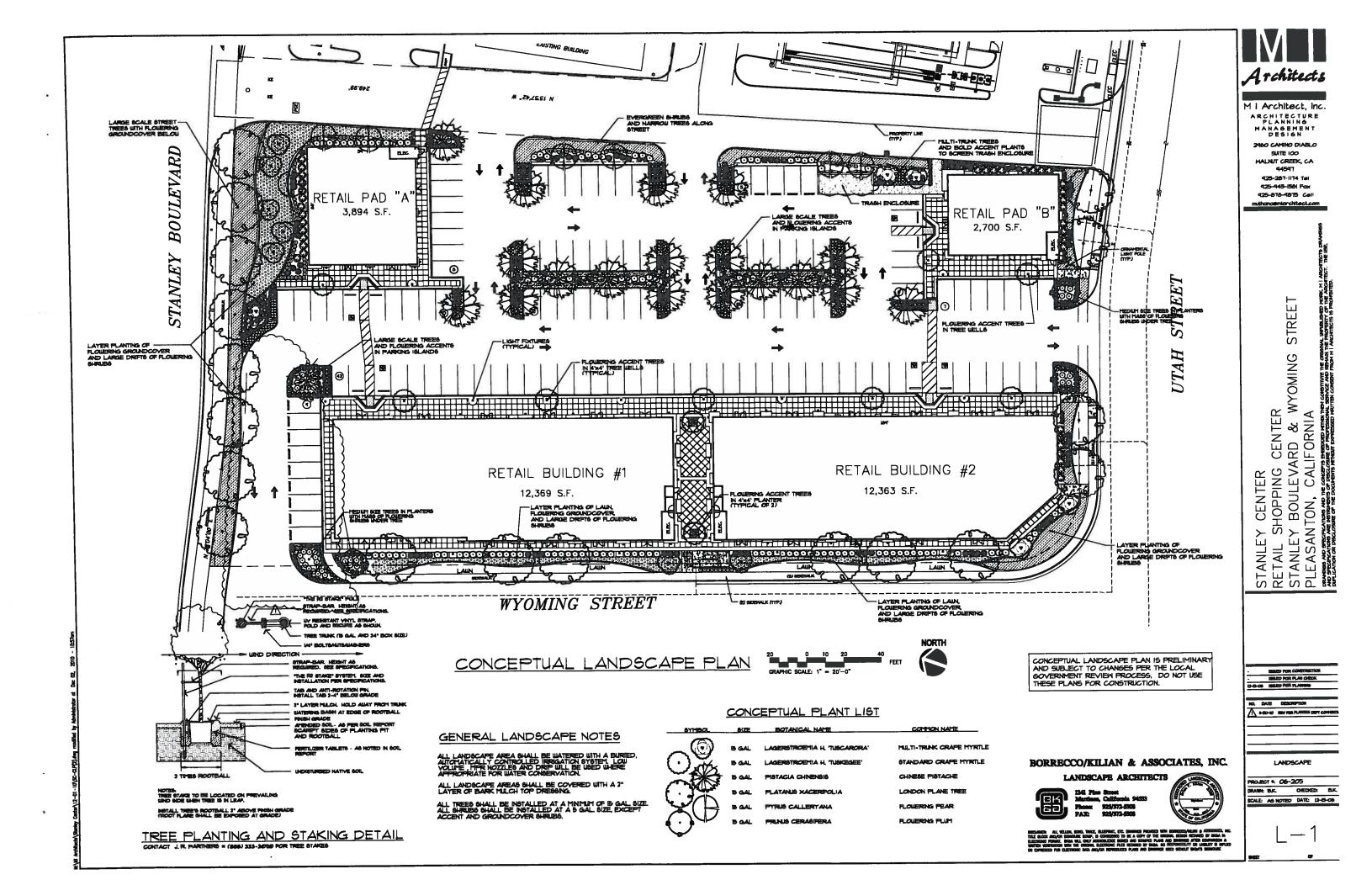
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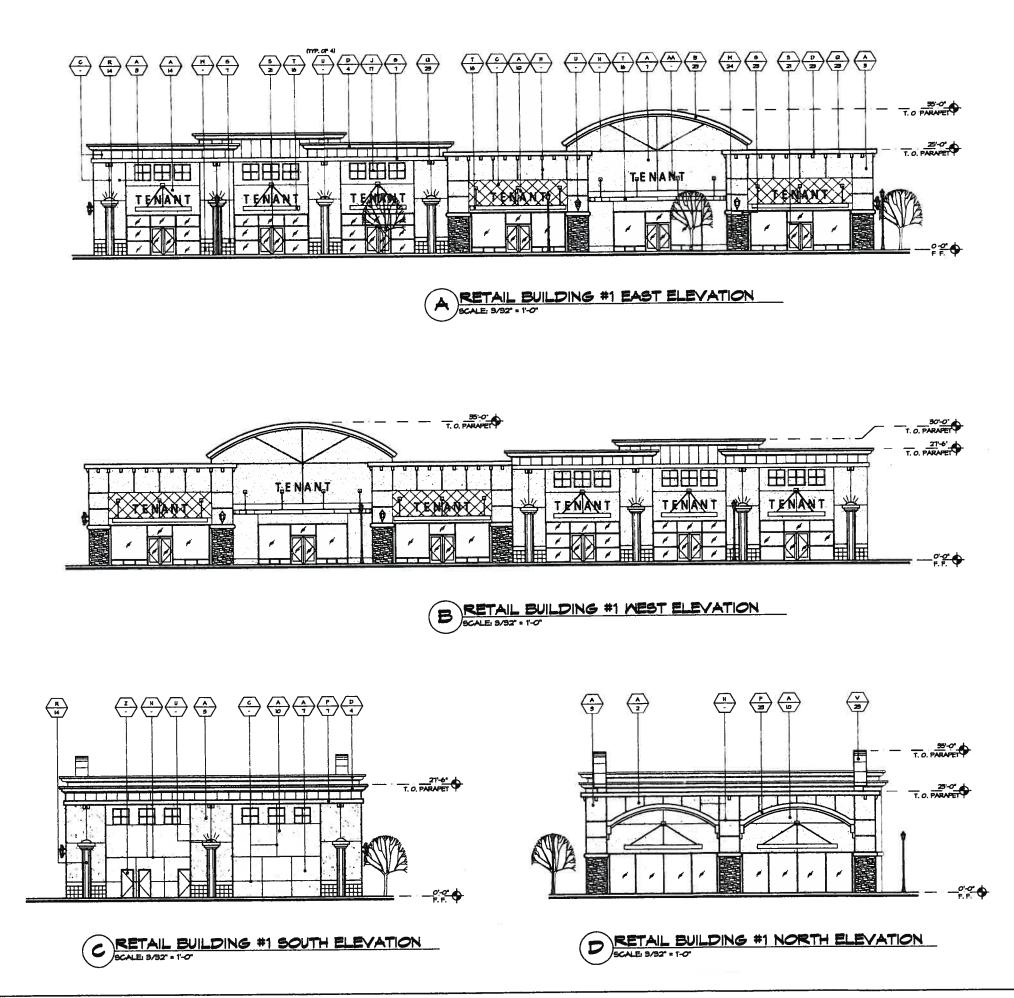












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ARCHITECTURE PLANNING MANAGEMENT DESIGN 2960 CAMINO DIABLO SUITE 100 MALNUT CREEK, CA 44591

925-281-1174 Tel 925-945-1501 Fax 925-878-9875 Cell muthanaemiarchitect.com

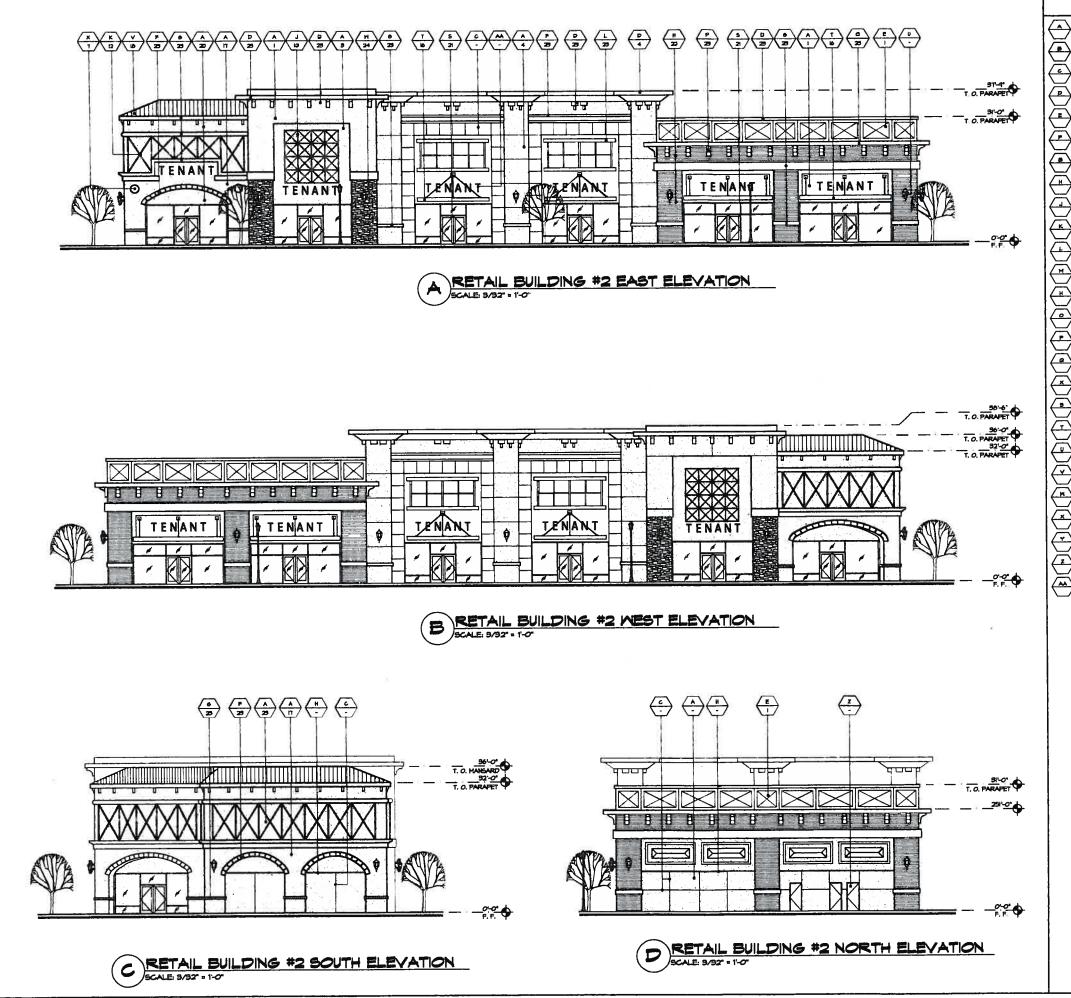
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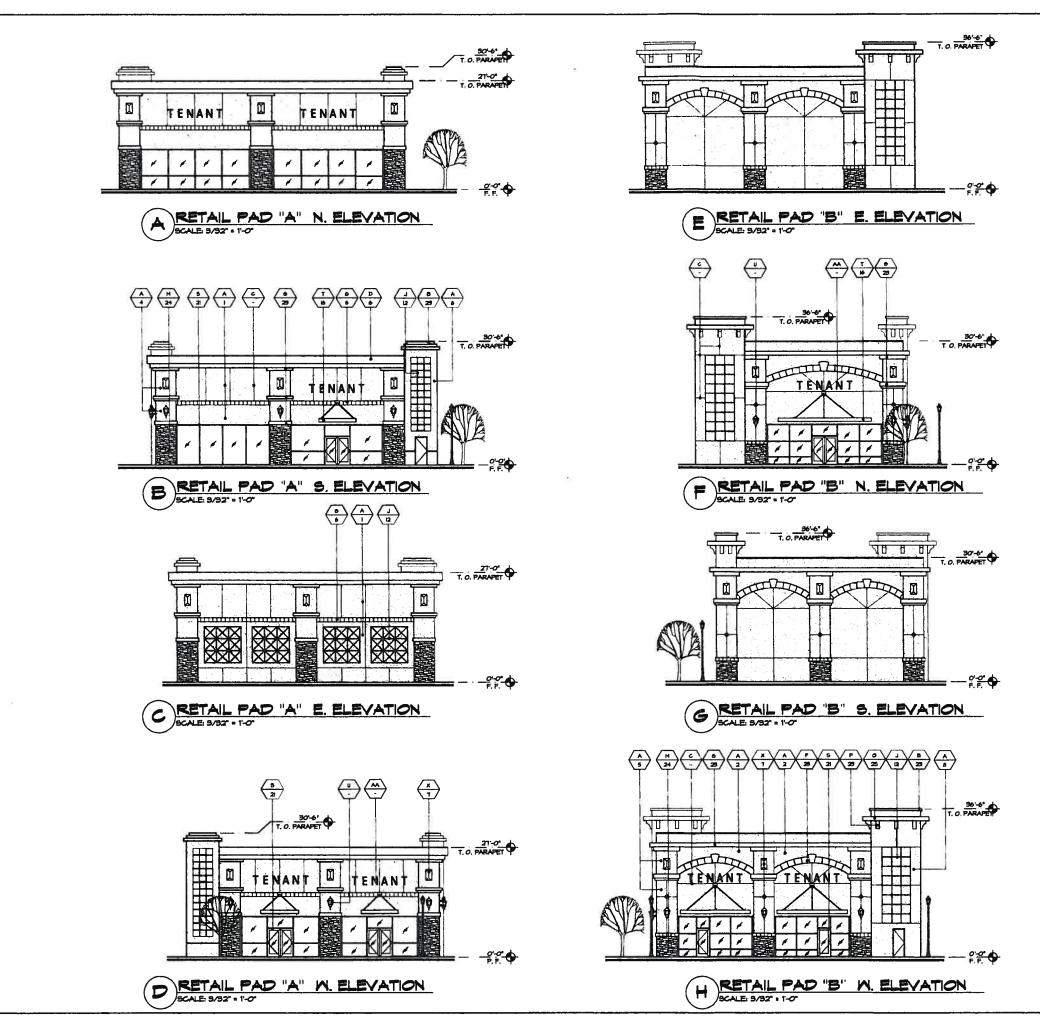


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ARCHITEGTURE PLANNING MANAGEMENT DESIGN 2960 CAMINO DIABLO

Suite 100 WALNUT CREEK, CA 94597

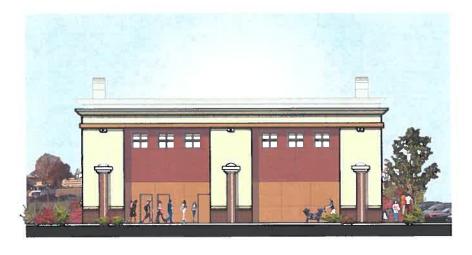
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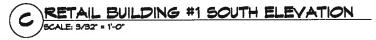
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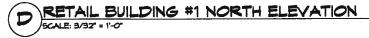


RETAIL BUILDING #1 EAST ELEVATION



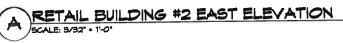




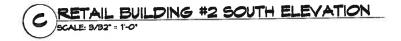


ARCHITECTURE PLANNING MANAGEMENT DESIGN 2460 CAMINO DIABLO SUITE 100 MALNIT CREEK, CA 44547 425-247-1174 Tol 425-943-1501 Fax
STANLEY CENTER RETAIL SHOPPING CENTER STANLEY BOULEVARD & WYOMING STREET PLEASANTON, CALIFORNIA REVEALED AND AND AND AND AND AND AND AND AND AN
HALED FOR CONSTRUCTION SSEED FOR FLAN CARCK GEED FOR FLANSKS NO, DATE DESCRIPTION A A A BUILLD ING # I ELEVATIONS FROJECT * 06-205 DRAVE HA CHECKED FAIL SCALE AS HOTED FAIL CARCKED FILL SCALE AS HOTED FAIL CARCKED FOR CARCELLAS

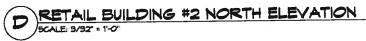


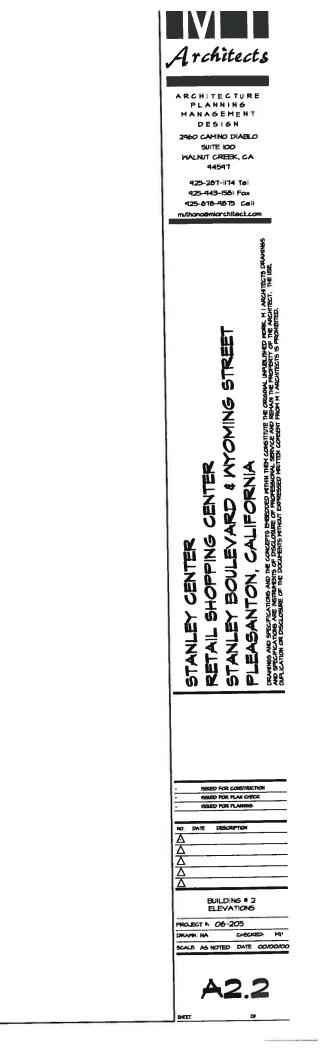






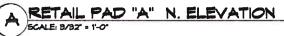




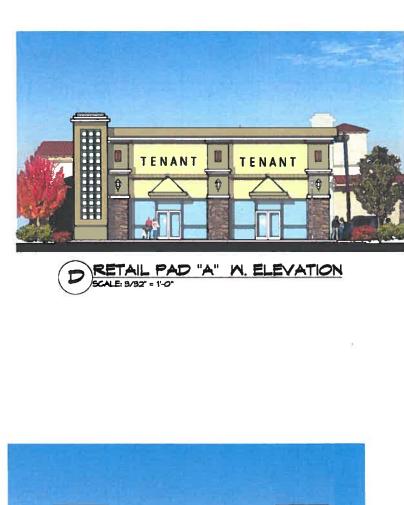










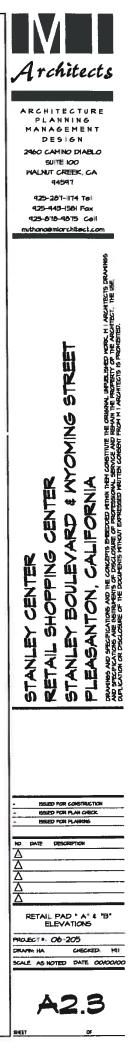


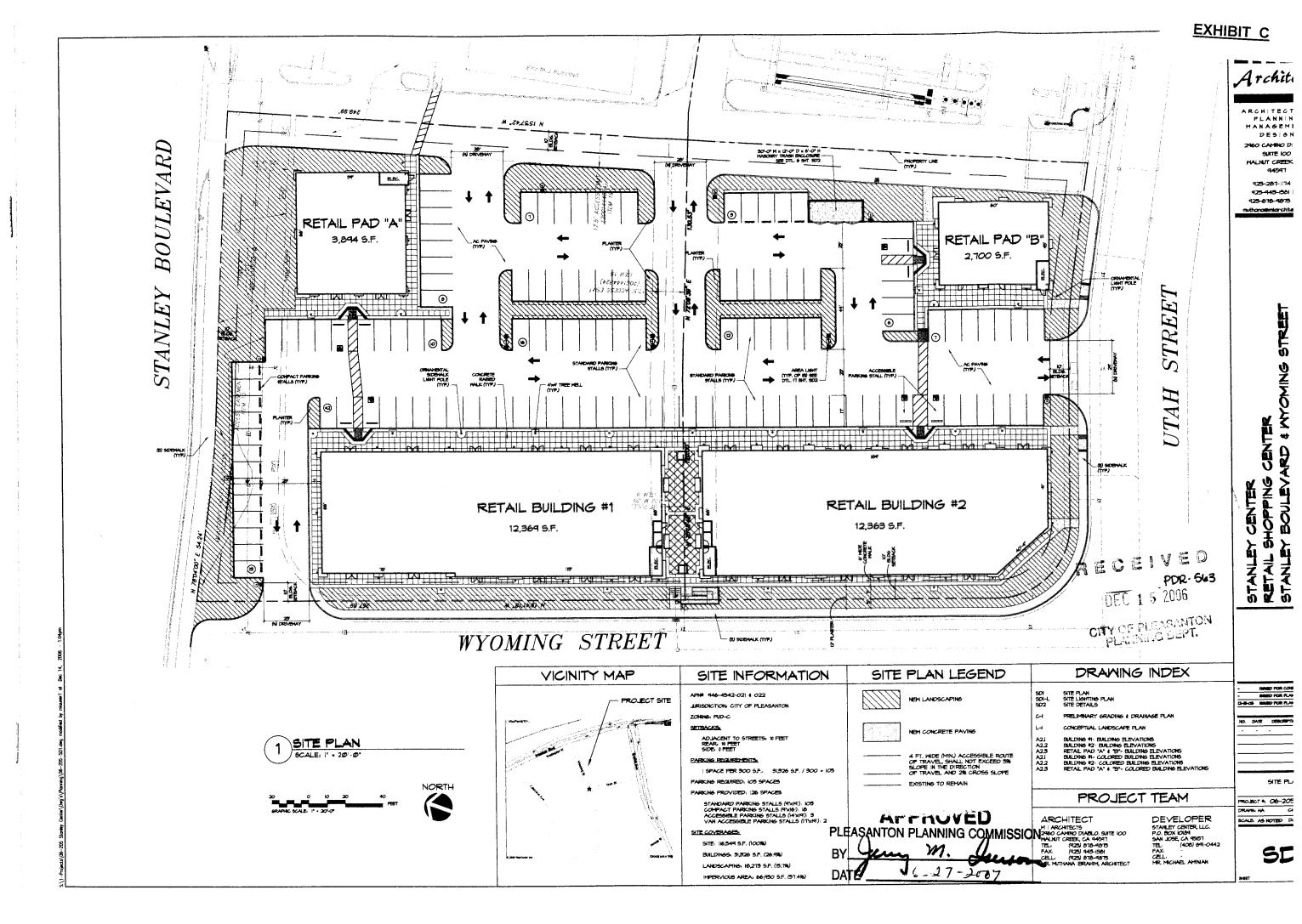












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EXHIBIT D

PDR-563, Stanley Center, LLC

Application for design review approval to construct an approximately 31,180-square-foot retail building, an approximately 3,940-square-foot retail pad, parking stalls, and landscaping at the property located at 3595 Utah Street. Zoning for the property is PUD-C (Planned Unit Development – Commercial) District.

Ms. Amos presented the staff report and described the background, scope and layout of the proposed project.

Chairperson Fox cited a section under <u>Traffic Considerations</u> on page 5 of the staff report: "As an example of this, the Bernal Retail Center (PDR-421) was required to prepare a traffic study although conforming to the General Plan and zoning land use designations. The Planning Commission did not agree with the assessment of the traffic study and therefore required the applicant to pay only traffic impact fees and not install or retrofit any additional intersection improvements." She inquired whether that referred to the stoplight at Bernal Avenue and Nevada Street/Court. Ms. Decker confirmed that was the case and stated that the assessment evaluated for payment of that particular project was greater than the traffic impact fees, which included the improvements to that intersection by the provision of that streetlight. She added that there was considerable discussion among the Planning Commissioners that it may have been overinflated based on the size of the project and, therefore, did not require improvements to that intersection and reduced the traffic impact fees to the common calculation of traffic impact fees for the project.

Chairperson Fox noted that reference was made to Home Depot, which is not in place at this time as its ordinance has not had a second reading at the City Council level. She inquired whether it would be possible to condition this project to install the stoplight at Utah Street and Bernal Avenue. Ms. Decker noted the information was not available to answer that question at this time, although she believed it was unlikely. She added that the Planning Commission and the community had spoken that a light at that location was undesirable. She could not speak to future projects but stated that the traffic engineer would look closely at that particular issue at that time. She noted that the Bernal Retail Center was considered to be too small, and Home Depot was too large for a comparable assessment of traffic impacts. She reiterated that this was a discussion of fees and how much the fair share of traffic impact fees would be for a 30,000-square-foot project.

In response to an inquiry by Chairperson Fox regarding the volume of traffic at Valley Avenue and Stanley Boulevard during the a.m. and p.m. peak times, Ms. Decker noted that the analysis would provide this information.

She inquired whether a project had been approved in this area of the City without having a sense of the traffic impacts. Ms. Decker noted that in her conversations with the traffic engineer, she could not accurately reflect his sense of the traffic in those areas. However, he had a keen sense of confidence that this traffic study is to simply evaluate what the traffic impact fees would be. He did not anticipate that any additional improvement would be required with intersections. She noted that the condition of approval contained language to allow the traffic engineer to recommend an enhancement; the applicant considered that a fair condition of approval. Staff wished to provide maximum flexibility to protect the interests of both the applicant and the City.

THE PUBLIC HEARING WAS OPENED.

Chairperson Fox disclosed that she met with Mr. Aminian several months ago.

Commissioner Blank disclosed that he recently met with Mr. Aminian to discuss another project and did not discuss this project.

Michael Aminian, applicant, complimented staff on doing an excellent job while working with him for the past few years. He was confident that those traffic issues would be resolved. He added that they would be happy to pay the traffic impact fee.

In response to an inquiry by Chairperson Fox regarding the types of uses to be considered for the Retail Center, Ms. Decker replied that the list of uses were included in Attachment 4.

Mary Roberts, 1666 Frog Hill Lane, recalled the Planning Commission's approval of Miracle Auto Painting, which has not been built yet. She noted that there had been no traffic study for that application because it was assumed that all of Stanley Business Park would be built out for the types of uses enumerated in the staff report. She noted that with the gas station application, the primary focus had been on design. She noted that the Home Depot proposal was a much larger project and believed that payment of the traffic impact fees would be sufficient.

THE PUBLIC HEARING WAS CLOSED.

Commissioner Blank moved to approve PDR-563, subject to the conditions of approval as listed in Exhibit B of the staff report, as recommended by staff. Commissioner Olson seconded the motion.

Commissioner Narum expressed concern with respect to Condition No. 17 the proposed colors posed too much of a contrast to the buildings in that area. She would like some verbiage to review the colors one more time as the project progresses. With respect to Condition No. 18, she believed that Saturday construction should be allowed because the site was not in a residential neighborhood. In addition, access to the site would be through main streets.

Commissioner Blank noted that it was difficult to examine the colors accurately in the light provided in the Chambers. He suggested bringing this item back for a color review.

Commissioner Narum noted that the nearby buildings were all light in color with dark accents.

Commissioner Blank proposed an amendment to the motion to require the colors to be consistent with the surrounding architecture and buildings, subject to the approval of the Planning Department.





Ms. Decker suggested that larger color samples could be brought back to the Planning Commission as an information item.

Commissioner Blank proposed the following verbiage to be added to Condition No. 17: "Stucco samples will be supplied and information reported to the Planning Commission" and to modify Condition No. 18 be changed to allow site improvements and construction on Saturdays.

Commissioner Olson accepted the proposed amendment.

ROLL CALL VOTE:

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AYES:Commissioners Blank, Fox, Narum, Olson, and Pearce.NOES:None.ABSTAIN:None.RECUSED:None.ABSENT:None.

Resolution No. PC-2007-31, approving PDR-563, was entered and adopted as motioned.

EXHIBIT E

Except as noted below, permitted and conditionally permitted uses in the Commercial Service (C-S) District, as outlined in Table 18.44.090 of the Pleasanton Municipal Code, are allowed within Stanley Business Park.

Permitted

- a. Auto repairing, overhauling and painting
- b. Automobile rental, sales and/or leasing, no service
- c. Automobile sales and service, including new and used car sales
- d. Automobile upholstery and top shops
- e. Barbershops and beauty shops
- f. Blacksmith shop
- g. Boat sales
- h. Bookbinding
- i. Business consulting service offices
- j. Business services offices, including employment agencies, accountants, notaries, stenographic addressing, computing and related services.
- k. Delicatessen stores
- I. Design profession offices
- m. Electrical repair shops
- n. Feed and fuel stores
- o. Heating and ventilation shops
- p. Ice storage house
- q. Industries engaged in construction and related trades
- r. Laundry plants
- s. Research services offices
- t. Restaurants and soda fountains, including drive-ins and takeout food establishments

Conditionally Permitted

- u. Beverage distributors
- v. Cold storage plants
- w. Contractor's equipment storage areas
- x. Frozen food distributors
- y. Storage yards for recreational vehicles
- z. Testing, repair and maintenance services

B. Multi-family dwellings shall be permitted in the C-C district provided that there shall be not less than 1,000 square feet of site area per dwelling unit, and provided that dwelling units not located above a permitted nonresidential use shall be subjected to the requirements for usable open space per dwelling unit of the RM-1,500 district.

Yards and courts at and above the first level occupied by dwelling units shall be as required by Section 18.84.100 of this title, except that where no side or rear yard is required for a nonresidential use on the site, no side or rear yard need be provided except adjoining walls with openings.

C. Any other use which is determined by the planning commission, as provided in Chapter 18.128 of this title, to be similar to the uses listed in this section shall be a permitted use or a conditional use in the districts in which the uses to which it is similar are permitted uses or conditional uses.

Table 18.44.090

PERMITTED AND CONDITIONAL USES

The following uses shall be permitted uses or conditional uses in a C district where the symbol "P" for permitted use, "C" for conditional use, or "TC" for temporary conditional use appears in the column beneath the C district: Note:

* Uses which are part of a completely enclosed mall complex, all activities take place entirely indoors. ** Uses on peripheral sites physically separated from a central enclosed mall.

	CR*(m)	CR**(p)	CN	CC	CS	CF	CA
	Ск~(т)	Ск(р)		u	<u> </u>	Cr	CA
Accessory uses and structures, not including							
warehouses, located on the same site as a							
permitted use and the following accessory							
structures and uses located on the same site							
with a permitted use or with a conditional use							
which has been granted a use permit in ac-							
cord with the provisions of Chapter 18.124 of							
this title:			_				
1. Emergency standby electricity generator,	Р	Р	Р	Р	Р	Р	Р
fuel cell, and/or battery facilities provided			1				
that the facilities shall be tested from 8:00							
a.m. to 5:00 p.m. Monday through Friday or							
from 10:00 a.m. to 12:00 noon on Saturday							
or Sunday only, the facilities shall not be							
tested for more than one hour during any							
day, and no testing shall be on "Spare The							
Air Days" in Alameda County;							
2. Photovoltaic facilities;	P	Р	P	P	P	P	P
3. Small electricity generator facilities that	1						
meet the following criteria:	L						
a. The fuel source for the generators shall be							
natural gas, bio diesel, or the byproduct of an							
approved cogeneration or combined cycle							
facility;							
b. The facilities shall use the best available							
control technology to reduce air pollution;							
c. The facilities shall not create any objec-							
tionable odors at any point outside of the							
property plane where the facilities are lo-							
cated;			1				







	CR*(m)	CR**(p)	CN	CC	CS	CF	CA
d. The facilities shall not exceed a noise level	()			+ ~~			
of 45 dBA at any point on a residentially							
zoned property outside of the property plane							
where the facilities are located; and						1	
e. On a site with fuel cell facilities, small						+	
electricity generator facilities shall not be							
permitted unless the aggregate wattage of the	Í						
two facilities is less than one megawatt. If							
the aggregate wattage of the two facilities is							
one megawatt or greater, the small electricity							
generator facilities shall be subject to all re-							
quirements and processes prescribed in this					:		
title for medium or large electricity generator							
facilities, whichever is the most applicable,		·					
in the subject zoning district;							
f. The facilities shall be cogeneration or	Р	Р	Р	Р	Р	P	P
combined cycle facilities, if feasible;			ł		r	, r	r
4. Small fuel cell facilities that meet the fol-							
lowing criteria:							
a. The facilities shall not create any objec-							
tionable odors at any point outside of the							
property plane where the facilities are lo-							
cated;							
b. The fuel cell facilities shall not exceed a							
noise level of 45 dBA at any point on any							
residentially zoned property outside of the							
property plane where the facilities are lo-							
cated; and							
c. On a site with electricity generator facili-							
ties, small fuel cell facilities shall not be							
permitted unless the aggregate wattage of the							
two facilities is less than one megawatt. If							
the aggregate wattage of the two facilities is							
1 megawatt or greater, the small fuel cell							
facilities shall be subject to all requirements							
and processes prescribed in this title for me-							
dium or large fuel cell facilities, whichever is							
the most applicable, in the applicable subject							
district;							
Small fuel cell facilities are encourages to be	Р	P	Р	Р	Р	P	Р
cogeneration or combined cycle facilities	-		•	*	L	1	L
Accessory uses and structures located on the							
same site as a conditional use and the follow-							
ing accessory structures and uses located on							
the same site as a permitted use or a condi-							
tional use that has been granted a use permit:							
1. Medium electricity generator facilities that	С	С	C	С	C	C	~
meet the applicable standards of Section	~	~	C		C	U	С
18.124.290 of this title							









2. Medium fuel cell facilities that meet the applicable standards of Section 18.124.290 of this title	C	С	~	1			
		U	С	C	C	C	C
of this title							
VA VALUE VALUE							
Adult entertainment establishments (see	Р	Р		P	Р		
Chapter 18.114 of this title)							
Ambulance services				C	Р		
Amusement parks					C		
Antique stores, no firearm sales				P			
Antique stores with sales of antique firearms				C			
Appliance sales and repair, provided repair	P	Р		Р	Р		
services shall be incidental to retail sales							
Art galleries and artists' supply stores	P	Р	Р	Р			
Auction rooms	1			C	C	C	
Automobile racing stadiums and drag strips				1	C		
Automobile rental, sales and/or leasing; no	P			Р	C	C	P
service					-		
Automobile repairing, overhauling and paint-	1	С		1	C	1	P
ing			1				
Automobile sales and service including new	1	P		+	C	C	P
and used car sales							
Automobile supply stores, no service or shop	P	Р	C	P	P		P
work			Ŭ				1
Automobile upholstery and top shops			1			C	Р
Barbershops and beauty shops	P	P	P	P			+
Bars and brew pubs, as defined in Chapter	C	C		C	+	C	-
18.08 of this title							
Beauty shops including massage services	C	С	C	C		1	
which cannot meet the criteria for beauty			U U				
shops including massage services as written							
in the use category below							
Beauty shops including massage services of	P	Р	P	P			
three or fewer massage technicians at any							
one time for which the applicant has obtained							
a massage technician permit from the police							
department, provides massages only between	1						
8:00 a.m. and 9:00 p.m., and can meet the					1		
parking requirements as established in Chap-	1						1
ter 18.88 of this title. If operation of the use						1	
results in conflicts pertaining to parking							
noise, traffic, or other factors, the planning							
commission may modify or add conditions to					1		
mitigate such impacts, or may revoke the							
zoning certificate for said use							
Bed and breakfast inns				C			1
Bicycle shops	P	P	P	P	P	-	
Birthing center		- <u>+</u>		C			
Blacksmiths' shops, not less than 300 feet		+	-	C	C		+
from an R or O district							1
		+	+		C	C	P
Boat sales, service and repair Boat sales, no service or repair			+		P	+	





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	CR*(m)	CR**(p)	CN	CC	CS	CF	CA
Bookbinding			· · · · ·		С	C	
Bookstores and rental libraries	Р	Р	Р	Р			
Bottling works					С		
Bowling alleys	Р	С		C	C		
Building materials sales		С			С	1	
Bus depots, provided buses shall not be		P		Р	P	P	
stored on-site and no repair work shall be		-		-	-		
conducted on-site							
Candy stores	Р	Р	Р	P			
Carpet, drapery and floor-covering stores	P	P	C	P	Р		
Carpet and rug cleaning and dyeing					Ĉ		
Catalog stores, no firearm sales	Р	Р		P			
Catalog stores with firearm sales	C	C		C	С		
Catering establishments	P	<u>P</u>	Р	P	<u>P</u>		
Charitable institutions and operations, in-	+		4	C	C		
cluding, but not limited to, lodging houses or							
dormitories providing temporary quarters for							
transient persons, organizations devoted to							
collecting or salvaging new or used materi-							
als, or organizations devoted principally to							
distributing food, clothing and other supplies							
on a charitable basis and other similar chari-							
table operations							
Childcare centers, if located a min- mum of	C	С	С		-		
300 feet away from any personal wireless	Ŭ	C	C				
service facility approved after the adoption of				1			
the city's Personal Wireless Service Facility							
Ordinance, Chapter 18.110 of this title, not							
including those personal wireless service							
facilities exempted in Section 18.110.010 of							
this title, and provided that state-mandated							
outdoor play areas face new or existing land-							
scaping sufficient to buffer the play area							
from view, are separated from customer							
parking areas by a heavy wood fence or							
comparable barrier, are isolated from loading							
docks and associated delivery truck circula-							
tion areas, and contain landscaping for out-							
door children's activities							
Christmas tree sales lots	Р	TC	ТС	ТС	TC	TC	TC
Churches, parsonages, parish houses, monas-				$\frac{10}{C}$			
teries, convents and other religious institu-							
tions							
Circuses, carnivals and other transient	Р	TC	TC	TC	TC	TC	TC
amusement enterprises			10				
Clothing and costume rental establishment	P	P	Р	P			<u> </u>
Clothing, shoe and accessory stores	P	P P	P P	P			
Columbariums and crematories, not less than	- F	<u>г</u>	r –	<u> </u>			
300 feet from an R district					C	1	







	CR*(m)	CR**(p)	CN	CC	CS	CF	CA
Commercial radio and television aerials, an-	P			Р	Р		
tennas, and transmission towers with design							
review approval specified under Chapter							
18.20 of this title, having a minimum dis-							
tance of 300 feet from the property lines of							
all of the following:							
1. Existing or approved residences or agricul-							
tural zoning districts or in planned unit de-							
velopments with a residential or agricultural							
zoning designation;							
2. Undeveloped residential or agricultural							
zoning districts or undeveloped planned unit							
developments with a residential or agricul-							
tural zoning designation and without an ap-							
proved development plan, unless designated							
as a public and institutional land use in the							
general plan;							
3. Existing or approved public schools, pri-				ł			
vate schools, and childcare centers, not in-							
cluding schools which only provide tutorial					Ê.		
services;							
4. Neighborhood parks, community parks, or							
regional parks, as designated in the general							
plan; and							
5. Existing or approved senior care/assisted		1					
living facilities, including nursing homes.							
All commercial radio and television aerials,							
antennas, and transmission towers shall be							
located so as to minimize their visibility and,							
unless determined by the zoning administra-						1	
tor to be significantly hidden from view, de-							
signed to ensure that they will not appear as							
an aerial, antenna, and/or transmission tower.							
All such facilities determined by the zoning							
administrator to be visible from residential							
land uses, the I-580 and/or I-680 rights-of-							
way, or other sensitive land uses such as							
parks, schools, or major streets, shall incor-							
porate appropriate stealth techniques to cam-							
ouflage, disguise, and/or blend them into the							
surrounding environment, and shall be in							
scale and architecturally integrated with their				1			1
surroundings in such a manner as to be visu-				1			
ally unobtrusive. All applications for com-							
mercial radio and/or television aerials, anten-							1
nas, and transmission towers shall include				1			
engineering analyses completed to the satis-						1	
faction of the zoning administrator. Said		1		1			
analyses shall be peer-reviewed by an outside			1				
consultant.					1		





	CR*(m)	CR**(p)	CN	CC	CS	CF	CA
If mounted on structures or on architectural		<u> (p)</u>					
details of a building, these facilities shall be							
treated to match the existing architectural							
features and colors found on the building's							1
architecture through design, color, texture, or							
other measures deemed to be necessary by							
the zoning administrator.							
Roof-mounted aerials and antennas shall be							
located in an area of the roof where the vis-		1					
ual impact is minimized. Roof-mounted and							
ground-mounted aerials, antennas, and trans-							
mission towers shall not be allowed in the							
direct sightline(s) or sensitive view corridors,							
or where they would adversely affect scenic							
vistas, unless the facilities incorporate the							
appropriate, creative techniques to camou-							
flage, disguise, and/or blend them into the							
surrounding environment, as determined to							
be necessary by the zoning administrator.							
All commercial radio and television aerials,							
antennas, and transmission towers shall con-							
form to the applicable requirements of Cal-							
OSHA and/or the FCC before commence-							
ment of, and during operation. Evidence of							
conformance shall be provided to the zoning							
administrator before final inspection of the							
facility by the director of building inspection.							
If the zoning administrator finds that an ap-							
proved aerial, antenna, or transmission tower							
is not in compliance with this title, that con-							
ditions have not been fulfilled, or that there is							
a compelling public safety and welfare ne-							
cessity, the zoning administrator shall notify							
the owner/operator of the aerial/antenna/							
transmission tower in writing of the concern,							
and state the actions necessary to cure. After							
30 days from the date of notification, if com-		ļ					
pliance with this title is not achieved, the							
conditions of approval have not been ful-							
filled, or there is still a compelling public							
safety and welfare necessity, the zoning ad-							
ministrator shall refer the use to the planning							
commission for review. Such reviews shall							
							1
occur at a noticed public hearing where the			1		1		
owner/operator of the aerial/antenna/ trans-							
mission tower may present relevant evidence.		1					
If, upon such review, the planning commis-							
sion finds that any of the above have oc-							
curred, the planning commission may modify					1		
or revoke all approvals and/or permits.	<u> </u>	<u> </u>	L				L









	CR*(m)	CR**(p)	CN	CC	CS	CF	CA
Copying and related duplicating services and printing/publishing services using only com- puters, copy machines, etc., not including lithographing, engraving, or such similar reproduction services	Р	P	Р	Р	Р		
Dairy products plants					С		
Dairy products plants Dairy products manufacturing for retail sale on premises only	Р			C	P		· · · · · · ·
Dance halls (where no liquor is served)	Р	C	····· •	C			
Delicatessen stores	P	P	Р	P			
Department stores	P	P	X	P			
Department stores tire, battery and accessory shops	P	P					
Diaper supply services				ļ	P		
Drive-in theaters			L		C	ļ	
Drugstores and prescription pharmacies	Р	Р	Р	Р			ļ
Dry goods stores	Р	Р	Р	Р		L	
Electrical equipment repair and electricians' shops					C		
Feed and fuel stores					C		ļ
Financial institutions, including banks, sav- ings and loan offices, finance companies, credit unions and related services	Р	Р	P	Р	Р		
Firearm sales	C	C		C			
Firearm sales in which no more than 10 fire- arms are stored on-site at any one time and the majority of firearms are sold through catalogs, mail order, or at trade shows	C	С		C	C		
Florists	Р	Р	Р	Р			
Food lockers	Р			C	Р		
Food market including supermarkets, con- venience markets and specialty stores	Р	Р	C	C			
Freight forwarding terminals					C		
Full-service, self-service and quick- service stations not less than 60 feet from residen- tially planned or zoned property, provided all operations except the sale of gasoline and oil shall be conducted within a building enclosed on at least three sides, and provided that the minimum site area shall be 20,000 square feet. Direct sales to the public shall be lim- ited to petroleum products, automotive ac- cessories, tobacco, soft drinks, candy and gum	C	C	C	C	C	C	C
with truck and trailer rental					C	C	
with a convenience market, excluding the sale of alcoholic beverages					C	C	
with a drive-through car wash		С			С	C	
Full service car wash		С			C	C	1





	CR*(m)	CR**(p)	CN	CC	CS	CF	CA
Furniture stores	P	P		P	P	P	
Furniture upholstery shops		_			C	C	
Game arcades as defined by Section	С	С	С	C	<u> </u>		
18.08.207 of this title	Ŭ	Ũ	e	Ŭ			
Garden centers, including plant nurseries	Р	C			C	С	
Gift shops	P	P	P	Р		<u> </u>	
Glass replacement and repair shops	· · · · ·	<u> </u>	1	1	C	Р	
Guards' living quarters					C	1	
Gunsmiths	P	P		P	P	<u>.</u>	
	P P	C I	C	C I	P		1
Gymnasiums and health clubs	r C	C C	<u> </u>	C	C F		·····
Gymnasiums and health clubs including		C	C		U		
massage services which cannot meet the cri-							
teria for gymnasiums and health clubs with							
massage services as written in the use cate-							
gory below	Р	С	C	C	P	<u> </u>	
Gymnasiums and health clubs including mas- sage services of three or fewer massage tech-	r		U		r		
nicians at any one time for which the appli- cant has obtained a massage technician per-							
÷ 1							
mit from the police department, provides							
massages only between 8:00 a.m. and 9:00							
p.m. and can meet the parking requirements							
as established in Chapter 18.88 of this title. If							
operation of the use results in conflicts per-							
taining to parking noise, traffic, or other fac- tors, the planning commission may modify or							
add conditions to mitigate such impacts, or							
may revoke the zoning certificate for said use						· · ·	
Hardware stores	P	Р	Р	P	P		+
		F	F	r .	C F		+
Heating and air conditioning shops			D	D D	+ <u> </u>		
Hobby shops	P	P	<u> </u>	P C			
Hospital equipment, sales and rental	Р	P		C	P	<u> </u>	
Hotels and motels		C		P		P	
Household repair shops	<u> </u>				C	+	ļ
Ice cream sales	Р	Р	Р	P			
Ice vending stations		C	C	C	C	C	
Interior decorating shops	<u>P</u>	<u>P</u>	Р	P		.l	
Janitorial services and supplies	P			C	<u>P</u>		
Jewelry stores	Р	P	Р	Р	ļ	<u> </u>	<u> </u>
Kennels, and other boarding facilities for					C		
small animals not less than 300 feet from an			ł				
R or O district					· ·		
Laboratories		Р		Р	Р		
Laundries and dry cleaners where service is	Р	Р	Р	Р	P		
provided							
Laundries, self-service		Р	Р	Р	1		
Laundry plants				C	T		
Leather goods and luggage stores	Р	Р	P	P		1	1
Linen supply services	1	1	· · ·	T	P		1
Liquor stores	P	Р	C	C		+	1









	CR*(m)	CR**(p)	CN	CC	CS	CF	CA	,
Locksmiths	P	P	Р	Р				
Lumberyards, not including planing mills or					С			
sawmills not less than 300 feet from an R or								
O district								
Machinery sales					Р			
Massage establishments, not in conjunction	С	С		C			1	_
with medical uses, which cannot meet the	-	-		_			1	
criteria for massage establishments as written								
in the use category below								
Massage establishments, not in conjunction	Р	Р		Р			+	
with medical uses, of three or fewer massage	•	-		_				
technicians at any one time, for which the								
applicant has obtained a massage technician								
permit from the police department, provides								
massages only between 8:00 a.m. and 9:00								
p.m., and can meet the parking requirements								
as established in Chapter 18.88 of this title. If								
operation of the use results in conflicts per-								
taining to parking noise, traffic, or other fac-							1	
tors, the planning commission may modify or								
add conditions to mitigate such impacts or								
may revoke the zoning certificate for said use	P	D	·	P			+	. <u> </u>
Medical and orthopedic appliance stores	P P	P C			C	C		
Meeting halls	P***	D***		C P***	р***			
Microbrewery	-	P***		P***	P***		1	
*** Permitted use subject to the following con								
1. The zoning administrator finds that adequate					1 1			
2. If the zoning administrator determines that t								
determined to be appropriate by the zoning ad	ministrator	shall be instal	lled withi	n the exhai	ist ventilat	ion syste	m to	
mitigate brewery odors.								
3. The applicant is in compliance with all appl	icable requ	irements of C	hapter 9.0)4 of this c	ode.		.	
4. If operation of the use results in conflicts pe	rtaining to	parking, noise	e, odors, f	traffic, or o	ther factor	s, the zor	ing	
administrator may modify or add conditions to		uch impacts, o	or may re	voke the zo	oning certi:	ficate for	the us	e.
Miniature golf	P	C				1		
Mortuaries				C	P			
Motorcycle sales, no service or repair	Р			P				P
Motorcycle sales and service					C	C		С
Music stores	P	Р	Р	P				
Music and dance facilities which cannot meet	Р	C	C	C	C	C		
the criteria for music and dance facilities as								
written in the use category below								
Music and dance facilities with no more than	Р	P	Р	Р	Р	P		
20 students in the facility at any one time are	-	_	_	_	_			
permitted uses subject to the following con-								
ditions:								
					1			
I I THE TRUTTLY SHALL AGREE TO ALL OCCURANCY			1					
1. The facility shall adhere to all occupancy,			1	1	1	1		1
ADA, California Building Code, and exiting								1
ADA, California Building Code, and exiting requirements;								
ADA, California Building Code, and exiting requirements;2. The zoning administrator finds that ade-								
ADA, California Building Code, and exiting requirements;2. The zoning administrator finds that adequate parking is available for the said use.								
ADA, California Building Code, and exiting requirements;2. The zoning administrator finds that ade-	P	P	P	P	P			





	CR*(m)	CR**(p)	CN	CC	CS	CF	C A
Office buildings		Р	С	Р			
Office supply and business machines stores	Р	P	P	P			+
Offices, including, but not limited to, busi-	 P	P	P	P			
ness, professional and administrative offices	-	-	-	-			
Outdoor art and craft shows		TC	TC	ТС		·	
Paint, glass and wallpaper shops	Р	P		P	Р		
Parcel delivery services including garage				-	C		
facilities for trucks, and repair shops facili-					Ŭ		
ties							
Parking facilities, including required off-				С			
street parking facilities located on a site sepa-							
rated from the uses which the facilities serve							
and fee parking in accordance with the stan-							
dards and requirements of Chapter 18.88 of							
this title							
Pest control shops				С	Р		
Pet and bird stores	Р	Р	Р	Р	P		
Photographic studios	Р	Р	Р	Р			
Photographic supply stores	Р	Р	Р	Р	P		
Picture framing shops	Р	Р	Р	Р			
Plant shops	Р	Р	Р	Р			
Plumbing, heating and ventilating equipment	Р	Р		Р	P		
showrooms with storage of floor samples							
only							
Plumbing shops					Р		
Pool halls	Р	С		C			
Post offices	Р	Р	С	Р			
Prefabricated structure sales					C		
Printing, including also lithographing and				C	Р		
engraving and other reproduction services							
Private clubs and lodges				C	C		
Private museums				С	C		
Public utility and public service facilities		С	C	С	C	С	
including pumping stations, power transmis-							
sion stations, power distribution stations,							
equipment buildings, service yards, drain-					1		
ageways and structures, water reservoirs,							
percolation basins, well fields, and storage							
tanks. These facilities must be found by the							
planning commission to be necessary for the	1						
public health, safety, or welfare							
"Radioactive materials uses" as defined in	1				C		
Section 18.08.445 of this title	_			ļ			
-Radio and television broadcasting studios		Р	P	C	Р	Р	
Record and recording and sound equipment	P	Р	C	P			
stores			<u> </u>				
Recreation and sport facilities, indoor, which	C	C	C	C	C	С	
cannot meet the recreation and sport facility							
criteria as written in the use category below			1				





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1.20	
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	CR*(m)	CR**(p)	CN	СС	CS	CF	CA
Recreation and sport facilities, indoor, in-							
cluding massage services which cannot meet					1		
the criteria for recreation and sport facilities,							
indoor, with massage services as written in							
the use category below [Staff Comment							
This use category is addressed in the use							
category above and the use category below]							
Recreation and sport facilities, indoor, with	Р	P	Р	Р	Р	Р	
no more than 20 students in the facility at							
any one time, and with no massage services							
or with massage services of three or fewer							
massage technicians at any one time, for							
which the applicant has obtained a massage							
technician permit from the police depart-							
ment, provides massages only between 8:00				1			
a.m. and 9:00 p.m., and can meet the parking		1					
requirements as established in Chapter 18.88							
of this title, are permitted uses subject to the					:		
following conditions:							
1. The facility shall adhere to all occupancy,							
ADA, California Building Code, and exiting							
requirements;							
2. The zoning administrator finds that ade-							
quate parking is available for the said use.							
The standard city noise ordinance applies.							
Recreation and sports facilities, outdoor,	1				С		
including racetracks, golf driving ranges,				1			
skateboard parks, riding stables, etc.			1				
Recycling collection facilities, small	С	С	C	C	C	C	
Refrigeration equipment sales	1				Р		
Rental yards, including the rental of hand					С		
tools, garden tools, power tools, trucks and					-		
trailers and other similar equipment							
Residential uses (see subsection B of this	1		+	Р	C	C	
section) see also "guards' living quarters,"				_	_		
and Chapter 18.108 of this title							
Restaurants and soda fountains not including	Р	Р	P	Р	С	P	
drive-ins or take-out food establishments	-	_	-		_	_	
Restaurants and soda fountains including	Р	C	С	C	C	C	
drive-ins and take-out food establishments	-	U U					
Saddleries	Р	P		Р	P		
Schools and colleges including trade, busi-	P	C	C	C	C	C	+
ness, music and art schools, but not includ-							
ing general purpose or nursery schools							
which cannot meet the criteria for schools				1			
and colleges as written in the use category							
below							
Schools and colleges including trade, busi-	Р	P	P	P	P	P	P
ness, music and art schools, but not includ-	L L	I I	L L	L L	L L		
ing general purpose or nursery schools, with	1						
no more than 20 students in the facility at							
any one time are permitted uses subject to		1					
the following conditions:				1			
uit following collutions.					1	_l	<u> </u>





	CR*(m)	CR**(p)	CN	CC	CS	CF	CA
1. The facility shall adhere to all occupancy,		<u> </u>					
ADA, California Building Code, and exiting							
requirements;							
2. The zoning administrator finds that ade-							
quate parking is available for the said use.							
The standard city noise ordinance applies.							
Scientific instrument shops	Р	Р		Р	Р		
Secondhand stores and pawnshops				C			
Self-service car wash				С			
Sheet metal shops				C		· ·· · · · ·	
Shoe repair shops	Р	Р	Р	Р			
Shoe stores	Р	Р	Р	Р			
Shooting galleries, indoor	 P			C	P		
Shooting galleries, indoor, with firearm sales	C			C	C		
Sign painting shops	<u>P</u>			C	P		
Skating rinks, indoor	P	Р		t – Č –	P	C	
Specialty stores selling those items normally	P	P		P	<u> </u>	†	<u> </u>
sold in department stores				-			
Sporting goods stores, no firearm sales	Р	Р	Р	P	<u> </u>	1	
Sporting goods stores with firearm sales	C	C	-	Ċ		••••••••••••••••••••••••••••••••••••••	
Sports arenas or stadiums					C	C	·
Stamp and coin stores	Р	Р	Р	Р	+		· · · · · · · · · · · · · · · · · · ·
Stationery stores	P	P	P	P			
Stone and monument yards		1	1	1	P		
Storage buildings for household goods		··· ···				P	
Storage yards for commercial goods, sup-			· · · · · · · · · · · · · · · · · · ·		C	1	
plies and equipment including fuel storage,							
no less than 300 feet from any R or O dis-							
trict							
Swimming pool sales, supplies and/or ser-	Р		C	C	P	C	<u> </u>
vice			C				
Tailor or dressmaking shops	P	Р	P	P			
Taxicab stands	<u> </u>	P	P	P	P	P	P
Taxidermists	P	P P		P	P P		<u> </u>
Television and radio sales and repair shops	P P	P P	P	P P	P	+	
	P	P	r C	P		C	
Theaters and auditoriums Tire sales and service, not including retread-	F	r C		P C			P
					P		r
ing and recapping or mounting of heavy truck tires							
Tires, batteries and accessories	P	P			+		
Tobacco stores	P	P	P	P	+		
	P	P	P	C P			
Tool and cutlery sharpening or grinding					P		
Toy stores	Р	P	Р	P			
Trailers and mobilehome parks in accor-					C	C	
dance with the regulations prescribed in		1					
Chapter 18.108 of this title	+		+				
Truck, trailer and/or RVs, sales and service			<u> </u>		C	C	P
Truck scales			<u> </u>		P	C	
Trucking terminals, not less than 150 feet					C		
from an R or O district	1 2	+	+			+	
Tutoring which cannot meet the criteria for	C	C	C	C	C	C	
tutoring as written in the use category below				1			







	CR*(m)	CR**(p)	CN	CC	CS	CF	CA
Tutoring with no more than 20 students at	Р	Р	Р	Р	Р	Р	
the facility at any one time are permitted							
uses subject to the following conditions:							
1. The facility shall adhere to all occupancy,							
ADA, California Building Code, and exiting							
requirements;							
2. The zoning administrator finds that ade-							
quate parking is available for the said use.							
The standard city noise ordinance applies.							
Variety stores	Р	Р	Р	Р			
Vending machine sales and service				C	Р		
Veterinarians' offices and out-patient clinics,			C				
excluding any overnight boarding of ani-		1					
mals, and including incidental care such as							
bathing and trimming, provided that all op-							
erations are conducted entirely within a					1		
completely enclosed building which com-							
plies with specifications for soundproof con-							
struction prescribed by the director of build-							
ing inspection							
Veterinarians' offices, out-patient clinics,				C	Р	Į	
and small animal hospitals, including short							
term overnight boarding of animals and in-							
cidental care such as bathing and trimming,							
provided that all operations are conducted							
entirely within a completely enclosed build-							
ing which complies with specifications for							
sound-proof construction prescribed by the							
director of building inspection							
Veterinarians' offices and small animal hos-					C		
pitals including operations not conducted							
within an entirely enclosed building, not less							
than 300 feet from an R or O district							
Warehouses except for the storage of fuel or					C	1	1
flammable liquids			<u> </u>			<u> </u>	
Watch and clock repair shops	P	P	P	P	_		
Waterbed shops including the sale of small	Р	Р	Р	Р			
incidentals, such as linens, wall hangings,							
and other similar items		<u>_</u>					
Wholesale establishments					C		
Wholesale establishments without stocks		Р		<u>P</u>	1		

(Ord. 1950 § 2 (Exh. A), 2007; Ord. 1880, 2003; Ord. 1850 § 1, 2002; Ord. 1821 § 1, 2001; Ord. 1810 § 1, 2000; Ord. 1743, 1998; Ord. 1738 § 1, 1998; Ord. 1726 § 1, 1997; Ord. 1725 § 1, 1997; Ord. 1668 § 2, 1995; Ord. 1665 § 2, 1995; Ord. 1604 § 1, 1993; Ord. 1603 § 3, 1993; Ord. 1394 § 1, 1989; Ord. 1390 § 1, 1988; Ord. 1379 § 1, 1988; Ord. 1354 § 4, 1988; Ord. 1346 § 2, 1987; Ord. 1340 § 1, 1987; Ord. 1216 § 1, 1985; Ord. 1071 § 2, 1983; prior code § 2-7.08)

18.44.095 Prohibited uses.

The following uses shall not be permitted in the commercial districts:

Any use not specifically or conditionally permitted by this chapter, unless a determination is made under Chapter 18.128 of this title. (Ord. 1880, 2003)



18.44.100 Underground utilities.

Electric and communication service wires to a new structure shall be placed underground from the nearest utility pole. If the director of public works finds, upon application by the property owner, that compliance is not feasible or economically justifiable, he or she shall permit different service arrangements. The property owner shall comply with the requirements of this section without expense to the city and shall make the necessary arrangements with the public utility involved. (Prior code § 2-7.09)

18.44.110 Off-street parking.

Off-street parking facilities shall be provided for each use in the C districts as prescribed in Chapter 18.88 of this title. (Prior code § 2-7.10)

18.44.120 Off-street loading.

Off-street loading facilities shall be provided for each use in the C districts prescribed in Chapter 18.92 of this title, except in the C-R district where the zoning administrator and/or planning commission shall establish regulations on a case by case basis in accordance with the purposes of Chapter 18.20 of this title. (Ord. 1591 § 2, 1993; prior code § 2-7.11)

18.44.130 Signs.

No sign, outdoor advertising structure, or display of any character shall be permitted in the C districts, except as prescribed in Chapter 18.96 of this title. (Prior code § 2-7.12)

18.44.140 Design review.

All permitted and conditional uses in the C districts shall be subject to design review as prescribed in Chapter 18.20 of this title. Applicants are advised to confer with the zoning administrator before preparing detailed plans. (Prior code § 2-7.13)





EXHIBIT F



August 30, 2007

Michael Tassano City of Pleasanton Department of Public Works 200 Old Bernal Avenue P.O. Box 520 Pleasanton, CA 94566

Re: Pleasanton Stanley Center Traffic Study

Dear Mr. Tassano:

Fehr & Peers has completed the traffic analysis for the proposed Stanley Center retail development in the City of Pleasanton. The Stanley Center project is located adjacent to the recently approved Bernal Commercial retail development. The analysis of the Stanley Center project builds on the analysis presented in the *Bernal Commercial Development Traffic Study* (Dowling Associates, October 2005). The traffic volumes, trip generation, trip distribution, and analysis assumptions presented in this report are consistent with those contained in the *Bernal Commercial* study.

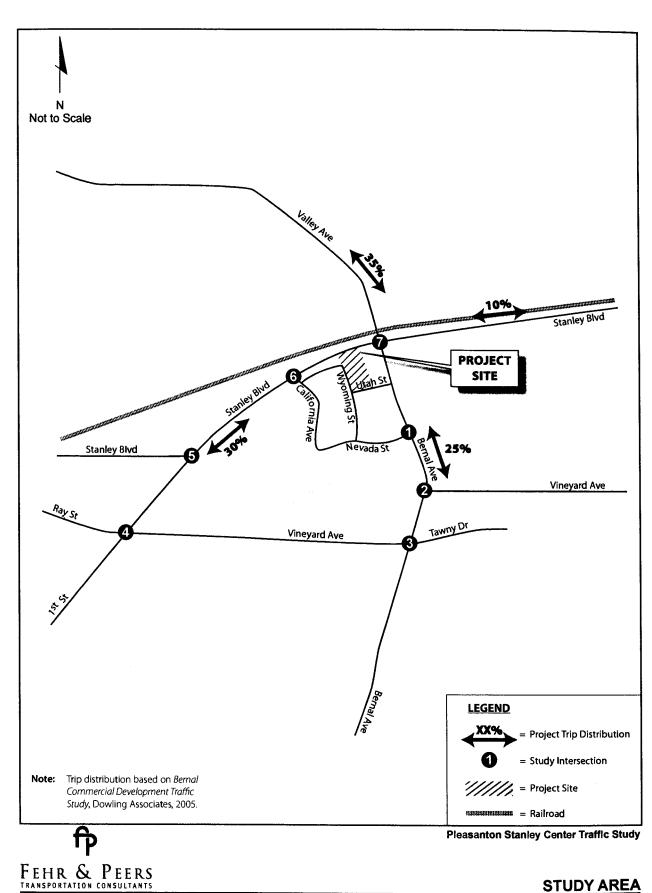
PROJECT DESCRIPTION AND STUDY AREA

The Stanley Center is a 31,326 square foot commercial retail development located on a 2.67 acre site southwest of the Stanley Boulevard/Valley Avenue/Bernal Avenue intersection. A detailed site plan showing the project's location and the layout of its driveways has not been provided to Fehr & Peers. This analysis assumes that most project traffic will access the Stanley Center site from Utah and Wyoming Streets via intersections on Bernal Avenue.

The following intersections (with traffic control) were included in the analysis:

- 1. Bernal Avenue/Nevada Street (side-street stop control)
- 2. Bernal Avenue/Vineyard Avenue (signal)
- 3. Bernal Avenue/Vineyard Avenue/Tawny Drive (signal)
- 4. First Street/Ray Street/Vineyard Avenue (signal)
- 5. First Street/Stanley Boulevard (signal)
- 6. Stanley Boulevard/California Avenue (signal)
- 7. Stanley Boulevard/Valley Avenue/Bernal Avenue (signal)

Figure 1 presents the project location and the study intersections.



August 2007 WC06-2349F_1 Figure 1

Mr. Michael Tassano August 30, 2007 Page 3 of 12

ANALYSIS METHODOLOGY

The analysis methodology and assumptions presented in this report follow the general framework presented in the *Bernal Commercial* study. The traffic analyses presented in this report were based on the City of Pleasanton's citywide Synchro model. The Synchro model contains existing turn volumes and traffic control parameters (e.g. lane configurations, signal timings, etc.) for most major intersections within the City.

Two scenarios were analyzed in this study:

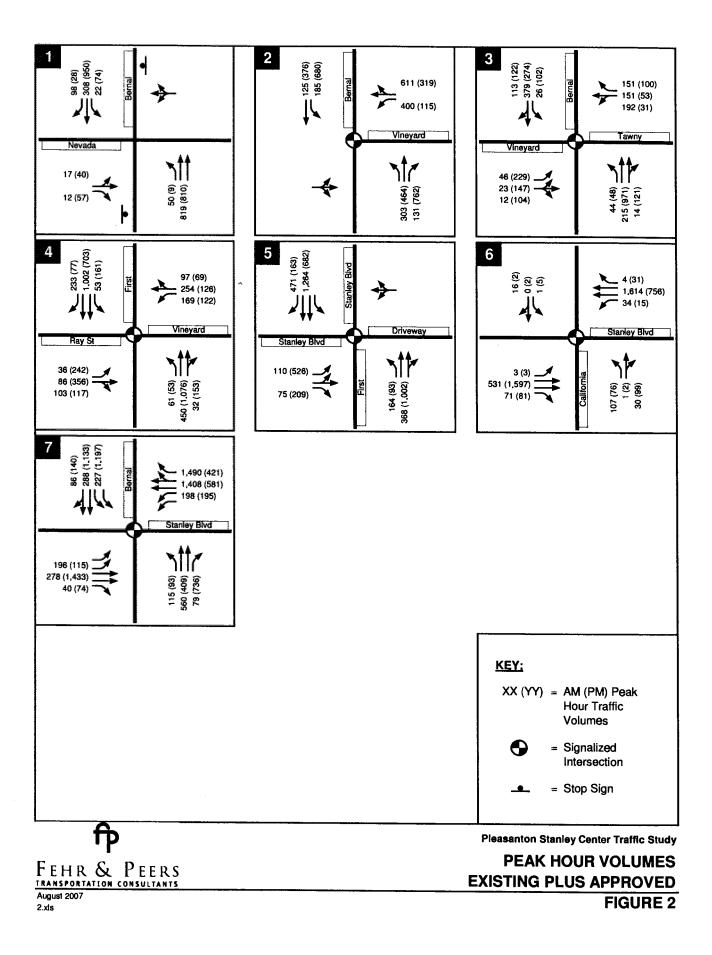
- Existing Plus Approved Projects (EPAP)
- EPAP Plus Project

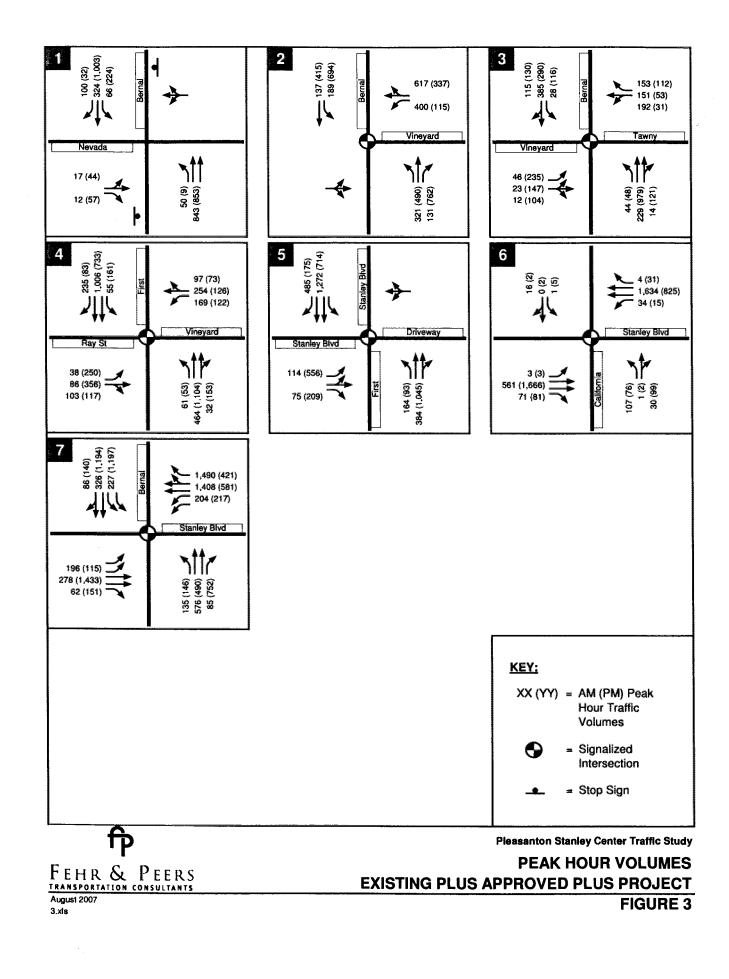
EPAP traffic volumes were developed using the City's Synchro model. The EPAP scenario includes the traffic generated from all approved projects within the City, including the Bernal Commercial project¹. The EPAP Plus Project traffic volumes were developed by adding the trips generated by the Stanley Center to the EPAP volumes. Figures 2 and 3 present the AM and PM peak hour turning movements for the EPAP and EPAP Plus Project scenarios, respectively.

For each analysis scenario, AM and PM peak hour traffic operations at the study intersections were analyzed using the City's Synchro model. Intersection operations analysis is typically performed using methodologies contained in the *Highway Capacity Manual (HCM)* (Transportation Research Board (TRB), 2000). The HCM provides analysis methods and equations that estimate the average delay experienced by vehicles at signalized and unsignalized intersections. The HCM uses these delay measures to assign a qualitative rating, level of service (LOS), which describes overall intersection operating conditions. LOS ranges from LOS A, indicating free flow traffic conditions with little or no delay, to LOS F, representing over-saturated conditions where traffic flows exceed design capacity (resulting in excessive queuing and delays). At signalized intersections, LOS is based on the weighted average delay (measured in seconds per vehicle) for all movements. At side-street stop-controlled intersections, LOS is based on the delay for the worst movement at the controlled (minor street) approach.

Table 1 summarizes the HCM delay thresholds and LOS classifications for signalized and unsignalized intersections. The City of Pleasanton defines acceptable intersection operations as LOS D or better, with some exceptions.

¹ The Existing + Approved + Project volumes from the *Bernal Commercial* study, which include the Bernal Commercial project, are equal to the EPAP volumes presented here. The traffic operations results for these two scenarios are consistent.





LOS	INTERSI Signalized Intersection Control Delay (sec/veh) ¹ 0 - 10.0 10.1 - 20.0 20.1 - 35.0 35.1 - 55.0 55.1 - 80.0	Unsignalized Intersection Control Delay (sec/veh) ¹	General Description
Α	0 10.0	0 - 10.0	Little to no congestion or delays.
В	10.1 - 20.0	10.1 – 15.0	Limited congestion. Short delays.
С	20.1 - 35.0	15.1 – 25.0	Some congestion with average delays
D	35.1 - 55.0	25.1 - 35.0	Significant congestion and delays.
Е	55.1 - 80.0	35.1 – 50.0	Severe congestion and delays.
F	> 80.0	> 50.0	Total breakdown with extreme delays.

Source: HCM, Chapter 16 (Signalized Intersections) and Chapter 17 (Unsignalized Intersections), TRB, 2000

The traffic analysis conducted in this report follows the same methodologies presented in the *Bernal Commercial* study. The *Bernal Commercial* study states that it used HCM methods to analyze intersections. While HCM was used for unsignalized intersections, a closer inspection of the Synchro technical calculations indicates that Synchro's default methodology, the **Percent Delay Method**, was reported for signalized intersections. The Synchro user manual states that the delays calculated by the Percent Delay Method are within a few seconds of the HCM methodology. To remain consistent with the *Bernal Commercial* study, all calculations for signalized intersections presented in this report follow the Percent Delay Method, but apply LOS ratings based on the HCM thresholds presented in Table 1.

TRIP GENERATION AND DISTRIBUTION

The trip generation for the Stanley Center development was calculated using trip rates for the "Neighborhood Shopping Center" land use category from *San Diego Trip Generators* (San Diego Association of Governments, 2003) and used in the *Bernal Commercial* analysis². Table 2 shows the AM and PM trip generation estimate for the project.

² Trip Generation rates obtained from Table 4, Page 8 of the *Bernal Commercial* study.

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TABLE 2 STANLEY CENTER PROJECT TRIP GENERATION													
Land Use		AM Trij	p Rates		Trip tes	AM	Trips	PM Trips					
	Quantity	In	Out	In	Out	In	Out	ln	Out				
Neighborhood Shopping Center	31.625 ksf ²	2.88	1.92	6.60	6.60	91	61	209	209				
Notes: 1) ksf = thousand squa Source: Fehr & Peers,		sociates, 2	2005										

The trip distribution used to assign project trips through the study intersections was also based on the one used in the *Bernal Commercial* study. The final project traffic volumes by turning movement at each of the study intersections are presented in Table 3.

	STAI	NLEY (ENT	TABI ER PI		ст-о	NLY	TRIPS	1					
							Proj	ect-O	nly T	rips				
	Traffic	Peak	Nor	thbou	Ind	Sou	thbo	und	Eas	stbou	nd	We	stbou	ind
Intersection	Control	Hour	L	Т	R	L	Т	R	L	т	R	L	Т	R
1. Bernal Ave/ Nevada St	SSSC ¹	AM PM	0 0	24 43	0 0	44 150	165 3	2 4	0 4	0 0	0 0	0 0	0 0	0 0
2. Bernal Ave/ Vineyard Ave	Signal	AM PM	0 0	18 26	0 0	4 14	12 39	0 0	0 0	0 0	0 0	0 0	0 0	6 18
3. Bernal Ave/ Vineyard Ave /Tawny Dr	Signal	AM PM	0 0	14 8	0 0	2 14	6 16	2 8	2 6	0 0	0 0	0 0	0 0	2 12
4. First St/ Ray St/Vineyard Ave	Signal	AM PM	0 0	14 28	0 0	2 0	4 30	2 6	2 8	0 0	0 0	0 0	0 0	0 4
5. First St/ Stanley Blvd	Signal	AM PM	0 0	16 43	0 0	0 0	8 32	14 12	4 28	0	0 0	0 0	0 0	0 0
6. Stanley Blvd/ California Ave	Signal	AM PM	0 0	0	0 0	0 0	0 0	0 0	0 0	30 69	0 0	0 0	20 69	0 0
7. Stanley Blvd/ Valley Ave/Bernal Ave	Signal	AM PM	20 53	16 81	6 16	0 0	38 61	0 0	0 0	0 0	22 77	6 22	0 0	0 0
Notes: 1) SSSC = side-street stop o Source: Fehr & Peers, 2007	control													

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INTERSECTION TRAFFIC OPERATIONS ANALYSIS

AM and PM peak hour traffic operations were analyzed for EPAP and EPAP Plus Project conditions. Intersections with LOS exceeding the City's LOS D threshold were identified as having unacceptable operations. Project impacts were identified by comparing the AM and PM peak hour LOS results between the EPAP and EPAP Plus Project scenarios. A significant project-related impact occurs if the addition of project traffic causes either of the following:

- An intersection operating at an acceptable LOS (LOS D or better) to degrade to an unacceptable LOS (LOS E or worse)
- An increase of greater than five seconds of delay at an intersection already operating at an unacceptable LOS (LOS E or worse)

Table 4 shows the AM and PM peak hour delay and LOS at each of the study intersections for the EPAP and EPAP Plus Project scenarios. Appendix A contains the technical calculations.

TABLE 4 INTERSECTION LEVELS OF SERVICE												
			EP	AP	EPAP Plu	us Project						
Intersection	Traffic Control	Peak Hour	Delay (s/veh) ¹	LOS	Delay (s/veh) ¹	LOS						
1. Bernal Ave/ Nevada St	SSSC ²	AM PM	1.0 >100	A F	1.3 >100	A ···						
2. Bernal Ave/ Vineyard Ave	Signal	AM PM	14.5 51.1	B D	15.2 55.2	B, E						
3. Bernal Ave/ Vineyard Ave /Tawny Dr	Signal	AM PM	20.3 27.7	B C	20.5 30.9	C C						
4. First St/ Ray St/Vineyard Ave	Signal	AM PM	55.3 76.3	E	56.0 80.0	E						
5. First St/ Stanley Blvd	Signal	AM PM	13.9 14.0	B B	13.9 14.6	B B						
6. Stanley Blvd/ California Ave	Signal	AM PM	11.3 9.5	B A	11.4 9.9	BA						
7. Stanley Blvd/Valley Ave/Bernal Ave	Signal	AM PM	107.3 73.4	F	109.3 90.1	F F						

Notes:

Bold font indicates unacceptable intersection operations (using the City's LOS D threshold). Shading indicates a significant project impact.

 For signalized intersections, delay (seconds per vehicle) is reported using Synchro's Percent Delay Method. For unsignalized intersections, HCM delay is reported for the worst movement at the controlled side-street approach.

2) SSSC = side-street stop control

Source: Fehr & Peers, 2007

Mr. Michael Tassano August 30, 2007 Page 9 of 12



Based on the significance criteria detailed above, the addition of project-related traffic causes a *significant impact* at three intersections:

- Bernal Avenue/Nevada Street (a greater than five second increase in the PM peak hour with the addition of project traffic)
- Bernal Avenue/Vineyard Avenue (LOS D to E during the PM peak hour with the addition of project traffic)
- Stanley Boulevard/Valley Avenue/Bernal Avenue (a greater than five second increase in the PM peak hour with the addition of project traffic)

Another intersection with unacceptable operations (LOS E), First Street/Ray Street/Vineyard Avenue, would worsen to LOS F in the PM peak hour with the addition of project traffic. However, the degradation is not enough to trigger a project-related impact according to the significance criteria.

MITIGATION ANALYSIS

The City of Pleasanton's General Plan update³ recommends capacity improvements for several intersections within the City by the year 2025. Appendix B contains a detailed list of these improvements. Mitigation measures were selected from this list for the four intersections identified in the previous section with project-related impacts or unacceptable traffic operations.

³ From Assumed Intersection Changes to Reduce Delay in Various Network Alternatives, Draft Exhibit B General Plan Mitigation (City of Pleasanton, August 15, 2005)

Table 6 summarizes the recommended mitigation measures and presents the mitigation analysis results.

INT	TABLE 6 INTERSECTION LEVELS OF SERVICE MITIGATION ANALYSIS													
		EPAP Plus Project												
	Peak	Without I	Vitigation	With Mitigation										
Intersection	Hour	Delay ¹	LOS	General Plan Mitigation	Delay	LOS								
1. Bernal Ave/ Nevada St	AM PM	1.3 >100	s., A F	Install Traffic Signal	2.5 7.1	A								
2. Bernal Ave/ Vineyard Ave	AM PM	-15.2 55.2	Brade E	Re time signal in the PM peak hour. ²	15.2 50.4	B D								
4. First St/ Ray St/Vineyard Ave	AM PM	56.0 80.0	E F	Provide protected/permissive phasing for east/west left-turns	28.7 51.3	C D								
7. Stanley Blvd/Valley Ave/Bernal Ave	AM PM	109.6 90.7	R interest	Convert the EB right-turn lane to a shared through/right-turn lane. Add a second WB right-turn lane ³ .	37.4 59.2	D E								

Notes:

Bold font indicates unacceptable intersection operations (using the City's LOS D threshold). Shading indicates a significant project impact.

1) For signalized intersections, delay (seconds per vehicle) is reported using Synchro's Percent Delay Method. For unsignalized intersections, HCM delay is reported for the worst movement at the controlled side-street approach.

2) The General Plan update also includes widening Bernal Avenue to four lanes (including the Arroyo Del Valle Bridge). However, re-timing the signal is adequate to mitigate the project impact.

3) The second WB right-turn lane is recommended in the Bernal Commercial study, but it is not included in the General Plan list of improvements.

Source: Fehr & Peers, 2007

With the implementation of the mitigation measures:

- The project impact at the Bernal Avenue/Nevada Street intersection is reduced to a *less-than-significant* level. Constructing a traffic signal results in LOS A.
- The project impact at the Bernal Avenue/Vineyard Avenue intersection is reduced to a *less-than-significant* level. Under EPAP Plus Project conditions, the LOS at this intersection is just over the LOS D/E threshold in the PM peak hour. Re-timing the traffic signal effectively mitigates impact back to LOS D. Additional mitigation is detailed in the General Plan update, including widening Bernal Avenue to four lanes (including the Arroyo Del Valle Bridge). While these additional measures would provide further operating benefits, they were not analyzed in this study.
- The project impact at the Stanley Boulevard/Valley Avenue/Bernal Avenue intersection is reduced to a *less-than-sign/ficant* level. This intersection operates at an unacceptable level (LOS F) under both EPAP and EPAP Plus Project conditions. The recommended improvements result in acceptable operating conditions in the AM (LOS D), and reduce the delay enough in the PM that the impact is effectively mitigated.

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Table 7 shows the project's share of total traffic at each of the study intersections. Table 7 will help facilitate fair share calculations for the mitigation measures discussed above.

	Traffic	Peak		Proje	ct-Only
Intersection	Control	Hour	Total Volume	Trips	Percent
1. Bernal Ave/	SSSC ¹	AM	1,412	86	6%
Nevada St	3330	PM	2,222	254	11%
2. Bernal Ave/	Signal	AM	1,795	40	2%
Vineyard Ave	Signal	PM	2,813	97	3%
3. Bernal Ave/Vineyard Ave/	Signal	AM	1,394	28	2%
Tawny Dr	Signal	PM	2,366	64	3%
4. First St/ Ray St/	Cianal	AM	2,600	24	1%
Vineyard Ave	Signal	PM	3,331	76	2%
5. First St/	Signal	AM	2,494	42	2%
Stanley Blvd	Signal	PM	2,792	115	4%
6. Stanley Blvd/	Signal	AM	2,462	50	2%
California Ave	Signal	РМ	2,807	138	5%
7. Stanley Blvd/ Valley	Signal	AM	5,073	108	2%
Ave/Bernal Ave	Signal	PM	6,837	310	5%

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PARKING ANALYSIS

The proposed project provides 126 off-street parking spaces. The Municipal Code of the City of Pleasanton requires one off-street parking space for each 300 square feet of gross floor area for retail land use. Applying this rate to the 31,625 square foot Stanley Center project yields a total requirement of 106 parking spaces. Therefore, the proposed 126 spaces would exceed the City's parking requirement.

Please contact Mike Iswalt in our Walnut Creek office (Phone: 925-930-7100) if you have any questions regarding the information presented in this traffic study.

Sincerely,

FEHR & PEERS

Michael V. Iswalt Transportation Engineer

Rob Rees, P.E. Principal

WC06-2349F

Attachments: Appendix A (Technical Appendix) Appendix B (General Plan Intersection Improvements)

Appendix A: Technical Calculations

Pleasanton Stanley Center Traffic Study City of Pleasanton

August 30, 2007

WC06-2349F



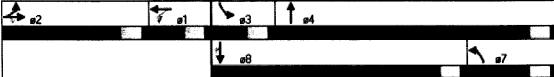
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8/30/2007 Fehr & Peers Associates, Inc.

Synchro 6 Report Page 1

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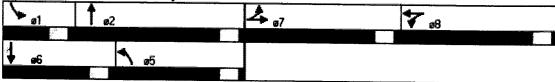
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Total Split (%) 2 Maximum Green (s)	23.1 23.8 28.0% 19.7	23.1 23.8 28.0% 19.7	ann an an thairtean an tha	23.1 24.1	5.0 23.1 24,1 28.4%	0.0 0.0%	5.0 9.1 19.9	20.1 28.1 30.7%		9.1 11.Q	16.1 17.2 20.2%	16.1 17.9 20.2%
Total Split (%) 2 Maximum Green (s) Yellow Time (s)	23.1 23.8 28.0% 19.7 3.1	23.1 23.8 28.0% 19.7 3.1	ann an an thairtean an tha	23.1 24.1 28.4%	5.0 23.1 24,1 28.4%	0.0 0.0%	5.0 9.1 19.9 23.4%	20.1 28.1 30.7%		9.1 11.0 12.9%	16.1 17.2 20.2%	16.1 1 7.2
Total Split (%) 2 Maximum Green (s)	23.1 23.8 28.0% 19.7 3.1	23.1 23.8 28.0% 19.7	ann an an thairtean an tha	23.1 24.1 28.4% 20.0	5.0 23.1 24.1 28.4% 20.0	0.0 0.0%	5.0 9.1 19.9 23.4% 15.8	20.1 26.1 30.7% 22.0		9.1 11.0 12.9% 6.9 3.1	16.1 17.2 20.2% 13.1 3.1	16.1 17.9 20.2% 13.1 3.1
Total Split (%) 2 Maximum Groen (s) Yellow Time (s) All-Red Time (s): Lead/Lag	23.1 23.8 28.0% 19.7 3.1	23.1 23.8 28.0% 19.7 3.1	ann an an thairtean an tha	23.1 24.1 28.4% 20.0 3.1	5,0 23.1 24,1 28.4% 20.0 3.1	0.0 0.0%	5.0 9.1 19.9 23.4% 15.8 3.1	20.1 26.1 30.7% 22.0 3.1 1.0		9.1 11.0 12.9% 6.9 3.1 1.0	16.1 17.2 20.2% 13.1 3.1	16.1 17.9 20.2% 13.1 3.1
Total Split (%) 2 Maximum Groen (s) Yellow Time (s) All-Red Time (s)	23.1 23.8 28.0% 19.7 3.1 1.0	23.1 23.8 28.0% 19.7 3.1 1.0	ann an an thairtean an tha	23.1 24.1 28.4% 20.0 3.1 1.0	5.0 23.1 24.1 28.4% 20.0 3.1 1.0	0.0 0.0%	5.0 9.1 19.9 23.4% 15.8 3.1 1.0	20.1 26.1 30.7% 22.0 3.1		9.1 11.0 12.9% 6.9 3.1 1.0 Lead	16.1 17.2 20.2% 13.1 3.1 1.0 Lead	16.1 17.9 20.2% 13.1 3.1 1.0 Lead
Total Split (%) 2 Maximum Groen (s) Yellow Time (s) All-Red Time (s): Lead/Lag	23.1 23.8 28.0% 19.7 3.1 1.0 Lead	23.1 23.8 28.0% 19.7 3.1 1.0 Lead	ann an an thairtean an tha	23.1 24.1 28.4% 20.0 3.1 1.0 Lag	5.0 23.1 24.1 28.4% 20.0 3.1 1.0 Lag	0.0 0.0%	5.0 9.1 19.9 23.4% 15.8 3.1 1.0 Lag	20.1 26.1 30.7% 22.0 3.1 1.0 Lag		9.1 11.0 12.9% 6.9 3.1 1.0 Lead Yés	16.1 17.2 20.2% 13.1 3.1 1.0 Lead Yes	16.1 17.2 20.2% 13.1 3.1 1.0 Lead Yet
Total Split (%) 2 Maximum Green (s) Yellow Time (s) All-Red Time (s) Lead/Lag Lead-Lag Optimize? Vehicle Extension (s) Minimum Gap (s)	23.1 23.8 28.0% 19.7 3.1 1.0 Lead Yes	23.1 23.8 28.0% 19.7 3.1 1.0 Lead Yes	ann an an thairtean an tha	23.1 24.1 28.4% 20.0 3.1 1.0 Lag Yes	5.0 23.1 24.1 28.4% 20.0 3.1 1.0 Lag Yes 3.0	0.0	5.0 9.1 19.9 23.4% 15.8 3.1 1.0 Lag Yes	20.1 26.1 30.7% 22.0 3.1 1.0 Lag Yes 3.0		9.1 11.0 12.9% 6.9 3.1 1.0 Lead Yes 3.0	16.1 17.2 20.2% 13.1 3.1 1.0 Lead Yes 3.0	16.1 17.2 20.2% 13.1 3.1 1.0 Lead Yet 3.0
Total Split (%) 2 Maximum Green (s) Yellow Time (s) All-Red Time (s) Lead/Lag Lead-Lag Optimize? Vehicle Extension (s)	23.1 23.8 28.0% 19.7 3.1 1.0 Lead Yes 3.0	23.1 23.8 28.0% 19.7 3.1 1.0 Lead Yes 3.0	ann an an thairtean an tha	23.1 24.1 28.4% 20.0 3.1 1.0 Lag Yes 3.0	5,0 23.1 24,1 28.4% 20.0 3.1 1.0 Lag Yes 3.0	0.0	5.0 9.1 19.9 23.4% 15.8 3.1 1.0 Lag Yes 3.0	20.1 26.1 30.7% 22.0 3.1 1.0 Lag Yes 3.0		9.1 11.0 12.9% 6.9 3.1 1.0 Lead Yes 3.0 1.5	16.1 17.2 20.2% 13.1 3.1 1.0 Lead Yes 3.0 1.5	16.1 17.2 20.2% 13.1 3.1 1.0 Lead Yet 3.0 1.5
Total Split (%) 2 Maximum Green (s) Yellow Time (s) All-Red Time (s) Lead/Lag Lead-Lag Optimize? Vehicle Extension (s) Minimum Gap (s)	23.1 23.8 28.0% 19.7 3.1 1.0 Lead Yes 3.0 1.5	23.1 23.8 28.0% 18.7 3.1 1.0 Lead Yec 3.0 1.5	ann an an thairtean an tha	23.1 24.1 28.4% 20.0 3.1 1.0 Lag Yes 3.0 1.5	5,6 23.1 24,1 28.4% 20.0 3.1 1.0 Lag Yes 3.0 1.5	0.0	5.0 9.1 19.9 23.4% 15.8 3.1 1.0 Lag Yes 3.0 1.5 5.0	20.1 26.1 30.7% 22.0 3.1 1.0 Lag Yes 3.0 1.5 5.0		9.1 11.0 12.9% 6.9 3.1 1.0 Lead Yes 3.0 1.5 5.0	16.1 17.2 20.2% 13.1 3.1 1.0 Lead Yes 3.0 1.5 5.0	16.1 17.2 20.2% 13.1 1.0 Lead Yes 3.0 1.4 5.0
Total Split (%) 2 Maximum Groen (s) Yellow Time (s) All-Red Time (s) Lead/Lag Lead-Lag Optimize? Vehicle Extension (s) Minimum Gap (s) Time Before Reduce (s)	23.1 23.8 28.0% 19.7 3.1 1.0 Lead Yes 3.0 1.5 5.0	23.1 23.8 28.0% 18.7 3.1 1.0 Lead Yec 3.0 1.5 5.0	ann an an thairtean an tha	23.1 24.1 28.4% 20.0 3.1 1.0 Lag Yes 3.0 1.5 5.0	5,6 23.1 24,1 28.4% 20.0 3.1 1.0 Lag Yes 3.0 1.5 5.0	0.0	5.0 9.1 19.9 23.4% 15.8 3.1 1.0 Lag Yes 3.0 1.5 5.0 5.0	20.1 26.1 30.7% 22.0 3.1 1.0 Lag Yes 3.0 1.5 5.0		9.1 11.0 12.9% 6.9 3.1 1.0 Lead Yes 3.0 1.5 5.0 5.0	16.1 17.2 20.2% 13.1 3.1 1.0 Lead Yes 3.0 1.5 5.0 5.0	16.1 17.2 20.2% 13.1 1.0 Lead Yes 3.0 1.1 5.0 5.0
Total Split (%) 2 Maximum Groen (s) Yellow Time (s) All-Red Time (s) Lead/Lag Lead-Lag Optimize? Vehicle Extension (s) Minimum Gap (s) Time Before Reduce (s) Time To Reduce (s)	23.1 23.8 28.0% 19.7 3.1 1.0 Lead Yes 3.0 1.5 5.0 5.0	23.1 23.8 28.0% 19.7 3.1 1.0 Lead Yes 3.0 1.5 5.0 5.0 None	ann an an thairtean an tha	23.1 24.1 28.4% 20.0 3.1 1.0 Lag Yes 3.0 1.5 5.0 5.0 None	5,6 23.1 24,1 28,4% 20,0 3.1 1,0 Lag Yes 3.0 1,5 5,0 5,0 None	6.0	5.0 9.1 19.9 23.4% 15.8 3.1 1.0 Lag Yes 3.0 1.5 5.0 5.0	20.1 26.1 30.7% 22.0 3.1 1.0 Lag Yes 3.0 1.5 5.0 5.0 C-Max		9.1 11.0 12.9% 6.9 3.1 1.0 Lead Yes 3.0 1.5 5.0	16.1 17.2 20.2% 13.1 3.1 1.0 Lead Yes 3.0 1.5 5.0 5.0 Max	16.1 17.2 20.2% 13.1 1.0 Lead Yea 3.0 1.1 5.0 5.0 Max
Total Split (%) 2 Maximum Groen (s) Yellow Time (s) All-Red Time (s): Lead/Lag Lead-Lag Optimize? Vehicle Extension (s) Minimum Gap (s) Time Before Reduce (s) Time To Reduce (s) Recall Mode	23.1 23.8 28.0% 19.7 3.1 1.0 Lead Yes 3.0 1.5 5.0 5.0 None 5.0	23.1 23.8 28.0% 19.7 3.1 1.0 Lead Yes 3.0 1.5 5.0 5.0 None 5.0	ann an an thairtean an tha	23.1 24.1 28.4% 20.0 3.1 1.0 Lag Yes 3.0 1.5 5.0 5.0 None 5.0	5.0 23.1 24.1 28.4% 20.0 3.1 1.0 Lag Yes 3.0 1.5 5.0 5.0 None 5.0	6.0	5.0 9.1 19.9 23.4% 15.8 3.1 1.0 Lag Yes 3.0 1.5 5.0 5.0	20.1 26.1 30.7% 22.0 3.1 1.0 Lag Yes 3.0 1.5 5.0 5.0 C-Max 5.0		9.1 11.0 12.9% 6.9 3.1 1.0 Lead Yes 3.0 1.5 5.0 5.0	16.1 17.2 20.2% 13.1 1.0 Lead Yes 3.0 1.5 5.0 5.0 Max 5.0	16.1 17.3 20.2% 13.1 1.0 Lead Yes 3.0 1.5 5.0 5.0 Max 5.0
Total Split (%) 2 Maximum Groen (s) Yellow Time (s) All-Rad Time (s): Lead/Lag Lead-Lag Optimize? Vehicle Extension (s) Minimum Gap (s) Time Before Reduce (s) Time To Reduce (s) Recall Mode Walk Time (s)	23.1 23.8 28.0% 19.7 3.1 1.0 Lead Yes 3.0 1.5 5.0 5.0 None	23.1 23.8 28.0% 19.7 3.1 1.0 Lead Yes 3.0 1.5 5.0 5.0 None	ann an an thairtean an tha	23.1 24.1 28.4% 20.0 3.1 1.0 Lag Yes 3.0 1.5 5.0 5.0 None	5.0 23.1 24.1 28.4% 20.0 3.1 1.0 Lag Yes 3.0 1.5 5.0 5.0 None 5.0 14.0	6.0	5.0 9.1 19.9 23.4% 15.8 3.1 1.0 Lag Yes 3.0 1.5 5.0 5.0	20.1 26.1 30.7% 22.0 3.1 1.0 Lag Yes 3.0 1.5 5.0 5.0 C-Max		9.1 11.0 12.9% 6.9 3.1 1.0 Lead Yes 3.0 1.5 5.0 5.0	16.1 17.2 20.2% 13.1 3.1 1.0 Lead Yes 3.0 1.5 5.0 5.0 Max	16.1 17.3 20.2% 13.1 1.0 Lead Yes 3.0 1.1 5.0 5.0 Max

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Lanes, Volumes, Timings 338: Ray St & First

	٦		\mathbf{r}	1		•	1	1	~	1	ţ	4
Lane Group	EBL	EBT	' EBA	WBL	WBT	WBA	NBL	NBT	NBA	SBL	SBT	- sea
Actuated g/C Ratio	0.17	0.17		0.25	0.25		0.17	0.37		0.09	0.29	0.25
v/c Ratio	0.13	0.60		0.49	0.97		0.21	0.40	and the second second	0.36	1.05	0.41
Control Delay	27.8	23.7		32,4	69.1		24.7	18.4	324A	42.0	76.6	7.
Queue Delay	0.0	2.0		0.1	0.0	·	0.0	0.0		0.0	15.8	0.0
Total Delay	27.8	25.7		32.5	69.1		24.7	18.4	\$. 7479	42.0	92.4	7.4
LOS	С	С		С	E		С	В		D	F	A
Approach Delay	28 일종	26.1			57.2			19.1			74.9	di se ta
Approach LOS		С			Ε			В	an e casteres à	an ta an tairt	E	g iti si sa
Intersection Summary				54 Y	**	**************************************		t sector i	****		198 W. 15	eve 33
Area Type:	Other									2007 B	la bata in B/nK i	117 S. 1761 AS
Cycle Length: 85.			아니까 가슴만 ? 네란테란란					5. 5				
Actuated Cycle Length					an ann a stàitean an 1975.							
Offset: 68 (78%), Refe	renced to	phase	2:NBT,	Start of	Yellow							
Natural Cycle: 90					1114 (1117) with 1991	1 U. 11 11 12 19 19 19		a in the second second	urstaan ar tu	90 (4 94) (f. 17 - 17 - 17 - 17 - 17 - 17 - 17 - 17	4990 2 8428 (*	
Control Type: Actuated	-Coordin	ated						575 A.A.	1980 D	28.93E)	5. A. A.	S 187
Maximum v/c Ratio: 1.0)5	6997 (1997) (1997) (1997) (1997) 1997 - J. (1997) (1997) (1997) (1997) (1997) (1997) (1997) (1997) (1997) (1997) (1997) (1997) (1997) (1997) (1	e anti inferienza	299-7-20 1 7-2725-2223	anan'i nortan'i	1777 A. 2087-01	rsti Vala 1975.	an san Sala	an Neverality	Rectant Maria	tha ga ta dari	2000 - 1995 -
Intersection Signal Del	ay: 55.3			î 🦷	itersecti	on LOS	3: 6 🌾		e son e			
Intersection Capacity L	Itilization	68.7%			CU Leve			NEAL CONTRACTS	aligi qiril soʻri soʻri A	1.	8 M A 1997 (1993) 1	1.0400.4 3
Analysis Period (min) 1	5	S. A.								an in agairtí ar a Tarta a chuirtí	the second	in ane

Splits and Phases: 338: Ray St & First

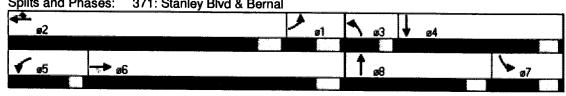


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	≯		\mathbf{r}	1	-		1	1	1	5	Ļ	-
	a esta	EUT	EBR	WBL	wet.	WER	e nde	NBT	NBR	SEL	SOT	SBI
Lane Configurations	ሻሻ	^	1	ሻሻ	≜ †	7	7	^	7	ሻሻ	†‡	
Ideal Flow (vohpl)	1900	1900	1900-	1900	1900	1900-	1900	1900	1900	1900		1900
Storage Length (ft)	250	5. 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 -	0	200	9999- 19 97-1998	400	200	1794. U U U U U U U U U U U U U U U U U U U	200	250		0
Storage Lanes				2					- 	2	ni statis	
Total Lost 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
Leading Detector (ft)	50 0	50	50	50	8. 50 .			50		50	50 50	J.U
Trailing Detector (ft)	چ يەت د	0	0	0	0 0		0		0	0		國防約2月
Turning Speed (mph)	ં્યક્રા	U		18. 18.	U National Alignetics National Alignetics	କାର୍ଚ୍ଚ କ୍ର ଞ୍ଚ	× 15	U fte i vroese	U A	150 IS	U 1999-1999-199	848 85 7 8
Lane Util. Factor	0.97	0.95	1.00	0.97	0.91	0.91	1.00	0.05	1 00	*** 246 1. OCTOR	0 0E	
Ped Bike Factor	U.97 90 200	0.90	0.97	0.97 A 200 @	0.91 1 0.99	0.91	1.00	0.95	1.00	0.97	0.95	0.95
Frt	- Hall of the State		an a 1977 a sé nór ta		2010 ANY - CALENDER		en der seinen der S Gestern verster S		0.98	and the second		
			0.850	-	0.960	0.850		are entres a	0.850		0.965	
Fit Protected	0.960		4000	0.950		S. 1943-244.	0.950			0.950		
Satd. Flow (prot)	3547	3657	1636	3547	3332	1489	1829	3657	1636	3547	3529	
Fit Permitted	0.950	P 217	1947 (S.)	0.950			0.950	S. 1992	1997 (N	0.950		2.5.84
Satd. Flow (perm)	3547	3657	1588	3547	3332	1489	1829	3657	1599	3547	3529	0
Right Turn on Red			Yes		$M T \in \mathcal{I}$	** Yes			Yes			Ye
Satd. Flow (RTOR)	STRATE CARACTER	n an	44	antitis latin n su ruspita	56	300	inen og binger skorer	en de la coloca a la districción de la	76	our reference in the state of the	34	
Headway Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	U.L.	±−0.96	0.96	0.9
Link Speed (mph)	an managa da kana kana kana kana kana kana kana	52	ann Dene als ande au ver	enterio de lossi de est	55	1		30			30	
Link Distance (ft)		1325			714			595			1272	17.2 C
Travel Time (s)		25.4	-		46.8			9.5			14.1	
Volume (vph)	. 198	278	- 40	198	1408	- 1490	. 115	560	79	227	288.	
Confl. Peds. (#/hr)			12			36			36			
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	6.90	0.90	0.90	0.90	a 0.94
Adj. Flow (vph)	218	309	44	220	1564	1656	128	622	88	252	320	96
Lane Group Flow (vph)	2182	309	. 44	. 220	2132	1088	128	622	- 88	252	416	
Turn Type	Prot		Perm	Prot		Prot	Prot	AND DE LANGUE ANTRE DE	Free	Prot	an de la sulta de la constanción.	SPECKER STREET
Protected Phases		£ 5 6		e 7 6.	\$ 2	2	2	8 - 8		N T		
Permitted Phases	111 (Second Sec 1997) 11-14		6	er de lander i de de gere	• • • • • • • • •	an engenere papone ore	5-84-157-09-940	14 BUL 1	Free	an a	ana afaring kanal	1977, 299, 272, 278, 278, 278, 278, 278, 278, 278
Detector Phases	. K	6	.	18 D S	7 2	2	3			T. W.T	4	
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0		5.0	5.0	5471200-89 8
Minimum Split (s)	11.62	29.1	29.1	9,1	11.5				1946 PC	10.4	33.4	
Total Split (s)	12.1	53.3	53.3	16.3	57.5	57.5	11.0	30.5	0.0	14.9	34.4	0.0
Total Split (%)						50.0%					29.9%	0.0%
Maximum Green (s)	6.0	47.2	47.2	12.2	51.4	51.4	6.9	25.1		9.5	29.0	
Yellow Time (s)						5.1					23.0 4.4	10.20.50 1
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	naa Sulah	 1.0	1.0	Ser Para
LoadLag	Lag	Lee	Lag	Constant of the set		Leed		Lead				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		and the second sec	contract of the state of	
Vehicle Extension (s)	3.0		3.0				3.0		La com	Yes	Yes	7.) Asian a
Minimum Gap (s)	1.5	1.5		1.5		3.0 1.5	C Real and the second	a state a substate a substate a		3.0		
Time Before Reduce (s		5.0		a sector a sector a			1.5	1.5		1.5	1.5	
		and the second second	5.0			(1) an entry of the second s second second se second second se second second sec	(a) (b) (b) (b) (b) (b) (b) (b) (b) (b) (b		1999 - 1999 -	- 5.0	and the second second second	
Time To Reduce (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	er je nastario	5.0	5.0	ter an
Recall Mode		C. C. C. C. C. Marcheller,	and the state of the	None	None	None	NONe	None	al see	NONE	None	- 7 4
Walk Time (s)	s	5.0	5.0	ter terrer i serier i er e	ty North State	al sector and	e ali Malaysa	gegene weet two	and the second second	ta a secondaria de la compañía de la	5.0	a nganana kana kana kana kana kana kana
Flash Dont Walk (s)		18.0	18.0		19 State	ST VE					23.0	
Pedestrian Calls (#/hr)	na an a	20	20	الالتقافا الم	وسر بیر شرک دری	مەتلەرمە (10)	المعا مقتار الإلاري	مرو <u>مها م</u> ردون	en series and	No	20	المحاف المحافظ ويواد والا
Act Effct Green (s)	9.1	co e georgi cleven	53.3		CALCULATE COMP.	contract in the state	8.0	or entremente de la constata de la c	 The constraint of the second se	11.9	가슴이 나는 것 같아요?	
Actuated g/C Ratio	0.08	0.46	0.46	0.11	0.49	0.49	0.07	0.22	1.00	0.10	0.25	

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Lanes, Volumes,	Timings
371: Stanley Blvc	& Bernal

	≯		\mathbf{r}	1			-	1	1	5	Ļ	4
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL.	NBT	NBR	SBL	SBT	SBA
v/c Platio	0.78	0.18	0.06	0.58	1.28	1.23	1.01	0.77	0.06	0.69	0.45	
Control Delay	71.1	19.1	5.7	53.8	157.4	135.1	135.9	46.8	0.1	60.1	34.0	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	71.1	19.1	5.7	53.8	157.4	135.1	135.9	46.8	0.1	60.1	34.0	631 - 161 BAN
LOS	E	• 8	A	D	2 F		F	D	Å		C C	đ
Approach Delay		37.9			143.7			55.5			43.9	
Approach LOS		D			F.		25년 11년 1993년 - 11년	18 e .			D	
Intersection Summary												
Агеа Тура:	Other											
Cycle Length: 115										100 - 10 - 100 - 17 - 17 - 17 - 17 - 17	an a dheann a' mar an a' a	
Actuated Cycle Lengt	ht 114											
Offset: 0 (0%), Refere	enced to pl	nase 6:E	EBT, Sta	art of Yo	wolle					/ / // // // / / /		
Natural Cycle: 115												14 19 19
Control Type: Actuate	d-Coordin	ated				an ang ang ang ang ang ang ang ang ang a		adente cipita entr	and the second	an Maria San Angelan ang Panganan ang Panganan ang Panganan ang Panganan ang Panganan ang Panganan ang Pangana Panganan ang Panganan ang Pangana Panganan ang Panganan ang Pangana	en al control catterno.	1977 - 1999 - 1999 1977 - 1979 - 1979 - 1979 - 1979 - 1979 - 1979 - 1979 - 1979 - 1979 - 1979 - 1979 - 1979 - 1979 - 1979 - 1979 -
Maximum v/c Flatic: 1	.26									Receil)	Constantista Constantista	
Intersection Signal De	alay: 107.3	and ferrarian and second		I	ntersec	tion LOS	S: F	an a	an a	an an an Philippine	n del di la constante La constante del constante d	n girðinsi yr.S
Intersection Capacity	Utilization	96.5%					vice F					
Analysis Period (min)		an a	z, orangeo, gradese	భారతోలు గోర	er hatter friet. T	ಜಾಗಾಣ ಹನ್	। তেওঁৰালেও ই <i>উ</i> লি	a se se si si se	n in destruction of the	erende alertiken for	n an Artika (Artika) An Artika (Artika)	1999 (C. 1999) 1997 - State State (State State St
Splits and Phases:	371: Stanl	ov Rhvd	& Born	al								



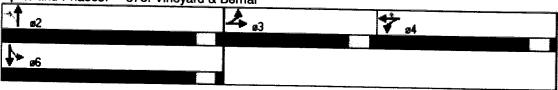
	≯		7 1	4		1	1	1	5	Ļ	4
Lane Group			EBH WE	e wbf		NEL	NOT	NBA	53	SHE	SEL
Lane Configurations	۲	4		र्स	۲	٦	† ₽		٢	Ъ	
Ideal Flow (vphpl)	1900	1900	1900 1900	1900	1900	1900	1900	1900	1900	1906	1906
Storage Length (ft)	0	en anterestation de la second	100 0	Carness 400, 100 M	50	100	an a	0	50	ಂತ್ ಅಚ್ಛಾತ್ರವರುವ	Ō
Storage Lance	1	\$???; !?	1 1 4 - 0		î≥, t `,	1 L		.			
Total Lost 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
Leading Detector (ft)	50	50	50	50	50	50	60		50.	- 50	
Trailing Detector (ft)	0	0	0	0	0	0	0	an a	0	0	n termenteristen sitt die
Turning Speed (mph)	15	Werner and	 § 15 		a 🕯	15	Sel Some	9	16		
Lane Util. Factor	0.95	0.95	1.00 1.00	1.00	1.00	1.00	0.95	0.95	1.00	1.00	1.00
Ped Bike Factor		1.00		1.00		C 14 - C	and a second second	and make the		0.99	
Frt	na na na siya na sanga	0.958	a an	and an in the series which	0.850	ang	0.991	an an air an an air	ne en nutzinge	0.965	a describera
Fit Protected	0.950	0.992		0.973		0.950		The second way	0.950	- 57A. 7 4	
Satd. Flow (prot)	1477	1470	00	1592	1391	1829	3624	0	1829	1845	0
Fit Permitted	0.550	0.992		0.973	KA W Ido	0.153		ente a la contra : Contra da contra da c	0.571		
Satd. Flow (perm)	1477	1470	0 0	1588	1391	294	3624	0	1099	1845	0
Right Turn on Red		14 C	Yes	3 - S. S.	Yes	化的内		Yes	5-143 T	Y chang	Yei
Satd. Flow (RTOR)		13		e barre ("Charles Marinesa-Brochae)	84	-File state Kentle	10	1999 1997 1 997 1 9	1960018416918800	21	era talika magaziri (1995)
Headway Factor	1.18	* 1.18	0.96 0.96	*** 1.18	e 1.18	0.96	0.96	0.96	0.96	0.96	0.9
Link Speed (mph)		30	1997 - 1997 - 1998 - 1998 - 1998 - 1998 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 -	36	Ω.≌ n triant inseles	and the second s	30	මට පැවැතිය වෙත විදුවා	a tu barda karan da kar	30	
Link Distance (ft)		1968		1297	be forstof		2528				2007
Travel Time (s)	n rann e le territo albe	44.7	ann an stàirt an Stài	15.8	1997 - BARNES BARNES	a maddigae a a san a'r a	57.5	tier of the Teel 124	, si o tris, si ngerese	17.1	
Volume (vph)	46	23-	12 192	151	151	44		14	28	374	
Confl. Peds. (#/hr)		and over the training of the	33	AND AN AND AN AND AND	and a subscript of the second	4	e de Antolde - Conservation de la	nenime versione	n og kan de fan staat	an a	4
Peak Hour Factor	0.90	6.90	0.90 0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.96
Parking (#/hr)	10	10	10 10	10	10	ies de la competition	ander of Flore (Millionaeut) (00462-07,040967929	
Adj. Flow (vph)	5 61	26	13 🕈 213	165	168	49	239	16	* 28	421	8 1 21
Lane Group Flow (vph)	44	46	0 0	381	168	49	255	0	29	547	0
Turn Type	Spill		Spill		Perni	Perm	\$7. A 23.	$\mathbf{S}_{\mathbf{v}_{i}}$	Perm		
Protected Phases	3	3	4	- 4	e god gran i compo	 Observation (10) 	2	American State	an a	6	an a
Permitted Phases				CARE AND A	e n 10 4	Sa 2	e sr	7 A	6	an Leonar 1990	
Detector Phases	3	3	4	• 4	4	2	2	the and south a second south of the second so	6	6	an a
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.6	10.0	10.0		10.0	10.0	
Minimum Split (s)	22.1	22.1	22.1	22.1	22.1	22.1	22.1	n pri den de la destruction de la constru	22.1	22.1	an an 1977 (1979) is a 1988.
Total Split (s)	22.1	22.1	0.0 20.0	28.0	26.0	31.9	31.9	0.C	31.9	31.9	. 0.
Total Split (%)	27.6%	27.6%	0.0% 32.5%	32.5%	32.5%	39.9%	39.9%	0.0%	39.9%		0.0%
Maximum Green (s)	18.0	18.0	21.9	21.8	21.9	27.8	27.8		27.8		And the second second
Yellow Time (s)	3.1	3.1	3.1		3.1	3.1	3.1	an nga sa mangan nga sa gala	3.1	3.1	ander in de riesen
All-Fled Time (s)	1.0	1.0		k 🖉 1.0		1.0	1.0			1.0	
Lead/Lag	Lead	Lead	Lag	is the company restriction from	Lag	r - speciel i Se	and of the first state of a first	er et en 1848 an 175	and and a state of the second s	an a shekara tarihinga	n al al Alena 📆
Lead-Lag Optimize?	Yes	Yes	Ye				and a start of the second start				
Vehicle Extension (s)	3.0	3.0	3.0	and served to the served	3.0	3.0	3.0	oosestiyii Ali	3.0	3.0	ar heirigin er strange
Minimum Gap (s)	1.5	1.5	1.						1.5		
Time Before Reduce (s)		5.0	5.0	a station of the second second	5.0	5.0	5.0	a parantea a	5.0	5.0	1997 - 1997 - 199 8 1997 - 1997 - 1998
Time To Reduce (s)	5.0	. 5.0	5.0			5.0			5.0		
Recall Mode	None	None	None	e estas de la secta de la s		Min	Min	nore - Cittal	Min	Min	n was in su w
Walk Time (s)	5.0	5.0	5.0			7.0			7.0		
Flash Dont Walk (s)	11.0	11.0	11.0	et el la Martía de la Calada	11.0	11.0	11.0	engelen folgen begen	11.0	11.0	adas bi t
Pedestrian Calls (#/hr)											
	21	20	20	20		2 0			20		2
Act Effct Green (s)	20 10.9	20 10.9	20	1 20 19.3	20	20 22.5	20		20 22.5		and the second second

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Lanes, Volumes, Timings 378: Vineyard & Bernal

	٨	-	\rightarrow	1	-		1	1	1	1	Ļ	-
Lane Group	a EBL	ENT	ESR		WAT	WHA	NO	NET			SBT	
Actuated g/C Ratio	0.18	0.18			0.34	0.34	0.40	0.40		040	State of the state	SB
v/c Ratio	0.17	0.17	era De estara de la	har - Seither Carlind A	0.71	0.32	0.42	0.18		0.40	0.40	a je se
Control Delay	25.4	20.1			28.0	12.3	27.2	13.7	Martine	0.07	0.74	
Queue Delay	0.0	0.0	에 위에서 전에 있는 것이다. 이 이 이 이 이 이 이 이 이 이 이 이 이 이 이 이 이 이 이	en na ser en ser en En ser en ser	0.0	0.0	0.0	0.0		15.8	21.2	
Total Delay	25.4	20.1	1990.273		28.0			a sala a sala a sala a s	an the second	0.0	0.0	i areas
_OS	С	C	arthaith ann an suir tagà	8999 (W. L. W	C	ःः। ≄-अ ः В	~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	13.7		15.8	21.2	
Approach Delay		22.7		te de la c				B	anne an	B	C	over i se
pproach LOS	an i vistriger (prigger)	C C	a di nangangangangangangangangangangangangang	2014-1916-196 1	C 41.95			15.9	ي من		20.9	
	1				.		with the second second second second	В			C	
and the second se				Sec. Sec.						LAFE		
	Other	entrity,	V andre an eren en									and the second second
Cycle Length: 80	S. A story	8 A 44							en anti- Normalia Normalia	and the second		
Actuated Cycle Length:	56.8	We are comparisoners.					··· ··· · · ··· · · ···	a dellas ne novel - 716	na te s rinego e.	a na sana sa	en alter an der Ste	
latural Cycle: 80				3				alan sa san Ranga			1050	
Control Type: Semi Act	-Uncoord						an statistica de la construir de	2019 2 (946-14-12)	ner unter ennergie	1997 - 1997 - 19 97 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1	anter an	- 3 94, - 3
Maximumi v/c Ratio: 0.7						1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1		in the second	an e rejeriere Store da se		1910. 1910 - Santa	
ntersection Signal Dela	ıy: 20.3			Ir	itersecti	on LOS	: C	a na stan an stan stan stan stan stan st	26.212.52	en Mederalda I.		102343
ntersection Capacity U	tilization	88.5%	egeriation yezhoù e Stredtre	in the second	U Leve	of Ser	Ace C		2.024263	a ad an air a Tar an air an a	thà that is	State 18
Analysis Period (min) 1	5			en or english 1935	েপশ ওপ্রেন্ <u>র</u> ার্চ্ব বিশ	\$ 1777 - 777 - 777 - 7	an an an an Angeland			2.35 Tr	S. 1995 G. 199	2 . e

Splits and Phases: 378: Vineyard & Bernal



	•		~	/	←	•	•	•		~	1	<u> </u>
			7	▼		-	/- 		<i>[</i>		*	
Lane Group				(A.L. 38	MBISS		19					
Lane Configurations		4		ך הברה א	₿ Fizzazio		7	Ť	r.	7	†	in character
Ideal Flow (vphpl)		19418	an anota carrente	1900.	1950	1946	1.000 C 1.000 C 1.000 C 1	1900	1900	1900	1900	, 190
Storage Length (ft)	0	a chuir an th	0	75	e Grande Star	0	75	-	0	75	revisiona de tra	0
Storage Lanes						. .	~ 10	02.49	. Q	Gas. T.		
Total Lost Time (s)	3.0 50	3.0 50	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Trailing Detector (ft)	en se ar de Color (1993) de	2.968.2.2.2.2.2.2.2.		50	an an shi china an shi		_ 50	50	50	. Q	an a	
· · · · · · · · · · · · · · · · · · ·	0	0	ana san an a	0	0		0	0	0	0	0	in in de la
Turning Speed (mph) Lane Util. Factor		4.00	1 00	15	1 00	4	10			18 18	er of the court of the state of	
Ped Bike 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	n an		Solar In Frid		8	k frizi			0.97	0.9 4		
Fit Protected	2 - T. P.S. (R.).	New State			0.850	and the second secon	anneac an sharenna		0.850	tan an an ann an an an an an an an an an	a Nataritan Metadak	1000 1000 - COM
Satd. Flow (prot)		1005	88363	0.950	1504					0,950		
Fit Permitted	U	1925	0	1829	1594	0	1925	1925	1636	1829	1925	
Satd. Flow (perm)		1005		0.950	4 5 0 4			1.20		0.950		t in the
Right Turn on Red	U	1925	0	1829	1594	0	1925	1925	1584	1815	1925) 2000 - 1000
 Provide a standard and the second s Second second se Second second se Second second sec		4 . Y. S.		r cher, rij Friedugenie		Yes	96 N. A.	K.a	Yes	and and	5. A 1	
Satd. Flow (RTOR)	20 X AN		****		650			ana ana an	146	899 - 100 - 200	Collination of	alian tanàn mining
Headway Factor	0.96	80 - ST - S	0.30		0.96	0.90	0.96	0.96	0.98	0.96	0.96	0.9
Link Speed (mph) Link Distance (ft)	1. AST - 2.	35	Electron of the	24.0 minutes	40	and the second	anter contracion	30	S SANAGAS AN AN		30	Novem Struct - 20
		205	1. A.	a store	1042	(Printerio)		.764	are		- 1 . 7	
Travel Time (s) Volume (vph)		4.0			17.8		sonati na iki	17.1	NAR: A CARACTE	an a	4.4	
			v	400	. 0	611	estad 🐺 s	303	1.137	. 186	12	e. 11
Confl. Peds. (#/hr) Peak Hour Pactor	0.90		***	······································		2 			4	4 ****		
Adj. Flow (vph)	0 0	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	e Un
Lane Group Flow (vph)	and the second second	and the second second	0 10	444	0	679	0	337	146	206	139	
Turn Type	0 Split		antes 🗣	444	679		1. N. 1. 1. 10. 18	337	Providence - Consideration	206	139	
Protected Phases	Shirt		1	Split		**************************************	Split	and the set of the second states of the second stat	ustom	Split	1	area an
Permitted Phases			Ale in		9. A. 🗣 🖓	41. S. A.					25.	
Detector Phases		N 6-78-5	6.007 - X		1999 - 19 10	section as	A	STATISTICS AND INC.	28	and the second	1.000 1.000 1.000 1.000	HALING - 4
Minimum Initial (s)	5.0	<u>بر المحمر</u> 5.0	Sec. 25	5.0	E 0					. 0	. 9	5 (S. 19
Minimum Spilit (s)	9.1		an a	11.50 kiteri seess	5.0	RAN (Section)	5.0	5.0	5.0	5.0	5.0	alan ang sa
Total Split (s)	9.1	9.1	~ ~ ~	14. F	10.10 Store (1.10 Store)	100 B 10 F 2 1 10 (250/221 B)	15.0	Contraction (1997) 1000	Contraction of the second second	化碱化化物 计可能存储器 建铁	10.0	2007 Control 18
			0.0	22.0	22.0	0.0	16.0	16.0	22.0	12.9	12.9	0.0
Maximum Green (s)	5.0	19.4278 5 0	0.070	17.0	170	U.U74	26.7%		·			0.07
Yellow Time (s)		5.0	1.12.19 M 64	17.9	17.9		11.0	11.0	17.9	7.9	7.9	entres i tano se
All-Red Time (s)		Constraints of the second second			24			4.0	en suesta de la prime		40	() , ⁽)
	1.0	1.0	an in Arton	1.0	1.0	and sold the	1.0	1.0	1.0	1.0	1.0	an caraca
Lead-Lag Optimize?		Lag	an de st		Locat	418. ₁₀	Lag	. Lag	and the second second second	Load	Lead	
Vehicle Extension (s)	Yes	Yes	an a church	Yes	Yes	lanasa Pi	Yes	Yes	Yes	Yes	Yes	an a
Minimum Gap (s)	3.0	3.0	Carl Maria	3.0	A CONTRACTOR OF A CONTRACT	anternet de Sa San alternet de		en e statue e construction	5 - 1 - 6 7 CAD / 2 - 57	enverse of costratements	3.0	2/3-3
	1.5	1.5	e construction	1.5	1.5	tili Antonia	1.5	1.5	1.5	1.5	1.5	an taon a s da
Time Before Reduce (s) Time To Reduce (s)		waat of an ordered at	an Carl	5.0	2000 CH 2007 D D D D D			5.0	- 5.0	 A. C. A. C. M. M.	and the second second	
Recall Mode	5.0	5.0	(ngangalanaa)	5.0	5.0	ggalenter er	5.0	5.0	5.0	5.0	5.0	n g ang ang tina kar
Walk Time (s)	INCLUS	None		None	and the provide st	erst de	Min		None	Min	Min	÷. 3
	an gonataire	an air an the the	eleksi ja ja kari ta a	5.0	5.0	an salatan n	5.0	5.0	5.0	a ser a co	t national second	فهدر وريها والقراف والا
Flash Dont Walk (s)			E Pales	5.0	and a start of the		5.0	-HUTELED CO.4 COREED	April 100		$\frac{\partial e^{-i\theta}}{\partial t} \frac{\partial e^{-i\theta}}{\partial t} \frac{\partial e^{-i\theta}}{\partial t}$	
Pedestrian Calls (#/hr)	e geografia ana	经进行运行制备	gentine et tor	20	20	a ng sinis in s	20	20	20	and a second	- سر فراسی	والمتحدين والمعور
Act Effet Green (s)	5 m 1 1			16.7	16,7			12.5	COLUMN ACTORS		9,6	
Actuated g/C Ratio				0.35	0.35			0.26	0.61	0.20	0.20	

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	→	\mathbf{r}	1	←		1	1	1	5	Ļ	-
Lane Group	e ebl ebt	EBA	WBL	WBT	Wert	NCE	NET	NBA .	SBL.	SBT	SBR
v/c Ratio			0.70	0.69		1	0.67	0.14	0.56	0.38	
Control Delay	Marta Arte analysis		18.5	5.6			24.4	1.0	24. 8	20.7	
Queue Delay				0.0			0.0	0.0		•. 0.0	
Total Delay	en seneral and the states and states and the second		18.5	5.6	· Sana an		24.4	1.0	24.8	20.7	
. 05 👘			- B				C	19 A (, ି 🗘	C.	
Approach Delay	and the second	. Na sana sana sana sa	مردار بلاد مدراها بوراد داران	10.7	وروار والمراجع والم	- Carrows - Sa	17.3	of All with the second		23.1	
Approach LOS.				8			्रे 🖯			C	
Intersection Summary	* **	197 - A. A.		a e	*		A	an se			
- Construction of the second state of the s	Other										
Cycle Length: 60	. The second	t man (Antonia) sa	a ha derivativa e të	Marten storest.	ninan ningir	ing th e ing the	an an an tao an	N.S. No. 4 (Sec. 19	a second	in teenstati vite	a sawa nga sa
Actuated Cycle Length									and the second s		
Natural Cycle: 60		ing an ang ing ing ing ing ing ing ing ing ing i	ante a constante de la constant	at the mark	anter de la contra		1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1	(aliana)		1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.	700000046 A
Control Type: Semi Ac Maximum v/c Ratio: 0.					tan ta	1903 (S. C.	an an an an Anna an Anna 1997 - Ang Maranda, an	869 G		and the second	
Intersection Signal Del		en de la com	Server Las			r H anda d	NTSANG ST		11. M. M. M. S.		alerande de 19 1
Intersection Capacity L			HR IC	U Leve					79950900 1		
Analysis Period (min)							Start Start		1990-1990) 1990-1990	andari Milleria	1950 - S.S.
An anyone France (11411)		4814 - MA				i Kisani da				e Againsi	
Splits and Phases: 4	43: Bernal &										

₽ 6	• •2	* * * *	4 07

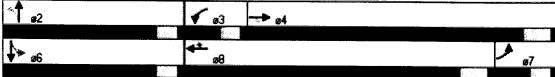
				_			_					
		-		-	-			T		>	↓	-
Lane Groups	B	EBT		Wels	HØT	WOR		NOT	a Nert	SHE	SOT	
Lane Configurations	٦	††	1	۲		1	٦	1		۲	4	and an
Ideal Flow (vphpl)	1900	1900		1900	1900	1900	1900		1900	1900		1906
Storage Length (ft)	150		150	125		100	100		0	50		0
Storage Lanes		1941 - 1943 1947 - 194	1997 †	Rest K		1 i S	1		6	. (1.4	
Total Lost 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
Leading Detector (fi)	50	50	50	50	50	50	50	50	1	50		
Trailing Detector (ft)	0	0	0	0	0	0	0	0	an a	0	0	a trostration
Turning Speed (mph).	S. 15			16	an ann	(i s	8 15	· 《 · · · · · · · · · · · · · · · · · ·	9	15		
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
Ped Bike Factor	and and the second		0.95				0.99	¥0 0.95		0.96	0.98	
Frt			0.850			0.850	and a star story design	0.854	, a 2011 octor 272 octor 479 (2000	an di kasar na kasa	0.850	AN THE STATE
Fill Protected	0.956	的理论		0.956			0.950	() 		0.950		tere 🖓
Satd. Flow (prot)	1829	3657	1636	1829	3657	1636	1554	1331	0	1829	1595	C.
Fit Permitted	0.950	1.24		0.950			0,746		den er	0.735	N 1928	
Satd. Flow (perm)	1829	3657	1561	1829	3657	1636	1205	1331	0	1362	1595	ана 2000 ана 1 О
Right Turn on Red	and a star		Yes			Yes	· 法* 法*		Yes	12.25	2° 46 17 1	₹ Ye
Satd. Flow (RTOR)			79		and the second	2	and a second	33	an an the Constant of the second s	a o sente a sente a	117	all of the second
Headway Factor	0.96	0.96	0.96	6.92	0.96	* 0.96	1.18	1.18	0.96	0.98	0.96	0.9
Link Speed (mph)	_	52			55		00	35	942-927 P. T. (197 9)	त्व (शास्त्राज्य स्वयः)	35	and constants
Link Distance (ft)	and the second	1744			1325			953			259	時間の
Travel Time (s)		14.6			24.7	entre finest en satt nor	50 8 4 (2015, 1965, 1969)	18.6	ana - san san san san	1960 1977 - 1977 - 19	5.0	
Volume (vph)	3. 2	531	2 71	34	1614		107	and a state to see a state	30		<u>а</u>	1
Confl. Peds. (#/hr)			12			An onthe office of the PAT	12	t an the Carlot Contract of Contract	36	36		12
	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90		0.90	0.90	
Parking (#/hr)				and the second	angaran itan ing pangan i	an da kana sa k	10	10	10	209.00 100.00 .00		
Adj. Flow (vph)	- 3	590	: 70	38	1793	•	118		33		· · ·	1
Lane Group Flow (vph)	3	590	79	38	1793	4	119	34	0	••••••••••••••••••••••••••••••••••••••	18	0
Turn Type	Prot	n an	Perm	Prot		Porne	Perm			Perm		
Protected Phases	7	4		3	8		en en el remainder de	2	2 752-00-00-00-00-000-00		6	An And States
Permitted Phases	an in the second					. 8	2	2		6		ang Per
Detector Phases	7	4	4	3	8	8	2	2	1949 - Fritzen 1977 (m. 1975)	6	6	enter George († 1988)
Minimum Initial (s)	5.0	5.0	5.0	5.0	🖄 5.C	5.0	5.0	5.0		5.0	5.0	
Minimum Split (s)	9.1	23.2	23.2	9.1	23.2	23.2	9.1	9.1	1997 - San	26.1	26.1	29 - G - B - B - G - G - G - G - G - G - G
Total Split (s)	. 8.1	44.8		3. 8.T		44.8	28.1	26.1	0. 0 ″		26.1	0.1
Total Split (%)	11.4%	56.0%	56.0%	11.4%	56.0%	56.0%	32.6%	32.6%		32.6%		0.0%
Maximum Green (s)	5.0	39.6	39.6		39.6		22.0	22.0	tege de la sec		- 22.0	
Yellow Time (s)	3.1	4.2	4.2	3.1	4.2	4.2	3.1	3.1	en orean en contrata po	3.1	3.1	enter frigtant der
All-Red Time (a)	1,0 _	1,0	1.6	1.0	- 1.0	1.0	÷ 1.0		SR 14 M	1.0		
Lead/Lag	Lag	Lag	Lag	Lead	Lead	Lead	8 . a. stated final	1999 - Carl Star (1999) 1999 - Carl Star (1999) 1999 - Carl Star (1999)	and an an art of the first of the	2010-10-10-10-10-10-10-10-10-10-10-10-10-		
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yet	Yes	an a		6001			
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	0.998 (B.2089) B	3.0	3.0	1999 1993 199
Minimum Gap (s)	. 1.5	1.5	1.5	- 1.5		1.5			39 (A. A.)	1.5		
Time Before Reduce (s)		5.0	5.0	5.0	5.0	5.0	5.0	5.0	a a se provinsi se finalista. Na se provinsi s	5.0	5.0	and a state of the
Time To Reduce (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0			5.0	5.0	
Recall Mode	None	None	None		C-Max		None	None	energen i stig feltore i s	None	None	다 안정하는 작품
Walk Time (s)		5.0	5.0		5.0	5.0				5.0	5.0	
Flash Dont Walk (s)		13.0	13.0	or eventer (13.0	13.0	aranta 7 Bris 202	an e real an de la calaci	enastatu Pala oʻy Ka	17.0	17.0	1999 - 19 di s
Pedestrian Cella (#/hr)		20	20		20	20				20	20	
Act Effct Green (s)	6.1	55.5	55.5	6.1	59.1	59.1	15.7	15.7	an ter ei Ar Artagan	15.6	15.6	uste USA
								.0.7		10.0	10.0	

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Fehr & Peers Associates, Inc.

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Lane Group	EBL	EBE	EBR	WDE	wer.	WER	NOE	NET	Nan	SBL	SOT	sər
Actuated g/C Ratio	0.08	0.69	0.69	0.08	0.74	0.74	0.20	0.20		0.20	0.20	
v/c Ratio	0.02	0.23	0.07	0.27	0.66	0.00	0.50	0.12		0.00	0.04	
Control Delay	37.7	8,0	3.1	40.2	11.0	6.2	29.4	8.7		21.0	0.1	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	Santa and and a	0.0	0.0	
Total Delay	37.7	user e se é perm	3.15		could ender recorder of	6,2	All All The All All All All All All All All All Al	8.7		21.0	0.1	
LOS	D	A	A States tot	D	B	A A	C	A	en an the state of	С	Α	ANNESSE COM
Approach Delay Approach LOS		7.5 A	40 ° seite par Stationer aussis	L'ARE	тт. 6 В		is (Math	24.8 C	69-10-20		1.2 A	
Intersection Summery									2.15		a significant de la Altra de la constant de la constant Altra de la constant	
	ther											
Cycle Length: 80	2				W. in our	e Trisciere				4	a state	
Actuated Cycle Length: 8	80											1920 - A 1920 - 1920 - 19
Offset: 0 (0%), Referenc	ed te pl	18:9 8:V	vet, si	art of Y	ellow .			k Tanini		S. A.		
Natural Cycle: 80		11111-1111-1-1-1-1-1-1-1-1-1-1-1-1-1-1	taŭ la sublicitata	inerari u siarrola	and the second second second	n we en Malthae Conserver	t a sette more a subt	a advanti a				
Control Type: Actuated-0		tied	- 	* 1. 7 18	he server a	R. C. C.		a see by	j) jak	Sec. 3.		
Maximum v/c Ratio: 0.66			er an à thairm	. Andrew Star	and the second	ets contract and land	rand chan does	a a tribucción de tra	na an a	ante en 1944 en 1955	and and an and a state	Conversioners indexed
Intersection Skinal Delay Intersection Capacity Uti	n TT.J		le	(1) Support of the Supplementary (Solution)	C. S. M. G. GAR MANAGER	on LOS		76.74E.29		$\Delta d = 1$	2 2 7 3	
Analysis Period (min) 15			k New Arreste)] קייי איז איז	JU LOVO	of Serv	/ICe C	-10-14-1-18-15 	ter interne	. The second state	en a tradicio de la constante	
			and the	AN AND				C. Calence A.	d week to	1997	1. N. S. E.	

Splits and Phases: 542: Stanley Blvd &



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Lane Group	EBL	EDE	EBR	WBL	WBT	WBR	NER	NBT	Nen	SPL	SBT	568
Lane Configurations		- म	1		4		٦	††		۲,	4	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1908	1900	1900	1900	1904
Storage Length (ft)	0		200	0		0	50		0	200	et of the second second second second	Ō
Storage Lanes	0			Ø.		, 0 ,	: t	est a star	0)	<u>_</u>		
Turning Speed (mph)	15	ato a caracteria	9	15		9	15		9	15	·· · · ••	9
Lane USI. Factor	1.00 .	1.00	1.00	1.00-	ୁ 1.00	§ 1.00×	1.00	0.95	1.00	1.00	1.00	1.0
Ped Bike Factor	a da esta come	STORE ST. BUSIN		Some of the second								
Fit is a set of the se		(3. S. S. S.	0.850					the and the second				0.85
Fit Protected	nan sina ang san san sa	0.950					0.950			0.950		
Said. Flow (prot)	•	1829	1391	.	1925	•	1829	3657**	. 0	1828	1925	163
Fit Permitted	et a statute de la surra	0.950	an a thair a star in the sec	International Processing States			0.950			0.950		
Satd. Flow (perm)	. 0	1829	1391	O	1925	s 0	1829	3657	t d	1828	1925	163
Headway Factor	0.96	0.96	1.18	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Link Speed (mph)		36			35		1 4 40	30		(2345)-34. 6 - 2.31.	. 30	
Link Distance (ft)	an a n an	1267	énes a sec a la Marine	an internet sentenced set	241	ana an ing ang ang ang ang ang ang ang ang ang a	an at address of the	231			675	
Travel Time (a)		24.7	740		47			10.9			6.4	
Volume (vph)	17	0	12	0	0	0	50	819	0	22	308	98
Confi. Peds. (#/hr)	20						20	an gunan Sanga	89 - 130 A		er seiter einer En state einer	s 2
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Parking (#/hr)	: ; 10.		10				3 R (i the state	
Adj. Flow (vph)	19	0	13	0	0	0	56	910	0	24	342	109
Lane Group Flow (vph)	D	19	13	. 	• • •) .	- 58	in 910	. 0	24	342	* 10
Sign Control		Stop			Stop			Free			Free	
									3. 4 4 4			20 stati
Area Type: (Other									an a		
Control Type: Unsignali				* · 经济资	t er er			a strange			Constantional	
Intersection Capacity U		39.3%	mar a Kan	۳.)	CULev	el of Ser	vice A		a car cardo	an the second		11. 11. 11 11 11 11 11 11 11 11 11 11 11
Analysis Period (min) 1!		90893		(Marine)				an eas	1. A XXX ()		r Arta Tales	<u>这次</u> 这种考
- ಆರ್ಗಾಂಗ್ ಕಾರ್ಣಿಕ್ ಯ ನಿರ್ದೇಶನ ಮುಂದು ಮಾಡಿದ್ದಾರೆ. ಕ್ರೀತಿ ಕ್ರಿ	na mail i Mallinia.	909-12000 (SC See 11)	a wata si si ji ji			te stratter i et.	an di Disawaka K				e Vitt Gels	NANA AN

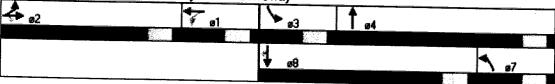
lovement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT #	NBR	SOL	SBT	S
ane Configurations I gn Control	ana. New S	र्भ	7 1935 - 1936 - 1936 - 1936 - 1936 - 1936 - 1936 - 1936 - 1936 - 1936 - 1936 - 1936 - 1936 - 1936 - 1936 - 1936 -	19. N. N. N. S.	.	an a	h Taisteine	* †	aa di merena ne	na ser citan	†	en sj
arade		Stop 0%			Stop		ne i s	Free	akina oleh seria Lengu bertari		Free	6.4 (1.4)
olume (veh/h)	80 47 8	0%	12		0% 0	(a (star) 4 13	W. EAS	0%	A MALINA SA	an and the	0%	5 X
eak Hour Factor	0.90	0.90	0.90	0 0.90	0.90	0 0.90	50 0.90	819 0.90	0	22 0.90	308	<u> </u>
ourly flow rate (vph)	0.30 ≦19∋			0.90 0	0.90	0.90 0		0.90 910	0.90	0.90 24	0.90 342	0
edestrians	: 2011 - Se York	20		1999 - MA		YAN MA	99 - 19 9		la de V ela	1992 -67 793	20	
ane Wildin (it)		13.0	na de la com					an a	2004년 1947		13.0	f9532
Valking Speed (ft/s)	ndin 400 met	4.0	sta hattet i se	ter de la companya d La companya de la comp	an a	Bet de Al			한다고 있었는것	882015 * 24	4.0	
ercent Blockage		2 2					$\{ : : : : : : : : : : : : : : : : : : :$	1999 - 1999 -			u - 2	
light turn flare (veh)	Mall Page 1997 Albe	nen it. Solare St	8 - 1940 - 1940 8	- Andrig (1999) Andrig (1999)	Gerten Gewählt	al ann an Sa	1.1.1.1.3 N S.3	C.S.S.S.S.S.S.		CARLES OF ST	88.2. 1923	in e
ledian type 👘 👘	$\mathbb{R}^{1} \subseteq \mathbb{R}^{2}$	None		and the second second	None			11	1931. M			2.6
ledian storage veh)	nte 1930-17,21 (939-4	a ann an Airean	2-14 CONTRACTOR	a de marca de constante de la	en for an transformer	anti santaki e u	and the second second	1998年1月1日) 1997年 1997 1997	a posta a sera	مر بن من مع المانية (م		67 - T
pstream signal (ft)		#18	armen A	主義のたる				836			1270	
X, platoon unblocked	0.96	0.96	0.96	0.96	0.96	0 MARINA (2020)	0.96	e de l'an en vizionen	artertana ya u	ACTION IN 1999	19 2. 2. 19 2. 19 19 19 19 19 19 19 19 19 19 19 19 19	8,83
C, conflicting volume	997	1452	362	1419	1547	475	474			910	なるのです	63
C1, stage 1 conf vol							e - no estado en entrado	an thair na ciùit childea	ne se anna ann an anna ann an anna ann an anna ann an a	NANNER INGN NE	1897 - Constanti 1897 - Constanti 1997 - Constanti	2983
C2, stage 2 cont vol				10,20			Sec.			10 96 420197		1
Cu, unblocked vol	997	1449	337	1435	1562	475	450	1 100100 2 10		910	1 - a. 1. V. 1. 11 57 de -	-97.15
2 (single (a)	7,5	6.6	6.0	7.5	8.5	. 8.9	4.			4.1		
C, 2 stage (s)	an a	de server a co	- Martin Causta - Marco									
	°. 3.5 ,	4.0	1 . A	. 3.5	ও প্ৰথম কৰা আগপে	3.3	- 2.2		la an	2.2	ANT	
0 queue free %	89	100	98	100	100	100	95	Renders Marsters - Mars	1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1 .1	97		
M capacity (veh/h)	<u>170</u>	4 17 6	622	82	96	- 526	1045			744		19 19
				4	4 . i 4							
olume Total	32	· O'	56	458	455	24	342	100	đ			A
olume Left	19	0	56	0	0	24	0	0		ST& \$137.47. 14	াকৈ স্পি <i>য় নি</i> হিন্দ	-15 S
olume Right	1 3	. .	Service O	8 ° 0	a a	•	d de	100	1 9 - 200 - 1	199 - 199	1997 - T	
SH	290	1700	1045	1700	1700	744	1700	1700	gen non verseling.		的复数形式	1998
childe to Capacity	0.11,	0.00	0.05	0.27	0.27	0.03	0.20	0.06	10 Y (* 1	3 * * *		
Length 95th (ft)	9	0	4	0	0	3	0	0	anter e l'Africa	inen in en	MARIAN NG A	270 Y
Control Delay (s)	21.4	0.0	8.8	0.0	0.0	10.0	0.0 *	0.0	RANESS II.			5
ane LOS	С	Α	Α			В		ender for en la menta	1998 - N. S.	n an an Anna an Anna Anna Anna Anna Ann	alla dell' nu a colli di 1889 ((C.A.S.
pproach Delay (s)	21.4	0.0	0.5	1994 1994 - 1995 1996 - 1997		0.5				1.7724.		
pproach LOS	С	Α						and a second second		an a status da sea	an Subbaarana	94460 T
tersection Summery			Transferi				8				i (na core	
verage Delay	nteres de lever		1.0									in an chuire An an chuire
tersection Capacity Uti	-	31. genesis et i sed	39.3%	anter de la G			and the second	(1995年) 1995年) 1997年1月	¥eneri ≚ aria	and a second	- Saladara (1976)	

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	≯		\mathbf{r}	-	-			†	1	\	Ļ	-
Line Group	ERE	CHT.		ME	WOR				Natio			
Lane Configurations		÷	1		4	nangagagaga na apagi s		† ‡		in an	* *	tinina ang tini
Ideal Flow (vphpi)	1900		(10nts	1900		tana	1900		1908	1900	1900	190
Storage Length (ft)	200	inter a second second	100	0		0	175	i fann i	0 0	175		200
Storage Lanes	200	un de la composition		n in	an States	ă.	173 1981 - 1984	的复数的复数		175 €55993 # #	的现在分词	200
Total Lost Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	10 A A A A A A A A A A A A A A A A A A A	- ₩	27 F S	2 (A) 2 A	
Leading Detector (ft)	50	3.0 50		50 50			5.0 50	3.0 50	3.0	3.0 50	3.0 50	3.0
Trailing Detector (ft)	19.9.169.00 (0.100) (0.100) (0.100)	ie de ce sources	CARLE NO YO SHOULD BE	naert teologie i der staartig	industriktionisti Africa		enternet neuer aniers	un haite e l'hour anna a dhead a' fh		en det sond haar de	el Medica (l'Al Al Francis	244 54
and the second sec	0	0	0	0	0		0	0	ing and a state	0	0	0
Turning Speed (mph)	15.		4.00	16	and the second					10	er de la	
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	1.00
Ped Bike Factor				Constantia.	24.25	5. Min 🗄				f no		
Frt			0.850	eneration and there	and the second	NAME OF A DRIVE	te dan kanadi katika	-b-rates restances		and the second	96-14-05-75-12-11-11-15-24	0.850
Fit Protected	0.950	CONTRACT AND ADDRESS OF A DECK	e Alerka			(19) (19) (27)	0.950			Sec.		
Satd. Flow (prot)	1477	1477	1391	0	1925	0	1829	3657	0	1925	3657	1636
Fit Permitted	0.950						0.950					1. P.
Satd. Flow (perm)	1477	1477	1391	0	1925	0	1829	3657	0	1925	3657	1636
Right Turn on Red	a de se		Yes		1	Yes			Yes			i Ye
Satd. Flow (RTOR)			232									181
Headway Factor	1.18	1.18	1.18	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.94
Link Speed (mph)		27			35	and the second se	ana na Garat Ana an Indonesia.	52	an X 41219 - Britishi 1973 -	1.77516.04.904 (Constra	55	ana na manana ang ang ang ang ang ang ang ang an
Link Distance (ft)		1970	andrine a service		406			1401				2 E 4
Travel Time (s)	an a	49.7	New Solution of Contraction of	and a start generalized when	7.9	9797 - 1978 - 1989 - 1987 - 1987 - 1988 - 1988 - 1988 - 1988 - 1988 - 1988 - 1988 - 1988 - 1988 - 1988 - 1988 -	nevel an end of the order	26.5	Bende Crop / School States	1.401.00% (\$2.20%)	17.7	in the second
Volume (vph)	528	.	209	a San	0	0	93	en lastik stara z masise	0	f	682	111
Confl. Peds. (#/hr)	eren gen og ander	886-93938-9797870 8	naan di dikar shiga	anna taine anna an an	Robert Breiter, Kalender	12			12			
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	- n an -	0.90	0.90	0.90	0.90	
Parking (#/hr)	10	10	10							Kalendar, deze		
Ad. Flow (voh)	M 587	O	and the last to be a first three strategies	a a	a a		103	01114			758	
Lane Group Flow (vph)	294	293	232	0	0	0	103	1113	е О	0	758	181
Tum Type	ustom			Perm	· · · · · · · · · · · · · · · · · · ·		Prot	1110		Prot.	7.50	Perni
Protected Phases	2	2		ert, weren	1 (12) 1	din de l'Actoria	234 - 14 19 7	2019 - S.S.S.S.S.S.S.S.S.S.S.S.S.S.S.S.S.S.S	T. C. S.	F TWR	0 0	T SP HA
Permitted Phases	2. 19. 19. 19 .	n National Colored	····· •	easion frais	**************************************	100 100 11 100	(* 172)-7-1-1 (* 172)-7-1-1	4 \$7783	ENNA CONTRA	ت. محمد 199	8	
Detector Phases		(* * * * * * * * * * * * * * * * * * *		はようなから 見 な イ	56 Sratio 4	Desta in	*##*``````````````````````````````````	5. P. 4 . 75	e Constalle	10 V 10	tal's they	
Minimum Initial (s)	2 5.0	ے کی کاریک	د ۲۹۹۶ ۲۰۰۰ ۲۰۰	i National and the second	 ************************************	· 新聞語言語言: · · · · · · · · · · · · · · · ·	/ 818/81 81 86	4 815/ 10 /14	Balan katal	3 	o Na na	8
	etaxe nda usas	5.0	5.0	स्य असम्बद्धाः वृद्धाः	ananan cara isin	t statians	5.0	95. A	ensis das	5.0	5.Q	
Minimum Split (s)	21.1	21.1	21.1	9.1	9.1		9.1	9.1	televisione and a	9.1	19.1	19.1
Total Spiit (s)	21.1	21,1		9,1	9.1	0.D		25.7	all and a second second second second	9.63404.46506.00	25.5	e en el ser el ser en de ser el s
Total Split (%)				14.0%	Calle Constant Sector 1995	0.0%	14.3%	39.5%	0.0%	14.0%	39.2%	
Maximum Green (s)	- Weller and the second	17.0		S. O	5.0		5.2	21.6		, 5.0	21.4	21.
Yellow Time (s)	3.1	3.1	3.1	3.1	3.1	al alert directory and	3.1	3.1		3.1	3.1	3.1
All-Red Time (a)	1.0		Constanting the second	7 1.G	1.0		t.o	1.0		<u> </u>	1.0	< 1 .
Lead/Lag	Lead	Lead	Lead	Lag	Lag		Lag	Lag		Lead	Lead	Lead
Lead-Lag Optimize?	Yes	. Yes	Yes	あいし かがたり しいかい (2) (2) ぬかい	Yee	anter de la sur estatuar de la sur Estatuar de la sur estatuar de la su	Yes	Yes		Yes	Yes	y Yei
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	3.0
Minimum Gap (s)	1.5	1.5	1.5	× 1.5	t.5	1	. T.S	1.5	حدمیہ شین میں دو م ا	T.5		
Time Before Reduce (s)		5.0	5.0	5.0	5.0		5.0	5.0	an a sharan an 1999 ta bayar a	5.0	5.0	5.0
Time To Reduce (s)	5.0	5.0	5.0		5.0			i 5.0		5.0		
Recall Mode	None	None	None	None	None	ann às anns anns an		C-Max	er antro Britishi Sh	None	None	None
Walk Time (s)	5.0	5.0					5147.22	E. Andr			5.0	
Flash Dont Walk (s)	12.0	12.0	12.0	en sa ser en añolos	en an tha thair an stair an s Ta tha tha tha tha tha tha tha tha tha th	an in Nition States	n en le stad	nte del del	in the Filler	તરાજસ્ટ્રાય હે	10.0	10.0
Pedestrian Calls (#/hr)	20	20	20	en ante			inge i stande			9.45° MAR	20	2
Act Effct Green (s)	16.6	16.6	16.6	enal Alteria			8.5	42.4	t RASAR		and the state of the state of the	
	10.0	10.0	10.0				0.0	44.4			32.8	32.8

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Lane Group	E8L_	EST	EBR		Wet	Mark	N NISS					
Actuated g/C Ratio	0.28	0.26	0.26	ar da j	1		0.13	0.65			0.50	
v/c Ratio	0.78	0.78	0.44	an an an thair an tha		errette er	0.43	0.47	las (angan)	19 - 1 9 - 29 - 29 - 29 - 29 - 29 - 29 - 29 -	0.41	0.50 0.20
Control Delay	33.8	33.8-	5.8		新教学 家	ê der stê	33.9			1. NA S E	اعتاد شعت شدار المرر	
Queue Delay	0.0	0.0	0.0	n un	ush kita wangarit	een al an	0.0	0.0	\$3.0229.94% \$	i i caracteri	0.0	0.0
Total Celay	33.8	33.6	5.6				33.9				12.0	2.4
LOS	С	С	Α		n en	1921-9196 (11-609)	C	A	1985 N (E N)		B	A State
Approach Delay		25.7						9.0	ST COMP	<u>ः अक्षत्यः</u>	· 10.1	
Approach LOS		С				entre avec seens	une ser c'urbrere	A	en grijege en dige	1. (Q.) (B. 1.) 1997 - A. 1997 - A. 1 1997 - A. 1997 - A. 19	B	
Inferenciation Summary		7 230			er e vier i	(C.Seeries	13- 1 12-215		i ta Recent	Manatak		
Area Type:	Other				100 C		1		en en tret			
Cycle Length: 65		9. 9	Sec.	8 7. - S		A MARKA		nin yesen.		NG STOCKER	26 A A S &	a in the second
Actuated Cycle Length	: 65			an a		1222440000			3-3-6	S. 34, 54		
Offset: 0 (0%), Referen	iced to ph	ase 4:N	NOT. SE	art of Y				1002203	7.98 (C)		* 1018, 1047, 192	1423-ANS
Natural Cycle: 65			- 1999 - 1997 - 1997 - 1997 - 1997 - 199 - 1997 -	ر ^ب لت ² ۲۸۹ شهاده اکلی	ara sastana, y	and the second	r-andra (Thi	- 4 4	1 3 7		The State of the State	
Control Type: Actuated	-Coording	led '	alay ang Pilipan Nganggang		al the second second		<u></u>			N. DORATION	19 <u>1</u>	******* * 3
Maximum v/c Ratio: 0.1		interna interna,	n va i n traditezh ak			an an tha an Tha an tha an t	at the second second	5-18 K.E. (K)	(Birth)(Chr. (- 31 (- ⁵ 4		ter Maria
Intersection Signal Del	ay: 14.0	N Star	in the second	87 I	ntersecti	on LOS	: B			(1) (1) (1) (1) (1) (1) (1) (1) (1) (1)	·清朝王代帝。	i in the second
Intersection Capacity U	tilization 6	33.2%			CU Leve			CITAL AND A	Restance of the		V esa	
Analysis Period (min) 1	6 2										i de la composición d	
				1997 - 1997 - 1997 - 1998 - 1998 - 1998 - 1998 - 1998 - 1998 - 1998 - 1998 - 1998 - 1998 - 1998 - 1998 - 1998 -	alan musik si sik belarkiyi.	হান । স মাজন বিদ্যালি		anta (a C. (12 -03-11/2	1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1	W. 19-12-1-5	7636

Splits and Phases: 337: Stanley Blvd & Driveway



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					WET	WER	NBE		NER	SEL	SOT .	
Lane Configurations	×	\$		¥	1		*	41		<u>k</u>	* *	inidenter in
Ideal Flow (vphpl)	1908	1900	1900	1900	v stational a caby	1900	1900	1900	1900°	1900	1900	190
Storage Length (ft)	0		175	<u></u>	a and a	100	100	- Turk	100	125	1000	250
Storage Lanes		in an state	17 J 1886 - 1 86	₩	的复数	100		8	100	120 A		200
Total Lost Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	2 2	
Leading Detector (R)	50			5.0 50			50 50	3.0 5 0	3.U		3.0	3.0
Trailing Detector (ft)	0	0			·>: 00	WO AS SW	Server Suite des	ou:	94 - Ariana Ariana	50	anan ann an t-chair T	
Turning Speed (mph)	S 15			U 4.88	U	38. Nort 🕰 -	0	U 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 -	18.01.11 - 18. 18	U	0	0
Lane Util. Factor	est destruction and the	1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1	1 00	1.00	1 00	1 00	15			(第5日) ANA (単分の)	917 - 23 - 330 930 9 6 6 5	
	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	1.00
Ped Bike Factor		1.00	and the said	8. B.S.B.	1.00			0.99	1. A.			0.9
Frt	****	0.963	Frank and an	in a start and a start of the	0.947	and the state of the	a de son desense	0.981	in a state of the state of the	an a	2-2100/08/07-2-91	0.850
FR Protected	0.950			0.950			0.960			0.950		
Satd. Flow (prot)	1829	1847	0	1554	1542	0	1829	3564	0	1829	3657	1636
	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1829	1847	0	1554	1542	0	1829	3564	0	1829	3657	1571
Right Turn on Red	1255	18-20-19-1 19-1	Yes			Yes	S	P	Yes.			Yei
Satd. Flow (RTOR)		13			20			15				86
Headway Factor	0.96	0.96	0.96	1,18	e 1.18	0.96	a 0.96	. 0.96	0.98	0.96	0.96	0.96
Link Speed (mph)		21			30			52			55	an i na si si sa ang
Link Distance (ft)		268	14 (1 5		1867	(* 1944) 1944 - Maria I. (* 1944)	7	248			1401	
Travel Time (s)		8.7			42.2	en de la constanti de la constanti.	an construction of the	6.4	contravely economic state	1231-14321-14-249-4 4 4	25.8	and the state of the second
Volume (vph)	242	356	417	122	126	69	S. 53	1078	153	161		77
Confl. Peds. (#/hr)			1	and all states and the second	and a second	1	586 9 73 - 577 - 57	and a state of the second	9	1997) AND	66 C. Mar 77, 176, 555 - 5	4
	and a constant state and the								-			
reak Hour Pactor	0.90	0.90.	0.90	0.90	0.90	0.90	\$ 0.90	· 0.90	0.90	A 96	0.90	a ad
Peak Hour Factor Parking (#/hr)	0.90	0.90,	0.90			0.90 10	99,0	0.90	0.90	0.90	0.90	0.90
Parking (#/hr)	0.90 269	0.90, 396	0.90	10	10	0.90 10	er e de Seders Caracteria	0.90	0.90	0.90	0.90	0.9 4
Parking (#/hr) Adj. Flow (vph)	0.90 269 269	時間の目的に見た。		10 136	10 140		59	1196	170	17 9	0.90 781 781	10 St.
Parking (#/hr) Adj. Flow (vph) Lane Group Flow (vph)	269	0.90 390 526	_, 130,	10 . 136 136	10		59 59	0.90 1196 1366	0.90 170 0	17 9 179	0.90 781 781	86
Parking (#/hr) Adj. Flow (vph) Lane Group Flow (vph) Turn Type	CEREMONY OF STREET	時間の目的に見た。	_, 130,	10 136	10 140		59	1196	170	17 9	Reference - Marchart	10 St.
Parking (#/hr) Adf. Flow (vph) Lane Group Flow (vph) Turf. Type Protected Phases	269 Split	時間の目的に見た。	_, 130,	10 . 136 136	10 140		59 59	1196	170	17 9 179	Reference - Marchart	86
Parking (#/hr) Adf. Flow (vph) Lane Group Flow (vph) Turn Type Protected Phases Permitted Phases	269 Split	時間の目的に見た。	_, 130,	10 . 136 136	10 140		59 59	1196	170	17 9 179	Reference - Marchart	86
Parking (#/hr) Adf, Flow (vph) Lane Group Flow (vph) Turn Type Protected Phases Permitted Phases Detector Phases	269 Split 7 7	526 7 7	_, 130,	10 136 136 Split 8	10 140 217 8 8		59 59 Prot 5	1196 1366 2 2	170	179 179 Prot 1	781 6 6	86 Parni 6
Parking (#/hr) Adf, Flow (vph) Lane Group Flow (vph) Turn Type Protected Phases Permitted Phases Detector Phases Minimum India (s)	269 Split 7 7 5.0	526 7 7 5.0	_, 130,	10 136 136 Spit 8 8 5.0	10 140 217 8 8 5.0		59 59 Prot 5 5 5	1196 1366 2 2 5.0	170	179 179 Prot 1 1 5.0	781 6 5.0	86 Perri 6 5.0
Parking (#/hr) Adf, Flow (vph) Lane Group Flow (vph) Turt Type Protected Phases Permitted Phases Detector Phases Minimum Initial (s) Minimum Split (s)	269 Split 7 5.0 23.1	526 7 7 5.0 23.1	. 130 0	10 136 136 Split 8 8 5.0 23.1	10 140 217 8 8 5.0 23.1	0	59 59 Prot 5 5 5 5 9.1	1196 1366 2 2 2 5.0 20.1	179 0	179 179 Prot 1 1 5.0 9.1	781 6 5.0 16.1	86 Porni 6 5.0 16.1
Parking (#/hr) Adj. Flow (vph) Lane Group Flow (vph) Turf. Type Protected Phases Permitted Phases Detector Phases Minimum Indial (s) Minimum Split (s) Total Split (s)	269 Split 7 5.0 23.1 35.0	526 7 7 5.0 23.1 35.0	. 130 0	10 136 501 8 50 23.1 23.1	10 140 217 8 8 5.0 23.1 23.1	0 0 0.0	59 59 Prot 5 5.0 9.1 12.3	1196 1366 2 2 5.0 20.1 48.9	179 0 3.0 6	179 179 Prot. 1 1 5.0 9.1 15.0	781 6 5.0 16.1 49.6	86 Perm 6 5.9 16.1 49.0
Parking (#/hr) Adj. Flow (vph) Lane Group Flow (vph) Turf. Type Protected Phases Permitted Phases Detector Phases Minimum Initial (s) Minimum Split (s) Total Split (s) Total Split (%)	269 Split 7 5.0 23.1 35.0 29.2%	526 7 7 5.0 23.1 35.0 29.2%	0.9 0.0%	10 136 Split 8 5.0 23.1 23.1 19.3%	10 140 217 8 5.0 23.1 23.1 19.3%	0 0 0.0	59 Prot 5 5 5.0 9.1 12.3 10.3%	1196 1366 2 2 5.0 20.1 48.9 39.1%	170 0 0.0 0.0%	179 179 Prot. 1 1 5.0 9.1 15.0 12.5%	781 6 5.0 16.1 49.6 41.3%	86 Párn 6 5.0 16.1 49.0 41.3%
Parking (#/hr) Adj. Flow (vph) Lane Group Flow (vph) Turit Type Protected Phases Permitted Phases Detector Phases Minimum Initial (s) Minimum Split (s) Total Split (%) Maximum Green (s)	269 Split 7 5.0 23.1 35.0 29.2% 30.9	526 7 7 5.0 23.1 35.0 29.2% 30.9	. 130 0	10 136 Splt 8 8 5.0 23.1 23.1 19.3% 19.0	10 140 217 8 5.0 23.1 23.1 19.3% 19.0	0 0 0.0	59 Prot 5 5 5 5 9.1 12.3 10.3% 8.2	1196 1366 2 2 5.0 20.1 48.9 39.1% 42.8	170 0 0.0 0.0%	179 Prof. 1 1 5.0 9.1 15.0 12.5% 10.9	781 6 5.0 16.1 49.6 41.3% 45.5	86 Perri 6 5.9 16.1 49.9 41.3% 45.5
Parking (#/hr) Adj. Flow (vph) Lane Group Flow (vph) Turit Type Protected Phases Permitted Phases Detector Phases Minipum Initial (s) Minimum Split (s) Total Split (s) Total Split (s) Maximum Green (s) Yellow Time (s)	269 Spilt 7 5.0 23.1 35.0 29.2% 30.9 3.1	526 7 7 5.0 23.1 35.0 29.2% 30.9 3.1	0.9 0.0%	10 136 Splt 8 8 5.0 23.1 23.1 19.3% 19.0 3.1	10 140 217 8 5.0 23.1 19.3% 19.3 % 3.1	0 0 0.0 0.0%	59 Prot 5 5 5 5.0 9.1 12.3 10.3% 8.2 3.1	1196 1366 2 2 5.0 20.1 48.9 39.1% 42.8 3.1	170 0 0.0 0.0%	179 Prof. 1 1 5.0 9.1 15.0 12.5% 10.9 3.1	781 6 5.0 16.1 49.6 41.3% 45.5 3.1	86 Perrij 6 5.9 16.1 49.9 41.3% 41.3% 3.1
Parking (#/hr) Adj. Flow (vph) Lane Group Flow (vph) Turit Type Protected Phases Permitted Phases Detector Phases Minimum Split (s) Total Split (s) Total Split (s) Total Split (s) Maximum Green (s) Yellow Time (s) All-Red Time (s)	269 Spin 7 5.0 23.1 35.0 29.2% 30.9 3.1 1.0	526 7 5.0 23.1 35.0 29.2% 30.9 3.1 1.0	0.9 0.0%	10 136 Split 8 5.0 23.1 23.1 19.3% 19.0 3.1 1.0	10 140 217 8 5.0 23.1 19.3% 19.0 3.1 1.0	0 0 0.0 0.0%	59 Prot 5 5 5 5 5 9.1 12.3 10.3% 8.2 3.1 1.0	1196 1366 2 2 5.0 20.1 48.9 39.1% 42.8 3.1 1.0	170 0 0.0 0.0%	179 Prof. 1 1 5.0 9.1 15.0 12.5% 10.9 3.1 1.0	781 6 5.0 16.1 49.6 41.3% 45.5 3.1 1.0	86 Porrig 6 5.0 16.1 49.0 41.3% 45.0 3.1 1.0
Parking (#/hr) Adj. Flow (vph) Lane Group Flow (vph) Turit Type Protected Phases Permitted Phases Detector Phases Minimum Initial (s) Minimum Split (s) Total Split (s) Total Split (s) Maximum Green (s) Yellow Time (s) All-Red Time (s) Lead/Lag	269 Spin 7 5.0 23.1 35.6 29.2% 30.9 3.1 1.0 Lead	526 7 5.0 23.1 35.0 29.2% 30.9 3.1 1.0 Lead	0.9 0.0%	10 136 Split 8 5.0 23.1 23.1 19.3% 19.0 3.1 1.0 Lag	10 140 217 8 5.0 23.1 19.3% 19.0 3.1 1.0 Lag	0 0 0.0%	59 Prot 5 5 5 5 5 9.1 12.3 10.3% 8.2 3.1 1.0 Lag	1196 1366 2 2 5.0 20.1 48.9 39.1% 42.8 3.1 1.0 Lag	170 0 0.0 0.0%	179 Prof. 1 5.0 9.1 15.0 12.5% 10.9 3.1 1.0 Lead	781 6 5.0 16.1 49.6 41.3% 45.5 3.1 1.0 Lead	86 Perri 6 5.0 16.1 49.0 41.3% 45.0 3.1 1.0 Lead
Parking (#/hr) Adj. Flow (vph) Lane Group Flow (vph) Turit Type Protected Phases Permitted Phases Detector Phases Minimum Initial (s) Minimum Split (s) Total Split (%) Maximum Green (s) Yellow Time (s) All-Red Time (s) Lead/Lag Lead/Lag Optimize?	269 Spilt 7 5.0 23.1 35.0 29.2% 30.9 3.1 1.0 Lead Yes	526 7 5.0 23.1 35.0 29.2% 30.9 3.1 1.0 Lead Yes	0.9 0.0%	10 136 Split 8 5.0 23.1 23.1 19.3% 19.0 3.1 1.0 Lag Yet	10 140 217 8 5.0 23.1 19.3% 19.0 3.1 1.0 Lag Yee	0 0 0.0%	59 Prot 5 5 5 9.1 12.3 10.3% 8.2 3.1 1.0 Lag Yes	1196 1366 2 2 5.0 20.1 48.9 39.1% 42.8 3.1 1.0 Lag Yes	170 0 0.0 0.0%	179 Prof. 1 1 5.0 9.1 15.0 12.5% 12.5% 13.1 1.0 Lead Yes	781 6 5.0 16.1 49.6 41.3% 45.5 3.1 1.0 Lead Yes	86 Perri 6 5.0 16.1 49.0 41.3% 41.3% 41.3% 3.1 1.0 Lead Yes
Parking (#/hr) Adj. Flow (vph) Lane Group Flow (vph) Turit Type Protected Phases Permitted Phases Detector Phases Minimum Initial (s) Minimum Split (s) Total Split (s) Total Split (%) Maximum Green (s) Yellow Time (s) All-Red Time (s) Lead/Lag Lead-Lag Optimize? Vehicle Extension (s)	269 Spilt 7 50 23.1 35.0 29.2% 30.9 3.1 1.0 Lead Yes 3.0	526 7 5.0 23.1 35.0 29.2% 30.9 3.1 1.0 Lead Yes 3.0	0 0	10 136 Split 8 5.0 23.1 23.1 19.3% 19.0 3.1 1.0 Lag Yes 3.0	10 140 217 8 5.0 23.1 19.3% 19.3% 19.0 3.1 1.0 Lag Yee 3.0	0 0 0.0%	59 Prot 5 5 5.0 9.1 12.3 10.3% 8.2 3.1 1.0 Lag Yes 3.0	1196 1366 2 2 5.0 20.1 48.9 39.1% 42.8 3.1 1.0 Lag Yes 3.0	170 0 0.0 0.0%	179 Prof. 1 1 5.0 9.1 15.0 12.5% 10.5 3.1 1.0 Lead Yes 3.0	781 6 5.0 16.1 49.6 41.3% 45.5 3.1 1.0 Lead Yes 3.0	86 Perri 6 5.0 16.1 49.0 41.3% 41.3% 41.3% 41.3% 3.1 1.0 Lead Yes 3.0
Parking (#/hr) Adj. Flow (vph) Lane Group Flow (vph) Turit Type Protected Phases Permitted Phases Detector Phases Minimum Initial (s) Minimum Split (s) Total Split (s) Total Split (s) Total Split (s) Maximum Green (s) All-Red Time (s) Lead/Lag Lead/Lag Lead-Lag Optimize? Vehicle Extension (s) Minimum Gap (s)	269 Split 7 23.1 35.0 29.2% 30.9 3.1 1.0 Lead Yes 3.0 1.5	526 7 5.0 23.1 35.0 29.2% 30.9 3.1 1.0 Lead Yes 3.0 1.5	0 0	10 136 Split 8 50 23.1 23.1 19.3% 19.0 3.1 1.0 Lag Yeit 3.0 1.5	10 140 217 8 8 5.0 23.1 19.3% 19.0 3.1 1.0 Lag Yee 3.0 1.5	0 0 0.0%	59 Prot 5 5 5.0 9.1 12.3 10.3% 8.2 3.1 1.0 Yee 3.0 1.5	1196 1366 2 2 5.0 20.1 48.9 39.1% 42.6 3.1 1.0 Lag Yes 3.0 1.5	170 0 0.0 0.0%	179 Prof. 1 1 1 5.0 9.1 15.0 12.5% 10.5 3.1 1.0 Lead Yes 3.0 1.5	781 6 5.0 16.1 49.6 41.3% 45.5 3.1 1.0 Lead Yes 3.0 1.5	86 Porri 6 5.9 16.1 49.9 41.3% 41.3% 45.9 3.1 1.0 Lead Yes 3.0 1.5
Parking (#/hr) Adj. Flow (vph) Lane Group Flow (vph) Turn Type Protected Phases Permitted Phases Detector Phases Minimum Split (s) Total Split (s) Total Split (s) Total Split (s) Total Split (s) Yellow Time (s) All-Red Time (s) Lead/Lag Lead/Lag Lead/Lag (s) Vehicle Extension (s) Minimum Gap (s) Time Before Reduce (s)	269 Split 7 23.1 35.0 29.2% 30.9 3.1 1.0 Lead Yes 3.0 1.5 5.0	526 7 5.0 23.1 35.0 29.2% 30.9 3.1 1.0 Lead Yes 3.0 1.5 5.0	0 0	10 136 Split 8 50 23.1 23.1 19.3% 19.3% 19.0 3.1 1.0 Lag Y•1 3.0 1.5 5.0	10 140 217 8 5.0 23.1 23.1 19.3% 19.3% 19.0 3.1 1.0 Lag Yee 3.0 1.5 5.0	0 0 0.0 0.0 %	59 Prot 5 5 5 5 9.1 12.3 10.3% 8.2 3.1 1.0 Lag Yee 3.0 1.5 5.0	1196 1366 2 2 5.0 20.1 48.9 39.1% 42.8 3.1 1.0 Lag Yes 3.0 1.5 5.0	170 0 0.0 0.0%	179 Prof. 1 1 1 5.0 9.1 15.0 12.5% 10.9 3.1 1.0 Lead Yes 3.0 1.5 5.0	781 6 5.0 16.1 49.6 41.3% 45.5 3.1 1.0 Lead Yes 3.0 1.5 5.0	86 Perri 6 5.9 16.1 49.9 41.3% 41.3% 41.3% 45.0 3.1 1.0 Lead Yes 3.0 1.5 5.0
Parking (#/hr) Adj. Flow (vph) Lane Group Flow (vph) Turit Type Protected Phases Permitted Phases Detector Phases Minimum Split (s) Total Split (s) Total Split (s) Total Split (s) Total Split (s) Yellow Time (s) All Red Time (s) Lead/Lag Lead/Lag Lead/Lag Optimize? Vehicle Extension (s) Minimum Gap (s) Time Before Reduce (s) Time To Reduce (s)	269 Spilt 7 50 23.1 35.0 29.2% 30.9 3.1 1.0 Lead Yes 3.0 1.5 5.0 5.0	526 7 5.0 23.1 35.0 29.2% 30.9 3.1 1.0 Lead Yes 3.0 1.5 5.0 5.0	0 0	10 136 Splt 8 50 23.1 23.1 19.3% 19.0 3.1 1.0 Lag Yes 3.0 1.5 5.0 5.0	10 140 217 8 5.0 23.1 19.3% 19.3% 19.0 3.1 1.0 Lag Yes 3.0 1.5 5.0 5.0	0 0 0.0 0.0 %	59 Prot 5 5 5 5 5 9.1 12.3 10.3% 8.2 3.1 1.0 Lag Yes 3.0 1.5 5.0 5.0 5.0	1196 1366 2 2 5.0 20.1 48.9 39.1% 42.8 3.1 1.0 Lag Yes 3.0 1.5 5.0 5.0	170 0 0.0 0.0%	179 Prof. 1 1 1 5.0 9.1 15.0 12.5% 10.5 3.1 1.0 Lead Yes 3.0 1.5	781 6 5.0 16.1 49.6 41.3% 45.5 3.1 1.0 Lead Yes 3.0 1.5	86 Porri 6 5.9 16.1 49.9 41.3% 41.3% 45.9 3.1 1.0 Lead Yes 3.0 1.5 5.0
Parking (#/hr) Adj. Flow (vph) Lane Group Flow (vph) Turit Type Protected Phases Permitted Phases Detector Phases Minimum Split (s) Total Split (s) Total Split (s) Total Split (s) Total Split (s) Yellow Time (s) All Red Time (s) Lead/Lag Lead/Lag Lead/Lag Optimize? Vehicle Extension (s) Minimum Gap (s) Time Before Reduce (s) Time To Reduce (s) Recall Mode	269 Spilt 7 5.0 23.1 35.6 29.2% 30.9 3.1 1.0 Lead Yes 3.0 1.5 5.0 5.0 5.0 None	526 7 5.0 23.1 35.0 29.2% 30.9 3.1 1.0 Lead Yes 3.0 1.5 5.0 5.0 None	0 0	10 136 Splt 8 8 50 23.1 23.1 19.3% 19.3% 19.0 3.1 1.0 Lag Yes 3.0 1.5 5.0 5.0 None	10 140 217 8 5.0 23.1 19.3% 19.3% 19.0 3.1 1.0 Lag Yes 3.0 1.5 5.0 5.0 None	0 8.0 0.0%	59 Prot 5 5 5 5 5 9.1 12.3 10.3% 8.2 3.1 1.0 Lag Yes 3.0 1.5 5.0 5.0 5.0	1196 1366 2 2 5.0 20.1 48.9 39.1% 42.8 3.1 1.0 Lag Yes 3.0 1.5 5.0 C-Max	170 0 0.0 0.0%	179 Prof. 1 1 1 5.0 9.1 15.0 12.5% 10.9 3.1 1.0 Lead Yes 3.0 1.5 5.0	781 6 5.0 16.1 49.6 41.3% 45.5 3.1 1.0 Lead Yes 3.0 1.5 5.0	86 Perri 6 5.0 16.1 49.0 41.3% 45.0 3.1 1.0 Lead Yea 3.0 1.5 5.0 5.0 5.0 Max
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Parking (#/hr) Adj. Flow (vph) Lane Group Flow (vph) Turit Type Protected Phases Permitted Phases Detector Phases Minimum Initial (s) Minimum Split (s) Total Split (s) Total Split (s) Total Split (s) Maximum Green (s) All-Red Time (s) All-Red Time (s) Lead/Lag Lead/Lag Lead/Lag Optimize? Vehicle Extension (s) Minimum Gap (s) Time Before Reduce (s) Time To Reduce (s) Recall Mode Walk Time (s) Flash Dont Walk (s)	269 Split 7 5.0 23.1 35.0 29.2% 30.9 3.1 1.0 Lead Yes 3.0 1.5 5.0 None 5.0 None 5.0 14.0	526 7 5.0 23.1 35.0 29.2% 30.9 3.1 1.0 Lead Yes 3.0 1.5 5.0 None 5.0 14.0	. 130 0 0.0%	10 136 Split 8 8 5.0 23.1 23.1 19.3% 19.3% 19.0 3.1 1.0 Lag Yeit 3.0 1.5 5.0 None 5.0 None 5.0 14.0	10 140 217 8 5.0 23.1 19.3% 19.3% 19.0 3.1 1.0 Lag Yes 3.0 1.5 5.0 5.0 None	0 0.0 0.0%	59 Prot 5 5 5 5 5 9.1 12.3 10.3% 8.2 3.1 1.0 Lag Yes 3.0 1.5 5.0 5.0 5.0	1196 1366 2 2 5.0 20.1 48.9 39.1% 42.8 3.1 1.0 Lag Yes 3.0 1.5 5.0 C-Max	170 0 0.0%	179 Prof. 1 1 5.0 9.1 15.0 12.5% 10.9 3.1 1.0 Lead Yes 3.0 1.5 5.0 5.0	781 6 5.0 16.1 49.6 41.3% 45.5 3.1 1.0 Lead Yes 3.0 1.5 5.0 5.0 Max	86 Perri 6 5.0 16.1 49.0 41.3% 45.0 3.1 1.0 Lead Yea 3.0 1.0 5.0 5.0
Parking (#/hr) Adf. Flow (vph) Lane Group Flow (vph) Turit Type Protected Phases Permitted Phases Detector Phases Minimum Initial (s) Minimum Split (s) Total Split (%) Maximum Green (s) Yellow Time (s) All-Red Time (s) All-Red Time (s) All-Red Time (s) Ead/Lag Lead/Lag Lead/Lag Optimize? Vehicle Extension (s) Minimum Gap (s) Time Before Reduce (s) Time To Reduce (s) Recall Mode Walk Time (s) Flash Dont Walk (s) Pedestrian Calls (#/hr)	269 Split 7 50 23.1 35.0 29.2% 30.0 3.1 1.0 Lead Yes 3.0 1.5 5.0 None 5.0	526 7 5.0 23.1 35.0 29.2% 30.9 3.1 1.0 Lead Yes 3.0 1.5 5.0 5.0 None 5.0 14.0 20	. 130 0 0.0%	10 136 Split 8 8 5.0 23.1 23.1 19.3% 19.3% 19.0 3.1 1.0 Lag Yeit 3.0 1.5 5.0 None 5.0	10 140 217 8 5.0 23.1 19.3% 19.0 3.1 1.0 Lag Yee 3.0 1.5 5.0 None 5.0	0 0.0 0.0%	59 Prot 5 5 5 5 5 9.1 12.3 10.3% 8.2 3.1 1.0 Lag Yes 3.0 1.5 5.0 5.0 5.0	1196 1366 2 2 5.0 20.1 46.9 39.1% 42.8 3.1 1.0 Lag Yes 3.0 1.5 5.0 C-Max 5.0	170 0 0.0%	179 Prof. 1 1 5.0 9.1 15.0 12.5% 10.9 3.1 1.0 Lead Yes 3.0 1.5 5.0 5.0	781 6 5.0 16.1 49.6 41.3% 45.5 3.1 1.0 Lead Yes 3.0 1.5 5.0 5.0 Max 5.0	86 Perri 6 5.0 16.1 49.0 41.3% 45.0 3.1 1.0 Lead Yes 3.0 1.5 5.0 5.0 Max 5.0 7.0
Parking (#/hr) Adj. Flow (vph) Lane Group Flow (vph) Turit Type Protected Phases Permitted Phases Detector Phases Minimum Initial (s) Minimum Split (s) Total Split (s) Total Split (s) Total Split (s) Maximum Green (s) All-Red Time (s) All-Red Time (s) Lead/Lag Lead/Lag Lead/Lag Optimize? Vehicle Extension (s) Minimum Gap (s) Time Before Reduce (s) Time To Reduce (s) Recall Mode Walk Time (s) Flash Dont Walk (s)	269 Split 7 5.0 23.1 35.0 29.2% 30.9 3.1 1.0 Lead Yes 3.0 1.5 5.0 None 5.0 None 5.0 14.0	526 7 5.0 23.1 35.0 29.2% 30.9 3.1 1.0 Lead Yes 3.0 1.5 5.0 None 5.0 14.0	. 130 0 0.0%	10 136 Split 8 8 5.0 23.1 23.1 19.3% 19.3% 19.0 3.1 1.0 Lag Yeit 3.0 1.5 5.0 None 5.0 None 5.0 14.0	10 140 217 8 5.0 23.1 19.3% 19.0 3.1 1.0 Lag Yee 3.0 1.5 5.0 None 5.0 14.0	0 0.0 0.0%	59 Prot 5 5 5 5 5 9.1 12.3 10.3% 8.2 3.1 1.0 Lag Yes 3.0 1.5 5.0 5.0 5.0	1196 1366 2 2 5.0 20.1 48.9 39.1% 42.8 3.1 1.0 Lag Yes 3.0 1.5 5.0 5.0 C-Max 5.0 11.0	170 0 0.0%	179 Prof. 1 1 5.0 9.1 15.0 12.5% 10.9 3.1 1.0 Lead Yes 3.0 1.5 5.0 5.0	781 6 5.0 16.1 49.6 41.3% 45.5 3.1 1.0 Lead Yes 3.0 1.5 5.0 5.0 Max 5.0 7.0	86 Perm 6 5.0 16.1 49.0 41.3% 45.0 3.1 1.0 Lead Yes 3.0 1.5 5.0 5.0 5.0 Max 5.0

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Lane Group	· ESL	EBT E	BR WBL	WET	WBR	NBE	NBT	NBR	SBL	Set	SBA
Actuated g/C Ratic	0.27	0.27	0.18	0.16	ti se sa e	0.07	0.38		0.10	0.42	0.42
v/c Ratio	0.55	1.05	0.56	0.84		0.44	1.01		0.98	0.51	0.12
Control Delay	42.9	95.2	54.2	66.0		62.2	64.5		115.4	28.2	5.3
Queue Delay	0.0	35.1	0.0	0.0		0.0	28.7	t kan a saka sa sa	0.0	0.4	0.0
T otal Delay LOS	42.9 ⊪ D	130.3	54.2 D	6 5.0 F		62.2 F	. 93.2 F		115.4 F	28.6 C	5.3 ⁽) ۵
Approach Delay Approach LOS		100.7 F		60.8 E			91.9 · F			41.6 D	
Interstection Strategy	₹₽ _₹ .				la Dela						
Area Type:	Other										
Cycle Length; 120	19月1日日 - 19月1日 19月1日日 - 19月1日 19月1日日 - 19月1日						T. a. S	1997 - 1997 - 1997 19 -1 9-19-19-19-19-19-19-19-19-19-19-19-19-19			and the second
Actuated Cycle Length		andra and a subscription	and which there are the state of the	terre electronetti den nomen	. New York Market 1997 1997	16-12 - 10 ¹⁰ - 19 10					
Offset: 0 (0%), Fielera Natural Cycle: 120	rced to pl	hese 2:NB	F, Start of Y	olicy					:	a ann a' suite ann ann ann ann ann ann ann ann ann an	
Control Type: Actuated	I-Coordin	aled		张 龙子					and the second second		
Maximum v/c Ratio: 1		999, 1979, 1989, 1797, 1978, 1978, 1978, 1978,	adalah (ni dalah si per proset) (1764	2011 4 S. 4 1996 - SQUE	an adapt a star star d	9 62 01-9940999-9420	e naturnitettettet	an an trainn a na mhai	2019.000 TT 2019.00	trom÷kroci a	en Stellen in A
Intersection Signal Del				ntersect	ion LOS	e e rsta			en inversion Sveken st		
Intersection Capacity I		89.6%	1	CU Leve	of Ser	vice E			1. A	e stabilar i soart	
Analysis Period (min)	15	AN AR ST	1 				a. Maria			1998 - 1998 -	

Splits and Phases: 338: Ray St & First

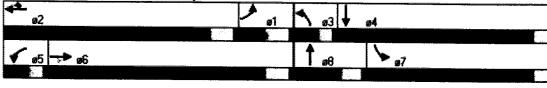
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Larte Crowing					WAT	W.Z.B.S			NDO		COR	
Lane Configurations	ሻሻ	* *	n an	۲۲	4 †		and and a second se		MALLARS 1	ሻሻ	At.	
Ideal Flow (vohola	1900	1900	1900	1900	1900	1900	1900	1900	19000	רר 1900	4 1	1900
Storage Length (ft)	250	NARA CONTRACTOR	0	200		400	200	Weiter and State	200	250		
Storage Lanes	2	351 32	i an	200	• A • • • • •	-00	200	an a	200	200	THEFT	U Marina
Total Lost 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
Leading Detector (n)	- 50 -	50		50	. 50	50/	50	50 %		50	50 50	3.U
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0 0	
Turning Speed (mph)	15-	波 图语		16	we j	i V ğ	<u> </u>		ं क	15	••••••	
Lane Util. Factor	0.97	0.95	1.00	0.97	0.91	0.91	1.00	0.95	1.00	0.97	0.95	0.95
Ped Bike Factor	1747 ()	X. 779-3	0.97		1.00	2	578 G	2.00 2.77 (C)	6.99	0.07	0.35	0.35
Frt	COMPANYOR OF SAM	6995-1576-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1	0.850	eden en skennegere	0.990	0.850	1999-1994 (f) 1997 - 1997 - 1997 (f) 1997 - 1997 - 1997 (f)		0.850	and Friday	0.983	
Fit Protected	0.950	2 I. I. I. I.		0.950	Service P	<u> </u>	0.950		0.000 *** **\$\$	0.950	0.000	
Satd. Flow (prot)	3547	3657	1636	3547	3459	1489	1829	3657	1636	3547	3595	
Fit Permitted	0.958	1. 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 -		0.950		SIN SER	0,950			0.950		
Satd. Flow (perm)	3547	3657	1588	3547	3459	1489	1829	3657	1599	3547	3595	1
Right Turn on Red		24827	Yes	1. 1997 -		Yes			Yes	0047 1977	0000	Yel
Satd. Flow (RTOR)	C 11-C 17C2 1909	1997 - C S. B. S S. B. S S. B. S S. B. S. B. B. S. B. S B. S. B. S	58	n na thailte an thair an th	7	420	este e n p olations A	ant second	140		13	
Headway Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96		Č.94
Link Speed (mph)	an ar she an an an an an an an an	52	848-08-517688290	and a constant of the second	55			30			30	
Line Distance (ft)		1325			- 71E	A. 19 . W		604		7 × 18-3	1272	
Travel Time (s)	n sa ti di manini	25.4	98-01 K. 1 1995 (1995)	~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	46.8	nie seneraty	er a sente	9.5	2 - 2 eft - 2 + 1	N	14.1	në Canes M
Volume (vph)	115	1433	74	195	Charles and the tester of the	424	- 93	409	778	1197		148
Confl. Peds. (#/hr)	And Contraction of Contraction	1987 - 1997, ANNO-5144	12	and the state of the second	a sa	36			36			
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	6.90	0.90	0.96	0.98	0.90	0.95
Adj. Flow (vph)	128	1592	82	217	646	468	103	454	818	1330	1259	156
Lana Group Flow (vph)	128	1592	82	217	694	420.	103.	454	818		1415	
Turn Type	Prot		Perm	Prot	an an an an an Anna an	Prot	Prot		Free	Prot	randi kanalari	
Protected Phases	S. F	<i>*</i> • 6		8 5 7	1 Z	* * 2:	12/3			TAN T		
Permitted Phases			6		energen er an vitte finne som		900	and and the state of	Free	N. C. PALA (1994)		an a
Detector Phases	`.√ † `	\$** 6 ,			* 2	1	38 3		6 .772.	17 P	4	
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	an a	5.0	5.0	
Minimum Split (ej	11.1	28.1	° 29.1	. 9.1	11.5	11.5	9.1	10.4		10.4	33.4	897 - 1
Total Split (s)	11.4	50.9	50.9	9.1	48.6	48.6	9.1	15.0	0.0	40.0	45.9	0.0
Total Split (%)	9.9%	44.3%	44.3%	7.9%	42.3%	42.3%	7.9%	13.0%				0.04
Maximum Green (s)	5.3	44.8	44.8	5.0	42.5	42.5	5.0	9.6	an in the free of the second secon	34.6	40.5	
Yellow Tithe (s)	5.1	5.1) 3. F	5 S.f.	5.1	3.1	4.4	U 87.747.747	44		
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	**************************************	1.0	1.0	
Lead/Lag	Lag	Lag	Lag	Lent.	Lead	Lead	Lead	Lead		Lag	Lag	1990 A
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	en version de l'entre ferter	Yes	Yes	MARTAN AN A
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Minimum Gap (s)	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	an an the Sec of the second s	1.5	1.5	an a
Time Before Pieduce (s)		5.0	5.0	5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Time To Reduce (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	and the second secon	5.0	5.0	an an the second states of the
	None (S-Max (and a second state second s	None	None	None	None	None		None		
Walk Time (s)	t, barran de sera -	5.0	5.0						e constant gain and ba	ನ ಕಾಕ್ರಿಕೆಯನ್ನು	5.0	an a the second
Flash Dont Walk (s)			18.0			instruction of the second s				4.70	23.0	
Pedestrian Calls (#/hr)	the second	20	20	16 ×			1		and the second second second	. ಎಲ್ಲಾ ಕಾಗುಕ್ರಾಂಧಿಕೆಂ	20	an in the M ark State
Act Effct Green (s)	24.1	47 0	47.9	6.1	00.0	00 0	20 2 4 3	2 - EM 18-	448-4	ah a s a sa		a an
Actuated g/C Ratio	0.21	0.42	0.42	0.05	29.9	29.9	6.1	14.9	112.4	37.0	42.9	

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ane Group	EDL)	EBT	E813	WEL	WET	WBR	NOE	NET	NBR	SBE	SHT	SB
v/¢ Ratio	0.17	1.05	0.12	1.15	0.77	0.80	1.06	1.19	0.51	1.17	1.05	
Control Delay	39.9	69.3	8.5	161.4	39.7	5.1	161.4	152.7	1.2	120.4	73.7	and server a c
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	. 0.0	
Total Delay	39.9	69.3	8.5	161.4	39.7	5.1	161.4	152.7	1.2	120.4	73.7	
L O\$.		10. E	. A	t e	s D	. A	T. 🖪	674 P	A	* 1	.¥ • E -	
Approach Delay		64.4			48.6			63.2			96.3	er ogener i ener
Approacti LOS	tie Production (1997)							· • • •			÷ : F	
Mensection Summary	i an	*782.242	1.0.1				12. A. A.			200 - 1 16 - 1	248.23	5 读 - 例
Aree Type:	Other									S.	and the second	
Cycle Length: 115	and the state of the second	e state testad	90 2 03 2 06.4		State of the State		B. Markalan	1992 - 1993 - 1994 1995 - 1995 - 1995 - 1995 - 1995 - 1995 - 1995 - 1995 - 1995 - 1995 - 1995 - 1995 - 1995 - 19 1995 - 1995 - 1995 - 1995 - 1995 - 1995 - 1995 - 1995 - 1995 - 1995 - 1995 - 1995 - 1995 - 1995 - 1995 - 1995 - 1 1995 - 1905 -			** **	-994 Barry 19
Actuated Cycle Length	115	C.S.S.S	a all f		Bart F	See 5			17 July 40	a tarata	12.4	
Offset: 0 (0%), Referen	nced to ph	ase 6:E	BT. St	art of Ye	llow	Martin Robert Color and	let Massiver			在机器的管理器的	1997年後十日4日。	
Natural Cycle: 115				e se segue	2 77	\$ <u>*</u> ********	e en en			Sec. 19		195
Control Type: Actuated	I-Coordina	ated	and the search of the search o			20° 40.09799.0079	19 97 (1997), 495 (1997)	at an an in the part		n de la grande a se	an an the second se	1. E.
Maximum v/c Ratio: 1.	19	$\mathcal{F}_{\mathcal{F}}$		م القد مشقق الجور التي								
Intersection Signal Del		nin (hanna an	999, 1999, 1979, 1979, 1979 1979	in	tersecti	on LOS	: E	an an san san san san san san sa		en de la compañía de	en se sense al l'Antes Antes antes	

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Lane Group		E E E E	COR		war				Nec	· cm		Ser.
Lane Configurations	۲,	Â	de la Constantina de	an an an an Anna Anna Anna Anna Anna Anna Anna Anna an Anna an Anna Anna	£.	till terkensenster i t	Statistics and and	4 †				Contractor and
Ideal Flow (vphpl)	s 1900	1906	1900	1900*	1900	1900	1900		1900	് ∙െറററ ്	۳ 1900 ا	4008
Storage Length (ft)	0	an a	100	0	89.99 .7 58 .5 5	50	100		0	50	, I OUU	
Storage Lanes	۲	میں ایک کار جنوع کا مراجع		Č O		S S E	···•		-	t	t service a	
Total Lost 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
Leading Detector (ft)	50		$C \ge 2^{-4}$		SC 50		50			50	50	
Trailing Detector (ft)	0	0	E PARA CAR	0	0	0	0			0	0	
Turning Speed (mph)	15		9.				15	· · · · · · · · · · · · · · · · · · ·	<u>.</u>		U Sector Sector	
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	1.00	1.00
Ped Bike Factor		0.99					1.00		0.35	1.00	0.99	
Frt	anne i shekara	0.938	an ann a struadh ann an tha ann an Tha ann an tha ann an t			0.850		0.983	83.74 B B B	375- A.A.	0.954	
Fit Protected	0.950			all for the second second	0.982		0.950	0.303	A second	0.950	0.904	
Satd. Flow (prot)	1477	1448	0	0	1607	1391	1829	3595	0	1829	1819	
Fit Permitted	0.950			¥ 3 - *	0.982	1001	Welling and a second second second	ುತ್ತು	U Caracter	0.107	1019	U
Satd. Flow (perm)	1477	1448	0	0	1605	1391	694	3595		206	1010	
Right Turn on Red		a an	Yes		8-7. N.S.	Yes	-00 A 24 24	3333 M	Yes	200	1819	
Satd. Flow (RTOR)	en no Canadara y C	36		T 16 94	h nide in ¹ air i h	105	C SERVE	20		17 - 17 - 18	0A	Ye
Headway Factor	1.18		0.96	0.98	1.18	11	0.96		× 0.96	0.96	34 0.96	-
Link Speed (mph)	na sendo "no spina)	30		de contrast ad es	36		i de la cale	30	×. 9.79	0.50	APPENDED TO A THE REAL PROPERTY OF	0.9
Link Distance (ft)		1968		i de segon	1297	的影響的樂	81.24 P	2526		901 3 7 49 54	30 7 64	的和学校的
Travel Time (s)	terner medica i da	44.7		the the second second	15.8	22.54	· 6 ·	57.5	ali a sity	622 A	POSSES A DECEMBER	
Volume (vph)	229	Ni 147,	104			* 100			- 141		17.1 2 74	
Confl. Peds. (#/hr)	ninger in ig some standere ig		3	3			а са	ter an	1 4 4		- <i>61</i> •	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	- ۸ ۵۸	0.90	A 64	0.90	0.90	4
Parking (#/hr)	10	10	10	10	10	10		网络小学家	a v.qv		u.3U	. v. ve
Adj. Flow (voh)	254	2 183	110	S. 34	2 59			and the second second		and the second second	Carlot and a firm in a barrier	REAL PROPERTY AND
 and a substant and a substant product of the substant substant of the substant of	and the second second second second		and the second second second second				CONTRACTOR OF THE PARTY OF	御御殿 日本学会 一袋	1997 - 1997 - 19	化测定工作证		
Lane Group Flow (vph)		279	0	0	and the second second	4.21.21.21.11.12.21.21.11.1	53 S	1079	134	113	304	13
Lane Group Flow (vph) Turn Type	254	279	0	अक्षाप्रक मुन्द्र भ	93	111	53 Perm	10/9 1213	1 34 0	113	304 440	1 34 0
Lane Group Flow (vph) Turn Fype Protected Phases		279 	0	0	and the second second	4.21.21.21.11.12.21.21.11.1			9460 (MAS 2777 S.)	an a	March 1775-1775-17893	13 0
Tum Type	254		0	0	and the second second	111			9460 (MAS 2777 S.)	113	March 1775-1775-17893	1: 0
Turn Type Protected Phases	254		0	0	and the second second	111			9460 (MAS 2777 S.)	113 Perm	440 6	0
Turn Type Protected Phases Permitted Phases	254 Split 3	3	0	0	93 4 4	111 Perm 4	Perm 2 2	2 2 2	0	113 Perm 6	440 6 6	0
Turn Type Protected Phases Permitted Phases Detector Phases Minimum Initial (s)	254 Spilt 3	3 3	Ō	0	93 4 4 5.0	111 Perm 4 5.0	Perm 2 10,0	2 2 1 0.0	0	113 Perm 6 10.0	440 6 6 10,0	0
Turn Type Protected Phases Permitted Phases Detector Phases	254 Spilt 3 3 5.0	3 3 3 5.0	0	0 Spit 4 4 5.9 22.1	93 4 4 5.0 22.1	111 Perm 4 5.0 22.1	Pear 2 10.0 22.1	2 2 10.0 22.1	0	113 Pernj 6 16.0 22.1	440 6 10.0 22.1	
Turn Type Protected Phases Permitted Phases Detector Phases Minimum Initial (s) Minimum Split (s) Totel Split (s)	254 Split 3 5.0 22.1	3 3 5.0 22.1 22.1		0 Spir 4 4 5.9 22.1 22.1	93 4 4 5.0 22.1 22.1	111 Perm 4 5.0 22.1 22.1	Perm 2 10.0 22.1 45.8	2 2 10.0 22.1 45.8	0 	113 Perm 6 16.0 22.1 45.8	440 6 10.0 22.1 45.8	0.1
Turn Type Protected Phases Permitied Phases Detector Phases Minimum Initial (s) Minimum Split (s) Total Split (%)	254 Split 3 5.0 22.1 22.1 24.6%	3 3 5.0 22.1 24.6%	0.0 0.0% 2	0 Spit 4 4 5.0 22.1 22.1 24.6%	93 4 4 5.0 22.1 22.1 22.1 22.1	111 Perm 4 5.0 22.1 22.1 24.6%	Perm 2 10.0 22.1 45.8 50.9%	2 10.0 22.1 45.8 50.9%	0 0.0%	113 Perny 6 16.0 22.1 45.8 50.9%	440 6 10.6 22.1 45.8 50.9%	0.0 %
Turn Type Protected Phases Permitted Phases Detector Phases Minimum Initial (s) Minimum Split (s) Totel Split (s)	254 Split 3 5.0 22.1 22.1 24.6%	3 3 5.0 22.1 22.1 24.6% 18.0		0 Spite 4 5.0 22.1 22.1 22.1 24.6% 18.0	93 4 5.0 22.1 22.1 24.6% 18.6	111 Perm 4 5.0 22.1 22.1 24.6% 18.0	Perm 2 10.0 22.1 45.8 50.9% 41.7	2 10.0 22.1 45.8 50.9% 41.7	0 0.0%	113 Perny 6 10.0 22.1 45.8 50.9% 41.7	440 6 10.0 22.1 45.8 50.9% 41.7	0.0 %
Turn Type Protected Phases Permitied Phases Detector Phases Minimum Initial (s) Minimum Split (s) Total Split (%) Maximum Groen (s) Yellow Time (s)	254 Spilt 3 3 5.0 22.1 22.1 24.6% 18.0 3.1	3 50 22.1 24.6% 180 3.1	0.0 0.0% 2	0 Split 4 5.0 22.1 22.1 22.1 22.1 24.6% 18.0 3.1	93 4 5.0 22.1 22.1 24.6% 15.0 3.1	111 Perm 4 5.0 22.1 22.1 24.6% 18.0 3.1	Penne 2 10.0 22.1 45.8 50.9% 41.7 3.1	2 10.0 22.1 45.8 50.9% 41.7 3.1	0 0.0%	113 Perny 6 10.0 22.1 45.8 50.9% 41.7 3.1	440 6 10.0 22.1 45.8 50.9% 41.7 3.1	0.0 %
Turn Type Protected Phases Permitted Phases Detector Phases Minimum Initial (s) Minimum Split (s) Total Split (%) Maximum Green (s) Yellow Time (s) All-Red Time (s) Lead/Lag	254 Spilt 3 3 5.0 22.1 22.1 24.6% 18.0 3.1	3 50 22.1 22.5 24.6% 180 3.1 1.6	0.0 0.0% 2	0 Split 4 5.0 22.1 22.1 22.1 24.6% 18.0 3.1 1.5	93 4 5.0 22.1 22.1 24.6% 16.0 3.1 10	111 Perm 4 5.0 22.1 22.1 24.6% 18.0 3.1 1.0	Penne 2 10.0 22.1 45.8 50.9% 41.7 3.1	2 10.0 22.1 45.8 50.9% 41.7	0 0.0%	113 Perny 6 10.0 22.1 45.8 50.9% 41.7 3.1	440 6 10.0 22.1 45.8 50.9% 41.7	0.0 %
Turn Type Protected Phases Permitted Phases Detector Phases Minimum Initial (s) Minimum Split (s) Total Split (%) Maximum Green (s) Yellow Time (s) All-Fled Time (s) Lead/Lag	254 Split 3 5.0 22.1 24.6% 18.0 3.1 1.0 Lead	3 5.0 22.1 22.1 24.6% 18.0 3.1 1.9 Lead	0.0 0.0% 2	0 Split 4 5.0 22.1 22.1 22.1 24.6% 18.0 3.1 1.5 Lag	93 4 5.0 22.1 22.1 24.6% 16.0 3.1 1.0 Lag	111 Perm 4 5.0 22.1 24.6% 18.0 3.1 1.0 Lag	Penn 2 10.0 22.1 45.8 50.9% 41.7 3.1 1.0	2 10.0 22.1 45.8 50.9% 41.7 3.1	0 0.0%	113 Perny 6 10.0 22.1 45.8 50.9% 41.7 3.1	440 6 10.0 22.1 45.8 50.9% 41.7 3.1	0.0 %
Tum Type Protected Phases Permitted Phases Detector Phases Minimum Initial (s) Minimum Split (s) Total Split (s) Total Split (%) Maximum Green (s) Yellow Time (s) All-Red Time (s) Lead/Lag Lead-Lag Optimize? Vehicle Extension (s)	254 Split 3 5.0 22.1 22.1 24.6% 18.0 3.1 1.0 Lead Yee	3 5.0 22.1 22.1 24.6% 18.0 3.1 1.0 Lead Yee	0.0 0.0% 2	0 Split 4 5.0 22.1 22.1 24.6% 18.0 3.1 1.5 Lag Yes	93 4 5.0 22.1 22.1 24.6% 18.0 3.1 1.0 Lag Yet	111 Perm 4 5.0 22.1 22.1 24.6% 18.0 3.1 1.0 Lag Yos	Penn 2 10.0 22.1 45.8 50.9% 41.7 3.1 1.0	2 10.0 22.1 45.8 50.9% 41.7 3.1 1.0	0 0.0%	113 Perin 6 10.0 22.1 45.8 50.9% 41.7 3.1 1.0	440 6 10.6 22.1 45.8 50.9% 41.7 3.1 1.0	0.0 %
Turn Type Protected Phases Permitted Phases Detector Phases Minimum Initial (s) Minimum Split (s) Total Split (%) Maximum Green (s) Yellow Time (s) All-Fled Time (s) Lead/Lag	254 Split 3 5.0 22.1 22.1 24.6% 18.0 3.1 1.0 Lead Yes 3.0	3 5.0 22.1 22.1 24.6% 18.0 3.1 1.0 Lead Y 90 3.0	0.0 0.0% 2	0 Split 4 5.0 22.1 22.1 24.6% 18.0 3.1 1.5 Lag Yes 3.0	93 4 50 22.1 22.1 24.6% 18.0 3.1 10 Lag Yes 3.0	111 Perm 4 5.0 22.1 22.1 24.6% 18.0 3.1 1.0 Lag Yes 3.0	Penn 2 10.0 22.1 45.8 50.9% 41.7 3.1 1.0 3.0	2 10.0 22.1 45.8 50.9% 41.7 3.1 1.0 3.0	0 0.0%	113 Perinj 6 10.0 22.1 45.8 50.9% 41.7 3.1 1.0 3.0	440 6 10.6 22.1 45.8 50.9% 41.7 3.1 1.0 3.0	0.0%
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Turn Type Protected Phases Permitted Phases Detector Phases Minimum Initial (s) Minimum Split (s) Total Split (s) Total Split (%) Maximum Green (s) Yellow Time (s) All-Red Time (s) Lead/Lag Lead-Lag Optimize? Vehicle Extension (s) Minimum Gap (s)	254 Split 3 5.0 22.1 22.1 24.6% 18.0 3.1 1.0 Lead Yes 3.0 1.5 5.0	3 5.0 22.1 24.6% 18.0 3.1 1.0 Lead Yee 3.0 1.5 5.0	0.0 0.0% 2	0 Split 4 5.0 22.1 22.1 22.1 22.1 24.6% 18.0 3.1 1.5 Lag Yee 3.0 1.5 5.0	93 4 50 22.1 22.1 22.1 24.6% 150 3.0 1,5 5.0	111 Perm 4 5.0 22.1 22.1 22.1 24.6% 18.6% 3.1 1.0 Lag Yes 3.0 1.5 5.0	People 2 10.0 22.1 45.8 50.9% 41.7 3.1 1.0 3.0 1.5 5.0	2 10.0 22.1 45.8 50.9% 41.2 3.1 1.0 3.0 1.6 5.0	0 0.0%	113 Perni 6 10.0 22.1 45.8 50.9% 41.7 3.1 1.0 3.0 1.5 5.0	440 6 10.0 22.1 45.8 50.9% 41.7 3.1 1.0 3.0 1.5 5.0	0.0%
Turn Type Protected Phases Permitied Phases Detector Phases Minimum Initial (s) Minimum Split (s) Total Split (s) Total Split (%) Maximum Green (s) Yellow Time (s) All-Red Time (s) Lead/Lag Lead/Lag Lead/Lag Detimize? Vehicle Extension (s) Minimum Gep (s) Time Before Reduce (s)	254 Spilt 3 5.0 22.1 24.6% 18.0 3.1 1.0 Lead Yes 3.0 1.5 5.0 5.0	3 5.0 22.1 22.3 24.6% 18.0 3.1 1.6 Lead Yee 3.0 1.5 5.0 5.0	0.0% 2	0 Split 4 50 22.1 22.1 22.1 22.1 22.1 22.1 1.2 1.5 5.0 5.0 5.0	93 4 50 22.1 22.1 22.1 22.1 22.1 22.1 23.1 10 10 Lag Yes 3.0 1.5 5.0 5.0 5.0	111 Perm 4 5.0 22.1 22.1 24.6% 18.0 3.1 1.0 Lag Yes 3.0 1.5 5.0 5.0	People 2 10.0 22.1 45.8 50.9% 41.7 3.1 1.0 3.0 1.5 5.0 5.0	2 10.0 22.1 45.8 50.9% 41.2 3.1 1.0 3.0 1.5 5.0 5.0	0 0.0%	113 Perify 6 10.0 22.1 45.8 50.9% 41.7 3.1 1.0 3.0 1.6 5.0 5.0	440 6 10.0 22.1 45.8 50.9% 41.7 3.1 1.0 3.0 1.5 5.0 5.0 5.0	0.0%
Turn Type Protected Phases Permitied Phases Detector Phases Minimum Initial (s) Minimum Split (s) Total Split (s) Total Split (%) Maximum Green (s) Yellow Time (s) All-Red Time (s) Lead/Lag Lead/Lag Deticle Extension (s) Minimum Gep (s) Time Before Reduce (s) Time To Reduce (s)	254 Spilt 3 5.0 22.1 24.6% 18.0 3.1 1.0 Lead Yes 3.0 1.5 5.0 5.0 5.0 None	3 5.0 22.1 22.1 24.6% 18.0 3.1 1.0 Lead Yee 3.0 1.5 5.0 5.0 5.0 None	0.0% 2	0 Split 4 5.0 22.1 22.1 22.1 22.1 22.1 1.5 5.0 5.0 5.0 None	93 4 50 22.1 22.1 22.1 22.1 22.1 22.1 22.1 22.	111 Perm 4 5.0 22.1 24.6% 18.0 3.1 1.0 Lag Yes 3.0 1.5 5.0 5.0 5.0 None	People 2 10,0 22,1 45,8 50,9% 41,7 3,1 1,0 3,0 5,0 5,0 C Max	2 10.0 22.1 45.8 50.9% 41.7 3.1 1.0 3.0 1.5 5.0 5.0 C-Max	0 0.0 %	113 Perinj 6 10.0 22.1 45.8 50.9% 41.7 3.1 1.0 3.0 1.6 5.0 5.0 Min	440 6 10.0 22.1 45.8 50.9% 41.7 3.1 1.0 3.0 1.5 5.0 5.0 Min	0.0%
Turn Type Protected Phases Permitied Phases Detector Phases Minimum Initial (s) Minimum Split (s) Total Split (%) Maximum Green (s) Yellow Time (s) All-Red Time (s) Lead/Lag Lead/Lag Detimize? Vehicle Extension (s) Minimum Gap (s) Time Before Reduce (s) Time To Reduce (s) Recall Mode	254 Split 3 5.0 22.1 24.6% 18.0 3.1 1.0 Lead Yes 3.0 1.5 5.0 5.0 None 5.0	3 5.0 22.1 22.1 22.1 24.6% 18.0 3.1 1.6 5.0 5.0 5.0 5.0 5.0 5.0 5.0	0.0% 2	0 Split 4 5.0 22.1 22.1 22.1 22.1 24.6% 18.0 3.1 1.5 5.0 5.0 5.0 None 5.0	93 4 5.0 22.1 22.1 22.1 22.1 22.1 22.1 22.1 22	111 Perm 4 5.0 22.1 24.6% 18.0 3.1 1.0 Lag Yes 3.0 1.5 5.0 5.0 None 5.0	Penn 2 100 22.1 45.8 50.9% 41.7 3.1 1.0 3.0 5.0 5.0 5.0 C.Max 7.0	2 10.0 22.1 45.8 50.9% 41.7 3.1 1.0 3.0 1.5 5.0 5.0 C-Max 7.0	0 0.0 %	113 Perify 6 10.0 22.1 45.8 50.9% 41.7 3.1 1.0 3.0 1.5 5.0 5.0 Min 7.0	440 6 10.0 22.1 45.8 50.9% 41.7 3.1 1.0 3.0 1.5 5.0 5.0 Min 7.0	0.0%
Tum Type Protected Phases Permitied Phases Detector Phases Minimum Initial (s) Minimum Split (s) Total Split (%) Maximum Green (s) Yellow Time (s) All-Red Time (s) All-Red Time (s) Lead/Lag Lead/Lag Lead/Lag Detected Phases (s) Minimum Green (s) Time Before Reduce (s) Time To Reduce (a) Recall Mode Walk Time (s) Flash Dont Walk (s)	254 Spill 3 5.0 22.1 24.6% 18.0 3.1 1.0 Lead Yes 3.0 1.5 5.0 5.0 5.0 5.0 5.0 11.0	3 50 22.1 22.1 24.6% 18.0 3.1 1.0 5.0 5.0 5.0 5.0 5.0 5.0 1.5 1.0	0.0% 2	0 Split 4 5.0 22.1 22.1 22.1 22.1 22.1 22.1 3.1 1.5 5.0 5.0 5.0 11.0	93 4 60 22.1 22.1 24.6% 18.0 3.1 1.0 2.0 5.0 5.0 5.0 6.0 None 5.0 11.0	111 Perm 4 5.0 22.1 22.1 24.6% 18.0 3.1 1.0 Lag Yes 3.0 1.5 5.0 5.0 None 5.0 11.0	Penn 2 10.0 22.1 45.8 50.9% 41.7 3.1 1.0 3.0 1.5 5.0 5.0 C Max 7.0 11.0	2 10.0 22.1 45.0 50.9% 41.7 3.1 1.0 3.0 1.5 5.0 5.0 5.0 C-Max 7.0 11.0	0 0.0%	113 Pern 6 10.0 22.1 45.8 50.9% 41.7 3.1 1.0 3.0 1.5 5.0 5.0 Min 7.0 11.0	440 6 10.0 22.1 45.8 50.9% 41.7 3.1 1.0 3.0 1.5 5.0 5.0 5.0 Min 7.0 11.0	0.0%
Tum Type Protected Phases Permitied Phases Detector Phases Minimum Initial (s) Minimum Split (s) Total Split (%) Maximum Green (s) Yellow Time (s) All-Red Time (s) Lead/Lag Lead/Lag Lead-Lag Optimize? Vehicle Extension (s) Minimum Gree (s) Time Before Reduce (s) Time To Reduce (a) Recall Mode Walk Time (s)	254 Spill 3 5.0 22.1 24.6% 18.0 3.1 1.0 Lead Yes 3.0 1.5 5.0 5.0 5.0 5.0 5.0 11.0	3 5.0 22.1 22.1 22.1 24.6% 18.0 3.1 1.6 5.0 5.0 5.0 5.0 5.0 5.0 5.0	0.0% 2	0 Split 4 5.0 22.1 22.1 22.1 22.1 24.6% 18.0 3.1 1.5 5.0 5.0 5.0 None 5.0	93 4 5.0 22.1 22.1 22.1 22.1 22.1 22.1 22.1 22	111 Perm 4 5.0 22.1 24.6% 18.0 3.1 1.0 Lag Yes 3.0 1.5 5.0 5.0 None 5.0	Penn 2 100 22.1 45.8 50.9% 41.7 3.1 1.0 3.0 5.0 5.0 5.0 C.Max 7.0	2 10.0 22.1 45.8 50.9% 41.7 3.1 1.0 3.0 1.5 5.0 5.0 C-Max 7.0	0 0.0%	113 Pern 6 10.0 22.1 45.8 50.9% 41.7 3.1 1.0 3.0 1.5 5.0 5.0 Min 7.0	440 6 10.0 22.1 45.8 50.9% 41.7 3.1 1.0 3.0 1.5 5.0 5.0 Min 7.0	0.0%

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Lanes, Volumes, 378: Vineyard & E	Ŷ				Plea	asanto			enter T Approv		
	الله ا	-	\mathbf{i}		•	1	1	1	4	¥	•
Lane Group	EBL	EBT	HARMANT.		WER	NA		NER	She	Sat	Sell
Actuated g/C Ratio	0.20	0.20	11	0.14	0.14	0.58	0.50	2.2.3.5.5.5.5.5.5.5.5.5.5.5.5.5.5.5.5.5.	0.56	0.50	
v/c Ratio	0.85	0.86	t Branderston Stadius, 19	0.42	0.39	0.14	0.60	ing and the second s	0.98	0.43	
Control Delay	55.8	52.0		36.1	9.8	12.7	15,6		108.5	13.3	
Queue Delay	0.0	0.0	a sa mala ang sa mala ana a	0.0	0.0	0.0	0.0		0.0	0.0	998 - 993 - 979 - 928
Total Delay	55.8	52.0		38.1	····· (201 [201 [201 [201 [201 [201 [201 [201 [12.7	15.6	St. N	108.5	13.3	
LOS	E Sector	D	an shina an	D	A A	B	B Maria and A	and the last of the second second	F	В	a an the second second
Approach Delay Approach LOS	ni di San	53.8	ang ang akarang ang ang ang ang ang ang ang ang ang	21.8			া পাল কাল কাল কাল	Produce.	$\mathcal{D}_{\mathcal{A}}$	32.7	3.23
	an na ang sana kana kana kana kana kana kana kana	U		U			В			С	
Intersection Summer							1. A. A. A.				
Area Type:	Other	and shares and shares and shares	n manufactur al construction de monte de la const	a the stands deal and the second second							
Cycle Length: 90	2004 (Sec. 34)	1.12.			Arta - sai	$\langle u u^{-1} u \rangle$			$\sim 1 \times$		
Actuated Cycle Lengt					merita analysis	t dille i stratika i son		NINI PAINT AND	na tem casterito	. National and the	1
Offset: 0 (0%), Refer Natural Cycle: 90	auced to bu	iase z:ne	IL, Start o	Yellow	建制定。		it in the	tan in		1940 (1.1	
Control Type: Actuate	d.Coardin			- 3 00 - 100	an a	9000 J. 1000	送金修改建 4 3	e an tha an tha	1995, A 2006 A 2005	en an	
Maximum v/c Ratio: (ter anno 1910 - Se	ar î dere î și și și			1999 - 1999 -		2. R. S. S.	1942 E.	
Intersection Signal De				Intersecti			.	E Novele			
Intersection Capacity	Utilization	70.3%	ar shirt for the second	ICU Leve	l of Sen	vice C	ant ar ge				
Analysis Period (min)							Corse Z				
	ana ana ing kanalara tahun basilara	n new sen en ser son en de la sen L'inner sen en ser son en de la sen	un na shekara na sheka Na shekara na	un anta en a Spert	an ann a Stàith		CONTRACTOR CONTRACT	日本語語では		10623336	

Splits and Phases: 378: Vineyard & Bernal

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★★ #6		

Lanes, Volumes, Timings 443: Vineyard & Bernal

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Larie Gidup			EBR	Wet	WER	WBR	NEW	Net	NBR	See	State	
Lane Configurations		4		۲	1		۲	A	1	٢	¢	Sala and Approved
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	19/1
Storage Length (ft)	0	and a second second	0	75	na na menanganan papat	Õ	75	• • • • • • • • • • • • • • • • • • •	0	75	746 (1996 (1977 - 1979 (197 8))	0
Storage Lanes	Ø.		O	1	internet et er	0	2 t .	r 🔿	0	1 - C		9
Total Lost 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
Leading Detector (ft)	50	50	5 C.	50	56		50	50 *	50	50	50 .	
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	AND TO
Turning Speed (mph)	15		9	15	(Maribian) Altra de la com	NU, 😫	15		9	16		
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
Ped Bike Factor	$\tau \in \mathcal{L}$		Ser Car		0.97	78 4.78 a.	HOST.	+32	0.96	0.99		
Frt					0.850	an a	anna ann a chuirteachadh	n de la serie d	0.850	27 M 7 CAY 6 20 COMPANY		
Fit Protected				0.950					てもて	0.950		energy and the second se
Satd. Flow (prot)	0	1925	0	1829	1586	0	1925	1925	1636	1829	1925	0
Fit Permitted		* 意志会		0.950		, P Se	1. 87			0.950	in an th	
Satd. Flow (perm)	0	1925	0	1829	1586	0	1925	1925	1568	1809	1925	0
Right Turn on Flad			Yes	3. A. MA	$\sim 10^{-2}$ χ_{\star}	Yes	$\langle N_{i},M_{i}\rangle$		Yes		140 X 21	Yei
Satd. Flow (RTOR)					728			AND COUNT OF A DALLY	193	a 17 on aireann 18 an 19 ann ann an 19	a na 2 manufa rangerar 194	Alleger under sign alle
Headway Factor	0.96	6.96	0.96	0.96	0.96	0.98	0.90	0.96	0.96	0.98	0.96	0.98
Link Speed (mph)		35			40		the second second	30	anarosona perinegi co	1999 - San	30	and an an an an an
Link Distance (ft)	(法) 地质	205			1042			784			604	2552.00
Travel Time (s)		4.0			17.8			17.1	andra del sono del 17	ve: @ 296≇ 2 (048)	4.4	and a second
Volume (vph)	, 0	<i></i>		115	6 .	319	0	464	762	. 680	376	
Confl. Peds. (#/hr)						0		an a	A	asina na mangalanga A	Contrast and a second	Sector of the sector
						2	• •		4	- 4		
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	_ 0.90	0.90	0.90	-0.90	4 0.9 0	0.90	0.90
Peak Hour Factor Adj. Flow (vph)	0	0.90 0	0.90	0.90 128	0.90 0	0.90 354	0.90 0	0.90 516	4 0.90 847	0.90 756	0.90 418	0. 90 0
Peak Hour Factor Adj. Flow (vph) Lane Group Flow (vph)	0 • • • • •	-	-	128	0.90 0 354	·····································	El conservation de la conservation		13.4 GY 10.4 GY	STRINTLESS	a servere	0.9
Peak Hour Factor Adj. Flow (vph) Larie Group Flow (vph) Turn Type	0	-	-		Concerner - Concern - Seaso	354	0	516 516	847	756	418	0.9 1 0 4
Peak Hour Factor Adj. Flow (vph) Lane Group Flow (vph) Turn Type Protected Phases	0 • • • • •	-	-	128	Concerner - Concern - Seaso	354	0 2	516 516	847 847	756 756 Split	418	0.3 0 0
Peak Hour Factor Adj. Flow (vph) Lane Group Flow (vph) Turn Type Protected Phases Permitted Phases	0 • • • • •	-	-	128	Concerner - Concern - Seaso	354	0 2	516 516	847 847 sustom	756 756 Split	418	0.90 0
Peak Hour Factor Adj. Flow (vph) Lane Group Flow (vph) Turn Type Protected Phases Permitted Phases Detector Phases	0 • • • • •	-	-	128	Concerner - Concern - Seaso	354	0 2	516 516	847 847 sustom	756 756 Split	418	0.9 0 0
Peak Hour Factor Adj. Flow (vph) Lane Group Flow (vph). Turn Type Protected Phases Permitted Phases Detector Phases Minimum Initial (s)	0 0 Split 7 5.0	-	-	128 Split 8 5.0	.354 8 .0	354	0 Split 2 5.0	516 516 c	847 847 sustom	756 756 Split	418	0.9 0 0
Peak Hour Factor Adj. Flow (vph) Larie Group Flow (vph) Turn Type Protected Phases Permitted Phases Detector Phases Minimum Initial (s) Minimum Spit (s)	0 Split 7 5.0 9 ,1	20. 7 7	-	128 Split 8	354 8 3	354	0 0 Split 2	516 516 2 2 5.0	847 847 sustom 2 8	756 756 Split 6	418 2 416 6 6	0.5
Peak Hour Factor Adj. Flow (vph) Larie Group Flow (vph) Turn Type Protected Phases Permitted Phases Detector Phases Detector Phases Minimum Initial (s) Minimum Spit (s) Total Split (s)	0 Split 7 5.0 9.1	0 7 5.0 9.1	0.0	128 Split 8 5.0 14.1 25.0	354 8 5.0 14.1 25.0	354 ••••••••••••••••••••••••••••••••••••	0 0 Split 2 5.0 15.0 30.0	516 516 2 2 5.0 15.0 30.0	847 847 ustom 2 8 8 5.0 14,1 25.0	756 756 Split 6 5.0 10.0 45.9	418 418 6 5.0 10.0 45.9	
Peak Hour Factor Adj. Flow (vph) Lane Group Flow (vph) Turn Type Protected Phases Permitted Phases Detector Phases Minimum Initial (s) Minimum Spilt (s) Total Spilt (s) Total Spilt (%)	0 Split 7 5.0 9.1 8.3%	0 7 5.0 9.1 83%		128 Split 8 5.0 14.1 25.0 22.7%	354 8 5.0 14.1 25.0 22.7%	354 ••••••••••••••••••••••••••••••••••••	0 Split 2 5.0 15.0 30.0 27.3%	516 516 2 2 5.0 15.0 30.0 27 3%	847 847 ustom 2 8 8 5.0 14,1 25.0	756 756 Split 6 5.0 10.0 45.9	418 418 6 5.0 10.0 45.9	0.0
Peak Hour Factor Adj. Flow (vph) Larie Group Flow (vph) Turn Type Protected Phases Permitted Phases Detector Phases Minimum Initial (s) Minimum Split (s) Total Split (s) Total Split (%) Maximum Green (s)	0 Split 7 5.0 9.1 8.3% 5.0	0 7 5.0 9.1 8.3% 5.0	0.0	128 Split 8 5.0 14.1 25.0 22.7% 20.9	354 5.0 14.1 25.0 22.7% 20.9	354 0 0.0 0.0%	0 0 Split 2 5.0 15.0 30.0	516 516 2 2 5.0 15.0 30.0	847 847 ustom 2 8 8 5.0 14,1 25.0	756 756 Split 6 5.0 10.0 45.9	418 418 6 5.0 10.0 45.9	0.0
Peak Hour Factor Adj. Flow (vph) Lane Group Flow (vph) Turn Type Protected Phases Permitted Phases Detector Phases Minimum Initial (s) Minimum Soft (s) Total Split (s) Total Split (%) Maximum Green (s) Yellow Time (s)	0 Split 7 5.0 9.1 8.3% 5.0 3.1	0 7 5.0 9.1 8.3% 5.0 3.1	0.0	128 Split 5.0 14.1 25.0 22.7% 20.9 3.1	354 5.0 14.1 25.0 22.7% 20.9 \$1	354 9 0.0 0.0%	0 Split 2 5.0 15.0 30.0 27.3% 25.0 4.0	516 516 2 2 5.0 15.0 30.0 27.3% 25.0 4.0	847 847 ustom 8 2 8 8 5.0 14,1 25.0 22.7% 20.9	756 756 Split 6 5.0 10.0 45.9 41.7%	418 418 5.0 10.0 45.9 41.7% 40.9	0.0
Peak Hour Factor Adj. Flow (vph) Lane Group Flow (vph) Turn Type Protected Phases Permitted Phases Detector Phases Detector Phases Minimum Initial (s) Minimum Spit (s) Total Spit (s) Total Spit (s) Total Spit (%) Maximum Green (s) Yellow Time (s) All-Red Time (s)	0 Split 7 5.0 9.1 8.3% 5.0 3.1 1.0	5.0 9.1 8.3% 5.0 3.1 1.0	0.0 0.0 0.0%	128 Split 5.0 14.1 25.0 22.7% 20.9 3.1 1.0	354 5.0 14.1 25.0 22.7% 20.9 \$1 1.0	354 0 0.0 0.0%	0 Split 2 5.0 15.0 30.0 27.3% 25.0 4.0 1.0	516 516 2 2 5.0 15.0 30.0 27.3% 25.0 4.0 1.0	847 847 ustom 8 2 8 8 5.0 14,1 25.0 22.7% 20.9 31 1.0	756 756 Split 6 5.0 10.0 45.9 41.7% 40.9 40.9 1.0	418 418 5.0 10.0 45.9 41.7% 40.9 4.0 1.0	0.0 0.0%
Peak Hour Factor Adj. Flow (vph) Lane Group Flow (vph). Turn Type Protected Phases Permitted Phases Detector Phases Detector Phases Minimum Initial (s) Minimum Split (s) Total Split (s) Total Split (s) Total Split (s) Maximum Green (s) Yellow Time (s) All-Red Time (s) Lead/Lag	0 Split 7 5.0 9.1 8.3% 5.0 3.1 1.0 Lag	7 5.0 9.1 9.1 8 3% 5.0 3.1 1.0 Ling.	0.0 0.0 0.0%	128 Split 5.0 14.1 25.0 22.7% 20.9 3.1 1.0 Lead	354 8 5.0 14.1 25.0 20.9 5.1 1.0 Lees	354 9 0.0 0.0%	0 Split 2 5.0 15.0 30.0 27.3% 25.0 4.0 1.0 Lag	516 516 2 2 5.0 15.0 30.0 27.3% 25.0 4.0 1.0 Lag	847 847 sustom 2 8 8 5.0 14.1 25.0 22.7% 20.9 3.1 1.0 Leed	756 756 Split 6 5.0 10.0 45.9 41.7% 40.9 40.9 1.0 Lead	418 418 5.0 10.0 45.9 41.7% 40.9 4.0 1.0	0.0 0.0%
Peak Hour Factor Adj. Flow (vph) Lane Group Flow (vph). Turn Type Protected Phases Permitted Phases Detector Phases Detector Phases Minimum Initial (s) Minimum Split (s) Total Split (s) Total Split (s) Total Split (s) Maximum Green (s) Yellow Time (s) All-Red Time (s) Lead/Lag Lead-Lag Optimize?	0 Split 7 5.0 9.1 9.1 8.3% 5.0 3.1 1.0 Lag Yes	7 5.0 9.1 8.3% 5.0 3.1 1.0 Lag Yes	0.0 0.0 0.05	128 Split 5.0 14.1 25.0 22.7% 20.9 3.1 1.0 Lead Yes	354 5.0 14.1 25.0 20.9 5.1 1.0 Lend Yes	354 9	0 Split 2 5.0 15.0 30.0 27.3% 25.0 4.0 1.0 Lag Yes	516 516 2 2 5.0 15.0 30.0 27.3% 25.0 4.0 1.0 Lag Yes	847 847 sustom 2 8 8 5.0 14.1 25.0 22.7% 20.9 3.1 1.0 Leed Yes	756 756 Split 6 5.0 10.0 45.9 41.7% 40.9 40.9 40.9 40.9 40.9 40.9 40.9 40.9	418 416 5.0 10.0 45.9 41.7% 40.9 4.0 1.0 Lead Yes	0.0 0.09
Peak Hour Factor Adj. Flow (vph) Lane Group Flow (vph). Turn Type Protected Phases Permitted Phases Detector Phases Detector Phases Minimum Initial (s) Minimum Spilt (s) Total Spilt (s) Total Spilt (s) Total Spilt (s) Maximum Green (s) Yellow Time (s) All-Red Time (s) Lead/Lag Lead-Lag Optimize? Vahicle Extension (s)	0 Split 7 5.0 9.1 9.1 8.3% 5.0 3.1 1.0 Lag Yes 3.0	2 5.0 5.1 9.1 8.3% 5.0 3.1 1.0 Liso Yes 3.0	0.0 0.0 0.05	128 Split 5.0 14.1 25.0 22.7% 20.9 3.1 1.0 Lead Yes 3.0	354 8 5.0 14.1 25.0 22.7% 20.9 5.1 1.0 Lond Yes 3.0	354 9 0.0 0.0%	0 Split 2 5.0 15.0 30.0 27.3% 25.0 4.0 1.0 Lag Yes 3.0	516 516 2 2 5.0 15.0 30.0 27.3% 25.0 4.0 1.0 Lag Yes 3.0	847 847 sustom 2 8 8 5.0 14.1 25.0 22.7% 20.9 3.1 1.0 Leed	756 756 Split 6 5.0 10.0 45.9 41.7% 40.9 41.7% 40.9 41.0 Leect Yes 3.0	418 416 5.0 10.0 45.9 41.7% 40.9 4.0 1.0 Lead Yes	0.0 0.0%
Peak Hour Factor Adj. Flow (vph) Lane Group Flow (vph). Turn Type Protected Phases Permitted Phases Detector Phases Detector Phases Minimum Initial (s) Minimum Spilt (s) Total Spilt (s) Total Spilt (s) Total Spilt (s) Maximum Green (s) Yellow Time (s) Lead/Lag Lead-Lag Optimize? Vehicle Extension (s) Minimum Gap (s)	0 Split 7 5.0 9.1 9.1 8.3% 5.0 3.1 1.0 Lag Yes 3.0 1.5	2 5.0 5.1 9.1 8.3% 5.0 3.1 1.0 Ling Yes 3.0 1.5	0.0 0.0 0.05	128 Split 5.0 14.1 25.0 22.7% 20.9 3.1 1.0 Lead Yes 3.0 1.5	354 8 5.0 14.1 25.0 22.7% 20.9 5.1 1.0 Lond Yes 3.0 1.5	354 9	0 9 5plit 2 5.0 15.0 30.0 27.3% 25.0 4.0 1.0 Lag Yes 3.0 1.5	516 516 2 2 5.0 15.0 30.0 27.3% 25.0 4.0 1.0 Lag Yes 3.0 1.5	847 847 ustom 2 8 8 5.0 14.1 25.0 22.7% 20.9 3.1 1.0 Leed Yes 3.0 1.5	756 756 Split 6 5.0 10.0 45.9 41.7% 40.9 41.7% 40.9 1.0 Lend Yes 3.0 1.5	418 416 5.0 10.0 45.9 41.7% 40.9 4.0 1.0 Lead Yes 3.0 1.5	0.0 0.0%
Peak Hour Factor Adj. Flow (vph) Lane Group Flow (vph) Turn Type Protected Phases Permitted Phases Detector Phases Detector Phases Minimum Initial (s) Minimum Split (s) Total Split (s) Total Split (s) Total Split (s) Total Split (s) Total Split (s) All-Red Time (s) Lead/Lag Lead-Lag Optimize? Vehicle Extension (s) Minimum Gap (s) Time Before Reduce (s)	0 Split 7 5.0 9.1 8.3% 5.0 3.1 1.0 Lag Yes 3.0 1.5 5.0	7 5.0 9.1 8.3% 5.0 3.1 1.0 Lsc Yes 3.0 1.5 5.0	0.0 0.0 0.05	128 Split 5.0 14.1 25.0 22.7% 20.9 3.1 1.0 Lead Yes 3.0 1.5 5.0	354 5.0 14.1 25.0 22.7% 20.9 5.1 1.0 Leed Yes 3.0 1.5 5.0	354 9	0 9 5plit 2 5.0 15.0 30.0 27.3% 25.0 4.0 1.0 Lag Yes 3.0 1.5 5.8	516 516 2 5.0 15.0 30.0 27.3% 25.0 4.0 1.0 Lag Yes 3.0 1.5 5.0	847 847 ustom 8 2 8 8 5.0 14.1 25.0 22.7% 20.9 3.1 1.0 Leed 3.0 1.5 5.0	756 756 Split 6 5.0 10.0 45.9 41.7% 40.9 40.9 40.9 40.9 40.9 40.9 40.9 40.9	418 418 5.0 10.0 45.9 41.7% 40.9 4.0 1.0 Lead Yes 3.0 1.5 5.0	0.0 0.09
Peak Hour Factor Adj. Flow (vph) Lane Group Flow (vph) Turn Type Protected Phases Permitted Phases Detector Phases Detector Phases Minimum Initial (s) Minimum Split (s) Total Split (s) Total Split (s) Total Split (%) Maximum Green (s) Yellow Time (s) Lead/Lag Lead-Lag Optimize? Vehicle Extension (s) Minimum Gap (s) Time Before Reduce (s) Time To Reduce (s)	0 Split 7 5.0 9.1 8.3% 5.0 3.1 1.0 Lag Yes 3.0 1.5 5.0 5.0	7 5.0 9.1 8.3% 5.0 3.1 1.0 Liss 7es 3.0 1.5 5.0 5.0	0.0 0.0 0.05	128 Split 5.0 14.5 25.0 22.7% 20.9 3.1 1.0 Lead Yes 3.0 1.5 5.0 5.0	354 5.0 14.1 25.0 20.9 5.1 1.0 Lond Yes 3.0 1.5 5.0 5.0	354 0.0 0.0%	0 Split 2 5.0 15.0 30.0 27.3% 25.0 4.0 1.0 Lag Yes 3.0 1.5 5.9 5.0	516 516 2 5.0 15.0 30.0 27.3% 25.0 4.0 1.0 Las 3.0 1.5 5.0 5.0	847 847 ustom 8 2 8 8 5.0 14,1 25.0 22.7% 20.9 3.1 1.0 Leec Yes 3.0 1.5 5.0 5.0	756 756 Split 6 5.0 10.0 45.9 41.7% 40.9 41.7% 40.9 41.7% 40.9 41.7% 5.0 5.0	418 418 5.0 10.0 45.9 41.7% 40.9 4.0 1.0 Lead Yes 3.0 1.5 5.0 5.0	0.0 0.0%
Peak Hour Factor Adj. Flow (vph) Lane Group Flow (vph) Turn Type Protected Phases Permitted Phases Detector Phases Detector Phases Detector Phases Detector Phases Minimum Initial (s) Minimum Split (s) Total Split (s) Total Split (s) Total Split (s) Total Split (s) Maximum Green (s) Yellow Time (s) Lead/Lag Lead-Lag Optimize? Vehicle Extension (s) Minimum Gap (s) Time Before Reduce (s) Time To Reduce (s) Recall Mode	0 Split 7 5.0 9.1 8.3% 5.0 3.1 1.0 Lag Yes 3.0 1.5 5.0	7 5.0 9.1 8.3% 5.0 3.1 1.0 Lsc Yes 3.0 1.5 5.0	0.0 0.0 0.05	128 Split 5.0 14.5 25.0 22.7% 20.9 3.1 1.0 Lead Yes 3.0 1.5 5.0 None	354 5.0 14.1 25.0 20.9 5.1 1.0 Lond Yes 3.0 1.5 5.0 5.0 None	354 0.0 0.0%	0 Split 2 5.0 15.0 30.0 27.3% 25.0 4.0 1.0 Lag Yes 3.0 1.5 5.0 5.0 Min	516 516 2 2 5.0 15.0 30.0 27.3% 25.0 4.0 1.0 Lag Yes 3.0 1.5 5.0 5.0 Min	847 847 ustom 8 2 8 8 5.0 14,1 25.0 22.7% 20.9 3.1 1.0 Lead Yes 3.0 1.5 5.0 5.0 None	756 756 Split 6 5.0 10.0 45.9 41.7% 40.9 41.7% 40.9 41.7% 40.9 41.7% 5.0 5.0	418 418 5.0 10.0 45.9 41.7% 40.9 4.0 1.0 Lead Yes 3.0 1.5 5.0	0.0 0.0%
Peak Hour Factor Adj. Flow (vph) Lane Group Flow (vph) Turn Type Protected Phases Permitted Phases Detector Phases Detector Phases Detector Phases Detector Phases Detector Phases Minimum Initial (s) Minimum Split (s) Total Split (s) Total Split (s) Total Split (s) Total Split (s) Maximum Green (s) Yellow Time (s) All-Red Time (s) Lead/Lag Lead-Lag Optimize? Vehicle Extension (s) Minimum Gap (s) Time Before Reduce (s) Recall Mode Walk Time (s)	0 Split 7 5.0 9.1 8.3% 5.0 3.1 1.0 Lag Yes 3.0 1.5 5.0 5.0	7 5.0 9.1 8.3% 5.0 3.1 1.0 Liss 7es 3.0 1.5 5.0 5.0	0.0 0.0 0.05	128 Split 5.0 14.1 25.0 22.7% 20.9 3.1 1.0 Lead 1.0 Lead 1.5 5.0 None 5.0	354 5.0 14.1 25.0 20.9 5.1 1.0 Load Yes 3.0 1.5 5.0 5.0 None 5.0	354 0.0 0.0%	0 Split 2 5.0 15.0 30.0 27.3% 25.0 4.0 1.0 Lag Yes 3.0 1.5 5.0 5.0 Min 5.0	516 516 2 2 5.0 15.0 30.0 27.3% 25.0 4.0 1.0 Lag Yes 3.0 1.5 5.0 5.0 Min 5.0	847 847 ustom 8 2 8 8 5.0 14,1 25.0 22.7% 20.9 3.1 1.0 Lead Yes 3.0 1.5 5.0 5.0 None 5.0	756 756 Split 6 5.0 10.0 45.9 41.7% 40.9 41.7% 40.9 40.9 4.0 1.0 Lead Yes 3.0 1.5 5.0 5.0 C-Max	418 418 5.0 10.0 45.9 41.7% 40.9 4.0 1.0 Lead Yes 3.0 1.5 5.0 5.0	0.0 0.0%
Peak Hour Factor Adj. Flow (vph) Lane Group Flow (vph). Turn Type Protected Phases Permitted Phases Detector Phases Detector Phases Detector Phases Detector Phases Detector Phases Detector Phases Minimum Split (s) Total Split (s) Total Split (s) Total Split (s) Total Split (s) Total Split (s) All-Red Time (s) Lead/Lag Lead-Lag Optimize? Vehicle Extension (s) Minimum Gap (s) Time Before Reduce (c) Time To Reduce (s) Recall Mode Walk Time (s) Flash Dont Walk (s)	0 Split 7 5.0 9.1 8.3% 5.0 3.1 1.0 Lag Yes 3.0 1.5 5.0 5.0	7 5.0 9.1 8.3% 5.0 3.1 1.0 Liss 7es 3.0 1.5 5.0 5.0	0.0 0.0 0.05	128 Split 5.0 14.1 25.0 22.7% 20.9 3.1 1.0 Lead Yes 3.0 1.5 5.0 5.0 None 5.0 5.0	354 8 5.0 14.1 25.0 20.9 5.1 1.0 Lend Yes 3.0 1.5 5.0 5.0 Nona 5.0 5.0	354 0.0 0.0%	0 Split 2 5.0 15.0 30.0 27.3% 25.0 4.0 1.0 Lag Yes 3.0 1.5 5.0 5.0 Min 5.0 5.0	516 516 2 2 5.0 15.0 30.0 27.3% 25.0 4.0 1.0 Lag Yes 3.0 1.5 5.0 5.0 5.0 5.0 5.0	847 847 sustom 8 2 8 8 5.0 14,1 25.0 22,7% 20.9 3,1 1.0 Lead 1.5 5.0 1.5 5.0 None 5.0 5.0	756 756 Split 6 5.0 10.0 45.9 41.7% 40.9 41.7% 40.9 40.9 4.0 1.0 Lead Yes 3.0 1.5 5.0 5.0 C-Max	418 416 5.0 10.0 45.9 41.7% 40.9 4.0 1.0 Lesd Yes 3.0 1.5 5.0 5.0 C-Max	0.0 0.0%
Peak Hour Factor Adj. Flow (vph) Lane Group Flow (vph). Turn Type Protected Phases Permitted Phases Detector Phases Detector Phases Detector Phases Detector Phases Detector Phases Minimum Initial (s) Minimum Split (s) Total Split (s) Total Split (s) Total Split (s) Total Split (s) Maximum Green (s) Yellow Time (s) All-Red Time (s) Lead/Lag Lead-Lag Optimize? Vehicle Extension (s) Minimum Gap (s) Time Before Reduce (s) Recall Mode Walk Time (s) Flash Dont Walk (s) Pedestrian Calls (#/hr)	0 Split 7 5.0 9.1 8.3% 5.0 3.1 1.0 Lag Yes 3.0 1.5 5.0 5.0	7 5.0 9.1 8.3% 5.0 3.1 1.0 Liss 7es 3.0 1.5 5.0 5.0	0.0 0.0 0.05	128 Split 5.0 14.1 25.0 22.7% 20.9 3.1 1.0 Lead Yes 3.0 1.5 5.0 5.0 None 5.0 20	354 8 5.0 14.1 25.0 20.9 5.1 1.0 Lend Yes 3.0 1.5 5.0 5.0 Nona 5.0 5.0 20	354 9	0 Split 2 5.0 15.0 30.0 27.3% 25.0 4.0 1.0 Lag Yes 3.0 1.5 5.9 5.0 Min 5.0 5.0 20	516 516 2 2 5.0 15.0 30.0 27.3% 25.0 4.0 1.0 27.3% 25.0 4.0 1.5 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 20	847 847 sustom 8 2 8 8 5.0 14.1 25.0 22.7% 20.9 3.1 1.0 Leed Yes 3.0 1.5 5.0 5.0 None 5.0 20	756 756 Split 6 5.0 10.0 45.9 41.7% 40.9 40.9 4.0 1.0 Lead Yes 3.0 1.5 5.0 5.0 C-Max	418 416 5.0 10.0 45.9 41.7% 40.9 4.0 1.0 Lesd Yes 3.0 1.5 5.0 5.0 C-Max	0.0 0.09
Peak Hour Factor Adj. Flow (vph) Lane Group Flow (vph) Turn Type Protected Phases Permitted Phases Detector Phases Detector Phases Detector Phases Detector Phases Detector Phases Detector Phases Minimum Split (s) Total Split (s) Total Split (s) Total Split (s) Total Split (s) Total Split (s) All-Red Time (s) Lead/Lag Lead-Lag Optimize? Vehicle Extension (s) Minimum Gap (s) Time Before Reduce (c) Time To Reduce (s) Recall Mode Walk Time (s) Flash Dont Walk (s)	0 Split 7 5.0 9.1 8.3% 5.0 3.1 1.0 Lag Yes 3.0 1.5 5.0 5.0	7 5.0 9.1 8.3% 5.0 3.1 1.0 Liss 7es 3.0 1.5 5.0 5.0	0.0 0.0 0.05	128 Split 5.0 14.1 25.0 22.7% 20.9 3.1 1.0 Lead Yes 3.0 1.5 5.0 5.0 None 5.0 5.0	354 8 5.0 14.1 25.0 20.9 5.1 1.0 Lend Yes 3.0 1.5 5.0 5.0 Nona 5.0 5.0 20	354 9	0 Split 2 5.0 15.0 30.0 27.3% 25.0 4.0 1.0 Lag Yes 3.0 1.5 5.0 5.0 Min 5.0 5.0	516 516 2 2 5.0 15.0 30.0 27.3% 25.0 4.0 1.0 27.3% 25.0 4.0 1.5 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 20	847 847 sustom 8 2 8 8 5.0 14,1 25.0 22,7% 20.9 3,1 1.0 Lead 1.5 5.0 1.5 5.0 None 5.0 5.0	756 756 Split 6 5.0 10.0 45.9 41.7% 40.9 40.9 4.0 1.0 Lead Yes 3.0 1.5 5.0 5.0 C-Max	418 416 5.0 10.0 45.9 41.7% 40.9 4.0 1.0 Lesd Yes 3.0 1.5 5.0 5.0 C-Max	0.0 0.07

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ane Group EBL	EBT	BR	WEC	WAT	WER	NOL	s nat	NBA	SEL	SOT	- SE
/c Flatio		the start	0.36	0.39		di ye w	1.09	1.03	0.87	0.48	and a start of the
Control Delay			41.1	1.3		e entre anna anna an	108.2	64.1	39.0	21.6	atoget, i av
Neue Delay			: 0.0 ,	9.Ø			0.0	0.0	40	N 0.0	2. J.
otal Delay			41.1	1.3	a series a series	5 F. ST. 1 5 D	108.2	64.1	39.0	21.6	X N: 163
08				A P	Sec. 6			e - E	0	ି ୯	
pproach Delay				11.9			80.8		a an	32.8	,
pproach LOS:		đi đ	the court				s. 🖞 🖡	P-92-0		C	
nersection Summary	te si se cons			1700 A.C.A	(10)78) - - M	The second		*** ****	I. CLASSO	an a	
rea Type: Other		4 :		1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 -					The states		E S Y
cycle Length: 110		en san		机建筑和				18 G. S.		Sec. er .	- - -
ctuated Cycle Length: 110		1995 B.	E States A			Mar (1947)	C 1993 - 204		1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.	ner en	Sec. Sec.
offset: 0 (0%), Referenced to p	hase 6.SB	TI S	tart of V	llow	(* 16 ° 12)		i shek	Mar Carlo	- 2 Zin 1	Su. 2m	So inter
atural Cycle: 120				GIIOW		ese rate a cons		使的外关于使为分子		and the sub-state of the state of the	્યુસ્ટર્સ્ટર
control Type: Actuated-Coordin	ated						in the set			Crassian,	(473-8)
laximum v/c Ratio: 1.09			N		an a			er ang a			15.50 (19
ntersection Signal Delay: 51.1	an christer an 199		ratiecetti Ir	ntersecti	on I OS	:• D				12. 2010	3 A Q
ntersection Capacity Utilization	92 192			CU Lave			s (1998)	ener al confi		et i k	an an
nalysis Period (min) 15	a na	9653-343 1			19 VGI	TRUE F		1917-1919-E-	St. delsongered	to a start of the	、次、派

Splits and Phases: 443: Vineyard & Bernal

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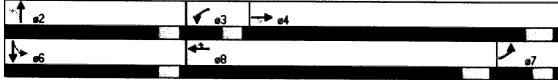
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				WER	WAT	Water						
Lane Configurations		* *	nitionen ersennin A		ÅÅ	1 (1.1. (1.1.)) 1		ĥ	and the fact of the second		1990 - 1 1990 - 1990 - 1990 - 1990 - 1990 - 1990 - 1990 - 1990 - 1990 - 1990 - 1990 - 1990 - 1990 - 1990 - 1990 - 1990 -	and the state of the
deal Flow (vphpl)	1900	1908	1900	19002	1900	1900	1900		1900 -	ിര്ത്തി	₽ Anna≥	1004
Storage Length (ft)	150	ilas. Artana	150	125		100	100	1000	0	50	. 1900	
Storage Lanes		3 2 7-55	100 10		JE WAR		100		Ŭ		the Garage	U
Total Lost 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
Leading Detector (ff)	50	50	50	50		50.	50 50			. 50 -		J.C
Trailing Detector (ft)	0	0	0	0	0	0	0	0	Sale Me jing	0	0	() - S. ()
Turning Speed (mph)	15		.	15		9	15			15		
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
Ped Bike Factor	Contemporary Contemporary An University	2.95	0.95		CE EDS		0.90		1.00	0.97		1.00
Frt	alaton o do tanta da seria da	ann an thairt an thair an thai	0.850	27.2014° 49.43	රාක්ෂයාවර්ග පැති	0.850	Reference in the second	0.853			0.925	
Fit Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1829	3657	1636	1829	3657	1636	1554	1329	0	1829	1758	
Fit Permitted	0.950		Sec. Prop. S.	0.950			0.755			0.662	1750	
Satd. Flow (perm)	1829	3657	1561	1829	3657	1636	1219	1329	0	1232	1758	0
Right Turn on Fled			Yes			Yes		the second a case of	Yes	and a second state of the second	17.50	
Satd. Flow (RTOR)	1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 -	onnis poder ganerge	64	ir y ∼cu≁ . Krans	1.24398天和1.479	34		110		A 2-54	2 AL 3	Constants.
Headway Factor	0.96	0.96	0.96	0.98	0.96		°1.18		-0.94	0 04	0.96	i A di
Link Speed (mph)	Kelender, Merkalikei.	52	90(-91-77-10)	les establistation	55			35			35	
Link Distance (ft)	1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 -	1746	() 		1325		\$	953		u per di	259	
Travel Time (s)	a in d aay oo d aay	14.6	an ann an thairt an thairt	16 32	24.7		AL-LE ARMEN	18.6			5.0	
Volume (voh)	3	1597	81	15	756	31	76.		. 99		J.U 9	
Confl. Peds. (#/hr)	alan sa na 197422 sa	000000000000000000000000000000000000000	12	er of some contra	1992/07/2020		12		36	36	1965. A. 1 98	12
Peak Hour Pactor	0.90	0.90	0.90	0.90	0.90	0.90	entre entre anti-reporter a	0.90	0.90		0.90	0.90
Parking (#/hr)	unter August viscolifistation	an dhe strain strain an sheep	ana nangelah na panjanjan	ar a shekara a na manganga	errest ar are	ere er en inder som en er	10	10	10			
Adj. Flow (uph)	3	1774	90	17	840	RE 340	84		110		· · · · · · · · · · · · · · · · · · ·	
Lane Group Flow (vph)	3	1774	90	17	840	34	84	112	0	6	4 4	
Turn Type:	Prof	5,54° A	Perm	Prot		Perm	-		an an the second	Perm		
Protected Phases	7	4		3	8	1940-027-00473999	799999 - 1922 (St St St.	2	BARANAL CARA		6	告认。 ² 49999篇
Permitted Phases	2.7 A	8- 8 -72 9	*	1.1.1 ag 1.4.5 1.1.1 ag 1.4.5		.	22	2	12 M 19	**** 6		(† 1
Detector Phases	7	4	4	3	8	8	2	2	\$2700 PARE (41978	90.46 6	6	F0-3-795/04 8
Minimum Initial (s)	5.0	. 50	5.0	5.0	5.0	5.6	5.0	5.0	E segura de la	5.0	5.0	
Minimum Split (s)	9.1	23.2	23.2	9.1	23.2	23.2	9.1	9.1	tonen one officer offi	26.1	26.1	87567 - C. 22 39
Total Split (a)	. 8.1	44.8	44.8	9.1	44.8	44.8	24.1		0.0			0.
Total Split (%)	11.4%	56 0%	56.0%	11.4%	56.0%	56.0%	32.6%	32.6%	0.0%:	1. V. S. Level and S. M. S.	AND PROPERTY OF THE PARTY OF	0.0%
Maximum Green (s)				5.0				22.0		22.0		
Yellow Time (s)	3.1	4.2	4.2	3.1	4.2	4.2	3.1	3.1	an a	3.1	3.1	1962 NO1983
All-Red Time (s)	三14	(1,0 ,	1.0	1.0	1.0	1.0	1.0	281.0			1.0	
Lead/Lag	Lag	Lag	Lag	Lead	Lead	Lead	للادر فالمناه حريم حزات ما	a na ana ang ang ang ang ang ang ang ang	9940 A. C. S. S. S. S. S. S. S.	- 19. (1995), frank 19	an an shine a san san sa	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes		Yes			te da de la composition de la compositi La composition de la c			
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	: - ", , , , , , , , , , , , , , , , , ,	3.0	3.0	24900 NT 17 48
Minimum Gap (s)	- 1.5	1.5	5 1 .5	1.5	- 1.5	1.5	1,3			1.5	1.5.	
Time Before Reduce (s)		5.0	5.0	5.0	5.0	5.0	5.0	5.0	nie – sales zierowskiele auger	5.0	5.0	27、28-1-1-1-1-1 -1-1 -1-1-1-1-1-1-1-1-1-1-1-1
Time To Reduce (s)	5.0	5.0	5.0	5.0		6.Q	5.0		es e	5.0		
Recall Mode	None	None	None	2 1999 - WEIGER (MARINE)	C-Max		None		na duna printe a st eri	None	None	Service Antig
Walk Time (s)		5.0	5.0			5.0,		5.55	90 G 19	5.0		
Flash Dont Walk (s)		13.0	13.0	nen produktion (konstantion of the	13.0	13.0	n an an tha an Arain	ine series (2005)	enver te direkter (dir. 1981) Anver	17.0	17.0	10175 F. 188
Pedestrián Calls (#/hr) -	7.27	20	20		20	20					20	
Act Effct Green (s)	6.1	59.9	59.9	6.1	59.9	59.9	14.8	14.8	क्ला स्वतंत्र स्वतंत्र हो। इत्य विद्यों के सिंह इत्य के सामग्री के सिंह के सिंह के सिंह के सिंह के सिंह के सिंह	14.8	14.8	at de la tradition de la constantion de La constantion de la c

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Lanes, Volumes, Timings 542: Stanley Blvd & California

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ane Group	EBR	EER	EBR	WEL	WET	WER	NOE	NER	NBR	SBL.	SBE	SB
Actuated g/C Ratio	0.08	0.75	0.75	0.08	0.75	0.75	0.18	0.18	\$ K. K. K. S.	0.18	0.18	
/c Ratio	0_02	0.65	0.08	0.12	0.31	0.03	0.37	0.33		0.03	0.01	C
Control Delay	34.7	10.5	3.3	36.7	6.1	3.2	27.5	6.4		21.8	17.5	
Queue Delay	0.0	0.0	0.0	0-0	0.0	0.0	0.0	0.0		0.0	0-0	
'otat Delay 🖉 🎉	34.7	10.5	3.3	36.7	6.1	3.2	27.5	6.4		21.8	17.5	
. 0 5	С	B	Α	D	Α	Α	С	Α		С	8	1
oproach Delay Approach LOS	an a	10.2 B			6.6 A	er Kasal (Menyer) Alaya (Manya (Manya Alaya (Manya (Manya)		1 5.5 B			20.1 C	
Reaction Stimmary						e Maria				S. Hart &	7.4.8°) (* 19*	
	Other											
ycle Length: 80		5.4.8.			Lange St.	Sec. 1	a de la come	a the second	Camper		in Pie.	
ctuated Cycle Length.												
Vifset; 0 (0%), Referen	ced to pl	1 88 9 8:\	Net, S	lart of Y	elcre	tics i	and street	4 (Port 2)		ی اور ایر ایر ایر ایر ایر ایر ایر ایر ایر ای		an san san Sa
latural Cycle: 80	- 1	e orden ordened in	t to at the to be set a									
Control Type: Actuated		ated			P. 8. 6. 4.	i santa	¥		2.5	3 (1 9). S		A The set
/laximum v/c Ratio: 0.6		na on Antonio antonio antonio a	an the second state	and the second								
ntersection Signal Dela	iy: 2.4	÷. + ** 1	e E Maria			ion LOS		and the second		1 within a	- Albert	
ntersection Capacity U			tana ana ang ang) 	CU Leve	el of Ser	vice B	teritoria da ser como	Ben Scholard and a		and the second second second	
Analysis Period (min) 1			9. : V.	and the second sec	3.3	i dan di	44		hande st	1. 1. 1.	an the second	1.00 m

Splits and Phases: 542: Stanley Blvd & California



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Lana George	EBL	EBE	e .	WBE	WET	Wer	REA	NTS.				
Lane Configurations		र्भ	7		4		۲	4 1		1	4	and the state of the
Ideal Flow (vphpl)	7 1900	1900	1900	1900	1900	1900	1900		. 1900	1906	1900	190
Storage Length (ft)	0		200	0		0	50	n an	0	200	4. (* R., 77, 77, 87, 87, 87, 87, 87, 87, 87, 87	336.00.758 (
Storage Leries	O .		. . t) (r		.			6			
Turning Speed (mph)	15		9	15	a an	9	15		9	15		manena uz
Lane Utit. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.99	0.95	1.00	1.09	-1.0
Ped Bike Factor								n (n 1999) - 1 (n 1997) - 1 (n	an a serier er far da	1 - 1994 - 1997 - 1997 - 1997 - 199 7 - 1997 - 197	and and a second second	0.000-001-0-000
			0.850						N. T. F. T.			0.85
Flt Protected	andre falster følger at skale opprødet at til	0.950	enante de la contraction				0.950		1999 - 1999 - 1999 - 1989 - 1989 - 1989 - 1989 - 1989 - 1989 - 1989 - 1989 - 1989 - 1989 - 1989 - 1989 - 1989 -	0.950	a na manana na manana kata	teraturos coste
Satd. Flow (prot)	S. 6.		1391	. 0	1925	s d	1829	3657	5.0	1829	1925	163
Flt Permitted	an faith a second and second	0.950	and the station of the	Contractor - Statistics Adv.			0.950			0.950	and of the second s	2000 C 100
Satd. Flow (perm) .	0	1829	1391		1925	ें, C	1829	3667	e 🖄 🕻	1829	1925	183
Headway Factor	0.96	0.96	1.18	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Link Speed (mph).		35	an a		35) 30 -			* 30	
Link Distance (ft)	ana ang katalang sa pangang sa pa	1267	a kan kanal manankala kata dagi	n o with this test to be	241	e al complete the state of the	d. 8	231			665	
Travel Time (s): 📰 🎌		24,7	a sugar		4.7 :			10.9	4. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1.		6.4	
Volume (vph)	40	0	57	0	0	0	9	810	0	74	950	28
Confi. Peds. (#/hr)	. 20		$\mathcal{L}_{\mathcal{L}}$		S. Sug		20			2		2
Peak Hour Factor	0-90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Parking (#/hr)	10	1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1	· 70			and the					223-00-	in a part
Adj. Flow (vph)	44	0	63	0	0	0	10	900	0	82	1056	31
Lane Group Flow (vph)	S . O	10-16 K 1600	. 63 .	, . . 0	Second States and second	1.870	- 10	906	< - i Ø	82	: 105 8	1 3
Sign Control		Stop			Stop			Free			Free	
	er en norde		and the second		a sana			-1. 1-1.				- Alter
Area Type: (Other								ana salahiri sa Sila.			
Control Type: Unsignali	zed	19 1 4 24			公式学 :					大学的全部		NP STER
Intersection Capacity U	tilization	66.7%	, ecceleris in Acie	**************************************	CU Leve	of Ser	vice C	e on the solo	an a			
Analysis Period (min) 1:			and a second as a						are the set	and the second	(<u>) (</u>	

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HCM Unsignalized Intersection Capacity Analysis 610: Nevada & Bernal

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Movement	EBL,	EBT.	EBA	WBL	WBT	WBA	NOL:	Net	NBR	SBL	SBT	SBI
Lane Configurations		र्भ	7		4		۲	41		ሻ	¥	7
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%		a a segura de contra de prove	0%	· · · · · ·
Volume (veh/h)	40	0	57	0	0	0	9	810	0	74	950	20
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	44	0	63	0	0	0	10	900	0	82	1056	31
Pedestrians		20							1. 1. 1. A.		20	
Lane Width (ft)		13.0									13.0	an an an An Anna
Walking Speed (ft/s)		4-0								an air an	4.0	
Percent Blockage		2			an na chuirte 1950 - Chuirte					S. S	2	
Right turn flare (veh)			8						an tain a	, m. 1983, m. 1	n ja närjanden som	e 11 ()
Median type	in series de La series	None			None					R Star		
Median storage veh)										in in a'		. (a. j. 198
Upstream signal (ft)							27,335-1	835	19.1-22-1. 19.1-22-1.	en al anti- Recent de la companya de	1269	
pX, platoon unblocked	0.64	0.64	0.64	0.64	0.64	e in the fill get card.	0.64	이는 귀절적인	a da a da a	h shekirin ayar in		2000 - 1994 2011 - 1995 - 1995 - 1995 - 1995 - 1995 - 1995 - 1995 - 1995 - 1995 - 1995 - 1995 - 1995 - 1995 - 1995 - 1995 2011 - 1995 - 1995 - 1995 - 1995 - 1995 - 1995 - 1995 - 1995 - 1995 - 1995 - 1995 - 1995 - 1995 - 1995 - 1995 -
vC. conflicting volume	1730	2160	1076	2172	2191	470	1107			900	50 V V	
vC1, stage 1 conf vol			11.2.2.1.1.1.20	n alam ya da ya	nan Antari ta s	eral internet		199 , 199, 199		den Marte r en	Andrew de	
VC2, stage 2 conf vol				i i - Sente		14 de 19			Rectard of			(o) - (o)
Cu, unblocked vol	2149	2827	1119	2845	2876	470	1168	fell i skrateri T		900	efected alt	
C; single (a)	7.5	6.5	6.9	7.5	6.5	6.9	4.1	y ngan n		4.1	and the second	ser e Nge
tC, 2 stage (s)	an oran strong	an line and line		ಂಗಿ ನಿರ್ವಾಧ	9 - C	an X X A	1999 - 1 79 - 1 79		N 84 (1894 -	ala Tanj ara	Sector Sector	
F (a)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2	- 19. 1993 - 1 96	ja se
p0 queue free %	0	100	49	100	100	100	97		Steam an Start	89	이 있는 것	3 - I
cM capacity (veh/h)	15	9	125		9	530	370	18 C. 24 C.	n Nie obertanie Nie obertanie	751 ·	191 7 19 13 194	CARNE IN
Direction Larte #	EBT	week:	NET				da harre concensa	다 한28 - 14 명 1997 - 1998 - 1998	lan an a	1917	9	
Volume Total	108	0	and the second second second				<u>S8 2</u>	583	2	. Bur		
Volume Left	44	1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 -	10	600	300	82	1056	ି 31				
Volume Fight	ି 63 ି	0 0 ^{sere} 0	10	0	0	82	0	0				
SH	33		0		0	0	0	ି` 3 1		Q = 2 ⁻¹⁰		
Volume to Capacity		1700	370	1700	1700	751	1700	1700				
Queue Length 95th (ft)	3.29	0.00	0.03	0.35	0.18	0.11	0.62	0.02				ŝ.
Control Delay (s)	Err	0	2	0	0	9	0	0				
ane LOS	Err	0.0	15.0	0.0	0.0	10.4	0.0	0.0	에 가지에서 가슴다. 이 가슴		i en secono Statuto	2
Approach Delay (s)	F	A	B	No. Stranger and	14 - Marca 4 - 1	B						
	, Err	0.0	0.2			0.7			가슴이 있었다. 제품은 것이 있는		가 가장 가 있다. 	
Approach LOS	F	Α									1999 - 1999 - 1999 1999 - 1999 - 1999 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1	
ntersection Summary	- 1 8-15- 	$\hat{1}^{(P)}$				20. C. C.			<u>e</u>	ন্ধ প		0.984 4
Average Delay			493.3				n - en la	denne a file bien ser off	Martin Harden	n aanta ah		5
ntersection Capacity Uti	lization		66.7%	К	U Leve	of Serv	ACA .	440.0	ିକ C ି		Maggara	
Analysis Period (min)		n u tan stale ni si si si si si	15	an an Anna an					STA Y	and a start of the		
		9 - 19 - 19 - 19 - 19			an an an	Sec. 1.						

	٦		\mathbf{r}	1	-	•		1	~	>		
Lone Group								-				
Lane Configurations		Ĵ	li Aller en saladesis A	Selfer Contraction Se	4	8999-49 Barris - 3 A	and the second second	4 †	1. The Barrier			
Ideal Flow (vphpl)	1900	1900	1900	1900	and a stand of the stand of the stand	1906	1900	elitates estatutes a referita	1900	ן 1900	TT 1900	1901
Storage Length (ft)	200	andra a cara a cara Cara a cara a	100	0		0	175		1300 0	175		200
Storage Lanes	\mathbf{P}			· · · ·	ette 🖄	i i i i i i i i i i i i i i i i i i i	175			1/5 影響者	#***`` <i>`</i> ?***	200
Total Lost 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
Leading Detector (ft)			50				50			50 10		3.0 3.0
Trailing Detector (ft)	0	0	. 0	0	0	an tha tha th	0	0	STALL RAP	0	0	0
Turning Speed (mph)	15		9	15	-	1. S. S.	15	er i		8 2 15		
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	1.00
Ped Bike Factor						900 (16 7	(J				0.35	
Frt	A LENSED IN PROCESSION AND AND AND AND	ala din Print P	0.850	#3138#8428#8428*#8428****	The Contraction	2972798(1296,52)(AN 996	34.其 第 《東部》。		Northa (Stalig)2	-14 - 12 A - X		0.850
Fit Protected	0.950	0.950					0.950	C Ast	1 2 用 4 1	d Solendar	17. TAB	0.000
Satd. Flow (prot)	1477	1477	1391	0	1925	0	1829	3657	0	1925	3657	1636
Fit Permitted	0.950	0.950	2. g i				0.950	ELL COL	e pe pe contra			1030
Satd. Flow (perm)	1477	1477	1391		1925	0	1829	3657	0	1925	3657	1636
Right Turn on Red			Yes			Yes			· Yee		- 149 - 149	
Satd. Flow (RTOR)	an na standa fa farina da sa	er er et straat die st	232	nun Martin Samakura	~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	anan 277 desertan	andra article (1996). S	85° 404 8.4579 - 18		ontragen des		194
Headway Factor	1.18	- 1.18	1.18	0.96	0.96	0.96	0.96	0.98	0.96	0.96	0.96	esting the substration
Link Speed (mph)	A COLOR OF A COLOR OF A COLOR OF A	27	14-14-14-14-14-14-14-14-14-14-14-14-14-1	an ar tha an	35	an a		52		892 367 4 598	55	
Link Distance (it)		1970			406	$e^{-2} h^{2}$		1401			1746	
Travel Time (s)		49.7	an o stati nastati a		7.9	and Constants	an a	26.5		- 1993 (d. 713) 1	17.7	
Volume (vph)	558		209	C	0	0	93	1045		97 4 A	714	176
Confl. Peds. (#/hr)		and the second second s	a na ana ana ana ang ang ang ang ang ang	POPULAR AND A AND A	**************************************	12	1.1998-6-121-14188		12			
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	2 0.90	0.99			0.90	a aa	n ođ
Parking (#/hr)	10	10	10	ennen missiente hebride	alan malandari 1. marang t	ann e thaile ann a	(*************************************				al in the second second	
Adj. Elote (voti)	618	0	232	. 0	. 0	. 0	103	1161	0	- 2° A	793	104
Lane Group Flow (vph)) 309	309	232	0	0	0	103	1161	0	0	793	194
Tum Type	custom		Perm	Perm		371	Prot			Prot		Permi
Protected Phases	2	2	1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.	a man manapating prompte	1	2.98.92.0988665 (20-86-59)	7	4 a	9966829 6 229 6 273		8	
Permitted Phases	2		2: 2			0442 (23) Cast (46)24			Section Physics	SPATING AT 2		
Detector Phases	2	2	2	1	1	nario na mangana papi pan se	7	4		3	8	8
Minimum Initial (s)	5.0	5.0	, 5.0	5.0	. 5.0		5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	21.1	21.1	21.1	9.1	9.1	1996-1997 - 1996 - 1996 - 2007 y	9.1	9.1	en a later da Reda	9.1	19.1	19.1
Total Spilt (67	21.1			* 9.1			< 8.T	25.7	6.0		25.5	25.5
Total Split (%)	32.5%	32.5%		14.0%		0.0%	14.3%		and the state of the state of the		39.2%	
Maximum Green (s)	. 17.0	17.0	17.9	5.0	, 5.0		(8.2	21.6	. (5.0	Carl and the second second	21.3
Yellow Time (s)	3.1	3.1	3.1	3.1	3.1		3.1	3.1	n 1894 (Charles (Charles) (Ch	3.1	3.1	3.1
All-Fled Time (s)	1.0	t.O	i.Q	1.0	10	THE COLORS	f.o	ີ 1.0			. 1,0	
Lead/Lag	Lead	Lead	Lead	Lag	Lag		Lag	Lag	The Brits All States (Sec.)	Lead	Lead	Lead
Lead-Lag Optimize?	Yee	Yes	Yes	Yes	Yes		Yes	· Yes	an a	Yes,		Yei
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	ilit en en fan en ei stat en e	3.0	3.0	3.0
Minimum Gap (s)	1.5-	1.5	1.5	1.5	1.5		1.5	71,6	يەر بەي بەي بەي بەي بەر 1 - بەي بەي بەي	1.5		1.4
Time Before Reduce (s		5.0	5.0	5.0	5.0	"Schedule"	5.0	5.0	er (* 1997)	5.0	5.0	5.0
Time To Reduce (s)	entare inferio manete e una	5.0	5.0		5.0		5.0	5.0	.	5.0	5.0	5.0
Recall Mode	None	None	None	None	None	1441110	erren en de la compañía de ser	C-Max	an an the state of the	None	None	None
Walk Time (s)	5.0	5.0	5.0		File State		n na star				5.0	5.0
Flash Dont Walk (s)	12.0	12.0	12.0			an na shi na s	an an an thair tha an 197	- 1990 (** # 0152 3 01) [®] 24	nan transmission an ar Salitain an	an sa sangi	10.0	10.0
Pedestrian Calls (#/hr)	n de la Mérica de la Compañía de	20	20				0.799-3 				20	20
Act Effct Green (s)	16.9	16.9	16.9				8.0	42.1	ares (1984) //	: : - : : : : : ::::::::::::::::::::::::	32.9	32.9
·····				· · · · · · · · · · · · · · · · · · ·								

8/29/2007 Fehr & Peers Associates, Inc.

Lanes, Volumes, Timings 337: Stanley Blvd & Driveway

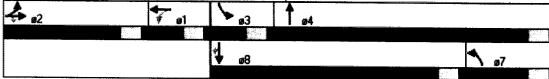
	≯		\mathbf{r}	1	-	 	1	1	1	1	Ļ	-
Lane Group		EBT	EBR		WBT	i wer	NBU	NOT	- MOR		SAT	- 98
Lane Configurations	۲	र्भ	7		¢.		N.	4 1	22	۲.	**	(William)
Ideal Flow (vphpi)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1940	100	100
Storage Length (ft)	200		100	0	ener i san en	0	175		0	175		20
Storage Lanes	深多1		ें ।	.					്ള്			ںے **
Total Lost 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.
Leading Detector (ft)	50					1993. 1993	50	50			3.0 8 50	
Trailing Detector (ft)	0	0	0	0	отокала О	an ar an		ب ممر به دی	t week and a	0 0		823 A. 9
Tuming Speed (mph)	15	1 273-333	.	a 15			15			16	U	和建立代表
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0 (16)-A
Ped Bike Factor	1973年2	**************************************	17. S. M. E.		1.1.1.2.2.2			0.35	0.30	1.00	0.90	1.C
Frt	en de la Brier de la	antan sering	0.850								9. E. F.	
Fit Protected	0.950	0.950	1000 C	199 52 (1997)	· 一一一一一一一一一一一一一一一一一一一一一一一一一一一一一一一一一一一一	T PROVIN	0.950	2 1 2 2	entre sugar .	a Provins	the second	0.85
Satd. Flow (prot)	1477	1477	1391	20,40 H (alia) ∩	1925	0	1829	0057		1005		
Fit Permitted	0.950				132J	U San Maria San San San San San San San San San Sa		3657	0	1925	3657	163
Satd. Flow (perm)	1477	1477	1391	<u>م</u>	1005		0.950				tin the	
Right Turn on Red	1777 (***)	1 7//	Yes	0	1925	0	1829	3657	0	1925	3657	163
Satd. Flow (RTOR)		C. 2. 999.3	The second second second		se h.	ંદ્ર ૧૦૦	the is in the		Yes		a t ara si s Ng Na	Ye
Headway Factor			83	19 - 1 9 - 19 - 19 - 19 - 19 - 19 - 19 - 19					(anti-subtransistered)			50
Link Speed (mph)	1.10	STREET,	÷ 1.10	0.96		0.98	0.98	Carlo and Toronto	0.94	0.98	0.96	ă 0. 9
Link Ostance (ff)	electron and	27	1. 18 M . 18 M . 19 M	ar statistics	35	en an the second	- Se Vill Marketon Lowers	52			55	
Travel Time (s)		1970		1997年,1997年 第二十二章	406			1401			1748	ar and a second s
	enter de la composition de la composit	49.7	APRIL AND A LOUGH	almanii (7.9	Auto-Contribution and the		26.5			17.7	
Volume (vph)	9.114	.	76	$v \in \mathcal{S}_{\mathcal{A}}$. 6	O .	× 164	304	· 0	4. 6	1272	4
Confl. Peds. (#/hr)	ante alla antes	NAME OF A COMPANY AND A	and the second states and the	na ta Maria anna a ann anna a	Martin and Martin	12			12			
Peak Hour Factor	anierbriefie ihnes SEFrief	6.90	0.90	0.99	0.90	0,90	0.90	0.90	0.90	0.90	0.90	2 0.9
Parking (#/hr)	10	10	10		A					- However, and the statement of	annenga reito c	()-\$1+-co4503994()
	/ 127	antenna anten e seren est	83	0	· · · · •	. 0	* 182	427	0	6	1413	2 53
Lane Group Flow (vph)	64	63	83	0	0	0	182	427	0	0	1413	53
Turn Type		вe, k	Perm	Perm			Prot		18. S. S. S.	Prot		Per
Protected Phases	2	2			1		7	4	n olar Tanad Baselon	3	8	AN 791 77 1
Permitted Phases	2 2			* *	3 S				<u> </u>	-		1967 - A
Detector Phases	2	2	2	1	1	والإلالات بالمرد بالمتعارية	7	4	1996-11 - 1996 - 2006 1	3	8	Selenci c.
Minimum Initial (s)	5.0	5,0	5.6	5.0	5.0		5.6	5.0		5.0		5
Minimum Split (s)	21.1	21.1	21.1	9.1	9.1	an the same said of	9.1	9.1	No in Contraction and Contract	9.1	19.1	19
Total Split (a)	21.1	21.6	21.1	9.1	9.1	60	13.0		× 0.0		36.8	36
Total Split (%)	26.4%	26.4%	26.4%	11.4%			16.3%				46.0%	
Maximum Green (s)	17.0	17.0			5.0		4.9	When a based on a construction	0.078 2017 2019	WHEN COMPANY AND A	Maria I da Maria I da Maria	
Yellow Time (s)	3.1	3.1	3.1	3.1	3.1	t i liter (s.t. 1933). Alter (s.t. 1933)	3.1	3.1	아웃 곳 같아?	2.1		32.
All-Fled Time (a)	1.0	1.0	· 1.0		1.0		2 1.0		NA SACAR	3.1	3.1	3.
Lead/Lag	Lead	Lead	Lead	Lag	Lag			ration de la Norde Marie	1997 - 1997 - 1997 1997 -		* 1.0	
Load-Lag Optimize?	Yes	Yes	Yee	Yes	Yes	教が現れまである 2	Lag Yee	Lag	i s Wittenson	Lead	Lead	Lea
Vehicle Extension (s)	3.0	3.0	3.0	3.0	care contra		e de la companya de la companya	방법에는 사람 한 것을 즐길 것이.			· Yes	
Vinimum Gap (s)	1.5	1.5	3.0 1.5	3.0 1.5	3.0	an that an an	3.0	3.0	ales i state	3.0	3.0	3.
Time Before Reduce (s)	5.0	5.0	5.0	en en la compañía de serve	1.5		े 1.6	1.5		1.00 Contract 270,000 State	si 1. 5	1980 - D. 11
Time To Reduce (s)	5.0	5.0 5.0		5.0	5.0	美国联系之后军 化网络肥	5.0	5.0	المراجع المراجعي منزو	5.0	5.0	5.
Recall Mode		and the second states of the second	5.0	5.0	5.0		<u>6.0</u>	5.0		5,0	eenered wordship (* 5.
Walk Time (s)	None	None	None	None	None	مىلىنىيە بىرى ھەدرىرىي ۋې	None	C-Max		None	None	Non
Flash Dont Walk (s)	5.0	5.0	5.0								5.0	5.
Decletion Anth Inc.	12.0	12.0	12.0	2.3500001X1X1X	s excenter a com	a the transment	-				10.0	10.
Pedestrian Calls (#/hr)	20	20	20			다 같은 사람이다. 2017년 - 1949년 - 1949				ر اینو ^{یو} در در در در در در در در در در	20	2
Act Effct Green (s)	12.2	12.2	12.2				10.6	64.4		1. 1. 1. 1. 1. 1. 1. 1 . 1. 1	50.1	50.

8/30/2007

Fehr & Peers Associates, Inc.

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					WBT	Mai	NHE	NER		S86	SBT	
Actuated g/C Ratio	0.15	6,076,007,070,070,000	0.15				0.13	0.80			0.63	0.64
v/c Ratio	0.29	0.28	0.29	er Korren ander	-a statut - konsulasi - a	envelation (2011) e 14 augustation	0.75	0.15	An Arian and Arian	ander anderstander andere ander	0.62	0.44
Control Delay	29,3	(4) (1) (2) (2) (2) (3) (3) (3) (3) (3) (3) (3) (3) (3) (3	. 8.0		Salar a Co		- 54,9	. 2.9			14.1	
Queue Delay	0.0	0.0	0.0	ken in Zontanista k	ter an	RE FORMER	0.0	0.0	V Vicenza - Martine Comp	ದ್ ಕಾರ್ಷಕರ್ಷವರಿಗಳು	0.0	0.0
Total Delay LOS	29.3	29.2 C	8.0		€ Q2		54.9	2.4	A		141	5.
Approach Delay.	en se	20.6	A Norana	11. 11. 11.		1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1	U 2015 (14)	A 1 8.4	i de la come	Na si sa sa	B	A
Approach LOS	(Let Herline	C	to and	ing and the	attan in	1		B	19. J. 254	-4.2.72	11.8 B	64E M
				1.57		Sec. 1		olganiya):	- 100 M	n April 1		
	ther		an ann an thairtean	-								
Cycle Length: 80		27、绿石	n an				* 14 ° 14					
Actuated Cycle Length: 8 Offset: 0 (0%), Reference							(*************************************	and the second second	2 4 0000-000			
Natural Cycle: 80	יא טי אס	000 4 .1	101+ 318		ROM 2			-				and a
Control Type: Actuated-	Coordina	teđ 👘		54.5.8 <i>1</i> 5.		iter 12 e T		set straight			Jan 19	
Maximum v/c Ratio: 0.75	5	10 (10 - 10 - 1) (1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1	an a	eachtaid anns a shi	an an a n 1979 an an 1989. Tha an tao an	a na falan n Tana tana tana tana tana tana tana tana	an a		si senarai			
Intersection Signal Delay	n 13.9			意意作用	tersection	on LOS	: B ;					
Intersection Capacity Uti			3623652556025 ⁻²⁰⁰ 5	IC	CU Leve	l of Ser	vice B					
Analysia Pariod (min) 15	时间分支	1999 (m. 19	1. A.	્ય છે.	2	S		ber last	5. A.K.			
	_											

Splits and Phases: 337: Stanley Blvd & Driveway



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Lane Group	EP	ERT	y Friday	Y Viters		WBR	NBE		/ • • • • • •	- and	*	-
Lane Configurations	n an	4		<u>844433</u> 1	1				建設 Alesa	<u>. 385</u>	391	S.S.
Ideal Flow (vphpl)	1900			1000		1900	്ദക്ഷ	4ħ		ি মানকাৰ্য	††	alan ara
Storage Length (ft)	0		175	سمر ي د ا	- FOUL	100 in 100	1900	1900	an in the real sector of	1900	1900	
Storage Lanes	38 Å		ा र्ड इन्द्री क ि	v ¥	3 7.11	100 •	100	ing the second second	100	125	otomane na	2
Total Lost Time (s)	3.0	3.0	3.0	3.0	3.0	3.0		ः • • • •	1	t		8-
Leading Detector (ft)	50			50			3.0 50	3.0	3.0	3.0	3.0	1990 - 1990
Trailing Detector (ft)	0	0	an an an that an a she a) • •			en a santa en entre.	्राज्यसञ्चलन जनम् जनम		60	ವಿಶೇಷ ನಡೆ ಮನ್ನಡನ	86 3637
Turning Speed (mph)	2 1 6	-	8	15	U Second		0 15	0	2200-23 4 2	0	0	r in a c
Lane Util. Factor	1.00	1.00	ાં હતો માટે માં થયો તે જોઈ છે. જોઈ	1.00	1.00	1.00	1.00	0.95		15	en sustan die neder die daar	6. C
Ped Bike Factor	5°., C.	0.99		1.00 1.00	1.00		1.00 197	0.95	0.95	1.00	0.95	1. ****
Frt	78 (19 86) (42, 1994)	0.919	16 - Carlo Ca	in de la	0.958	CE LAR		0.990	ે મેટ્રે ે ં	a start and	1	0 .
Fit Protected	0.950			0.950	0-300	新生 ^{、中} 后来在	0.950	0.990	Le suiver a company		an a	0.8
Satd. Flow (prot)	1829	1756	es carrentes en entre ser en estas en e	1554	1562	0	1829	3610		0,950		\$
-It Permitted	0.950	616 S.O		0.950			0.950	JOIU	0	1829	3657	16
Satd. Flow (perm)	1829	1756	card of an end of the standard wells and	1554	1562	0	1829	3610	I.C.S.E.S.	0.950		
Right Turn on Red		Net At	Yes		1302 States	Yes	1029	3010	0	1829	3657	15
Satd. Flow (RTOR)	900, 1990, 200 1	67		. All a R	22	995 (79 3)	ta i kao sha	747968002 0	Yee	2 (A) A) P		Ŷ
leadway Factor	0.98	and an an and the second second	8.98	1.18	and the second second	0.96	0.96	8				2
ink Speed (mph)	Religion of the Property of the	21	na ny v ara		30	. 	. v. 30	entration and a state	U.95	0.96	0.96	. 0.
Ink Distance (ft)		268	934 8 74	er to B	1857			52 245	-"N-125-V-201-3		55	6 7 - 2.5 - 2.5
ravel Time (s)	er-Section States	8.7	iles : South of a		42.2	85 (CALES)	and the st	era netes concernation e		Top 2 .	1401	
/olume (vph)		- 86	103	169	well of the measure	900 07 8	238 24 0	6.4	Set MAD		25.8	
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ealt Hour Factor	0.90	× 0.90		8.05	6.90	- 0 01 -	A on	0.90	9 		-	257 2 -1
Parking (#/hr)	REACT STREET			A DYA PALANTS		Contract of the second second	1.1		的复数 计算机 计算机			22 H B B
				10	10	10	948 M - 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		2 8 9 T C C C C C C C C C C C C C C C C C C	All consider the second	Server Content of the	
vdj. Flow (vph)	. 42		114	10 188	10	10			a di manan dan Maland		Nictoria antico	
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dj. Flow (vph) ane Group Flow (vph)	42 42 Solit	96 210	114 0	188 188	terital sectors and the sector	10	2 68 68		a di manan dan Maland	61 61	1118 1118	2 2
idi, Flow (vph) ane Group Flow (vph) u m Type	42 42 Split 7		114 0	188 188 Split	282	10 10 6	4. 68	\$16	36	. 61	1118 1118	2 2
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di, Flow (vph) ane Group Flow (vph) um Type Protected Phases emitted Phases Detector Phases			114 0	188 188 Split	282	10 10 6	2 68 68	\$16	36	61 61	1118 1118 6	2 2
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Adi, Flow (vph) ane Group Flow (vph) Um Type Protected Phases Permitted Phases Detector Phases Animum Initial (s) Animum Split (s) otal Split (s)	Spiit 7 5.0 23.1 23.8	7 7 5.0 23.1 23.8	8.0	188 188 Split 8 8 8 8 23.1 23.1 24.1	282 390 8 8 5.0 23.1 24,1	10 105 0	68 68 9700 5 5 5.0 9.1 19.9	518 552 2 2 5.0 20.1 26.1	3 6 0	61 Prote 1 5.0 9.1 TT.0	1118 1118 6 6 50 16.1 17.2	2(Per 5 16 17
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Adj. Flow (vph) ane Group Flow (vph) Um Type Protected Phases Committed Phases Contector Ph	Spill 7 5.0 23.1 23.8 28.0% 19.7 3.1	7 5.0 23.1 25.8 28.0% 19.7 3.1	6.0 0.0% 28	188 188 Spin 8 3 23.1 24.1 24.1 24.1 3.4% 20.0 3.1	282 390 8 8 50 23.1 23.1 23.1 28.4% 20.0 3.1	10 105 0	68 68 Prof 5 50 9.1 19.9 23.4% 15.8 3.1	552 2 2 50 20.1 20.1 20.1 30.7% 22.0 3.1	36 0 0 0.0%	61 Froit 1 1 5.6 9.1 11.0 12.9% 6.9 3.1	1118 1118 6 6 50 16.1 17.2 20.2% 13.1	20 Par 5 16 17 20.2 13 3
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Lein Group	EBL	EDT	EER	WB	WET	WBB	NI	NET	Nen	SOL.	SD	
Actuated g/C Flatto v/c Ratio	9.1Z. 0.14	0.17 0.60	ke di se	0.25 0.49	0.25* 0.97		0.17 0.21	. 0.37 0.41	ių star Starijų de Starijų de	0.09	0.29 1.05	0.29 0.41
Control Delay Queue Delay	27.9 0.0	23.2		32.4 0.1	69.1 (0.0		24.9 0.0	1 8.7 0.0	a an	42.3	78.1 16.5	7.1
Total Delay	27.9	25.7	特許的	32.5	69.10		tina an a	6] 8.7 -		A-REALARS	94.5	0.0 7.4
Approach Delay Approach LOS		26.1 C	n da n	्र	57.2		C	8 1 8.4 8	(D	F 76.5 F	A M
			SX 🖓							60 - 2 - 9 B		
Cycle Length: 85	ther		<u>e z</u> alej			un (* risk Status		e. E Hi		58.0	7-2 ⁻⁰ 5	
Actuated Cycle Length: 8 Offset: 66 (78%), Refere Natural Cycle: 90	nced to	pha es (NBT, S	Start of	Yellow	lar.s			() ()		a	
Control Type: Actuated (Maximum v/c Ratio: 1.05		99) (Self-Ballerine) (25)	2 Q.,					£4,× 10				
Intersection Signal Delay Intersection Capacity Uti Analysis Period (min) 16	lization 6	8.8%			teraectic U Level							
		57 2 8 - 5	ar an an an an		的意志的	8-18-57				C. Sont		

Splits and Phases: 338: Ray St & First

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Lanes, Volumes, Timings 371: Stanley Blvd & Bernal

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Lane Group	EBL	EBT	EBA	WBL	WET	WBR	NOL	NET	NBR	SBL.	SBT	Sei
Lane Configurations	ኘኘ	<u></u>	7	ኘኘ	≜ †₽	7	ኘ	^	7	ኘሻ	41	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900		1900		1900	190
Storage Length (ft)	250		0	200	n ve nine in service de la service de	400	200	a eno des testos a succes	200	250	and real states	- 11 (11 (11 (11 (11 (11 (11 (11 (11 (11
Storage Lanes	2		9 (* †	2		F 🕈	2 1		- F	2	1	
Total Lost 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.
Leading Detector (ft)	. 50	50	50	50	50	50	50		50	50	50	
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0		1997 - 1997 B
Turning Speed (mph)	· 1 S ;		S 9	15	8. 1. s. e.		16 16			15	-	
Lane Util. Factor	0.97	0.95	1.00	0.97	0.91	0.91	1.00	0.95	1.00	0.97	0.95	0.9
Ped Bike Factor	: 		0.97		0.99		15.15.5		0.98		0.00 1963 - 196	0-0 1990
Frt	nan sanga	el le l'Ar Qui A	0.850	QALIN MITAL	0.960	0.850		14 J. 20 P. 14	0.850		0.969	
Fit Protected	0.960	C. T. F.		0.950	0.000		0.950		0.000	6.500	0.909 第2612 2	F. S
Satd. Flow (prot)	3547	3657	1636	3547	3332	1489	1829	3657	1636	3547	3544	ti de la la
Fit Permitted	0.950	\$0007	1000 1000	0.950		1403	0.950	- JUJ/	1030	0.950	3044 Alia alia	1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1
Satd. Flow (perm)	3547	3657	1588	3547	3332	1489	1829	06E7	1 500	والمنازع الارتباب بالاستكارين	NW 20120000001 25-001	the day of the
Right Turn on Red	5 547	3037	Yes	3047 NB/2016	3332 	Yes	1029	3657	1599	3547	3544	1612. 162 42
Satd. Flow (RTOR)				4. 7 C	్షి: ్రిల్ E C	(영상)는 모두 가지가지 않		EN CAL	Yes			a Ye
			69		56	299	(And the state)		79		29	<u>يەن بەترىمى</u>
Headway Factor	1.30	ezzen i datu suk tradies	. 996	7 0.96	0.96	0.96	0.98	0.98	6.96	0.98	0.96	. Q. Ş
Link Speed (mph)	e state the second	52	aligne both	an a	55	an Constantine Par	n si un senere	30	ese hile as since the	. Hais war of the second	30	
Link Distance (II)	re E. Stor	1325		an a	714		- X	506	1998 (S. 1997) 1997 - 1997 - 1997 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 19	te te provinsi se	1272	
Travel Time (s)	anti ve a lanaisa	25.4		an a	46.8	a na santa matangan sa	uta-stav-stratus num u artiku	9.5	and the second second		14.1	
Volume (vpb)	, 198	278	しょうしょうしょうがくしょう	. 200	1408	erene rendenfast indense	135	. 576	86,	227	326	<u> </u>
Confl. Peds. (#/hr)	nde 75 in factor i canadar an	1	12	anti da canto anti-tana a	and the second	36	na destructura analazia he		36			
Peak Hour Factor	0.90	24 (TY T (BUT) 19	0.90	0.90	0.90	0.90	0.90	0.90		0.90	0.90	0.9
Adj. Flow (vph)	218	309	69	227	1564	1656	150	640	94	252	362	9
Lane Group Flow (vph)	Construction of the construction of the	309	्र 69	al the state of the second second second	2132	8 GBC 10 BC 80000	150	- 640	5 10	1. 231	458	894744 1944
Turn Type	Prot		Perm	Prot		Prot	Prot		Free	Prot		
Protected Phases	1 - F		No serie a C National Series		÷., 2		1 4	The Co		T 2	4	
Permitted Phases			6						Free		•	
Detector Phases		e 🐪 🗰	.		2	会行 2	3	.	an an the second	7 7	* 4	
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	an an dù a shekar e s	5.0	5.0	inera in
Minimum Spill (s)	it.f	29.1	28.1	9.1	11.5	11.5	9.E	10.4		10.4	33.4	
Total Split (s)	12.1	53.3	53.3	16.3	57.5	57.5	11.0	30.5	0.0	14.9	34.4	0
Total Split (%)	10.5%	48.3%	46.3%	14.2%	50,0%	50.0%	9.5%	28.5%			29.9%	
Maximum Green (s)	6.0	47.2	47.2	12.2	51.4	51.4	6.9	25.1	اجتفاع ليوددها الكراري	9.5	29.0	প্রমায় হোলা ব
Yellow Time (s)	5.1	5.1	5. T					* 4.4		4.4	States of Fight Page 4	<u>e e e</u>
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	9493 (1950 A. 185	1.0	1.0	994 A. 191
Leadhan *	Lag	Lag			Lead		Loci		58 (E-1926)			
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	94 <u>-</u> 2023
Vehicle Extension (a)	3.0	3.0				3.0		3.0		3.0		
Minimum Gap (s)	1.5	1.5	1.5	1.5	1.5	ີ່ ຈະຈ ະ 1.5	<u>.</u> 1.5	1.5	8 4 R S	3.0 1.5		34 A. G
Time Before Reduce (s		5.0	5.0	5.0		1.5 5.0		1.5 5.6	*		1.5	
Time To Reduce (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0		影響和社会	5.0	5.0	
Recall Mode		C-Max		None				5.0	entre de la composición de la	5.0	5.0	itter 32
Walk Time (s)			enter a la construction de la const				None	FACULT		NOTION:	None	친구가
Flash Dont Walk (s)		5.0	5.0	e da eterro	station and the second second		late perton	an tha an the second	e na jeza komence	e de care	5.0	
		18.0	18.0				148 (1993) 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 19 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 -				23.0	
Pedestrian Calls (#/hr)		20	20		se ma taka	المن شمور الا	ی در تفویز عمور در از از زی	وربين <u>سوند</u> الارار	n e san sa	n to design and	20	Sec. 10
Act Effct Green (s)	9.1	52.8		12.5		58.2			115.0	1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 -	29.7	
Actuated g/C Ratio	0.08	0.46	0.46	0.11	0.49	0-49	0.07	0.22	1.00	0.10	0.26	

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	۶		\mathbf{r}	1	-	A.	1	1	1	5	Ļ	4
	(and			WEL	WF			NEE	NEE	9		
v/c Ratio	0.78	0.18	0,09%	0.58	1.29,	1.23	1.18	0.78	. 0.06	0.69	0.49	
Control Delay	71.1	19.3	4.8	54.2	160.9	137.7	183.1	47.3	0.1	60.1	35.2	9, 199 , 107, 108, 99 , 35
Queue Delay	0.0	0.6*	0.0	0.6	0.0	0.6	0.0	× 0.0	. 0.0	0.0	σ.0	
Total Delay	71.1	19.3	4.8	54.2	160.9	137.7	183.1	47.3	0.1	60.1	35.2	
		B .,		X. D				X D	- A .		3% D.	
Approach Delay	es dans trives	36.6	u include the figure	an a	146.6	a alina ana	kan na sana sa	65.3	an and an an	sawat i niji wate rem cale	44.1	San Contra da Alia
Approach LOS	1.20 3.23	्राष्ट्र	Feeling La	e ver bier	it h P				ينو ويونيوني. ويوني المركز مود			$\dot{\mathbf{u}} = \mathbf{v}$
III A STATE AND			ne su su					a forder an early	n trace and the			
Area Type: O	ther		Sec. Sec. Sec.	There .		N. Store	al partice	Section &	i i i i i k	المراجع والمعالية	4.45	
Cycle Length: 115		NE 612 NORTH STREET, ST	NUMBER OF STREET	and the second second	TOTAL STORM			1967 - 1967 - 19 67 - 1967	a season and		1965 A. (* 1985 - 1	
Actuated Cycle Length: 1	15					48 6						
Offset: 0 (0%), Referenc	ed to ph	ase 6:E	BT, Sta	urt of Ye	ellow	A share a strategy of the	14203849934934939	under Statist nadioatta taitt	2017-00-00-00-00-00-00-00-00-00-00-00-00-00	an a	eren ar sear sear i sans	
Natural Cycle: 115			an a									
Control Type: Actuated-(e energen (Mark), fa	na lon sense and a same same se	1	-978980175%G2.278
Maximum v/c Ratio: 1.29								17 A A	an an an an a'			
Intersection Signal Delay		alle factore de la mais a	warran in a sanaanadaaa		ntersect							ers om menerolen
Intersection Capacity Uti		16.9%		(CU Levi	al of Se	vice F	2 10 4 15				
Analysis Period (min) 15												
Calife and Disease 07		<u> </u>										
Splits and Phases: 37	1: Stanle	ey Blvd	& Berna	<u> </u>			-					

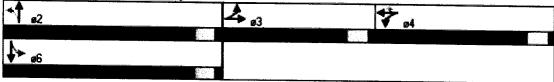


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Lane Group		e Par	EBA	WB		WHE) E NRE	NBT	Nem	SAL	V Contri	SB
Lane Configurations	1	4	Mediterrent Andre		<u></u>	1		 ∳î≽	Selà Lina A	<u>. 906</u>	SBT	× 30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900		1900	്പപ്പി	Þ	
Storage Length (ft)	0	≈	100	ີ ເ	101/1	50	100	1300	IAND	1900	1900	ાશ્રા
Storage Lanes	Salettin.		100	್ಷ		UC ∎	UUI La 100	28.5	U Altra Altra	50	antes de la	alayet ti
Total Lost Time (s)	3.0	3.0	3.0	3 .0	20	2018 - 11 F			i se y	s i		sing of the
Leading Detector (ft)	50			50 50	3.0 50	3.0	3.0	3.0	3.0	3.0	3.0	3.
Trailing Detector (ft)	0	offensional and	2.00.046.4	୍କୁପ୍		50	50	<u> </u>		50	50	
Turning Speed (mph)	ा इ	· · · · · ·		U 1963 - 1968	0	U National and	0	0	Sector time cause	0	0	and an an entering
Lane Util. Factor	0.95	ether a state of the fill	9	1 00	4 00	9	15	and a second	9	18	and the second	$e/e \gg$
Ped Sice Factor	0.90		1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	1.00	1.0
 A strategic strat strategic strategic strat		1.00		Sector States	1.00	an a		1999 - Co.	1 () () () () () () () () () (0,99	Net .
Frt		0.959	FFF (MCL) A MALT &	an a	nesses and	0.850	e malena da kar	0.991	name concerned of the second	1	0.965	
Fit Protected	en en state	0.992	8439 °C		0,973		0.950			0.960		n ya Taru
Satd. Flow (prot)	1477	1472	0 Na 1966 a 1970	0	1592	1391	1829	3624	0	1829	1845	
Fit Permitted	0.956	에서 이 것이 가지 못 좋아?	**************************************		0.973	ere son i der døe	0,143			0.567		
Satd. Flow (perm)	1477	1472	0	0	1588	1391	275	3624	0	1072	1845	1.02
Right Turn on Red	1957 - 1 1957 - 1		Yes	*• · · · ·		Yes	1.1.		Yes	an a		Ý
Satd. Flow (RTOR)	n an	13				85		9		and not be	21	1996au de la sectoria de
Headway Factor	1,18	1.18	0.96	0.98	1.18	1.18	0.96	0.96	¢ 0.96	0.95	0.96	0.9
Link Speed (mph)		30			36		an a	30	en e	-8-10-25 - 2-28-	30	84 G T T T
Link Distance (ff)		1968	時間的時		1297			2525	\$~?;*`{*		784	
Travel Time (s)		44.7		the Mary 1. The gate star	15.8	general data da terma esta	na Haraka (Kalina (Kalina)	57.5	er (nær for standet) Til se standet for standet f	re de telepolo y	17.1	See in the
Volume (vph)	48	23	12	192	92 15 f	153		229	12.	34	385	11
Confl. Peds. (#/hr)		1995 - 1997 - 1997 - 1997 1995 - 1997 - 1997 - 1997 - 1997	3	3	- ಕಷ್ಟಾರ್ ಕ್ರಾ	1999 IN T UA	4	ang tang tang	anitation - Carl			
Peak Hour Factor	6.90	0.99	6.90	6.90	0.90	0.90	ă 0.90	6.00	n on	A 94	1 0.90	8 8 6
Parking (#/hr)	10	10	10	10	10	10				S		64. 4 9 9
Adj. Flow (vph)	S. 53			• •			AG	256				Na katalana
Lane Group Flow (vph)	45	47	0	0	381	170	49	270	0	31	428	
Turn Type	Soll			Sola			Perm	270 210	U SPACIONES	JI Second	556	an thai
Protected Phases	3	3	inida di Stati Stati Stati Stati	Д	а А	. 	, E CHIF					
Permitted Phases		ener e	History and	- Selle Sel		ana an		2 287 7795 - 76	1. 48×2.107 88		6 	9021-55
Detector Phases	3	3		2000 (19) A	يون (1999) ۸							
Minimum Initial (s)	5.0	-			4 ②爱" 世"般 。	4 *********	2	2 2011	ting and the second second	6	6 	Start and
Minimum Split (s)	22.1	22.1		5.0 22.1	e e la construction		10.0	10.0	51.3	10.0	and the state of the	este des subolit à
Total Split (s)	22.1	22.1°	0.0		22.1	22.1	22.1	22.1	e 1935 e la las constantes	22.1	22.1	No. of the Co
	n				28.0		31.8	이 나는 동안에 다 한 것이 같다.			31.9	- 14 T I
Maximum Green (s)		27.6%	U.U%			32.5%		39.9%		39.9%		0.0
Yellow Time (s)	18.0			21.9	(1) A. A. A. A. M. M. A.	21.9		1996 M. 1976 M. 197	· · · · · · · · · · · · · · · · · · ·	27.8	27.8	dja go. N
	3.1	3.1	e e constant d'antico.	3.1	3.1	3.1	3.1	3.1		3.1	3.1	
All-Fled Time (s)	1.0	9 - C - C - C - C - C - C - C - C - C -		- 1.0	1.0	1.0	ie 1.0	1.0		1.0	1.0	
Lead/Lag	Lead	Lead		Lag	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes				an a		gi dat.
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	1.000	3.0	3.0	
Minimum Gap (s)	1.5			1.5	1.5	1.5	1.5			1.5		
Time Before Reduce (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0	a serre alla da 2486° e	5.0	5.0	
Time To Reduce (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Recall Mode	None	None	gang ang Ang S	None	None	None	Min	Min	1. S.	Min	Min	
Walk Time (s)	5.0	5.0			5.0	5.0	7.0	7.0		7.0	7.0	na da
Flash Dont Walk (s)	11.0	11.0	an the and the	11.0	11.0	11.0	11.0	11.0	and the sheet of	11.0		
Pedestrian Calls (#/hr)	20	20		20	20	20	20	a contra contra con	C. J. K. S.	All the second	11.0	
Act Effct Green (s)	10.9	10.9	< NUL VI€	의 가격 가 가 가 있 었다.	19.3	19.3	22.7	20 22.7	1997 - 1998 -	20 22.7	20 22.7	

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			\mathbf{r}	-	-		1	1	1	~	Ļ	-
	er e	EBT	EBA	WBL	Wate				Maa	C BU	Cat	5-38.54
Actuated g/C Ratio	0.18	0,18		- 	0.34	0.34	0.40	0.40		0.40	0.40	
//c Ratio	0.17	0.17	a Soorg Barly Politica	1 (AM 49 A 1 () 2 46 (3 9	0.71	0.32	0.45	0.19	878 (S. 1971)	0.07	0.74	924894 C
Control Delay	25.4	20.2	nt Nita inte	\$.	28.1	12.3	20170 19 OC 19 OC 19 OC 19	13.8		15.8	•	4 A
Queue Delay	0.0	0.0	an meningki shiring se	an an shekara	0.0	0.0	0.0	0.0	SELECTION .	0.0	0.0	i Maria da
Total Delay	25,4-	28.2			26.1	12.3	29.6	13.8		15.8	21.5	1.1.1.5
.OS	С	С	- 12 (AL = 04 AND 42 C	277 Y ANDON Y LAN	C	B	C	B		B	с С	
oproach Delay		22.8			21.9			Contractor In New	3.0 M I		21 2	
Approach LOS		С		9, 94 YOL (1997) (1997) (1997)	С	989. ann 219 - 256 - 2	ane, 26,275 (2	B	ee Station Reads	dat Marine 159	C C	
Included Standard			A. 18	ye an canadar Sin canadar	<u>2-8</u> 4.25						estator	
Area Type:	Other				AND A CONTRACT OF A CONTRACT	Santa in Teller da						¥. 62. 94
Cycle Length: 80			$5.78 \pm$	21 A 2	<u>, 19</u>		en sta	(3. M.S.		17.1.2490	5-150-673
Actuated Cycle Length	: 57	UNIX42_MD2//	an a				in di San A		年1月1日年1月1日 第二日日日日日日 1月11日 1月111日 1月111日 1月111日 1月111日 1月111日 1月1111 1月1111 1月1111 1月1111 1月11111 1月11111 1月11111 1月11111 1月111111	A SYNC		
latural Cycle: 80				47.9 M			444.772	- A The Art of the Art				
Control Type: Semi Act			e in the set	n ngyan gang	an na shekara	8967-23689-8955-73 1		947-239/223	75 - 7 2 5* - 5		9749632	462S-6
Aaximum v/c Ratio: 0.1				5.4. L	1 (P.)	***			21. j. s. s. s.			
ntersection Signal Del	ay: 20.5	\$```\$\$\$\$\$\$\$\$```\$\$#{		an a	itersect	ion LOS	: C	STATES	11			4. 37 53
ntersection Capacity L		88.5%		and the second state of th	differentiation of the second	l of Ser						1. S 1
nalysis Period (min) 1	5	n or an	~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~		1997 - 1997 A.S.		a changa ang t	res ana (P)	a) (1966年)		2 * ZA	

Splits and Phases: 378: Vineyard & Bernal



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Lane Group	EBE	EBT		WHE	WBT	Waa	, Net	NET	NBA	SAL	GOT	SBI
Lane Configurations		\$		X	Ъ		<u> </u>		<u></u>	<u></u>		768 0 10)
Ideal Flow (vphpl)	1900	1900	1900	1900		1900	1900	1900	1000	1000	т 1900	100
Storage Length (ft)	0	1997 - TO BUTCH	0	75	1911 - 191 3	0	75	LOUU?	ा <i>ला</i> खः ()	75		a jau
Storage Lanes	Č.		i i i			i i i	75 1982 1 99		s d	ر /		en jestrig
Total Lost Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	्रि <u>स</u> ्ट्रन् े २
Leading Detector (II)	50		181-108	50	50		50	50	50			3.
Trailing Detector (ft)	0	0	이상이 전화되었다.	0	0	알려 왕이 있는 것은 	0	0	0	وبو ي ده 0	 0	格式公
Turning Speed (mph)	15	Alterated and States and Alterat	. 9 7			9	n an	-	Š	15	-	Sigha (1) in
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	- - -
Ped Bike Factor			1. 1		0.97	1.00 S S S S	1.00			0.99		1.0
Frt	1997년 1997년 1997년 1997년 - 1997년 1997년 1997년 1997년 - 1997년				0.850	a an	的机构建立的	1999 H.	0.850	0.38		
Fit Protected		n Singer	i z star v star i -	0.950	0.000	FC		Winsser.	0.000		机械模 学者分为	lander i tates
Satd. Flow (prot)	0	1925	0	1829	1594	0 0	1925	1005	1000	0.950	4005	
Fit Permitted				0.960	1 	U Starter	1920	1925	1636	1829	1925	ದಾನಗಳ ನಂ
Satd. Flow (perm)	0	1925	0	1829	1594	0120 - 1135 A	1005	1005	4504	0.950		
Flight Turn on Red	್ಷತ್ರಿತ್ರಿತ			1029	1094 Sector	0	1925	1925	1584	1815	1925	in the second
Satd. Flow (RTOR)		and the second			640	Yes		1.19	Yee			Ye
Headway Factor	0.98	0.96	A 614	0.96	642 0 .96 4	s an			146	uter the state of the	and a state of the second state of the	14 MM 11 11 MAR
Link Speed (mph)	U.30	्रियम् सः स्टब्स्		0.50	いうし ゆくゆ かりかけ	U.90	0.98:	왜 왜 가지도 못했다.	0.98	0.96	0.98	- 0.9
Link Distance (n)	8-5- A. B A	35 205	an a		40	Service Contractor	antes de la companya	30	istern-technologieseter	- Sector Marine Street	30	-
Travel Time (s)		and the second second	4 - A V	5 - Ta - A	1042	the state of the		784		196 398 435 (%) 1963-19	604	
		4.0	in ann anna	aliyo araas ada	17.8	an in the second	andala ang sangan sa sa	17.1	and the state of the state of the		4.4	
Volume (vph)		6		400	• • •	617	.	391	131	180	- 137	
Confl. Peds. (#/hr)		in an an an an an an an	nan anan taontar ing s	a an	an a	2		the Mathematical and the second	4	4		
Peak Hour Factor		0.94	0.90		0.90	0.90	0.90	0.90	a de la constante	6.90	0.90	0.9
Adj. Flow (vph)	0	0	0	444	0	686	0	357	146	210	152	
Lane Group Flow (vph)		. Q)	en stat officiale	. 686	.	ş. 💽	367	14	218	152	
Turn Type	Split	e der Annonen die Landerstern	and the providence of the	Split			Split	C	ustom	Split		
Protected Phases	- - 7 -	$z \sim T$		\$ \$			Č 🎽 🎘	*** 2	8	- 	6	
Permitted Phases	en tud substance summer a	a ti a ca anna in a							28		n na an air ann an Aonaichtean	a in the second second
Detector Phases	7 ₽	$\sim T_{\rm c}$					2	2	8		6	
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	anaki na sa s
Minimum Spilt (s)		9.†	n y syr	14.1	14.1		15.0	15.0	14.1	10.0	10.0	
Total Split (s)	9.1	9.1	0.0	22.0	22.0	0.0	16.0	16.0	22.0	12.9	12.9	0.
Total Spik (%)	15.2%	5.2%	0.0% 3	38.7%	36.7%	0.0%	28.7% 2	3.7% :	38.7%	21.5%	21.5%	° 6.0
Maximum Green (s)	5.0	5.0		17.9	17.9	111 I.	11.0	11.0	17.9	7.9	7.9	1
Yolkow Time (s)	3.1	- 3.t		3.1	3 1		4.0*		3.1	4.0		
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	(1994) (n
Lead/Log	Lag	Lag		Load		e yn wrait yn yn yw Yn de fan yn dan yw	Lag	Leg		Load		1 9
Lead-Lag Optimize?	Yes	Yes	na se subse la similar de	Yes	Yes	an a shirin 1983). Tarihi ta ƙasar	Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3,0		3.0	3.0	3.0			
Minimum Gap (s)	1.5	1.5	enter en la construction de la cons	1.5	1.5	non de Holder	1.5	1.5	1.5	1.5	1997, Series - 19	ter de
Time Before Reduce (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0°	1.5 # A	
Time To Reduce (s)	5.0	5.0		5.0	5.0	Al alvent Q ∩	5.0	5.0	5.0 5.0	1. NA 1.		YC del
Recall Mode	None.		STRANS IN		None	e. Voltani	Min		0.0 None	5.0	5.0	
Walk Time (s)		• • • • • • • • • • • • •	Ne (1997) - Erec	5.0	5.0	ekel falte	(1) (1) (1) (1) (1) (1) (2)			Min	Min	時間に
Flash Dont Walk (s)				5.0 5.0		al de la com	5.0	5.0	5.0	e istatistista ti	5177 (8)5 (1 477)	
Pedestrian Calls (#/hr)	n da tubertine		ent de la serie	(1) (1) (1) (1) (1) (1) (1) (1) (1) (1)	5.0		5.0	5.0	5.0			
Act Effct Green (s)	친도 왜 성장의	한 이 관계 관계 관		20	20	iya yasana	20	20	20		م العلقة القلي الأروانية ال	ener i e e
Actuated g/C Ratio	~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	なの意味が見		16.8	16.8				29.5	9.7	9.7	
Source y/O nallo				0.35	0.35			0.27	0.61	0.20	0.20	

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فر	→ `	<	+ \	1	1	1	5	Ļ	-
an Contraction Ed				. Nels					
v/c Ratio		Q.70	0.71	and the second	0.70	0.14	0.67	0.39	
Control Delay		18.6	6.0	where the second second second	26.2	1.0	25.3	21.2	n initial a statement
Queue Delay		- 0.0 ,	0.0 ***		- 0.0	. C.P .	0.0	and the second	
Total Delay	tereter attact and the term of the state of the	18.6	6.0		26.2	1.0	25.3	21.2	er time kanne
08		F 7 8			NA 1988 MIN'NY AMPIN'NY MARAA	A .	. : C .		
Approach Delay		THE REAL PROPERTY OF	10.9		18.9	W E SERVE		23.6	
Approach LOS	an tha that an a	and a state of the second s Second second			.	1. A.	- 21 - 1 V	.	
					9 . 				
Area Type: Other			19 (A. 1. 1		1 543			2 236	
Cycle Length: 60			and and the state of the state of the state	ana - Persida di Angeleria	n de Later e tare de la comp	n of same states at some			- Bat Call
Actuated Cycle Length: 48.3							in in	1 Section	1.
Natural Cycle: 60	·····································	Paul and an and the second			Marine Marine Marine		urse of the state	and the second second	Station of the state
Contrat Type: Semi Act-Unco	ord	- SC 4			在 一般的		945 E. F. S	2.2.5	
Maximum v/c Ratio: 0.71						s ne a se s			
Intersection Signal Delay: 15. Intersection Capacity Utilization		24038-4.79442 532842 (A. 1978	ersection LOS J Level of Se	12 COLOR 1 1 COLOR 1 1 COLOR 1 1 COLOR	5.705 tr	. A	46 - A		
Analysis Period (min) 15			7 FAARI () 26			(4.253 set		T. STE	
A INTERNAL OF SALARY COMPANY						117 AN 214			14. – A
Splits and Phases: 443: Be	mal &								

4	•6	₩ ø2	77 •8	4.7

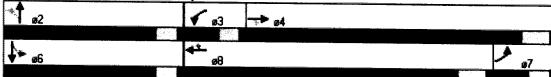
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	٦		\mathbf{r}	1	• •	•	1	1	~	1	Ļ	-
Lane Group-	EBL	EBT	EB R	. Wel	. WBT	wbr	i NBL	NBT	NBR	SPL	SBT	SB
Lane Configurations	٦	^	7	۲	<u>۲ ۴1</u>	· 7	1	i î		in the second	4	
Ideal Flow (vphpl)	1900	1900	1900	1906	1900		1900		1900	tion	1900	190
Storage Length (ft)	150	n son erdeten så	150	Sender Stylf i An 1977 og F	NE 19 19 19 19 19 19 19 19 19 19 19 19 19	100	100		0	50		190
Storage Lanes	10 N	19 3 Q 3							See X	JU A	un an the state of	200 (1997) 1997 - 1997 - 1997 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1
Total Lost Time (s)	3.0	3.0	3.0	a search an an an an a'		1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 -	3.0	99.99 Sec. 1 1 1 1 1 Kg	3.0	ا رو م د	<u>م د</u>	ala da serie da serie Como de serie da serie
Leading Detector (ft)	50									3.0 50	3.0	3.
Trailing Detector (ft)	0	0	0	a Alian Anna Anna Anna	and the second second	지수는 영화 영화 영화 영화	- 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 199 1997 -	en els récressives	and the second second	್ಷ ಮುಂದಿ ಮಾಡಿದ್ದ ಮಾಡಿದ್ದ ಮಾಡಿದ್ದ ಮಂತ್ರೆಯಿಂದ ಮಾಡಿದ್ದ ಮಾಡಿದ್ದ ಮಂತ್ರ ಮಾಡಿದ್ದ ಮಂತ್ರಿಯ ಮಾಡಿದ್ದ ಮಂತ್ರಿಯ ಮಾಡಿದ್ದ ಮಂತ್ರ ಮುಂದು ಮುಂದು ಮುಂದು ಮಾಡಿದ್ದ ಮುಂದು ಮು	n anns a seannach a 🕵	Part Part and
Turning Speed (mph)	15		ġ			, 9		-		0	0	1997 - 1997 - 197
Lane Util. Factor	1.00	0.95	1.00			nan na hinata		ويتحدث وبالتراجين	9	Salara 🕈 🕈	신한 영상 교육 전자 가격	
Ped Bike Factor	1.00	0.35	0.95		0.90		1.00		1.00	1.00	1.00	1.0
Frt							0.99	A DECK OF A DECK OF A DECK		6.95		
Fit Protected	A		0.850	a ta su su su su su su		0.850		0.854	unitadas Tanasada ayu	No. 1922 Constant Maria	0.850	P
	0.950	ana una seriestrativa		0.956	1		0.950	وبالمراجع والمعاصلات المتحافي		0,950	2 P 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	
Satd. Flow (prot)	1829	3657	1636			1636	1554		0	1829	1595	
Fit Permitted	0.950	A		0.956	가는 집안되는 것 같아요. 이 같은 것 같아요.	Sec. Start	0.746			0.735	S	
Satd. Flow (perm)	1829	3657	1561	1829	3657		1205	1331	0	1362	1595	NGA CHUNCHUNG
Right Turn on Red			Yos	$c^{-} < 1$	1999 - 1999 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 -	Yes			Yes			Ye
Satd. Flow (RTOR)			79			2		33		angan yangan sagar	116	ningen av Sa
Headway Factor	0.90	0.96	0.96	0.96	0.96	0.96	× 1.18	× 1.18	a a a	ŭ 96	et 0.96	6 A G
Link Speed (mph)		52			55	NAMES OF A DESCRIPTION OF A DESCRIPTION OF A DESCRIPTIONO	 An address of the second se Second second sec	35	an a	an is an	35	67080875.
Link Distance (ft)	1.7	1746	e		1325	and the second		953		网络拉斯	259	# 2003.00
Travel Time (s)	and the second	14.6	er serina an	ALAT DIALAGUT .	24.7	そのうちょう しんちょうしょう	200 A B AARAAN	18.6			5.0	Barris and Area
Volume (vph)	્યું 🙍		- 71	34	1634		107	Calculation of the Science of Academy	30	1. S. S. M. L.	where the second second	19 (
Confl. Peds. (#/hr)	- 1997 - 1997 - 199 1	0.11.21 (1998) 1997 - Carlon Marian, 1998)	12			SHORN IN	12		36	36	3 <u>8</u>	a she a she a
Peak Hour Factor	0.98	n gn		0.90	A 00	0.90	270 Kalanter versieler	0.98			0.90	1
Parking (#/hr)							10 se		training and the second second	6). A A		5 4 ,9
Ad. Flow (vph)		623	20. 70	38	1616	1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1	119	10	10	eren en e		an a
Lane Group Flow (vph)	3	623	79	38		Manager and the second second	A Diversity of the	entrale versioner and the second	en tracio de secon	14 C	.	1
Turn Type	Pret		Perm				119	34	0	1 • • •••••••	18	ana menerala
Protected Phases	7	83.0-02 A			est an outstander	Perm	Perm		20 C	Perm		
Permitted Phases	. Kasartat	4 Section:45	a.s.	ರ ಕ್ರಮಕರ್ಷವರ್ಷ	8 1000-00	nelmateria - 🛥	<u>ىلى</u> «ئۇنىۋە رىچىن	2	and the second second second	attenti di seco	6	
Detector Phases						3-89. 8	2	2	1. 20 C	C. 🕈 🗳		
Minimum Initial (s)	/ // ::::::::::::::::::::::::::::::::::	4 • • • • • •	4 ••••••••••••••••••••••••••••••••••••	3			2	2		6	6	
	5.0	5.0	5.0	esta necesi necesia	Charles an Salaritat	an the state of the	5.0	5.0		5.0	5.0	
Minimum Split (s)	9.1	23.2	23.2	9.1	23.2		9.1	9.1		26.1	26.1	
Total Spill (s)	9.1	이 방송을 가지 않는 것이 많다.	- 44.8				28.1	28.1	0.0	20.1	28.1	0
Total Split (%)	11.4%	56.0%	56.0%	11.4%	56.0%	56.0%	32.6%	32.6%	0.0%	32.6%	32.6%	0.0
Maximum Green (s)	5.0	39.6	39,6	5.0	39.6			22.0			22.0	
Yellow Time (s)	3.1	4.2	4.2	3.1	4.2		3.1	3.1	ere reter	3.1	3.1	
All-Red Time (s)	1.0	1.0	1.0	1.0						1.0		
_ead/Lag	Lag	Lag	Lag	Lead		Lead				ara an	2 640. 1 1 1 1 2	1.23
ead-Lag Optimize?	Yee	Yes	Yes	Yes							A generalis	
Vehicle Extension (s)	3.0	3.0	3.0	3.0		comence a light of a	3.0	3.0		a she an an an an		
Vinimum Gap (s)	1.5		1.5						tin the second	3.0	3.0	
Time Before Reduce (s)	5.0	5.0	5.0	5.0		and a star of the second star of the	1.5			1.5	1.5	
Time To Reduce (s)	5.0	5.0	5.0				5.0	5.0	Na status santa	5.0	5.0	
Recall Mode	None	3. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1.		2012 C			5.0			5.0	5.0	
Nalk Time (s)	BILOF	None	None		C-Max		None	None	الالتدارية والمراجع	None	None	
Flash Dont Walk (s)		5.0	5.0	an bina shi Maria na s	5.0				5 N 2 N	5.0	5.0	
	The second	13.0	13.0	7 S. 1977	13.0	13.0				17.0	17.0	
Pedestrian Calls (#/hr)	e e e	20	20	i de la com	20					20	20	
Act Effct Green (s)	6.1	55.5	55.5	6.1	59.1	59.1	15.7	15.7		15.6	15.6	

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	≯	-	\mathbf{F}	✓	-		1	1	1	\$	Ļ	1
Lane Group Service	EBC	EBT	699	WHE	WEE							
Actuated g/C Flatic	0.08	0.69	0.89	0.08	0.74	0.74,	0.20	0.20		0.20	0.20	erat in the
v/c Ratio	0.02	0.25	0.07	0.27	0.67	0.00	0.50	0.12	ander anderer var er var	0.00	0.04	an a' Carlonaith
Control Delay	38.0	8.1.	3.0	a harren anter a ser	11.2	7 6.2	29.4	. 8.7		21.0	0.1	经海洋
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	38.Q	} 8. ∏≺	3.0	40755043-7641030043354	11.2	an a	29.4	9.7 *	art.	21.0	0,1	
LOS	D National Section	A	A	D	B	A	С	Α	an beine ausse	С	Α	
Approach Delay Approach LOS		₹7.6		i de la sec	anan Jana Jakawa	in Canada Ali Angalan Ali Angalan		24.8		l de la	1.2	
		A			В			С			Α	
	ther											
Cycle Length: 80	國憲 人					10-	22.2				and the second	100
Actuated Cycle Length: 8	30	and the first of the second	a a fa contrata con trata da suas						na na mana na mana na kata agas	NUM - STAD-1 AC 1404	1 - 12 () () () () () () () () () (
Offset: 0 (0%), Referenc	ed to ph	648 8 :V	VBT, St	art of Yi	ellow					15.74 . MP		
Natural Cycle: 80		പ്ര സംഭംഗം കേര	e le chambaile institute	Democratic Phase - House	en er fall skar in ordere	an transmission of the local	and a second					
Control Type: Actuated-0	Joordina	it ed		7 . J. S.	Acres 1	n 19			Trail is		t de la se	
Maximum v/c Ratio: 0.67		· 第5法公 2494 75	*********	(Martine and Angeleric		and the state of the state	a Mandalitzaan per	Fridens the state of the sec	a Mariaka kura da sa da karikan	n na statu in na statu an		
Intersection Signal Delay Intersection Capacity Uti			1. 16 1.	-cccd. Notestan, 545, -6	and the second	on LOS	C. ALTER FOR TOTAL COM	A Const			10 - 10 H M	
Analysis Period (min) 15			STATISTICS STATES) Letter	JU Leve	l of Ser	VICE C	Matalantika (Mariana)	Pes d'a temperatur	·17-12-12-12-12-12-12-12-12-12-12-12-12-12-	Marina ang kana sa	an a
The part of the time is	~~ ` ~2.:		arsean)	Second Con	at n 🖓 🖓		24.24			S	- 2 Ca 🖓	

Splits and Phases: 542: Stanley Blvd &



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Lana Group	EBL	EBT		WE	WBT	WER	Net	Ner	NBA.	SIL	Set	- Sef
Lane Configurations		र्स	1		4		٦			٦	†	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900,	1900	1900	1998	1900	1900
Storage Length (ft)	0		200	0		0	50		0	200		0
Storage Lanes	O					C 0	: t		* 0	(1	10. A.	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Land UN. Factor	i 1.00 i	1.00	1.00	1.00	1.00.	1.00	1.00	0.98.	1.00	1.00	1.00	1.00
Ped Bike Factor												
File			0.850		an an an							0.854
Fit Protected		0.950					0.950			0.950		
Satd. Flow (prot)	`	1829	1391	0	1925	<u> </u>	1829	3657		1829	1925	163
Flt Permitted		0.950					0.950			0.9 50		
Sald. Flow (perm)	5 d	1829	17.17.17.17.17.17.17.17.17.17.17.17.17.1	2 O	1925	. C	1829	3667		1829	1925	163
Headway Factor	0.96	0.96	1.18	0.96	0.96	0.96	0.96	0.96	0.96	0.9 6	0. 96	0.96
Link Speed (mph)	Statis in	35	in softer	4	. 35			30		104		
Link Distance (ft)		1267			241			231			675	
Travel Time (s)	5-6- Lo	24.7		C-7 N China and	4.7			10.9	la se en al Marco a		A. 6.4	19 14 19 19 19 14 19 19 19 19 19 19 19 19 19 19 19 19 19
Volume (vph)	17	0	12	0	0	0	50	843	0	6 6	324	100
Confl. Peds; (#/hr)							20					2. 2
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.9 0	0.90	0.90
Parking (Mhr)	10		s 10						Carlos A.	ere Generation	(制作)¥ 24、4、4、	- 2× 7
Adj. Flow (vph)	19	0	13	0	0	0	56	937	0	73	360	111
Lane Group Flow (vph)		德 18:	行。13				50	a 937,	'¥' 🕏	73	. 380	S. 11
Sign Control		Stop			Stop			Free			Free	
											a an	
Area Type:	Other			and a second second			der en					0.0002
Control Type: Unsignal		1. 	\$ \$ ~~ \$~ \$\$	5 47) 19 0	.	编版 图 2.48		elese ar			TENER	
Intersection Capacity U		10 20/	63. (B. 19)	1/ 1/2 CAR	CU Leve		vico A		North State	Stern.		1766
Analysis Period (min) 1		4U.J 70	家家的名称语	n Protego		n UI 301		575 T. 1971	30. N. C. M.			
unaniona Cation (link) i	9		5 - S. 7 - M. 9			te state		PECER A	634504	652		17

HCM Unsignalized Intersection Capacity Analysis 610: Nevada & Bernal

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Avonenie	EBL	E	EBA	WEE	WEI	MBR	NR	Ret	NBR	SHE	SHT	
ane Configurations	Notification and the	ন	1		4		ሻ	††		٦	4	
Sign Control	\mathbf{F}_{i} or \mathbf{F}_{i}	Stop			Stop	1		Free			Free	的 。"你,
Grade	ritane delle je <u>dette s</u> ta	0%	to a static state	Marchael Constant States of Lates of States of	0%	nd a state of the state		0%			0%	
/olume (veh/h)	17.	O	"չ , 12 ,	Q	ି 🔍 🛛	1. S.	- 50	843	. C .	68 (,	324	2° 1(
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.9
lourly flow rate (vph)	(3), 19 4		18	6. O	, ∩ ,	i>: 0	50	937	· · . 0	73	360	图11
edestrians	MARIA	20	Same and the	化的正确的分离	alintana ina amin'ny	antes a ser com	interes at the last the state of the	s deservation and the	- Marine and the state of the	and and a start of the second	20	
ane Width (ft)		13.0	8					જ્યું છે. જેવું છે. જેવું છે.		and the	13.0	
Valking Speed (ft/s) Percent Blockage	440.00	4.0	"老子"的话:	unia antara di sina	tano 24 inter	an a	a nama international	and the second second	ting to a ministration of the		4.0	to the calcore
Right turn flare (veh)	(* 1 0. j.			2. 10 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1			and the Art			61215	N 2	<u>, 7</u> 3-
ledian type	是明白春秋之	KIALA	8				9800.00 To . 9.0	动动动动动 来在126	i de la constance	Kan Pertur Marco	医外胚间的医皮上腺的发展	iest Australia
ledian storage veh)	f in the state	None	28-1-14) 	ele state	E PRAIR &		o Maria di J				- T., 2 - 1 	8 F. M
lostreem signel (ft)		an 200 4 30 20						60 7 - 2 00		50 X	280 <u>-860</u> -0	reinen de-
X, platoon unblocked	1.00	1.00	1.00	1.00	1.00	der "Z	1.00	835			1270	
C, conflicting volume				1561	1600	488	491	0 2 2			a ny kaom	na ces
C1, stage 1 conf vol				1001	1000	219 799 .)	e a te f a	e de la casa de la cas La casa de la	计标志主义	937		
C2, stage 2 conf vol	an a			*****		ann an the		(14) e (17)	ar i norti i			er värud
Cu, unblocked vol	1127	1577	377	1564	1689	488	489	2709569244		937		
2, single (s) ***********	7.8	6.5			6.6		4.1		P.9. 5 (* 145	537 1912 - 1		
C, 2 stage (s)	er son og har gre	1992, 12, 29, 299, 88		an sana an		see and the second s			i e Michaeli	87. 78. 99	and (Roder)	
(4)	3.5	* 40	C 3.5	3.5	4.0	3.3	22		N COLLECTION	22		• P.> 55
0 queue free %	86	100	98	100	100	100	95			90	en en tens	a an
M capecity (yeh/h)	134	90	606	. 64	77:	- 51 0 -	1045		1. A. A.	* 727		
					and the second second second							
olume Total	32	0										
olume Left	19 19	Contraction of the	56 56	and the state of the second	468	73	360	. 111			then the	с. С.
olume Right	13	0	ас 0	0 0	0	73 0	0 0	0	an a	an a	a an	- Calendo Do
SH	228	1700	1046	1700	1700	727	1700	1700	A COLOR	4 H H H H	$(\mathcal{F}_{\mathcal{H}})^{(r)}$	
olume to Capacity	0.14		0.05		0.28	0.10	0.21	1700 0.07		die Gewenne	an a	10 AN 608
ueue Length 95th (ft)	12	0	4	ر ەم.ە ي	. ۵ ۷ ()	v. iv 8	۲.41 0	41.749301010130964686		4		1.24
ontrol Delay (s)	25.9	-		0.0	0.0	10.5		0 0.0		in the state of a	aken ser	gang tur
ane LOS	D	A A	A	and The s		s∴t¥v¥≳ R	883 . Y. Y					993 A.M.
pproach Delay (a)	25.9	0.0	0.5		9.33.27	¥Ă		9 (19 19 19 19 19 19 19 19 19 19 19 19 19 1		Stereo a	an in the state	
pproach LOS	D	A A	alian in the second	and the second	6 ° 69 3 - 73 4	- 14-5 - 1877 -1	4 Xi (* -	4 - 19 - 19 - 19 - 19 - 19 - 19 - 19 - 1	- I very the Sol to		94. 1 9. 19	
			ter a sugar sa a sugar	in the second second	an a		and a support of the support	Star Long - Laborer	and the second	The second s		
tersection Summery				an	0-4-0-i							199
verage Delay	li tzen e ettere	are, proced	1.3	lair airte airt - 4 -			e substances as as					
tersection Capacity Uti	Ization		40.3%	Negel I	CU Leve	I of Set	vice	18-4 17-5 1-5 1-5 1-5 1-5 1-5 1-5 1-5 1-5 1-5 1	<u>a</u>			
nalysis Period (min)	na serie kaj la	Says is since in a	15									
			20 5 5 5 5 5	entern Staffe		11 - 11 - 14 - 14 - 14 - 14 - 14 - 14 -	2 C C C C T C	1. S.	도 이상 영화 이 노동 동문이	化学家方面的过去	经认为 建立间垫 医浓度	生物动物

Lanes, Volumes, Timings 337: Stanley Blvd & Driveway

	٦	->	\mathbf{r}	1	-		1	1	1	1	•	1
Lane Group	<u>EBL</u>	EBT	EBP	WB	e wet	WBA	NBL	Net	NBA	38 1	SBT	Ser
Lane Configurations	Ţ	i đ		r	4		ኘ	↑ ₽			i ^1	. 7
Ideal Flow (vphpl)	1900		- 'ARE COLOR MENTE	- A. D. A.	1900	1900	1900	1900	1900	1900		190
Storage Length (ft)	200)	100) 0		0	175		0	175	<i>2 -</i> -	200
Storage Lanes			1	0		0	1		0	1		
Total Lost Time (s)	3.0			3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Leading Detector (ft)	50	.	50	50	50		50	50	Sac 2	50		
Trailing Detector (ft)	0	0	0	0	0	a ngi sa a angin a	0	0	1940-1971 A. 1977 1940-1971 A. 1977	0	and the second	
Turning Speed (mph)	15			15		9	S 15		34.94 a	15		82 (J. 11)
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	a second de la companya de la company	1.00
Ped Bille Factor		en e			N . S S			0.00 7	9.00 19:00	1.00	0.33	1.00 1995 - 1995
Frt	en de la compañía de	ana na sangaran na s	0.850	940030380483 	an a	et tald tale i beg	- L. Greynddyr					ें
Fit Protected	0.950	0.950			n a ser ago	近 ¹¹ 11時間の	0.950	RE MILLER		1. M. M. L	al and a second	0.850
Satd. Flow (prot)	1477	1477	1391	- *\$\$© 2009 ∩	1925	0	1829	an na sé stail		1005	0057	
Fit Permitted	0.950	and the second		0 1988/2018	1323	U		3657	0	1925	3657	1636
Satd. Flow (perm)	1477	 The state of black and set? 	1391	ine:_28% ∧	100F	* 33 () •	0.950					
Right Turn on Fled	1777 Balanas	/ ۱۹۰۱ ۱۹۰۷: Easter	Yes	0 	1925	0	1829	3657	0	1925	3657	1636
Satd. Flow (RTOR)	i i i i i i i i i i i i i i i i i i i		and the second	Partnerships and a straight of the		Yes	가 옷 관습		Yes)			* Ye
Headway Factor			232			ta Norian taona in	Service and the second	in the second during margin	tende and a submission	an the way to the too		194
	- I. IO	マンスケン マント こうした	1.18	0.96	1949 C - 44 C - 51 C	0.96	0.90	0.96	0.96	0.96	0.96	0.9
Link Speed (mph)	en de la companya	27	Ballante ian ba	ener anna tara	35	Landerson, Annala, anna	en han fantasian a strategia a sua a	52			55	
Link Distance (fl)		1970			406	이는 것은 것으로 같은 것이 있는 것이다. 같은 것이 같은 것이 같은 것이 같은 것이 같이 많이		1401,	13 x 115 - 14 14 in 1		1746	
Travel Time (s)	an an an an an an	49.7	No. of the second second		7.9			26.5			17.7	- Alexandro de Pr
Volume (vph)	556	0	- 209	0	ଁ	0	93	1045		. . 0	714	17
Confi. Peds. (#/hr)	tion and the second second second					12		- 21-11-1 - 347- 3189 9933	12	anan ing ka	1999 - 1994 - 1999 1999 - 1994 - 1999	an an tha tha thair an thair a Thair an thair an thai
Peak Hour Factor	0.90	ধনে প্রায় কাল্যা	0.90	· 0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	8: 0.9
Parking (#/hr)	10	10	10			anner a chevrone	, we also not all which is	2000 00 00 00 00 00 00 00 00 00 00 00 00	1999 - TANG STATES AND	್ರಾ ನಾಗಿನ್ ಸ್ಟ್	and the second second	
Adj. Flow (vph)	618	Q	231		C C	1 de 1	103	1161	0	* 6	793	. 1 94
Lane Group Flow (vph)	309	309	232	0	0	0	103	1161	0 0	0	793	194
	Liston		Perm	Perm	$p^{-2} = \frac{1}{2} e^{-\frac{1}{2}}$		Prot			Prot		Pena
Protected Phases	2	2	and a second	row Harri ya di Da ri B	1 service in the service of the serv	verna bi sy'i a di	7	ССС (1993) Л	California (1	3	8	्र १९ प्रम सङ्घ
Permitted Phases	2	97. A.S.	2		NA CONTRACT	See an the second s		≁ ⊴ನ್ನಾಕಾವಿ		J		2010 - Com
Detector Phases	2	2	2	218,550 @G& 7 5 1	8/10/2019/9822 1		ಲ್ಲಿನೇಶ್ ಸೇಕ್ಷ್ 7	کېږي کې که کې سري ۸	444			
Minimum Initial (s)	5.0		_	5.0	5.0	ana seo	। ःः	4 San Ma ra	·魏廷和王政 1983	3	8	8
Vinimum Split (s)	21.1	21.1	21.1	9.1	9.1		5.0	eserie (a la cae) e		5.0	5.0	200 - 10 - 1 - 1
Total Split (s)	21.1	21.1	21.1	9.1 9.1			9.1	9.1	and a state of the	9.1	19.1	19.1
	1997 - 1997 - 1997 - 1998 - 1998 - 1998 - 1998 - 1998 - 1998 - 1998 - 1998 - 1998 - 1998 - 1998 - 1998 - 1998 -				9.1	0.0	9.3	25.7	0.01		25,5	
CHARGE AND		CONT COMMENTS - 14		14.0%	الاستناد فيستحد فترادك ال	Call Contract and the second second second	14.3%		0.0%	the second s	39.2%	
Yellow Time (s)	17.0						5.2	and the second second second		5.0	21.4	21.4
All-fled Time (s)	3.1	3.1	3.1	3.1	3.1		3.1	3.1		3.1	3.1	3.1
	1.0	www.co.co.co.co.co.co.co.	COMPANY, T	49420 - 2011 - 6-05654	1.0		1.0	1.0		1.0	1.0	S 1.0
_ead/Lag	Lead	Lead	Lead	Lag	Lag		Lag	Lag		Lead	Lead	Lead
ead-Lag Optimize?	୍କ Yes	ana ka ta sa	Yes	Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	an a	3.0	3.0	3.0
Vinimum Gap (s)	1.5	1.5	1.5	1.5	1.5	Sector States	1.5				1.5	
Time Before Reduce (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0	98 9 8751 (1997)	5.0	5.0	5.0
Time To Reduce (s)	5.0	5.0			5.0		5.0	5.6		5.0		5.0 5.0
Recall Mode	None	None	None	None	None	te en al ser en el	None		Ng palisi tapat di P	None	None	
Nalik Time (s)	5.0	5.0	5.0	80.33					egi. Mita di Mi			None
Flash Dont Walk (s)	12.0	12.0	12.0	1985 - Solar Solar (1985) 1985 - Solar Solar (1985)	e seren en e		an and a star		Kalan (S. S. S		5.0	5.0
Pedestrian Calls (#/hr)	20	20		5 S. S. S. S.	e de la composition d	S. S. S. S. S.	- 	Service Solar	(minis jažane	www.enneri	10.0	10.0
Act Effct Green (s)	16.9	16.9	16.9	~ 문양의 수관이		an a		40 4	지금만 현재		20	20
	10.9	10.9	10.9				8.0	42.1			32.9	32.9

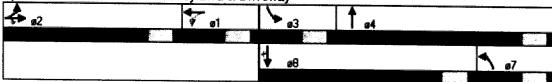
8/30/2007 Fehr & Peers Associates, Inc.

Lanes, Volumes, Timings 337: Stanley Blvd & Driveway Pleasanton Stanley Center Traffic Study Existing + Approved + Project (PM Peak)

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				Mas	WR					SEC		
Actuated g/C Patio	0.26	0.26	0.26		e distant	19	0.12	0.65		्र रे हैं।	0.51	0.51
v/c Ratio	0.80	0.80	0.43	and the second se		en en ser en sen en sen en sen sen sen sen sen se	0.46	0.49	n an an Anna a Anna an Anna an	985 (2002) No. 353	0.43	0.21
Control Delay	38.0	36.0	5.6				35.2	7.0	75 - ⁻ '	n gert of	12.0	2.
Queue Delay	0.0	0.0	0.0			0.000-0-000-0 9 0-0-0-0-0-0-0	0.0	0.0	an a chail ge staithe	en an great a star an	0.0	0.0
Total Delay	36.04	38.0	5.6	an a	No. AND A	10 - 10 B	35.2	7.0	(M^{*})	1. N. H.	126	2.
LOS	D	D	Α				D	Α	n an airte a' san ar Ariguna	an ann a chailleadh Brain	В	A
Approach Delay	n in	27.7		are of the	n le m p S		tan an di kan di ka Kan di kan di	8.3	an Contra and Tao ka dina ang	in de la composition de la composition La composition de la c	10.1	
Approach LOS		С						Α			В	A CONTRACTOR OF A CONTRACT
					n an thù t		i te er fo			3. C. C.		
Area Type: O	ther									night i Astanting an		
Cycle Length: 65				e de la			X .	States.	200 (A.		Alto at	
Actuated Cycle Length: 6	65	norther of the second	n an ann ann an Ann ann ann an Ann	, 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 199 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999	a na managana ang katalang ka	an a	na na sananan	erren erren ander				
Offset: () ((%), Referenc	ed to pr	iase 4:1	IBT, Sta	irt of Ye	llow				Ser 🕂	e ga de la		\$626 8
Natural Cycle: 65					ann an tha a na ann ann an thairt a farai	an an a way (1998) an	1997 - 1997 -		anna de la c e	1997年9月1日日 1997年9月1日日 1997年9月1日日 1997年9月1日日 1997年9月1日日 1997年9月1日日 1997年9月1日日 1997年9月1日日 1997年9月1日日 1997年9月1日日 1997年9月1日日 1997年9月1日日 1997年9月1日日 1997年9月1日日 1997年9月1日 1997 1997 1997 1997 1997 1997 1997 19		
Control Type: Actuated-C		uted 🔆			2.	i sant si				$f = \sum_{i=1}^{n} f_{i}$		
Maximum v/c Ratio: 0.80						100-00 P 100-00 200 WHY	and an of the second	< 12-recupionen provincialitation	n a 19 mai 19 mai 19 an	arte de la composition de la compositio	to the second second	
Intersection Signal Deley		i de la calendaria de la c			tersection				19 (A) 19 (A)			
Intersection Capacity Uti		65.1%	ante - allebite a transfer	IC	U Leve	of Sen	vice C		201-2010-0012/X1X451	•••	Le l'Anne d'anne anna an Anna an	REFERENCE FRANKER
Analysis Period (min) 15	av Zavi									2 26 1		

Splits and Phases: 337: Stanley Blvd & Driveway

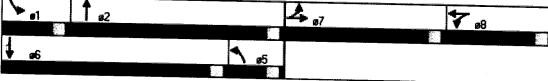


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Lane Group	EB	EBT	eba	WB	e wet	WBR	NBE	NET	NBR	S FR	SAT	SB
Lane Configurations	1	5 p)	7	i î)	7	≜ ∱	Statistics in such that	<u> </u>		
Ideal Flow (vphpl)	1900	¥., 1900	1900	1900			1900		1900	1900		190
Storage Length (ft)	C)	175	C)	100	100	े. देश गे. जा तरहकर	100	125	SCI AAA	25
Storage Lanes	1	B								125		20
Total Lost Time (s)	3.0) 3.0	3.0	3.0) 3.0	3.0	3.0	3.0	3.0	3.0	0 C	
Leading Detector (ft)	50) 50		50			50			3.0 50	3.0	3.
Trailing Detector (ft)	0) 0	n e n die heterstelenden die	0	a series de la companya de la compan	areado distantiko)	0	0		1996 - March 1997 - 20	50	5
Turning Speed (mph)	15		9	1		<u> </u>	15	-	9.00 M	0 15	0	enter
Lane Util. Factor	1.00		1.00	1.00		1.00	1.00	0.95	9 0.95			철왕 문
Ped Elke Factor		1.00			0.99			0.95	0.90	1.00	0.95	1.0
Frt	ana si	0.963	计算法 化二乙烯酸盐 医颈软的	8 94 W MARK	0.945	~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	한 관람이야?	1911 BALES				0.9
Fit Protected	0.950			0.950		P (2) (1) (2 -26 -5)	0.950	0.982	nest salaray	e alexànica d	LAND TOULS	0.85
Satd. Flow (prot)	1829	200 C 1 C 1 C 1 C 1 C 1 C 1 C 1 C 1 C 1 C	0	1554		0	e - 15 7 TBAC	80 S 0 0		0.959	C	
Fit Permitted	0.950			0.950		U	1829	3568	0	1829	3657	163
Satd. Flow (perm)	1829	1000 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1	0	1554			0.950		ter de la compañía de	0.950	₽° (***)	
Right Turn on Red.			Ym	+001 2012		0	1829	3568	0	1829	3657	157
Satd. Flow (RTOR)	a en la consecta de la	13	옷 (건성 분) 이 전 환			Yes			Yes			∵ Ye
Headway Factor	0.96	artis A. Statistical artistication	0.96		21		sahari <u>arang</u>	14	Alternative states and	alari in an		9
Link Speed (mph)	ः सन्दर्भ	0.30 21	· v.30	1.18	-111 IN 1841 IN 2017 IN	* 0.90	0.96	e de contra contrateger.	0.96	0.96	0.98) 0 .9
Linii Distance (it)	19 4 797 B		an restriction of the	STRU AND STRUCT	30	Driver and the sources	and the construction	52			55	
Travel Time (s)	这多三十百万	208	6 - 1 - 2 - N	Xin Sec.	1867			246		See 14	1401	1 2 - 192
Volume (vph)	in aca	8.7		Distantia di Second	42.2	and the off them, workers in		6.4			25.8	
Confl. Peds. (#/hr)	250	356	11 <i>6</i>	122	128	73.	53	1104	153	. 161	735	8
Peak Hour Factor		****	1 800-140-140	eller i daar kakeare	in this in the same	1			9		5 14 15 4000 F	an search an surger
Parking (#/hr)	. 0.90	e: 0.90	0.90	1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1	The left second second	0,90	0.90	0.90-	0.90	0.90	0.90	0.9
Adj. Flow (vph) 10.245	and the second	and the second second	All and the second second	10		10				22-9 (2003) Martin 44	ed outer filtren i helf la sede	en skæsser
	学 278	and the state of the state of the	, 130	136	1996 - S. 1997 - S. 1998 - S. 1	81	59	1227	170	178	814	<u>g</u>
ane Group Flow (vph)	278		0	136		0	59	1397	0	179	814	9
Turn Type	Spill			Spillt			Prot	式: A T		Prot		Perr
Protected Phases	7	7	All of the second states of	8	8		5	2			6	let in the second
enmitted Philses				the states			·李子辞()	Č (De			9.98% U	
Detector Phases	7	7		8	8		5	2	ang	∽∞aar-so⊭ 1	6	The difference of the
vlinimum Initial (s)	5.0	5.0	10 Y > 5 B 45 452	and the second secon						•		
Vinimum Split (s)		-30% - 🔍 👻 -	이가 가장되었다. 1997년 - 1997년 - 1997년 1997년 - 1997년 -	5.0	5.0		and the second second	_			A A	÷ 🐔
	23.1	23.1		23.1	23.1		5.0	5.0		5.0	5.0	
otal Spill (s)	35.0	23.1 35.0	0.0	23.1	23.1	0.0	5.0 9.1	5.0 20.1		9.1	16.1	16.
fotal Split (s) Fotal Split (%)	35.0 29.2%	23.1	0.0 0.0%	23.1 23.1	23.1 23.1	 A. A. A	5.0 9.1 12.3 ⁻	5.0 20.1 48.9		9.1 15.0	16.1 49.6	16. 49 .
fotal Split (s) Fotal Split (%) Maximum Green (s)	35.0	23.1 35.0 29.2%	0.0 0.0%	23.1 23.1 19.3%	23.1 23.1 19.3%	0.0%	5.0 9.1 12.3 10.3% (5.0 20.1 46.9 39.1%		9.1 15.0 12.5%	16.1 • 49.6 41.3%	
fotal Split (s) fotal Split (%) Maximum Green (s) fellow Time (s)	35.0 29.2%	23.1 35.0	0.9 0.0%	23.1 23.1 19.3% 19.0	23.1 23.1 19.3% 19.0	0.0%	5.0 9.1 12.3 10.3% : 8.2	5.0 20.1 48.9 39.1% 42.8		9.1 15.0 12.5% 10.9	16.1 49.6 41.3% 45.5	16. 49. 41.3% 45.
Total Split (s) Total Split (%) Maximum Green (s) Yellow Time (s) NI-Red Time (s)	35.0 29.2% 30.9 3.1	23.1 35.0 29.2% 30.9 3.1	0.9 0.0%	23.1 2 3.1 19.3% 19.0 3.1	23.1 23.1, 19.3% 19.0 3.1	0.0%	5.0 9.1 12.3 10.3% : 8.2 3.1	5.0 20.1 46.9 39.1% 42.8 3.1		9.1 15.0 12.5% 10.9 3.1	16.1 49.6 41.3% 45.5 3.1	16. 49. 41.3% 45. 3.
Fotal Split (s) Fotal Split (%) Maximum Green (s) Fellow Time (s) MI-Red Time (s) Lead/Lag	35.0 29.2% 30.9 3.1 1.0	23.1 35.0 29.2% 30.9 3.1 1.0	0.0 0.0%	23.1 23.1 19.3% 19.0 3.1 1.0	23.1 23.1, 19.3% 19.0 3.1 1.0	0.0%	5.0 9.1 12.3 10.3% (8.2 3.1 1.0	5.0 20.1 48.9 39.1% 42.8 3.1 1.0		9.1 15.0 12.5% 10.9 3.1 1.0	16.1 49.6 41.3% 45.5 3.1 1.0	16. 49. 41.3% 45. 3. 1.
Fotal Split (s) Fotal Split (%) Maximum Green (s) Fellow Time (s) NI-Red Time (s) Bead/Lag Bead-Lag Optimize?	35.0 29.2% 30.9 3.1 1.0 Lead	23.1 35.0 29.2% 30.9 3.1 1.0 Lead	0.0	23.1 24.1 19.3% 19.0 3.1 1.0 Lag	23.1 23.1, 19.3% 19.0 3.1 1.0 Lag	0.0%	5.0 9.1 12.3 10.3% : 8.2 3.1 1.0 Lag	5.0 20.1 48.9 39.1% 42.8 3.1 1.0 Lag		9.1 15.0 12.5% 10.9 3.1 1.0 Lead	16.1 49.6 41.3% 45.5 3.1 1.0 Lead	16. 49. 41.39 45. 3. 1.0 Lead
Fotal Split (s) Fotal Split (%) Maximum Green (s) Fellow Time (s) NI-Red Time (s) Bead/Lag Bead-Lag Optimize?	35.0 29.2% 30.9 3.1 1.0 Lead Yee	23.1 35.0 29.2% 30.9 3.1 1.0 Lead Yes	0.0	23.1 23.1 19.3% 19.0 3.1 1.0 Lag Yes	23.1 23.1, 19.3% 19.0 3.1 1.0 Lag Yes	0.0%	5.0 9.1 12.3 10.3% : 8.2 3.1 1.0 Lag Yes	5.0 20.1 48.9 39.1% 42.8 3.1 1.0 Lag Yee		9.1 15.0 12.5% 10.9 3.1 1.0 Lead Yee	16.1 49.6 41.3% 45.5 3.1 1.0 Lead Yes	16. 49. 41.39 45. 3. 1.0 Leac Ye
Fotal Split (s) Fotal Split (%) Maximum Green (s) Follow Time (s) VII-Red Time (s) Lead/Lag Lead/Lag Lead-Lag Optimize? Fohicle Extension (s)	35.0 29.2% 30.9 3.1 1.0 Lead Yes 3.0	23.1 35.0 29.2% 30.9 3.1 1.0 Lead Yes 3.0	0.0%	23.1 23.1 19.3% 19.0 3.1 1.0 Lag Yes 3.0	23.1 23.1, 19.3% 19.0 3.1 1.0 Lag Yes 3.0	0.0%	5.0 9.1 12.3 10.3% : 8.2 3.1 1.0 Lag Yes 3.0	5.0 20.1 48.9 39.1% 42.8 3.1 1.0 Lag Yee 3.0		9.1 15.0 12.5% 10.9 3.1 1.0 Lead Yee 3.0	16.1 49.6 41.3% 45.5 3.1 1.0 Lead Yes 3.0	16. 49. 41.39 45. 3. 1. Lea Ye 3.
Total Split (s) Total Split (%) Maximum Green (s) Yellow Time (s) Vil-Red Time (s) Lead/Lag Lead/Lag Lead-Lag Optimize? Yehicle Extension (s) Ainimum Gap (s)	35.0 29.2% 30.9 3.1 1.0 Lead Yes 3.0 1.5	23.1 35.0 29.2% 30.9 3.1 1.0 Lead Yes 3.0 1.5	0.0	23.1 23.1 19.3% 19.0 3.1 1.0 Lag Yes 3.0 1.5	23.1 23.1, 19.3% 19.0 3.1 1.0 Lag Yes 3.0 - 1.5	0.0%	5.0 9.1 12.3 10.3% : 8.2 3.1 1.0 Lag Yes 3.0 1.5	5.0 20.1 48.9 39.1% 42.8 3.1 1.0 Lag Yee 3.0 1.5		9.1 15.0 12.5% 10.9 3.1 1.0 Lead Yee 3.0 1.5	16.1 49.6 41.3% 45.5 3.1 1.0 Lead Yes 3.0 1.5	16. 49. 41.39 45. 3. 1. Lea Ye 3.(1.
Total Split (s) Fotal Split (%) Maximum Green (s) Vellow Time (s) Vellow Time (s) Lead/Lag Lead/Lag Control Control Con	35.0 29.2% 30.9 3.1 1.0 Lead Yes 3.0 1.5 5.0	23.1 35.0 29.2% 30.9 3.1 1.0 Lead Yes 3.0 1.5 5.0	0.0	23.1 23.1 19.3% 19.0 3.1 1.0 Lag Yes 3.0 1.5 5.0	23.1 23.1, 19.3% 19.0 3.1 1.0 Lag Yes 3.0 - 1.5 5.0	0.0%	5.0 9.1 12.3 10.3% : 8.2 3.1 1.0 Lag Yes 3.0 1.5 5.0	5.0 20.1 48.9 39.1% 42.8 3.1 1.0 Lag Yee 3.0 1.5 5.0		9.1 15.0 12.5% 10.9 3.1 1.0 Lead Yao 3.0 1.5 5.0	16.1 49.6 41.3% 45.5 3.1 1.0 Lead Yes 3.0 1.5 5.0	16. 49. 41.39 45. 3. 1. Lea Ye 3. (1.) 5.
Total Split (s) Total Split (%) Maximum Green (s) Yellow Time (s) Nit-Red Time (s) Lead/Lag Lead/Lag Optimize? Yehicle Extension (s) Ainimum Gap (s) Time Before Reduce (s) Time To Reduce (s)	35.0 29.2% 30.9 3.1 1.0 Lead Yes 3.0 1.5 5.0 5.0	23.1 35.0 29.2% 30.9 3.1 1.0 Lead Yes 3.0 1.5 5.0 5.0	0.0%	23.1 23.1 19.3% 19.0 3.1 1.0 Lag Yes 3.0 1.5 5.0 5.0	23.1 23.1, 19.3% 19.0 3.1 1.0 Lag Yes 3.0 - 1.5 5.0 5.0	0.0%	5.0 9.1 12.3 10.3% (8.2 3.1 1.0 Lag Yes 3.0 1.5 5.0 5.0	5.0 20.1 48.9 39.1% 42.8 3.1 1.0 Lag Yee 3.0 1.5 5.0 5.0 5.0		9.1 15.0 12.5% 10.9 3.1 1.0 Lead Yee 3.0 1.5 5.0 5.0	16.1 49.6 41.3% 45.5 3.1 1.0 Lead Yes 3.0 1.5	16. 49. 41.39 45. 3. Lea Ye 3. 1. 5.
Total Split (s) Total Split (%) Maximum Green (s) Yellow Time (s) Vellow Time (s) Lead/Lag Lead/Lag Cod-Lag Optimize? Yehicle Extension (s) Ainimum Gap (s) Time Before Reduce (s) Time To Reduce (s) Recall Mode	35.0 29.2% 30.9 3.1 1.0 Lead Yes 3.0 1.5 5.0 5.0 None	23.1 35.0 29.2% 30.9 3.1 1.0 Lead Yes 3.0 1.5 5.0 5.0 None	0.0%	23.1 23.1 19.3% 19.0 3.1 1.0 Lag Yes 3.0 1.5 5.0 5.0 None	23.1 23.1, 19.3% 19.0 3.1 1.0 Lag Yes 3.0 1.5 5.0 5.0 None	0.0%	5.0 9.1 12.3 10.3% : 8.2 3.1 1.0 Lag Yes 3.0 1.5 5.0	5.0 20.1 48.9 39.1% 42.8 3.1 1.0 Lag Yee 3.0 1.5 5.0 5.0 5.0 5.0		9.1 15.0 12.5% 10.9 3.1 1.0 Lead Yao 3.0 1.5 5.0	16.1 49.6 41.3% 45.5 3.1 1.0 Lead Yes 3.0 1.5 5.0 5.0 Max	16. 49. 41.39 45. 3. 1. Lea Ye 3. 1. 5. 5.
Total Split (s) Total Split (%) Maximum Green (s) Vellow Time (s) Vellow Time (s) Lead/Lag Cod-Lag Optimize? Vehicle Extension (s) Ainimum Gap (s) Time Before Reduce (s) Time To Reduce (s) Recall Mode Valk Time (s)	35.0 29.2% 30.9 3.1 1.0 Lead Yes 3.0 1.5 5.0 5.0 None 5.0	23.1 35.0 29.2% 30.9 3.1 1.0 Lead Yes 3.0 1.5 5.0 5.0 None 5.0	0.0%	23.1 23.1 19.3% 19.0 3.1 1.0 Lag Yes 3.0 1.5 5.0 5.0 None 5.0	23.1 23.1, 19.3% 19.0 3.1 1.0 Lag Yes 3.0 1.5 5.0 5.0 None 5.0	0.0%	5.0 9.1 12.3 10.3% (8.2 3.1 1.0 Lag Yes 3.0 1.5 5.0 5.0	5.0 20.1 48.9 39.1% 42.8 3.1 1.0 Lag Yee 3.0 1.5 5.0 5.0 5.0 5.0 5.0		9.1 15.0 12.5% 10.9 3.1 1.0 Lead Yee 3.0 1.5 5.0 5.0	16.1 49.6 41.3% 45.5 3.1 1.0 Lead Yes 3.0 1.5 5.0 5.0	16. 49. 41.39 45. 3. 1. Lea Ye 3. 1. 5. 5. Ma:
Total Split (s) Total Split (%) Maximum Green (s) Yellow Time (s) NI-Red Time (s) Lead/Lag Lead/Lag Ced-Lag Optimize? Yehicle Extension (s) Ainimum Gap (s) Time Before Reduce (s) Time To Reduce (s) Recall Mode Valk Time (s) Tiash Dont Walk (s)	35.0 29.2% 30.9 3.1 1.0 Lead Yes 3.0 1.5 5.0 5.0 None 5.0 14.0	23.1 35.0 29.2% 30.9 3.1 1.0 Lead Yes 3.0 1.5 5.0 5.0 None 5.0 14.0	0.0%	23.1 23.1 19.3% 19.0 3.1 1.0 Lag Yes 3.0 1.5 5.0 5.0 None 5.0 14.0	23.1 23.1, 19.3% 19.0 3.1 1.0 Lag Yes 3.0 1.5 5.0 5.0 None 5.0 14.0	0.0%	5.0 9.1 12.3 10.3% (8.2 3.1 1.0 Lag Yes 3.0 1.5 5.0 5.0	5.0 20.1 48.9 39.1% 42.8 3.1 1.0 Lag Yee 3.0 1.5 5.0 5.0 5.0 5.0 5.0 1.5 5.0 5.0 1.5 5.0 5.0 1.5 5.0 5.0		9.1 15.0 12.5% 10.9 3.1 1.0 Lead Yee 3.0 1.5 5.0 5.0	16.1 49.6 41.3% 45.5 3.1 1.0 Lead Yes 3.0 1.5 5.0 5.0 Max	16. 49. 41.39 45. 3. 1. Lea Ye 3. 1. 5. 5. Ma 5.
Total Split (s) Total Split (%) Maximum Green (s) Vellow Time (s) Vellow Time (s) Lead/Lag Cod-Lag Optimize? Vehicle Extension (s) Ainimum Gap (s) Time Before Reduce (s) Time To Reduce (s) Recall Mode Valk Time (s)	35.0 29.2% 30.9 3.1 1.0 Lead Yes 3.0 1.5 5.0 5.0 None 5.0	23.1 35.0 29.2% 30.9 3.1 1.0 Lead Yes 3.0 1.5 5.0 5.0 None 5.0	0.0%	23.1 23.1 19.3% 19.0 3.1 1.0 Lag Yes 3.0 1.5 5.0 5.0 None 5.0	23.1 23.1, 19.3% 19.0 3.1 1.0 Lag Yes 3.0 1.5 5.0 5.0 None 5.0	0.0%	5.0 9.1 12.3 10.3% (8.2 3.1 1.0 Lag Yes 3.0 1.5 5.0 5.0	5.0 20.1 48.9 39.1% 42.8 3.1 1.0 Lag Yee 3.0 1.5 5.0 5.0 5.0 5.0 5.0		9.1 15.0 12.5% 10.9 3.1 1.0 Lead Yee 3.0 1.5 5.0 5.0	16.1 49.6 41.3% 45.5 3.1 1.0 Lead Yes 3.0 1.5 5.0 5.0 Max 5.0	16. 49. 41.39 45. 3. 1. Lea Ye 3.

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Actuated g/C Ratio	0.27	0.27	Sec. 28	0.16	0.16		0.07	0.38		0.10	<u></u>	
v/c Ratio	0.57	1.05	Seendame van grunde Volke Volke in	0.56	0.85		0.44	1.04	fit wash	0.10	0.42 0.53	0.13
Control Delay	43.5	95.2		54.1	64.2		62.2	71.2		115.4	28.7	5.2
Queue Delay Total Delay	0.0	36.1	1 9 - March 1995 - Andre	0.0	0.0		0.0	32.3		0.0	0.5	0.0
LOS	ୁ କତ୍ରକ ୁ ପ	131.3		5 4.1	66.2		62.2	103.5	2. X.	115.4	29.2	0
Approach Delay		100.9	1. A. 1. A. A.	U Carriers	l At acc	X-17-4-0.	E	F		F	С	Á
Approach LOS	e al al anna an tha	F			E	de Martine		101.8%	hers deter		41.4	
	ther								a an ca		Q 99.25	
Cycle Length: 120							(ASSA)	Sec. Sec.		Salara		
Actuated Cycle Length:	120	NATIONAL STREET	induction of the second			1996 NO 1865 M					2000 2000 20	HENCE.
Offset: 0 (0%), Reference Natural Cycle: 120	ed to ph	lase 2: N	BT , Sta	urt of Ye	low							
Control Type: Actuated (Soording			200	Wale Borne		and the state of the second	Werk Concernation	Radies, sessionaeter			Almerica and a
Maximum v/c Ratio: 1.05			Rubishico,		31949 No 24	ين در	3 i - 1		are Prive Priveza		4 to 24	
Intersection Signal Delay	: 80.0			. In	lersectic	01 CIS		a. Kaistan	9-11-CO			
Intersection Capacity Uti	lization §	90.4%	annan an a	IC	U Level	of Ser	vice E		in den generale des	6 S. C.		
Analysis Period (min) 15									7. 273			
Splits and Phases: 338	R. Rav Q	it & First								ĸĸĸĸĸĸĸĸŧĸŧĸĸĸĸĸĸĸĸĸ	2012 (C. 1997) (C. 1997) (C. 1997)	
	s. may c											



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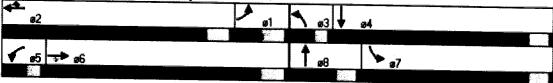
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Lana Group: 6. 2000	EBL	ED ED	1 27 EBH	i wei	e wei	w wbr	i NBL	NET	NBR	SEL	SAT	SB
Lane Configurations	יר		1 1	۲ Y	1	, T	1	San and a second second second	And Division of the surger of	ሻሻ		and the second se
Ideal Flow (vphpt)	1900		D 1900						1900			
Storage Length (ft)	250		() 200		400	이 사태에서 가 이 사람이 많다.		200	250	an the second	Sec For
Storage Lanes	2	e an the second		2				1936-1970)	200 1	2 2	aria	34. N. L
Total Lost 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
Leading Detector (ff)	50	1 🖓 5	F 50	50								
Trailing Detector (ft)	0) () (an a	C	cosperso con un si	entre contractions	ಸರ್ಮಾನ ಎಲ್. ಮ	e o el esta se climater	يەبە يەرى 0	e in de la de la se	5 y -
Turning Speed (mph)	1	an a		15		i de la g	15	•	្ត្	Frank 1. 1. 1.	0	Sectory .
Lane Util. Factor	0.97	0.95	Charles and the Property of	NAMES AND ASSOCIATE TO STATE	0.91	0.91	1.00			0.97	entra la construction de la construction de la construcción de la construcción de la construction de la constru	
Ped Bike Factor		ta da series de la s Series de la series d	0.97		1.00			0.30	0.98	U.97	0.95	.0
Frt	కారావిత జూరిగిని	- 2040-86106-8711	0.850	State and the state of the	0.990					Ъ. с.		an san san san san san san san san san s
Fit Protected	0.950		20.2 Style	0.950		0.000	0.950	- No 75 -	0.850		0.984	60. J29 -
Satd. Flow (prot)	3547	3657	7 1636		3459	1489	er for ander onte their staff			0.950	and the second	
Fit Permitted	0.950		1000 1	0.950		1403	1829		1636	3547	3599	Citable Sciences
Satd. Flow (perm)	3547		7 1588	あいみんじ いいい ジュ 単方法	we were strikeligt	1 400	0.950	and the second states of the		0.950	2月1日 - 日本語語の語語	
Right Turn on Red		, 0007	Yes		3459	1489	1829	3657	1599	3547	3599	
Satd. Flow (RTOR)	ente d'Art	- altre 2005	118 -	清洁的 化二乙烯酸 计可分子 网络花叶	8.893 -	Yee	1.000	بمينا يسترقع	Yes			Ye
Headway Factor	- 6 - 6 -	0.96			/ *******	420		1897-18 - 19 - 19 - 19 - 19 - 19 - 19 - 19 -	140		12	
Link Speed (mph)		52	1 P. 1 P. 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	0.96	abilities an an an	2010 - AU A. A. A.	0.96	0.98	0.98	0.96	0.96	0.9
Link Distance (ft)	Andre Comme	52 132		References de la	55		ina animperatura com	30			30	
Travel Time (s)	an seala	🕶 e estre especiale e d'Ale	1.40日前の名称「日本語」	家人。這些	714		(1 - 1 -	. 804			1272	
Volume (vph)	1987 - 1 98	25.4		مسرو نو ۲۰۹۰	46.8	atawa na sa		9.5			14.1	V9.2008 1.1
Confl. Peds. (#/hr)	5	1438	2010-000 Constraints	217	58t	421	. 146	490	752	1197	1194	14
Deele Unit Plas. (#/III)	5 7 - 20	1999) - <u>19</u> 07-19	12	· · · · · · · · · · · · · · · · · · ·	10	36			36	•	en de fan instrumente de la seconda de la La seconda de la seconda de	an 460 (387-77)
Peak Hour Factor	0.90	计计算机时间 日本部長的	的自己的现在分词是一个问题		0.90	0.90	0.90	0.90	0.90	6.90	0.96	° n s
Adj. Flow (vph)	128	1592		241	646	468	162	544	836	1330	1327	15
Lane Group Flow (vph)			na anti-an-	241	694	426	162	544	838		1483	8-35-3 8
Turn Type	Prot		Perm	Prot		Prot	Prot	eren inder der Statistichen	Free	Prot	NG 54497 88	
Protected Phases	.			.	- 2	2	3			288 A 73		sa na k
Permitted Phases	Warman and a start of		6			t nen, az n. lagade		en del tradello d en ti.	Free	C1-C429.₹^%	anger de Ali	ter an
Defector Phases	16 N 🕈	6	6		2	2	3	8	in the second condition of	1. A	der 😳 🔺	÷.
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	kins inder	5.0	5.0	
Vinimum Split (s)	11.1	29.1	29.1						8	10.4		s.
Total Split (s)	11.4	50.9	50.9	9.1	48.6	48.6	9.1	15.0	0.0	an an tha an that are	33.4	
Total Spiit (%)	9.9%	44.3%	44.3%	••• = · •• • · • · • • • • • •		42.3%		13.0%		40.0	45.9	0.
Maximum Green (s)	5.3	44.8	44.8	5.0	42.5	42.5	5.0	era este d ella motalità	0.076	34.8%	and the state of the state	0.0
ellow Time (s)	5.1							9.6	Secondadores	34.6	40.5	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	그녀는 아이들을 가지?	55.82.5.5°ECT, 3 49	ta da c		eres na com e la cara	
.ead/Lag	Lag	🖗 Lag					1.0	1.0	ta sa si sa si sa	1.0	1.0	
ead-Lag Optimize?	Yes	Yes	Yes	Yes	(1996) — 1976 - 1976 - 1976 - 1976 - 1976 - 1976 - 1976 - 1976 - 1976 - 1976 - 1976 - 1976 - 1976 - 1976 - 197	ann a comh airte A	Lead	ে এখন যে বন মেজেন		Laga	Lag	
/ehicle Extension (s)	3.0	3.0			Yes	Yes	Yes	Yes	a ser e serve a	Yes	Yes	
/linimum Gap (s)	1.5	1.5	1.5	and showing the states	3.0	3.0	3.0	e na albeach (Berlin, etc.)		3.0	3.0	
Ime Before Reduce (s)	5.0	1.5 5.0		1.5	1.5	1.5	1.5	1.5		1.5	1.5	
Time To Reduce (s)	5.0	5.0 5.0	이 이야지 아이가 가지?	Carlor of the Patria	5.0	5.0	5.0	AND A REAL PROPERTY.		5.0	5.0	(1. 1. j.) 1. j. j.
Recall Mode			5.0	5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Valk Time (s)	110110	V-Max		None	NONe	None	None	None		None		
lash Dont Walk (s)	12 ² 1 4 1 4	5.0	5.0	Carlor and the	ay to she see to	an tar	•			1. 1 8 117 118 18	5.0	na shekari
edestrian Calls (#/hr)	아프 영상	18.0	- 1975 - 19 4 3			가 같은 것					23.0	
		20	20				- (1995) - (1995)		ora e com	e la Mitcher (1992)	20	
Act Effet Green (s)	24.1	신문이 가지 않는 것 같아?	PAR 11 1 1 1 1 1 2 2 2 2	6.1	29.9	29.9	6.1	12.0	115.Q	37.0	42.9	
Actuated g/C Ratio	0.21	0.42	0.42	0.05	0.26	0.26	0.05	0.10	1.00	0.32	0.37	1 AT A <u>R</u>

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	24 J		659									
v/o Ratio	0.17	1.05	0.23	1.28	6.77	0.60	1.67	× 4 42	0.52	1.17	1.10	
Control Delay	39.9	69.3	8.1	204.7	39.7	5.1	376.3	243.5	12	120.4	90.7	est an a
Queue Delay	0.0	0.0	6.0.	0.0	0.0	0.0	0.0	and a second second second	A Reflection of the second second		90.7 • 0.0	
Total Delay	39.9	69.3	8.1	204.7	39.7	5.1	376.3	Sec. 7. 6	1.2	120.4	90.7	
LOS	·*** 0 *•	· 6	A.				and the second second second second					h i e S
Approach Delay	an na mana ang sa kang sa kang Na kang sa kang	61.8	er an G ala t Carde Steve e	n an	58.3			126.1		, Fri	104.7	
Approach LOS	2. (47) (4)	- A 😰			E	读 《他子	65. S.F.	120.1	i sana sa	* 42 * * * *	104.7 Ale Eri	
			a an teoreman An teoreman			and the Martin St.	onter sa nas	62-98- 5 -	5960 (A) (A) (A)	60 C	Sauri F.K	a no trans
A set of the set of		e ikasawa				e jezer				Contraction of the		
	Oth er			der der	13.54 . 注				S. A.S.	A STATE	Service 15th	·
Cycle Length: 115		etika eta artean	est felds.cerees	Charles and the second						needin oo maalaan too ahaa ahaa	n la se segerel Servide, i le este	-P10566-02992230
Actuated Cycle Length:	110			ki si in						1. 1975 - P.C.A.	~ 200	4254
Offset: 0 (0%), Referen	ced to ph	ase 6:E	BT, Sta	art of Ye	llow					an a	an an an an an Anna an	orthologies (alle
Natural Cycle: 115	de cost									.	Salari	
Control Type: Actuated			Went Stendors - Lauren	a fili wana i raka sa sa						a service and a service of the	379367WP-868234	** 48 MG-1 ** 19996
Maximum v/c Ratio: 1.6		State of the second sec	r i de la composition de la composition En la composition de la		n an thair Cristain Frig				NET AND			
Intersection Signal Dela	ıy: 90.1	ana ana aini ana ana sirila.	and the fact of the second		tersectio			 Comparison (Comparison (Compa	an na ni Kasara si kaja	is and he days of the	第九公司¹¹第1日 (1473年1月)	8 TA MARKA
Intersection Capacity U	uiizati on 1	106.8%		, iç	U Love	of Ser	vice G				69 MAR 3	598. M
Analysis Period (min) 1	5						1	- 1 Ion and an an address and a 1999		an da sa manang kang kang kang kang kang kang kang	na shikkati ka	
Splits and Phases: 3	71: Stanle	ey Blvd	& Berna	al								



Lanes, Volumes, Timings 378: Vineyard & Bernal

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	≯	->	\rightarrow	-	4	•	-	1	1	5	. ↓	-
Larie Group	eet	e e e e e e e e e e e e e e e e e e e			10 11			NET				IN CO
Lane Configurations	۲	.		erenter in die erentere vo	£.	f.	k	≜ ↑∱	a an		•	
Ideal Flow (vohol)	1900	1900		1900	1900	1900	1900		1900	1000	þ	-
Storage Length (ft)	0	NGC STREET	100	0	50 J. C. S. C.	50	100		CONTRACTOR CONTRACT		1900	Se 1 20
Storage Lanes		ale en la s	ter i fession teo assu	e katus territu yoraga.		UC Constantine de la constantine de la cons Constantine de la constantine de la cons	001 •	an in se	0	50	antes de antes	atxi-ce text a
Total Lost Time (s)	3.0	3.0	3.0	3.0	<u>ب</u> م د		Se (4			T,		
Leading Detector (ft)	50 50				3.0	3.0	3.0	3.0	3.0	3.0	3.0	3
Trailing Detector (ft)	en se conservations de la conservation de la conservation de la conservation de la conservation de la conserva La conservation de la conservation d	biologia e visión constant	an a	50	50	New Service States	গ্রনাগদ হাওপারাজ্যন্ত	an chuirean		- 50	ୁ 50	S.C. St.
	0	-		0	U	0	0	0	ereten and the case of	0	0	a and all the second
Turning Speed (mph)	15	a a standar a sur a sur sur de desar		e 15	e e e e		16	2.41 C	12. s. 😫	· 15	1.1	
Lane Util. Factor	0.95			1.00	1.00	1.00	1.00	0.95	0.95	1.00	1.00	1.0
Ped Bike Pactor	ð.	0.99		E i i	a 1.00		9 1.00	e e este	At the for		0.99	Troisi
	entraria atriacidas	0.938	and the second se			0.850		0.984			0.954	
Fit Protected	0.950	- A - A			0.982		0.950		的名称	0.950	1997 - TS 74	X Hoger
Satd. Flow (prot)	1477	-	-0	0	1607	1391	1829	3599	0	1829	1819	1992-0799-9 1992-0799-9
Fit Permitted	0.950				0.982		0.339		ne Na	0.105		CO.
Satd. Flow (perm)	1477	1448	0	0	1605	1391	650	3599	••••••••••••••••••••••••••••••••••••••	202	1819	NE E E COM
Right Turn on Red		$\mathbb{Y}^{*} \subset \mathbb{Z}$	Yes			Yes		3-3-50 P	Yes			(Y
Satd. Flow (RTOR)	1997) - C. S.	36		and the second second	4° : 2° ;548(3)36°	101	A AND A CAS	20		10. 1 0.256 7.06	34	\$135.4 ¹
Headway Factor	1.18		0.96	0.96	1 18		• 0.96	dente a base a datase a d	0 🗰		C.96	(S) A Y
Link Speed (mph)		30	2 1.00		36		(* * * * *	2021/07/16/30/07 1/02		0.36	Section 2. Production and the	es Ma
Link Distance (M)		1968			1297	terra a proven	17-12-7 7 -79	30	electron team	State State	30	C. BOOMS A
Travel Time (s)	er se	44.7						2528	S. A.A.	1. 19 A.	Contrast of Contrast of Contrast	
Volume (vph)	- 	s 142			15.8	a di si sa	S F-13-757 (1996)	57.5	an in a same an	an a statut	17.1	a come
Confl. Peds. (#/hr)			104		. 59		- 46		121	8 110	200	× 1:
Peak Hour Factor			ۍ د هم مورند د د د	3 1917-1918	S.C.P. Main - Addining	Reference allow that have been	4	1 F. A. Anter Internalia	el distante l'antice des changes su		No. No. of the case of the case	
	0.90					0.90	0.90	a 0,90	4. 0.90	. 0.90	0.90	0.9
Parking (#/hr)	10	10	10	10	10	10	and the second second second	-				
Adl. Flow (vph)	261	946 - 17 F. M. M. M.	116	. 34	59	124	53	1088	134	129	327	t i
Lane Group Flow (vph)	261	279	0	0	93	124	53	1222	0	129	466	ACREMONDS 5262
Turt Type	Solit		1. A	Split	行業	Perm	Perm	24 4	a line store a linge George Store George Store	Perm		94 E T
Protected Phases	3	3		4	4			2		enanta-paistera in meret	6	્યત્વન ગાય છે.
Permitted Phases		Contractions torige state	影响意识			- -		STS 74	19 E S 20			1.
Detector Phases	3	3		4	4	4	2	2	an san af san shekarar		6	0.657.374
Minimum Initial (s)	5.0	5.0	$\mathcal{E}^{\mathcal{F}} \cong \mathcal{S}$	5.0	5.0	6.0	10.0	10.0	2 - X 43.0	* 10.0×		1. 197
Minimum Split (s)	22.1	22.1	n an the second seco	22.1	22.1	22.1	22.1	22.1		22.1	22.1	884 S
Total Split (s)	dia seconda di seconda d											
	100	22.1	1. S.	19 12 1 2	221	95 1			- N A	18 6		
	22.1 24.6%	a second		22.1		1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1	1. A.	45.8		45.8		이야 한 것 같은 것이?
Total Split (%)	24.6%	24.6%	0.0%	24.6%	24.6%	24.6%	50.9%	45.8 50.9%	0.0%	50.9%	50.9%	0.0
Total Split (%) Maximum Green (s)	24.6% 1 8.0	24.6% 18.0	0.0%	24.6% 1 8.6	24.6%	24.6% • 18.0	50.9% 41.7	45.8 50.9% 41.7		50.9% 43.7	50.9% 41.7	0.0
Total Split (%) Maximum Green (s) Yellow Time (s)	24.6% 1 8.0 3.1	24.6% 1 8.0 3.1	0.0%	24.6% 1 6.0 3.1	24.6% 18.0 3.1	24.6% • 18.0 3.1	50.9% 41.7 3.1	45.8 50.9% 41.7 3.1	0.0%	50.9% 41.7 3.1	50.9% 41.7 3.1	0.0
Total Split (%) Maximum Graan (s) Yellow Time (s) All-Flad Time (s)	24.6% 1 8.0 3.1 1.0	24.6% 18.0 3.1 1.0	0.0%	24.6% 1 8.0 3.1 1.0	24.6% 18.0 3.1 1.0	24.6% • 18.0 3.1 • 1.0	50.9% 41.7 3.1	45.8 50.9% 41.7	0.0%	50.9% 43.7	50.9% 41.7 3.1	0.0
Total Split (%) Maximum Green (s) Yellow Time (s) All-Flat Time (s) Lead/Lag	24.6% 1 8.0 3.1 1.0 Lead	24.6% 18.0 3.1 1.0 Lead	0.0%	24.6% 18.0 3.1 1.0 Lag	24.6% 18.0 3.1 1.0 Lag	24.6% • 18.0 3.1 • 1.0 Lag	50.9% 41.7 3.1 1.0	45.8 50.9% 41.7 3.1	0.0%	50.9% 41.7 3.1	50.9% 41.7 3.1	0.0
Total Split (%) Maximum Green (s) Yellow Time (s) All-Flac Time (s) Lead/Lag Lead-Lag Optimize?	24.6% 18.0 3.1 1.0 Lead Yes	24.6% 18.0 3.1 1.0 Lead Yes	0.0%	24.6% 18.0 3.1 1.0 Lag Yes	24.6% 18,0 3.1 1,0 Lag Yes	24.6% • 18.0 3.1 1.0 Lag Yee	50.9% 41.7 3.1 1.9	45.8 50.9% 41.7 3.1 1.0	0.0%	50.9% 41.7 3.1	50.9% 41.7 3.1	0.0
Total Split (%) Maximum Graen (s) Yellow Time (s) Atl-Flad Time (s) Lead/Lag Lead-Lag Optimize? Vehicle Extension (s)	24.6% 16.0 3.1 1.0 Lead Yes 3.0	24.6% 18.0 3.1 1.0 Lead Yes 3.0	0.0%	24.6% 18.0 3.1 1.0 Lag Yes 3.0	24.6% 18.0 3.1 1.0 Lag Yes 3.0	24.6% 18.0 3.1 1.0 Lag Yes 3.0	50.9% 41.7 3.1 1.0 3.0	45.8 50.9% 41.7 3.1 1.0 3.0	0.0%	50.9% 41.7 3.1	50.9% 41.7 3.1	0.0
Total Split (%) Maximum Grown (s) Yellow Time (s) Att Flidt Time (s) Lead/Lag Lead/Lag Optimize? Vehicle Extension (s) Winimum Gap (s)	24.6% 18.0 3.1 1.0 Lead Yes 3.0 1.5	24.6% 18.0 3.1 1.0 Lead Yes 3.0 1.5	0.0%	24.6% 18.0 3.1 1.0 Lag Yes 3.0 1.5	24.6% 18.0 3.1 1.0 Lag Yes 3.0 1.5	24.6% 18.0 3.1 1.0 Lag Yes 3.0 1.5	50.9% 41.7 3.1 1.6 3.0 1.5	45.8 50.9% 41.7 3.1 1.0 3.0	0.0%	50.9% 41.7 3.1 1.0	50.9% 41.7 3.1 1.0 3.0	0.0
Total Split (%) Maximum Grown (s) Yellow Time (s) All Flod Time (s) Lead/Lag Lead-Lag Optimize? Vehicle Extension (s) Minimum Gap (s) Time Before Reduce (s)	24.6% 18.0 3.1 1.0 Lead Yes 3.0 1.5 5.0	24.6% 18.0 3.1 1.0 Lead Yes 3.0 1.5 5.0	0.0%	24.6% 18.0 3.1 1.0 Lag Yes 3.0 1.5 5.0	24.6% 18.0 3.1 1.0 Lag Yes 3.0 1.5 5.0	24.6% 18.0 3.1 1.0 Lag Yes 3.0 1.5 5.0	50.9% 41.7 3.1 1.0 3.0 1.5 5.0	45.8 50.9% 41.7 3.1 1.0 3.0	0.0%	50.9% 43.7 3.1 1,0 3.0	50.9% 41.7 3.1 1.0 3.0	0.0
Total Split (%) Maximum Grown (s) Yellow Time (s) All-Flad Time (s) Lead/Lag Lead/Lag Optimize? Vehicle Extension (s) Vinimum Gap (s) Time Before Reduce (s) Time To Reduce (s)	24.6% 16.0 3.1 1.0 Lead Yes 3.0 1.5 5.0 5.0	24.6% 18.0 3.1 1.0 Lead Yes 3.0 1.5 5.0 5.0	0.0%	24.6% 16.0 3.1 1.0 Lag Yes 3.0 1.5 5.0 5.0	24.6% 18.0 3.1 1.0 Lag Yes 3.0 1.5 5.0 5.0	24.6% 18.0 3.1 1.0 Lag Yes 3.0 1.5 5.0 5.0	50.9% 41.7 3.1 1.6 3.0 1.5 5.0 5.0	45.8 50.9% 41.7 3.1 1.0 3.0 1.5 5.0 5.0	0.0%	50.9% 43.7 3.1 1.0 3.0 1.5	50.9% 41.7 3.1 1.0 3.0 1.5 5.0	0.0
Total Split (%) Maximum Grown (s) Yellow Time (s) All-Rind Time (s) Lead/Lag Lead/Lag Optimize? Vehicle Extension (s) Vinimum Gap (s) Time Before Reduce (s) Time To Reduce (s) Recall Mode	24.6% 18.0 3.1 1.0 Lead Yes 3.0 1.5 5.0 5.0 None	24.6% 18.0 3.1 1.0 Lead Yes 3.0 1.5 5.0 5.0 None	0.0%	24.6% 16.0 3.1 1.0 Lag Yes 3.0 1.5 5.0 5.0 None	24.6% 18.0 3.1 1.0 Lag Yes 3.0 1.5 5.0 5.0 None	24.6% 18.0 3.1 1.0 Lag Yes 3.0 1.5 5.0 5.0	50.9% 41.7 3.1 1.0 3.0 1.5 5.0	45.8 50.9% 41.7 3.1 1.0 3.0 1.5 5.0 5.0	0.0%	50.9% 41.7 3.1 1.0 3.0 1.5 5.0	50.9% 41.7 3.1 1.0 3.0 1.5 5.0 5.0	0.0
Total Split (%) Maximum Grown (s) Yellow Time (s) All-Flad Time (s) Lead/Lag Lead/Lag Optimize? Vehicle Extension (s) Minimum Gap (s) Time Before Reduce (s) Time To Reduce (s) Recall Mode Walk Time (s)	24.6% 16.0 3.1 1.0 Lead Yes 3.0 1.5 5.0 5.0	24.6% 18.0 3.1 1.0 Lead Yes 3.0 1.5 5.0 5.0	0.0%	24.6% 16.0 3.1 1.0 Lag Yes 3.0 1.5 5.0 5.0	24.6% 18.0 3.1 1.0 Lag Yes 3.0 1.5 5.0 5.0	24.6% 18.0 3.1 1.0 Lag Yes 3.0 1.5 5.0 5.0	50.9% 41.7 3.1 1.8 3.0 1.5 5.0 5.0 6.0 C Max	45.8 50.9% 41.7 3.1 1.0 3.0 1.5 5.0 5.0 6.0 C-Max	0.0%	50.9% 43.7 3.1 1.0 3.0 1.5 5.0 5.0 5.0 Min	50.9% 41.7 3.1 1.0 3.0 1.5 5.0 5.0 Min	0.0
Total Split (%) Maximum Graun (s) Yellow Time (s) All-Flad Time (s) Lead/Lag Lead/Lag Optimize? Vehicle Extension (s) Minimum Gap (s) Time Before Reduce (s) Time To Reduce (s) Recall Mode Walk Time (s) Flash Dont Walk (s)	24.6% 18.0 3.1 1.0 Lead Yes 3.0 1.5 5.0 5.0 None	24.6% 18.0 3.1 1.0 Lead Yes 3.0 1.5 5.0 5.0 None	0.0%	24.6% 16.0 3.1 1.0 Lag Yes 3.0 1.5 5.0 5.0 None	24.6% 18.0 3.1 1.9 Lag Yea 3.0 1.5 5.0 5.0 None 5.0	24.6% 18.0 3.1 1.0 Lag Yes 3.0 1.5 5.0 5.0 None 5.0	50.9% 41.7 3.1 1.0 3.0 1.5 5.0 5.0 5.0 C Max 7.0	45.8 50.9% 41.7 3.1 1.0 3.0 1.5 5.0 C-Max 7.0	0.0%	50.9% 43.7 3.1 1,0 3.0 1.5 5.0 5.0 5.0 Min 7.6	50.9% 41.7 3.1 1.0 3.0 1.5 5.0 5.0 Min 7.0	0.0
	24.6% 18.0 3.1 1.0 Lead Yes 3.0 1.5 5.0 5.0 None 5.0	24.6% 18.0 3.1 1.0 Lead Yes 3.0 1.5 5.0 5.0 None 5.0	0.0%	24.6% 18.0 3.1 1.0 Lag Yes 3.0 1.5 5.0 5.0 None 5.0 11.0	24.6% 18.0 3.1 1.0 Lag Yes 3.0 1.5 5.0 5.0 None	24.6% 18.0 3.1 1.0 Lag Yes 3.0 1.5 5.0 5.0 None 5.0 11.0	50.9% 41.7 3.1 1.9 3.0 1.5 5.0 5.0 C Max 7.0 11.0	45.8 50.9% 41.7 3.1 1.0 3.0 1.5 5.0 5.0 6.0 C-Max	0.0%	50.9% 43.7 3.1 1.0 3.0 1.5 5.0 5.0 5.0 Min	50.9% 41.7 3.1 1.0 3.0 1.5 5.0 5.0 5.0 Min 7.0 11.0	0.0

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Lanes, Volumes, Timings 378: Vineyard & Bernal

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		d.	HER		W TT							
Actuated g/C Ratio	0.20	0.20			0.14	0.14	0.56	0.56		0.56	0.58	ret. T
v/c Ratio	0.87	0.86			0.42	0.44	0.15	0.61	199 83* 787#32_827938	1.14	0.45	·和林林林·马拉斯
Control Delay	56.3	52.0			36.T	12.5	12.9	15.7%		157.0	13.7	
Queue Delay	0.0	0.0	allaceotte - Fickachecte	and an and the second second	0.0	0.0	0.0	0.0	and a second second second	0.0	0.0	2014 (1922) (1932)
Total Delay	58.3	52.0			36.1	12.5	12.9	15.7		157.0	13.7	
LOS	L Altri Sant	D	Saufaire an	a sta r i 1906 a	D	B	В	В	warmed to a data and	F	В	
Approach Delay Approach LOS		. 55.0			22.6	in de la compañía de Compañía de la compañía		15.6		1. 6 1. 2. 3	44.8	
					C			В			D	
All states of the second s												They I are
	ther							1				STATISTICS .
Cycle Length: 90						(1) (1) (1) (1)	$[M_{i}]_{i \in [n]}$				an a	
Actuated Cycle Length:	3 0	. Managements and a first first of the states of the states					a verti de la construir de la construir	n namenalar, ternetiyaliyar	1888-1997 (S. 1948)	n a completenden fast		Martin Allen
Offset: 0 (0%), Reference	ed to pr	ase 2;N	ibtl, si	art of Ye	allow.				$h_{1,2,3}$			
Natural Cycle: 100		and the second second	FRANK Fase and stars. Se	Station Protocols - Applea	1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.				CONTRACTOR OF A CONTRACTOR	nen henren (zon) en 1936	A MAR AND AREAS	Kanadar (1937) - Mada
Control Type: Actuated-	Coordina	lied		100 (100 - 200) 100 (100 - 200)			4.M.				ere ko. 2	
Maximum v/c Ratio: 1.14			in the same			colocificianes and as a set	Companyion and the second	Warman de Tiles annues				
Intersection Signal Delay Intersection Capacity Uti	r. JU.Y		5 Sec. 5.	use" and substantial sector and	SPIE WERE CALL TO CALL	on LOS	and the second second	5.242 S				
Analysis Period (min) 15	iizalion .	/U./%	Curatan sura	IC	U Leve	l of Serv	/ice C	90 million versionen og	The Walling and Market Willing	- Andreas a contration to the s		
CHARTER AND UNRY 10											¥	4.543

Splits and Phases: 378: Vineyard & Bernal

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Lanes, Volumes, Timings 443: Vineyard & Bernal

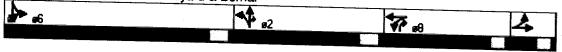
Pleasanton Stanley Center Traffic Study Existing + Approved + Project (PM Peak)

	≯	->	\mathbf{r}	-	-	•	•	†	/	\$	L	1
Lana Group	EOL	EBT	EBA	WBL	WBT	WBR	NEL	NBT	Lea		Cor	SBL
Lane Configurations		4		٢	\$		۲¢	A	<u></u>	k see	A	
Ideal Flow (vphpi)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	T AAA1	100
Storage Length (ft)	0		0	75	ar no at a sa	0	75		0	75	1900	190
Storage Lanes	Ç,		0	(1895) 1997 - 1997 1997 - 1997 - 1997 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997		s Č	1. 1		i i i i i i i i i i i i i i i i i i i	S. C. S. Sterrey, Street, and	en an) Alexandria
Total Lost Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	ि के दिन् २ ०	
Leading Detactor (ft)	50	50		50	50		50	50		5.0 50	3.0 50	3.0
Trailing Detector (ft)	0	0	, na ana i na adio, niy	0	0	an a	0	0		0 0	See 50	
Turning Speed (mph)	16		9	15		8	15			15	U 2.5 ⁰⁰ (2.5	5208. 2
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	
Ped Bike Factor	Qrit−di ye eti Gut				0.97				0.96		1.00	1.00
Frt			n n novel foreignetic	n an the states of the states	0.850	i Witzel and the filter	1994 (SA 2049)	l de Rent de la companya de la comp La companya de la comp	0.850	_ v. 03	and the second second	
Fit Protected				0.950	F 私 学 教生 -		(1985) 2085)	NE SEL	0.000	0.950		Garageogr
Satd. Flow (prot)	0	1925	0	1829	1586	0	1925	1925	1636	1829	1005	
Th Permitteet	يهموان بېرونونه کاله د مور			0.950	ice Con		ಿಂದ	1323	1030		1925) Contraction
Satd. Flow (perm)	0	1925	0	1829	1586	0	1925	1925		0.950	1005	
Right Turn on Red			Yo	e i terr	1000	Yes	1323	Color Manager Color Color	1568	1810	1925	0
Satd. Flow (RTOR)	ana manggana kara da	1 - 1 1299 7 X 333	e de la company	9492 (15 (14 s + 14 1	725	82- 1 79 80	an a	40.6	Yes			<u>ya</u>
leadway Factor	6.98	0.98	0.98	0.98	0.96		A		189	a an	and the second	el la marca de la composición de la com
_ink Speed (mph)	and destruction	35			4 0	v 30	V.312 (U.SO	0.90	U.C.S.	Q.90	- 0.9
Ink Distance (ft)	1. S. F	205	an a		1042	MORTON	an the second	30	terret and the	Geographics -	30	
Travel Time (s)	an a	4.0	M PAPER A		17.8		eler har Cra	764		and the second		
/clume (vph)		C .	19 - 1 9	114	17.0 5.0	337		17.1	a de la composition d	a na an	4.4	en e
Confl. Peds. (#/hr)	a na sana ang sana sana sana sana sana s		સંઘે ને 😿 વૈ		S. 24 Y.			490	762	694	415	
Peak Hour Factor	0.90	640	0.90	0.90	0.90		****	*** ***	4	4	Charles and the second	
Adj. Flow (vph)	0	0	0	128	0 9 9 9	374	0.90	का से सिंह की बात (विवेद है)	1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1	ran i Bank (Color)	0.90	0.9
ane Group Flow (voh)			1963 6 3		374	3/4 C	0	544	847	771	461	0
Turn Type	Split	linde a strige	为一部一种意义	Split	. 47	8 83.4 8 5.	•	#2+22751.0000754S	and the second		461	1999 -
rotected Phases	*	1990 - 1 99	- Alexandra			- Alexandra da	Split	And the second second	ustom	Split	Jacob Weiner	
Permitted Phases	1. 1904 B. (14		s and the		.		2:0 2 3		anas con successions	1 T. 🗨	6 .:	1.2 4
Addressor Phesees	8. s (s 🏞)			201.00 6. 04	8.1.83 a 29	Sector La	oriente indust	tra Posti sing s	28	LAR IN DAVIDS IN THE IN		
Ainimum Initial (s)	5.0	5.0	1994 (1992) A	5 O		an an that and the second s Second second		6.S. Z .	5. Č	6 .	S 8	
Mnimum Split (s)	9.1.	9.1		5.0	5.0 14.1	NARA SAL DA W	5.0	5.0	5.0	5.0	5.0	
otal Split (s)	9.1	9.1	0.0	25.0	그는 그는 아이들이 가지 말했다.			15.0	14.1	10.0	이 집에 가지 않는 것이 없는 것이 없다.	
otal Split (%)			0.0	20.0	25.0	0.0	30.0	30.0	25.0	45.9	45.9	0.0
laximum Green (s)	5.0	5.0	0.076	4.174	22,7%	0.075 2	17.3% 2	7.3%	22.7%	41.7%	11.7%	0.0%
ellow Time (s)	eres and a second second second		a odvišteko	20.9	20.9	in - Calencerana	25.0	25.0	20.9	40.9	40.9	
NI-Red Time (s)	1.0			3.1	3.1		4.0	4.0	S. 1.	4.0	4.0	
eadilar	Lag	1.0	haraatisa n.	1.0	1.0	en andre service en	1.0	1.0	1.0	1.0	1.0	
ead-Lag Optimize?	and a straight second second	Lag	an a	Lead	Lead		Leg	Lag	Load	Lead	Lead	
ehicle Extension (s)	Yes	Yes	New States and States and	Yes	Yes	e constant and the	Yes	Yes	Yes	Yes	Yes	
linimum Gap (s)	3.0	3.0	3.0 (2-)	3.0	3.0		⊳ 3.0 -	3.0	- 3.0	3.0	3.0	
ime Before Reduce (s)	1.5	1.5	. server 1200 to	1.5	1.5		1.5	1.5	1.5	1.5	1.5	- 7 (1 V) M (1 M)
ime To Reduce (s)		5.0		5.0	5.0	الم المراجع (1997) 1973 - مستخط معروم (1997) 1974 - ماريخ (1997)	5.0	5.0	5.0	5.0		
lecali Mode	5.0	5.0	المحمد الاحتراب	5.0	5.0		5.0	5.0	5.0	5.0	5.0	1. m. đ
Valk Time (s)	None	NONe	S. S. S.		None	14 1	Min	Min		Max C		5
and The (S)	a ang tan	tara ana e	6 ····	5.0	5.0		5.0	5.0	5.0	a a navi e na segur da	and a set of the set	861 (12 8
lash Dont Walk (s)				5.0	5.0		5.0	متريقي والمطر محرر				*
edestrian Calls (#/hr)	1. Average School	N 19 1 1 1 1 1 1 1	an and second	20	20		20	20	20	an ta ann air air a' an Sin An ta ann an An Sin	sta strat	a na State
ct Effct Green (s)				22.0	22.0		178.833	27.0	49.0	52.0	52.0	
UNDER COMPANY C				0.20	0.20			0.25	0.45	0.47	0.47	<u>, 2</u>

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8/30/2007 Fehr & Peers Associates, Inc.

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Land Charge Entry Et		WERE	WOR						V	-
v/c Ratio		0.35	0.42			1.15	1.04	0.00	SOF	and the second s
Control Delay	and the second sec	41.1	1.4	en de la segura de	\$1.25 - C.S.	128.0	65.0	0.89 40.9	0.51 22.6	
Clucus Deley Total Delay		0.0	. 0.0			0.0	0.0	- 0.0	0. 0	
LOS	reding and	41.1	1.4	ativities and accounts a		128.0	65.0	40.9	22.6	
Approach Delay		. 0	CORE ON COMPLEXE			₩ ₽ ₽		di Di	.	
Approach LOS		in dia man	11.5	25.5		89.7	and and a state of the second	「「「「「「」」」」	34.0	
Intersection Summary Summary	une esta esta an El constante esta			E Cast and a			5 Ge ()	an a		
Area Type: Other								75.947		
Cycle Length: 110			X	an in i			$\frac{1}{2} \left(\frac{1}{2} - \frac{1}{2} \right)$		i. A stra	4
Actuated Cycle Length: 110	(* 78 g.) (₂		an a	linder og som er Maria State og			a an	an a		and the second
UITSET: 0 (0%), Referenced to phase 6	SRTI SH	art of V	əllow	er ann an Ar	All the state of the	(*************************************		0 - D 4	• • *****	1. A.
		2.44 M		86- T.				arya yanganga Marina Marina		1000
Control Type: Actuated-Coordinated Maximum v/c Flatio: 1.15	a second		The second second	Statistic contra	n an	na el castrando (cas del	**************************************	1997 - 1997 -	and the second secon	
Intersection Signal Delay: 55.2	e 1. 196				$f \propto \tilde{r}$	ta an				
Intersection Capacity Utilization 95.3%			ersectio U Level			C. MARKAN MARKAN	ta an	an a	state constructions of the	
Analysis Period (min) 15	antan kuta (Kanggan)								199 (P.)	
Colite and Dive										
Splits and Phases: 443: Vineyard &	Bernal									



Lanes, Volumes, Timings 542: Stanley Blvd & California

Pleasanton Stanley Center Traffic Study Existing + Approved + Project (PM Peak)

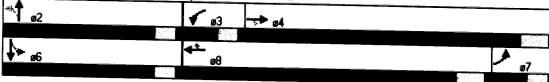
	فر	` —		, 1	r +	- 4		<u> </u>		· •	- 1	1
Lane Group	EB	Ç EB	F B	R WI	9L WE	IT WB	r ne	e ne				
Lane Configurations		ካ ተ	¢ i	1	UNITED STATES	4	1	-	and shares and shares and	SBI	and the standards	and the second second second
Ideal Flow (vphpl)	190	0 190	0 190	0 19		0 190	0 190		•	و در همیند به این	i f	-
Storage Length (ft)	150	0	15	್ಕೆ ಇಲ್ಲೇ ಕ್ರೌ	25	10			9 - 11 E.A. 7	1900	ಎಲ್ಲಾ ಎಸ್ಎಂ ಅಂತ	F 190
Storage Lanee		É C		i i			and the second of the		0 	50)	(
Total Lost Time (s)	3.(0 3.0	03.0) 3	 Second to 1 		· 한 한 한 한 것은	1	0			
Leading Detector (ft)	50						-					3.0
Trailing Detector (ft)	(e waaran di saarii ji	n ser er event for sin i	r Mariana D	 A 1994 - ANT 	n se ser une de pre-		0 5	e de recenter a la serie de la serie d La serie de la s	50	50	
Turning Speed (mph)	1		- Para na sa	- 	5	-		-)	0		
Lane Util. Factor	1.00			P V A Chippenn				5	9	15	とうち おもう うっぷう	
Ped Bike Factor			0,9		0.9	5 1.0	445			1.00	1.00	1.00
Frt	2946년 - 1947년 4월 19	al ang panang	0.850				0.9	6 342 62 5 5 7 5		0.97	0.99	18
Fit Protected	0.950		0.000			0.850	والمتحاف والمتحاف والمحاف المحاف	0.853	3		0.925	r st∎€1, 1, 1964
Satd. Flow (prot)	1829		7 1606	0.95	وسيري بالاعترار المهمهم		0.95	and the second second second		0.960	Transfer for an Arte of a	
Fit Permitted	0.950		7 1636			7 1636			0	1829	1758	0 0
Satd. Flow (perm)	1829			0.95	ananan sure 6° c		0.75			0.862		
Flight Turn on Red	1029	000/			9 365			9 1329	0	1232	1758	0
Satd. Flow (RTOR)	Order Alexandre		Yes	7 3 1 2 1 A 2 P 7 2 P	2022	Ye	F		Yes			Ye
Headway Factor	***	eter and the second	61			33	3	110	COLORADORA - 1487 E CA	an a	2	
Link Speed (mph)	. u.se	0.98	स्वर्थकर स्वर्थकर ज्या	0.9	8 0.9i	0.90	1.18	1.10	0.96		0.96	n od
Link Distance (N)	S. S. W. Starten and	52			5	5		35	やえ ひとう ション・ション デンション		35	¥. V. 30
Travel Time (s)		1748			132			953		2.196	259	
Taver Time (S)	No. Contract and	14.6			24.7	7	9 ANSAN 197	18.6		Ne Barn Polis	and the second second	
Volume (vph)	- 3	1666	() 81	1	82	ST 31	76	and called the second			5.0	
Confl. Peds. (#/hr)	-Xoo Ago craces		12		a na na manina 1	anan sang meng	12	a users state of the state.	36	5 36	En se 🗸	
Peak Hour Factor	. 0.90	0.90			والمحاجبين المحتية والأراق	Domestic to these sets		•		30		12
Doding /un		riale. Me 👾		s: 0.9() 0.90	1 0.90	i 0 90	A 68	harmen and an			
Parking (#/hr)	and the second of the second	1. (2001), 2. (6)2 (17 93) 1. (2001)		*: U. ¥) 0.9() (. 90	পৰ্ববন্ধ হৈছে যে তাঁ বিৰু	ana ang tang tang tang ta	0.90		0.90	
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Fehr & Peers Associates, Inc.

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Actuated g/C Ratio	0.08	0.75	0.75	0.08	0.75	0.75	0.18	0.18				and the second
v/c Ratio	0.02	0.68	0.08	0.12	0.33	0.03	0.37	0.33	18 - A - A	0.18	6.18	
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Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	46 T.C.R. (13	0.0	0.0	
Total Delay LOS	er en anter anter a ser a s	11,12	3.4	and the second	6.3	3.3	27.5	6.4	an trian seas Seas an sa	21.8	17.6	
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			and distant services		A			В			С	
											6 - 19	
Cycle Length: 80	ther	Harris and a	antar an a	in the second	l u e, conscience a se	Calcinative to white starting	- Mail - Alford Inter-					nalassa istana (p.
Actuated Cycle Length: 8	20	- (Sec. 1973)	er 214 J			Sec. 5.	The period		没 你的?			
Offset: 6 (0%), Reference	ed to ob	ANA A-W	AT SI	art of Ve		Second	fa falska tit takti	a 1977 - Talan darih ek in	ezh devenañ tenañ	aler is here give the tree	The Supple - NATION TRADING	
Natural Cycle: 80				wi vi i c		er Start						
Control Type: Actuated-C	Coordina	ited .	通报 3		e. 174			2012-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1			33-4200 A.	1545 7058
Maximum v/c Ratio: 0.68				197 2 (144 0) - 1923 (1670) (1	nderen of definition	*3078222 <u>2</u> 22					Sec. 91. 63	3 4 L
Intersection Signal Delay	. 9.9	1. A.		s 🗧 In	lersectio	m LOS:	A.		- 1947 		i i serie serie series Transformer series s	
Intersection Capacity Util	ization 6	65.3%	Reference and the second second	IC	U Level	of Serv	vice C	ne na presidenta (h.	ar sanar fais		en en sje	
Analysis Period (min) 15				Sec.			0.57 \odot					
Splits and Phases: 542	2: Stanle	ey Blvd &	& Califo	rnia								

Spills and Phases:	542: Stanle	y Blvd &	& California
		the second s	the second s



Lane Group	Ê	COT	T CD-	. 	Sel Theorem		``		~	*	¥	-
Lane Configurations		<u></u>			WBT	WBR	NBL	NBT	NBA	Set.	SBT	SI
Ideal Flow (vphpl)	1900	اہ 1000	ך הכהו:	an a	4)	en an an an an an an	ኘ	†]		۲	k	
Storage Length (ft)	0 0	1904	200	TISOU	1900	1900	1900 1900	1900	1900	1900	1900	19
Storage Lanes	៍ ទីខាត់	N. S. S.	200 4	U	a Order Otherwise	0	50	· · · · · · · · · · · · · · · · · · ·	0	200	ಾರ್ ಜ್ಯಾನಿಕ್ರಮ ಕಾಂ	seatin de light
Turning Speed (mph)	15	arente dan		0 1 -	d vara	0	60 No 🖡	n de la calendaria. Alta de la calendaria	e 🗘 🗘	1	ita ingan ya Gali ingan	199 1999
Lane Util Factor		1 00	9 1 na	15	1.00	9	15	112-11 - TV + 4 - 4 - 4 - 4 - 4	9	15	ter dente des fages	e na stanje je je L
Ped Bike Factor	e e la casa da se	S. 194	a de rey v e	. I.UQ.	× 1. UU .	1.00	1.00	0.96	0.95	1.00	1.00	1.
Fit 2010	5. A		0.850		1. 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 -	$(2^{1} \overline{\mathcal{C}}) / \mathcal{O}_{1} = (1, 1, 2)$	ta anna an taoinn an	Riata atanza				
Fit Protected	a na managang kang kang kang kang kang kang ka	0.950	V.UUU								ંત્રસુન્સ્	0.8
Satul Flow (piet)	i 🦂 🖪	1829	1301	an a	tone	છે.	0.950	i - andre entre er		0.950		
Elt Permitted	kanal ditapatan majal	0.950		er Par 🕊	1920	0	8 - E S (27 8)	3657	. 0	1829	1925	16
Satid, Flow (perm)	d d	1829	1391	5 (ST A 2	1 4 3 4 1		0.950	- Wall raderet ton.		0.950		• 14 41211
leadway Factor	0.96	0.96	1.18	0.96	1925	.	1829	~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	. 0	1829.	1925	18:
ink Speed (mph)	1	35		0.90	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.9
ink Distance (ft)	en e	1267	8822.00°.15		35.	A. Z. C.	See M.	30		e Stati	30	ŝt.
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/olume (vph)	44	0	57		₹4 :5 1 6 -2			10.9			6.4	
kint Peds. (#/hr)	21	The second	5 'n 1997 'n	U Starty -	U 	U 	9 ************	853	0	224	1003	3
Peak Hour Factor	0.90	0.90	0.90	0.90	0.00		20				3 8 C	2
arking (#/hr)	112		10	0.90 Charain	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.9
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ane Group Flow (vph)		49		•	•	0	10	948	0	249	1114	3
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HCM Unsignalized Intersection Capacity Analysis 610: Nevada & Bernal

Pleasanton Stanley Center Traffic Study Existing + Approved + Project (PM Peak)

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and Park Andrew Color, and an	10	1700	357	1700	1700	720	1700	1700	an the second	A.C. 61 244		4463
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Lane Group Anter	- EB	i. Ebi	tina -			Wea	NAR		- NGA		V	-
Lane Configurations	١	<u>ካ</u> በ		<u> </u>	Ъ	Madadan re berika					301	10 A
Ideal Flow (vphpl)	190			1900	1900	1000	Cional Cional	4 1	*	7	11) Nome
Storage Length (ft)	()	175	0		100	- 1921 - 1971 - 1975 - 1975 - 1975 - 1975 - 1975 - 1975 - 1975 - 1975 - 1975 - 1975 - 1975 - 1975 - 1975 - 197	1900	8. 19 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	회사 가까 우리 나중 편안가 봐야지 한	1900	, 19
Storage Lanes		$F_{i} = f_{i}$	2004 S 1825	ં		100	100	a de tratego de	100	125	ert - Includence - a com	2
Total Lost Time (s)	3.0) 3.0	3.0	3.0	3.0					- 3 , 1	(1,40)	
Leading Chitestor (ft)	50		Ne se			3.0	3.0	3.0	3.0	3.0	3.0	
Trailing Detector (ft)		१९ अस २१० जनसम्बद्धाः -	and the second	~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~			50	· 50		ંં 50	ie - 60	i fe
Turning Speed (mph)				0 158	U Nie wie wie wie wie wie wie wie wie wie w	States and a second	0	0		0	0	
Lane Util. Factor	1.00		9.777 C.	1974 C 1974	化化学 经公司管理		16			考虑 15.		εł.
Ped Bike Factor	1.00 A A A			1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	1.
Frt	1970 - 1990 -	0.010		不 能我的意	化化化化物 化化物化化物物化物			1.09	6.379		te tre t	× 0,
Th Protected		0.919	and the second	A PTA CHAM DOWNER	0.958			0.990	and the second	101 1 1 1 20 - 10 9 (3, 11 1 96)	an an an tha an tha Tha an tha an t	0.8
Satd. Flow (prot)	0.950	and a second second second second	state come the coll sub-	.950			0.950		76 × 7	0.950	1 1 1 T	2.9. j
Fit Permitted	1829		Charles and a first state of the	1554	1562	0	1829	3610	0	1829	3657	16
Satd. Flow (perm)	0,174		* s. ? 0	.467	207		0.950		TERES .	0.950		10
	335		0	764	1562	0	1829	3610	0	1829	3657	
Right Turn on Fled	2 8 - 16 - 11 1 9 - 1 9 - 1	and the second reaction of the left	Yes	1.3	a an	Yes	86 . 723	0 4 77 104 27	Yes		5007 17 97 7	Ý
Satd. Flow (RTOR)	évez is Haritette man	64			21	an an an an State an Anna Anna Anna Anna Anna Anna Anna	nas vet reches	8				1.4.4.4.1.1.1.1
loadway Factor	0.96	0.96	0.98	1.18	1,18	0.96	0.96	0.96	A 04	1.00	****	2
ink Speed (mph)	No. 1999 - Anna State	21		an an the second second	30	0.00 T TO 2008		52		69 - S A	0.96	7. P
ink Distance (II)	1 A	205		17 A.	1867	8 x 2 X 2	95	245	5		55	***
ravel Time (s)		8.7		and rates	42.2	영화는 외객은 강전		6.4	New York		1401	etc:hi
olume (vph)	a 12 34		103	169	254		66 -	444		va ar anna	25.8	entra a
Confl. Peds. (#/hr)			1 1		Nichar, Songerge	1 (11) (11) (11) (11) (11) (11)		M. C. C. C.			1006	2
Peak Hour Factor	0.90	0.90	0.90	. 90	a aa -	0.90	0.90		9	i - Minakana	1977-Si Yadar Kaleverawa	http://www.com
Parking (#/hr)	ananan sana ang pagan	energy in the second		10	10	10			0.90	0.99	0,90	e, 0.:
di Flow (rph)	42	7* 60 .										
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ane Group Flow (vph)	42	210	HINKLY TO AND A PROPERTY OF ANY ANY ANY	188	282		68	516	36	Share's Provide a	1118	2
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8/29/2007

Fehr & Peers Associates, Inc.

Lanes, Volumes, Timings 338: Ray St & First 1

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	_			1				Ť			L.	-
		Egra		WE	WEEK	WENT						
Actuated g/C Flatto	0.32	0.19	ar en	0.38	0.26	and a second	0.07	0.44	ials a F	0.09	0.46	
v/c Ratio Control Delay	0.13	0.56	ulter ala man	0.44	0.91	er ne server	0.55	0.35	net de la composition de la compositio La composition de la c	0.37	0.66	0.40
Queue Delay	14.0 0.0	24.2		19.7	57.96	$\mathbf{A}_{\mathbf{r}}$	58 f	20.4	ter og selver Angelse	44.2		
Total Delay	14.0	25.3		15.0 34.8	0.0 57.9	n an	0.0	0.0	Nether, and the	0.0	0.9	0.0
LOS	В	C	an stadiete	C	E		.00.1 E	20.4		44.7	28.0	
Approach Delay	NA E GARAN. Anna Na Anna An	23.4			50.4			24.5	1995 A.	D String	22.8	A A
Approach LOS		С			D	- -	1997) 1997 - Carlon Marine, 1997) 1997 - Carlon Marine, 1997)	С	NY SALAG	an a	C	
		1. 1. A. A.										
Area Type: O Cycle Length: 90	ther	ti Perusakan	talante e fereixet er	and website the second sec				an an ann an Anna Anna Anna Anna	n a state a state of			
Actuated Cycle Length: 9	2 0	松 尔 和书	Stat St			1.04		NAT TO			1377.3	
Offset: 66 (73%), Refere	nced to		NAT S	tert of \		1. 	1973 States of the	and the second	679-140-2017	54 (55) (273) (97) (3	- 1955 Westernikase statustise to aut	9999 - 19 00 - 19 00 - 19 00 - 19 00 - 19 00 - 19 00 - 19 00 - 19 00 - 19 00 - 19 00 - 19 00 - 19 00 - 19 00 -
Natural Cycle: 90					GIV			B	1 diate of		S. 16. 4 2	
Control Type: Actuated (Maximum v/c Ratio: 0.91	Zoordina	led 🦾	A.				444	eler 7.	Far the set of	er a se	12. A.S.	
Intersection Signal Delay	00 7		e	ana si na sa	COMPLEX THE DATE OF	alter an		1999-1999-1997 1999-1999 1999-1999				
Intersection Capacity Util	ization 6	8 8%	i i i i i		orsectio				A., 3			
Analysis Period (min) 15	An		41.77		U Level		ice C				a la companya da companya Na companya da c	1.2997 - 19 0
• •• • • •		1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.		rna (77 Williams)		n 2012 1933		· 1433年4月				
Splits and Phases: 338	B: Ray St	& First										

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87.5 C			
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Lanes, Volumes, Timings 371: Stanley Blvd & Bernal

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Lana Group	ER	e Eði		WEE	WEI	. Wab	Not	Nor	e ner		V	-
Lane Configurations	٦	444		X 7	Å Å	ה יק איז				Set	SBF	2 SE
Ideal Flow (vphpt)	1909			1900	1900			↑↑ 1900	San C	ሻሻ	4 ↑	ter en en en
Storage Length (ft)	250	an san san an san tan sa	0	200	化化学 化乙酸乙酸 化乙酸乙酸	400	A	. Jann	1900	1	, 1900) 19
Storage Lanes	<u> </u>			2		400		Station of the	200	250	anterna da como de	
Total Lost Time (s)	3.0	9월2년 고유학의 영향이 영양	3.0	3.0	3.0	en e consector de	n na she tha she Sil		. A	2		
Leading Detector (it)	50			50 50		2014 B		3.0	3.0	3.0	3.0	3
Trailing Detector (ft)	0	0	RIGEN CAR	0 0	entan nataratan	a takensi yang pada	stadietika ve izel	s . 50	50	50 .	ະ 50	Ê la
Turning Speed (mph)	16	-		at 15	0	0		0	0	0	0	
Lane Util. Factor	0.97	0.91	0.91	Connection in the second state		.	15	·····································		15	internet. Stationer	
Ped Bike Factor	0.37	0.91		0.97	0.95	0.88	1.00	0.95	1.00	0.97	0.95	0.
Frt			et same						0.98		General a	(19
Fit Protected	0.950	0.973	tation the second second	na ana	inerview bizant www.uww	0.850			0.850	an contra ta sedafi	0.969	≪sa¥raat
Satd. Flow (prot)	and the second states of the	142.3 OC 94.0 C	a dan ji	0.950			0.950		ni y ja	0.950		
Fit Permitted	3547	5085	0	3547	3657	2880	1829	3657	1636	3547	3544	Press, Sail
	0.950			0.950			0.950		7.42%	0.950		
Satd. Flow (perm)	3547	5085	0	3547	3657	2880	1829	3657	1599	3547	3544	ঞ
Right Turn on Red		S	Yes.	The Stratt State	n serenges Serenges Serenges	Yes	when the state of the second second				distant and the second second	T V
Satd. Flow (RTOR)	200-com terra colonia colonia di interna	54				37	- 26-790 - 12-79 7 - 265-2	网络产生物处理机构建筑	75	ici metali inte	27 27	a y
leadway Factor	0.98	0.96	0.96	0.96	. 0.96	¥ 0.96	0.98	0.96		0.98		19 1 1 1
₋ink Sp ee d (mph)	Aug. 1810	52			55	989) a 1977, 2024, 7944	10-25 March 19	30				ι U.3
ink Distance (#)		1325		$\gamma \in \mathcal{O}_{2}^{+}$	714	eliter and Tak		596	i e i spisotry	ar Churche	30	a de la com
Fravel Time (s)		25.4	nan der sollt i berneller berlich	a an ann an Araba (1994)	46.8		- 	9.5	na a luci.		1272	·
/olume (vph)		- 276	. 📬	204		1496	: 135	9.5 576	son ang	STO Manager	14.1	esti se a
Confl. Peds. (#/hr)			12	an a	Berlennin ef	36			80	227	326	. 6
Peak Hour Fector	0.90	0.90	0.90	0.90	0.90	0.90	0.90		36	for all an	Well's Main - Main Inda	an an Alasawa aya
Adj. Flow (vph)	218	309	69	227	1564	1656	Cherry on March 14, 11, 14	0.90	0.90	0.90	0.90	0.9
ane Group Flow (vph)	218	378				1656	150	640	94	252	362	9
Turn Type	Prot	nnet to de de ford off	ning 251 - Thigh	Prot		NAMES AND ADDRESS OF TAXABLE PARTY.	160	640	- 94	100 C 100 C 10 B 3	468	र्थ इ.स. हर्न
Protected Phases	7 (.		Net de la			pt+ov	Prot	Station and the state	Free	Prot		
Permitted Phases	an ng mangang ng manga Ng mangang ng	PAR CONTRACTOR	terre and a set		æ., •	·汉、 南 (3 ,	53 6 7	 (1) (1) (1) (2) (2) (2) (2) (2) (2) (2) (2) (2) (2	7	A 40	
otaclar Phases			son an	1940 - 19 07	1990 - 		Not statistic in assess		Free			
linimum Initial (s)	5.0	6 5.0			. .	27	, 3 ,		en ("Zily") - Li San - Li	· . 7:		$\omega^{*} \sim \omega$
Ainimum Split (a)				5.0	5.0	lette Construction et al.	5.0	5.0		5.0	5.0	್ ಕಾರ್ ಕಾರಿಗಳು
otal Split (s)	11.4				111		9. 1	10.4		10.4	33.4	80 - S
otal Split (%)		56.4	0.0	16.2	61.2	75.4	14.0	33.2	0.0	14.2	en ver die Hulden auf die Ster	0.
laximum Green (s)	ି ଟ-ସ୍70 ୍ର ଜୁନ	76.478	U.U% 1	3.075	51.076	62.8%	11.7%	33.2 27.7%	0.0%	11.896 9	7.86	0.09
ellow Time (s)	1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1		ata waxaa	16.1	55.1		9.9	27.8	e ellet AGRACHT	8.8	28.0	aon ang
II-Red Time (s)	5.1	en soen werden soeren.		3.1	neral ne caso		3.1%	****			4.43	e 233
ead/Lag	1.0	1.0		1.0	1.0		1.0	1.0	atten in finis in	1.0	1.0	
	· Lag	an a		Lead	Lord		Lead	Lead	- 2 (1	in the second second	le 🐮 ann an 1	t ictus
ead-Lag Optimize?	Yes	Yes		Yes	Yes	ann ann an 1949, 202	Yes	Yes		Yes	the second second second	
ehicle Extension (s)	. · 3.0	3.0 -		3.0	3.0		3.0	3.6	AN SAM	3.0	Yes	ata
linimum Gap (s)	1.5	1.5		1.5	1.5	an a	1.5	3.5 1.5		 A second sec second second sec	1999 N. W. W. W. S.	
NAMES AND MODES AND A DESCRIPTION OF A DESCRIPANTO OF A DESCRIPTION OF A DESCRIPTION OF A DESCRIPTION OF A D	5.0	5.0		5.6	5.0		5.0	5.0	ويربعه معيريتها أري	1.5	1.5	et 1724
ime Before Reduce (s)		ΕO	e an an an Amarica an Ang	5.0	5.0	e o service a la	5.0	5.0		5.0	5.0	
ime To Reduce (s)	5.0	5.0								5.0	5.0	
ime To Reduce (s) ecali Mode					None			- 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1	Sec. Sec.		K KAR AN COMPLEX	
ime To Reduce (s) ecali Mode /alk Time (s)	5.0 None C	-Max			None		None	None		None	None	
ime To Reduce (s) ecali Mode /alk Time (s) ash Dont Walk (s)		-Max 5.0			None		Nona	None		None	5.0	
ime To Reduce (s) ecali Mode /alk Time (s) ash Dont Walk (s) edestrian Calls (#/hr)		5.0 5.0			None		Nona	Non a :		None	5.0 23.0	
ime Before Reduce (s) ime To Reduce (s) ecali Mode /alk Time (s) lash Dont Walk (s) edestrian Calls (#/hr) ct Effct Green (s)	None C	-Max 5.0				75.6	None.	None 27.2 1			5.0	

8/29/2007

Fehr & Peers Associates, Inc.

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ning and a start		EBT		V		WARE						-
/c Ratio		0.15		0.61	0.84	0.91	0.89	A 77	0.06	6.76		
Control Delay	82.9	16.0	Giber Surface Plating	57.7	31.3	28.9	100.3	47.6	0.1	61.9	0. 55 33.6	÷.
otal Delay	82.9	0.0 16.0		2 0.0		- 0.0	0.0	6.6.	- 0.0	()	یں 0.0 کے ا	$\hat{r}_{i}(\hat{t})$
08	02.5 R	10.U	TEV TeV	57.7	31.3	28.9	100.3	47.6	0.1	61.9	33.6	19220090
pproach Delay		40.5			31.9	× ¢		u≊ D ≊	A I	6	S 6	
pproach LOS		D	S SE		C C	A. S. A. S. S.	Kalendara Kalendara	51.5	alla ta marg		43.7	68 (
C.S. Ren Shown					• ************************************					386 N.Y	2. S. P. P	
ea Type:	Other		inger M	i de la composition Notae de la composition	<u>. 15- 19</u> 7 40		<u></u>				Electron	
cle Length: 120				9 - 19 8 9947 (1993)		1997 A Q 3			1		6-0-0-X-1	
tuated Cycle Lengt	h: 120	- 12.5				an a		2005 Files	342 A	an a	e e contra	a, n
fset: 0 (0%), Refere itural Cycle: 105	anced to ph	ase 6:El	BT, Sta	rt of Yel	llow	an ann an Saothan (1995)	24 0-		. 1 92 (* 11	的现在分析中的	Street exclude	
ontrol Type: Actuate	d-Coordina	ted	· • • • •				-1252					
iximum v/c Ratio: 0	915 check				29 er 11 mer 1	Notes to 1	210 market av	Der Station and and a	1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 -	an a	1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 -	14 94982828
ersection Signal De	lav: 37.4			ini	ersectio				A. a		1.14	
ersection Capacity	Utilization 8	6.8%			U Level			1999 8 7 A	1782 (S. 9)	TARABON-0	Timester	2 decembro
alysis Period (min)	15		с. на на одис на од ија (1998)	899 88 (999-1999) (8 9977)					te 6 st.			



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Lanes, Volumes, Timings 443: Bernal &

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Lane Group	e e e e e e e e e e e e e e e e e e e	EBF	Ees	W	WER	Waa			/ 5.186.00			
Lane Configurations		4		terestation of the second s	1	18. 3 A. 18. 18.		SEALLY			<u>Ser</u>	<u>.</u> 55
Ideal Fiew (vphpl)	1900		1900	1909		1004	ر مممد	T	nia ana 🔽	7	†	
Storage Length (ft)	0	and an an an and an a	0	75			1900	IAN	1900	CALCULATION OF STATES	1900	190
Storage Lanes	8 C 6		in A	ر. ب	UTERS AND A	U National States	75	terine and a	0	75		
Total Lost Time (s)	3.0	3.0	3.0	3.0	1033-Q.) 2 A				<u> </u>	t	and the second	
Leading Detector (#)	50		ر بروها الم	5.0 50	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3
Trailing Detector (ft)	0	0		es average a spraw	. 50	$\mathbf{r} \mapsto \mathbf{v}_{\mathbf{r}}$	- 50		50	60	. 50	
Turning Speed (mph)	15	U 171.2.19454	i an	0	0	Partic interactions	0	0	0	0	0	
Lane Util. Factor	1.00	1 00		15	Contract of the second s		15	541 944 D.9 2 2 - 5 2 - 5 2 - 5 2 - 5 2 - 5 2 - 5 2 - 5 2 - 5 2 - 5 2 - 5 2 - 5 2 - 5 2 - 5 2 - 5 2 - 5 2 - 5 2 - 5 2 - 5 2	. 🕈	新学 15	能紊べ	
Ped Bike Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.0
Frt				1. 21	0.07				0.97	0.99		
Fit Protected	1994 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 -	677706-37571-04247	nad tolk have releter name		0.850			2 100 1200 S 10 (3/2	0.850	२२४-२३४० च च्युक्काल	\$4392233 J.	
			1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1	0.950	Contraction of the second	1.1	and the second	n an the second	en in de Dector	0.950		风游
Satd. Flow (prot)	0	1925	0	1829	1594	0	1925	1925	1636	1829	1925	ซี้ห่อ และได้
Fit Permitted	的史词	R		0.950	Constant Sec	1. 3. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1.	00000			0.950	1920	
Satd. Flow (perm)	0	1925	0	1829	1594	0	1925	1925	1584			(13)
Right Turn on Red			Yes			We all the second second		Ref. of the Contractor	All a start of the start of the start	1815	1925	
Satd. Flow (RTOR)		an in state afficient	1947-1998) (27) (28) (88) (1997-1998)	A. CONCRETENCE	642		19 4 A 19 34		2 Yee			s, Ye
leadway Factor	0.96	0.98	0.98	0.96	A REAL PROPERTY AND A REAL PROPERTY.	0.98		SSE CONTRACTOR	146	and the second states and a	The labor of	
Link Speed (mph)	HALLING CRAIN	35		8	en e	u.30	U. 190 %	a compared as a set of the set of the first of	. 0.96	0.96	0.96	÷ 0.9
Link Distance (n)	12 CO.	205	an a		40	This table water - second	C. Sectors and a	30			30	-20-14070
Travel Time (s)		A CONTRACTOR OF A CONTRACTOR OF A CONTRACT O			1042	· 查找了你	1	a 764			604	
Volume (yph)	an State - 📷 Sar	4.0	Sicol Contractor	n an the Angle Manual Conta	17.8	·		17.1			44	980-108(93)
Confl. Peds. (#/hr)		∴× 0,	1 A . U	- 400		617		321	131		* 197	
Peek Hour Factor		an an thaird an	to N Californianton concer	and there are more to a		2		n romanatari. Sofi	4	4	NG STORES	A Barrow
	0.90	0.90	0.90	0.98	0.90	0.90*	0.90	0.90	. 0.90	•	0.90	
Adj. Flow (vph)	0	0	0	444	0	686	0	357	146	210	152	<u></u>
ane Group Flow (vph)			20	444	686				146		152	374 L
Turn Type	Split			Split	and the second second second	1997 (1997) - Maria Barra (1997) - Maria (1997) - M 1997 - Maria (1997) - M 1997 - Maria (1997) - Maria	Split	ear e la reconstantation de la c	ustom	Real of the second second	194	See.
Protected Phase	7	7								Split		a contraction of the second
Permitted Phases		 All Profile Provide CA / 2 	1999 C.	an in the second se	AN LOUG THE STORE	1.12 A. 4634		Sing 🗮		- X U	e 7	
Detector Phases	7.		a secon		1.13° - 14		to fate the construction of	States - Andrea	28	CARAGONIC COMMON	MARINE STREET	
linimum Initial (s)	5.0	CONTRACT.	States South Later									X 滨 ···
Almimum Split (a)		5.0		<u>ፍ በ</u>	СКС Ч . БО	Star in	2		中國中的1000萬國語 [199]		6	2.5
		5.0 • • •	- - 1 00	5.0	5.0		5.0	5.0	5.0	5 .0	5 .0	<i>数书</i> 2173
otal Split (s)	9.1	9.1		14.1	14.5		15.0	5.0 15.0	5.0	5.0 1 0.0	2010-00-00 10 10 - 00 4 M B	
otal Split (s)	9.1 9.1	9.1 9.1	0.0	14.1 22.0	1 4.) 22.0	0.0	15.0 16.0	5.0 15.0 16.0	5.0 14.†	10.0	5.0 10.0	
otal Split (s) otal Split (%)	9.1 9.1 15.2% 1	9.1 9.1 5.2%	0.0 0.0% 3	14.1 22.0 8.7% 3	14.) 22.0 38.7%		15.0 16.0 8.7% 2	5.0 15.0 16.0	5.0 14.†	10.0	5.0 10.0	
otal Split (s) otal Split (%) faximum Green (s)	9.1 9.1 15.2% 1 5.0	9.1 9.1 5.2% 5.0	0.0%: 3	14.1 22.0 8.7% 2 17.9	14. 22.0 38.7% 17.9		15.0 16.0	5.0 15.0 16.0	5.0 14.1 22.0	10.0 12.9 21.5% 2	5.0 10.0 12.9	
otal Split (s) otal Split (%) faximum Green (s) ellow Time (st	9.1 9.1 15.2% 1 5.0 3.1	9.1 9.1 5.2% 5.0 3.1	0.0 0.0% 3	14,1 22.0 8,7% : 17.9 3,1	14.1 22.0 38.7% 17.9 3.1		15.0 16.0 8.7% 2	5.0 15.0 16.0	5.0 14.1 22.0 8.7% 2 17.9	10.0 12.9 1.5% 2 7.9	5.0 10.0 12.9 1.6% 7.9	0. 0.01
otal Split (s) otal Split (%) faximum Green (s) ellow Time (s) Il-Red Time (s)	9.1 9.1 15.2% 1 5.0 3.1 1.0	9.1 9.1 5.2% 5.0 3.1 1.0	0.0% 3	14.1 22.0 774 2 17.9 3.1 1.0	14. 22.0 38.7% 17.9		15.0 16.0 6.7% 1 11.0 4.0	5.0 15.0 16.0 28.7% 3 11.0	5.0 14.1 22.0 6 76 17.9 3.1	10.0 12.9 11.5% 2 7.9 4.0	5.0 10.0 12.9 1.6% 7.9 4.0	0. 0.01
otal Split (s) Total Split (%) Maximum Green (s) Cellow Time (s) III-Red Time (s) Gad/Lag	9.1 9.1 15.2% 1 5.0 3.1 1.0 Lag	9.1 9.1 5.2% 5.0 3.1 1.0 Lag	0.0% 3	14,1 22.0 8,7% : 17.9 3,1	14.1 22.0 38.7% 17.9 3.1		15.0 16.0 6.7% 2 11.0 4.0 1.0	5.0 15.0 16.0 2077.5 11.0 4.0 1.0	5.0 14.1 22.0 87% 2 17.9 1.0	10.0 12.9 11.5% 2 7.9 4.0 1.0	5.0 10.0 12.9 13.5% 7.9 4.0 1.0	0. 0.01
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Lanes, Volumes, Timings 443: Bernal &

Pleasanton Stanley Center Traffic Study Existing + Approved + Project with Mitigations (AM Peak)

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Lanes, Volumes, Timings 610: Nevada & Bernal

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8/29/2007 Fehr & Peers Associates, Inc.

Lanes, Volumes, Timings 610: Nevada & Bernal

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Splits and Phases: 610: Nevada & Bernal



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Fehr & Peers Associates, Inc.

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Actuated g/C Ratio	0.42	0.25		0.42	0.25	A.A. San Star			S.A		\$	Sale of the
v/c Ratio	0.54	1.11		0.42	0.54	1999 - 1999 1999 - 1999	0.08	0.37	- A.	0.09	0.40	0,40
Conitol Delay	20.9.	110.2	1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1	19.2	34.1		38.8	1.04	5205229	1.08	0.56	0.13
Queue Delay	0.0	0.0	rme kinanan ya cisiya	0.0	0.0		0.0	0.0	See.	139.0	28.5	5.4
Total Delay	20.9	110.2		19.2	34.1		38.4	47.9		0.0 1 39.0	0.0 26.5	0.0
LOS Approach Delay	C	F	aradio investora a success	В	С	MM709730590688895	D	D	122.17	F		5.
Approach LOS		79.3			28.4		tara ang Sanarah	47.6	\$1.5K		43.2	
Approach 2005		E			С		and the second second	D	\$77103646862662		D	
The minder on we will be seen brown from	, strak - s. a stal									Street States	Contraction of the local diversion of the local diversion of the local diversion of the local diversion of the	
Area Type:	Other			1000 BOOM 1000 BOOM 1000	aline and for the first of	anana Oasta				$Q^{k_{i+1}} \in \mathcal{S}$		
Cycle Length 100								1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1	N.297-0		VII MARGAN	Contract and
Actuated Cycle Leng	th: 100	at mot to feel to an		an caracterized second standi	******			seletas (nor			6 (SAL) - K	
Offset 0 (0%), Pleter Natural Cycle: 120	enced to ph	ese 2:Ni	97, St	int of Yel	ON			24 Free 24			4 5.000	MERICAN
Control Type: Actual			1000 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1	The State of the second second	NAME OF A DESCRIPTION OF A DESCRIPTION		ana ani ang	eran andalah karata				The second
Maximum v/c Ratio:			ali							Ser. 2 2200		
Intersection Signal D			an an an			. This was traced	rizalizeondin non natura		and the second second	enerensisenske stedet.	ana ang kang kang kang kang kang kang ka	
Intersection Capacity	Utilization 9	0.4%	1. M. S.		orsection			N.#	SSC.			
Analysis Period (mic)	16	0.470 (2.90.44)	E 12-64		J Level o	DI Serv	ICO E	alan san sa	til storiet, filteret autoren,	on 1914 - Ar antonia antonia antonia		
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Splits and Phases:	338: Ray St	& First										
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			21/-1	√ ø3		ŀ	<u>- 64</u>					
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Lanes, Volumes, Timings 371: Stanley Blvd & Bernal

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Lane Citize			EB,	WEL	WET	Wang		NOT			.	e en
Lane Configurations	٦٦	*††		ሻሻ	† †	77	٣	44	tionan an	ሻሻ	4î ∱	
Ideal Flow (vphpi)	1900	1900	1900	1900	1900		1900	1900	1996	1900		190
Storage Length (ft)	250		0	200	ana rdi (an cibirgi)	400	200	and an	200	250		
Storage Lanes	2		ter se	365 2		232	1		23.25		2. 2 5	34 () A
Total Lost Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	ا چھھے تھ 3.(
Leading Detector (ft)	50	50	5 A 1	50	50	50		58		50		KAL 7
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0	0	F\$52 . F
Turning Speed (mph)	15		9	15		***	15				i de la como	10 1 1
Lane Util. Factor	0.97	0.91	0.91	0.97	0.95	0.88	1.00	0.95	1.00	0.97	0.95	0.9
Ped Bike Factor		. 1.00	A SAN	*	*		$\mathcal{F}_{\mathcal{F}}$	S#16.2.445	0.98		0.00 1998	0.3. 7 5 7
Frt		0.986		an an Mirelan Makadaran gay -	n filige of the state of the state	0.850	an a	RANGE SELECTION OF STREET	0.850	an an the state of	0.984	Series 1
Fil Protected	0,950			0.000			0.950			0.960	0.304	an an
Satd. Flow (prot)	3547	5167	0	3547	3657	2880	1829	3657	1636	3547	3599	n na star fille (
Fit Permitted	0.959			0.950			0.950		1000	0.950	3099	STEPHIN:
Satd. Flow (perm)	3547	5167	0	3547	3657	2880	1829	3657	1599	3547	3599	
Right Turn on Red		14 (14) 14 (14)	Yes			Yes			Yes	JJ4/	terrar de la service de la service de	(
Satd. Flow (RTOR)		17	araa a saaya aya maray	admusteria, 1259 il Claff		468			222			Ye
Headway Factor	0.98	0.96	0.96	0.98	0.96	0.98	0.98	0.98	reneral a meditor de las com	0.98	13	ê 0.9
Link Speed (mph)	Contraction of the second	52	under aller i son son son sense andere son	an a	55			30			Amount and the standard	
Link Distance (1)		1325			714			30 804		ana Maria	30	
Fravel Time (s)	ini ni termenin ni termenin	25.4	and the second state of th	n Marine Star (1994)	46.8			9.5			2021 Tour of L. (1948-674)	
/olume (vph)	115	1433	151	217	681	[~] 421	110	9.5 • 490			14.1	Leon di si de
Confl. Peds. (#/hr)	an ann an thairte an thairte an thairte	an a	12	Sala (Training Balan)		36			HARD BE CALL AND READING	1197	1194	14
Paak Hour Factors	0.90	6.90	0.96	0.90	6 44		0.010		36			The Land
Adj. Flow (vph)	128	1592	168	241	646	· 468	162	544	0.90 836	0.90	U.90	E 0.9
are Grup Flow (vol)	128	1760	6	241	646	488	162	044 544		1330 1330	1327	156
Turn Type	Prot	21999 T (87) 850		Prot		Prot	Prot		AND A CONTRACTOR	TARK TOTAL TOTAL OF	1483	1 i - J
Totoctud Phones									Free	Prot	and the second	
Permitted Phases	anana tanàn katamba	(1999年)《史·马克斯·马克斯·马克							a an		- - •	10.00
Detector Phases	8 * 1	** 6		Territo 💦	97 .				Free	State State	an a	Burnet and
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0				1.18	1 1	و بر کرد کرد. استان کرد ا
Minimum Split (a)	- tkt		7. C.	9.1	11.1		5.0	5.0	Halan Merana	5.0	5.0	internation and the
Total Split (s)	11.4	41.6	0.0	11.0	41.2	41.2	9 1	NEW 2116 NO. 10 (20)		10,4	33.4	63 (P
otal Split (%)	Gi fana an	36.2%		9.6%			13.2	19.4	0.0	43.0	49.2	0.0
Maximum Green (s)	53	35 5		6.9	35.1	water and constrained and an and a second second	11.076	16.5%	0.0%			0.07
(ellow Time (s)	TE RE	×	工業的 100	ويرجدون والتصميل تستجال		35.1	9.1	14.0	NIAR ROBERT AND	37.6	43.8	
All-Red Time (s)	1.0	1.0	4 I. S. 4	3.1	S D 1 S	51			un station	4,4	4.4	
ead/Lag	t.m		16 A 2 2	1.0	1.0	1.0	1.0	1.0	electro a contrata contrata de la co	1.0	1.0	
.ead-Lag Optimize?	Yes	Yes				Lead		Lead		Lag	Lag .	
enicia Extension (s)	3.0°			Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Ainimum Gap (s)	1.5	a na standa a standa se		30	3.6	and a star should be a start of the start of	- 3.0	second and the second		3.6.	. 3.0.	4 1
Ine Before Reduce (s	1.3 Kara	1.5	eistiinen tota	1.5	1.5	1.5	1.5	1.5		1.5	1.5	
ime To Reduce (s)		5.0	1	5.0	5,0	1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.	60. N. L. C. S. State 265 - 21.	A	た。真体で	7 5.0	🖗 5.0 °	
lecal Mode	5.0	5.0	There we do not a more	5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Valk Time (s)	None (the second se	the special s	None	None	None	None	None		None	None	
ash Dont Walk (s)	ana ang ang ang ang ang ang ang ang ang	5.0	(Malant Merican			a mar de la como de					5.0	n na star i Saji
edestrian Calls (#/hr)		18.0					1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1				23.0	
ct Effet Green (s)		20	an ang sangar sa	s al far ta staden men					an ann an an An An An Ann	and compared and a second s	20	563 - Al 🕷
actuated g/C Ratio	18.7	38.6	419	8.0		27.9	10.2	18.4	115.0	40.0	46.2	्रहेष
	0.16	0.34		0.07	0.24	0.24	0.09	0.14	1.00	0.35	20. 20. 20. 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7	

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Fehr & Peers Associates, Inc.

Lanes, Volumes, Timings	
371: Stanley Blvd & Bernal	

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v/c Ratie	0.22	1.01		WDE	WEF	MB	<u>ن</u> وًا.				ROFT	
Control Delay	44.8	61.5	N. P. A	0.98 105.3	0.73 41.3	0.44	1.00	1.04	0.52	1.08	1.02	
Queue Delay	and the second	- 0.0		0.0		3.7	123.9	98.8 0.0	1.2	85.8	63.0	
Total Delay L OS	44.8	61.5	Widdling on a later	105.3	41.3	3.7	123.9	98.8	0.0 1.2	0.0 85.8	0.0 63.0	
Approach Delay	} :: D : `	60.4	S. S. E.	×× Fi	COLEAN AREA STREET	.	e.			5.8 E	00.U	
Approach LOS	Paris in the second	00.4 E 19		冬 纪-秋期	39.7		an a	48.5	an a	ana ang sa	73.8	94 m 1
			and states Classifications			tan ta soni	an search a The search and search an), d	en versen. Net states		. E	
Area Type	Other 👘	1.20136	ter de la companya d La companya de la comp	1			41,62,91 C					
Cycle Length: 115		al operation of the second	Bach (FUNG).			Factor of the	A Connection of	12441		1. 	$\sim 23.$	4 24 C
Actuated Cycle Length: Offset: 0 (0%), Reference Natural Cycle: 105	115 red to pha			1.21	174 (g		NG E ZI		1911 22 - 2017 1917 - 2017 1917 - 2017	ine Nationalise Nationalise		
- Alternative states of the second states of the	and the second	- Treast and the	si, Sta	rt of Yel	low		e na gode de	na na kana kana kana ka	1998 - 13 SC 498 - 12		iensen Stylen	2. B
Control Type: Actuated-	Coordinat	ed	Stead of a						æ., 1			
Maximum v/c Ratio: 1.0 Intersection Signal Dela	8 			in an				a see a	N. Kiewa	ALC: NO.	ALL STAR	
Intersection Capacity Ut	y. 59.2 Ilization Qi	1492	°⊈2≺⊂ent	Int	ersectio	n LOS:	E	C				
Analysis Period (min) 15			4	Sec. N	Level	ot Serv	ice F.		Č Provi			
Splits and Phases: 37	4. Ot	-	_									
	1: Stanley	Bivd &	Berna									
		P 01	1	ø3	a 4							
▼ #5 → #6		_		ø 8		► a7						
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Lanes, Volumes, Timings 443: Vineyard & Bernal

Pleasanton Stanley Center Traffic Study Existing + Approved + Project with Mitigations (PM Peak)

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Lane Group	i ens		e ean	WR	WET	Wer	Na					
Lane Configurations		\$		۲	1.		7		an a	Sector		
Ideal Flow (vphp)	1900	1900	1900	1900	Weber Bart States	1900	1000	1900	1906	ر. مەھ ب	T toon	
Storage Length (ft)	0	1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 -	0	75		0	75			المصافي وليدارج والإفراد بالترارية	: 1900-	*- I I
Storage Lanes	. · · · O	1.157 1.24		£395€€		i de la compañía de l Compañía de la compañía	/. 1		0	75	arian tenarati a	1.500 March
Total Lost Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	1990 - AN 1897 - AN 1898 -	64 - C C C C C C C C	arithe M		4 6 40 46 2	- 51 - 1
Leading Detector (ff)	50	- 50 -		50		ن کر ک	3.0	3.0	1.4	3.0	3.0	an a
Trailing Detector (ft)	0	0	eren antes	0	6.35 40 73	(3)。或等于…	50	- 50	ানগোঁৱাই নামনি নামন কলে হয়ে। 	Sheet States of	st 50	3. 5
Turning Speed (mph)	15		1966 - 6	15	U Sector	(*************************************	0	0 • • • • • • • • • •	0	0	0	
ane Util. Factor	1.00	1.00	1.00	1.00	200 B. C.		15	A. 1.8	- S S	an se state en state e	1.5	din a
Ped Bike Factor		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.
Frt	NG STORY B		1977 - DAS-	ાં ગઢ્ય ં	0.97	S. Shin		A Sec.	. 0.96	. 8.60		
R Protected		in source	a in the second	a an	0.850	- nit instruction	Malerto de colorea eco	and a state of the second second	0.850			
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h Permitted	0	1925	0	1829	1586	0	1925	1925	1636	1829	1925	D:498,91. 922
Satd. Flow (perm)		65 4 5		0.950		S	· a			0.950	1711 (n. 19	
	0	1925	0	1829	1586	0	1925	1925	1568	1810	1925	n naissi i
light Turn on Red	王 志在20	iê gerafê	Yes	19 A.S.		Yos			Yes		195 Vied	S.Y
Satd. Flow (RTOR)	and a contraction of the street	nanto inte conditionamentario.			711		an see "Ale says - a	1. 7. 2. 2. 2. 2. 2. 2. 2. 2. 2. 2. 2. 2. 2.	189	67 9 20 67 5 24 7 5	anderse states,	Self- 11-
leadway Factor	0.96	0.98	0.98	0.98	0.96	0.96	0.96	0.96		- D 98	0.98	ň
ink Speed (mph)	• 17	35			40	1911 - 1911 AG (1911 AG (1910)	e e contra contra de la contra d La contra de la contr				30	
ink Distance (ft)		238		CERT	10.2	新生产 。"		764		- 19 m - 1	604	19.00 M
ravel Time (s)		4.0		Construction of the second second	17.8	na shekara ta	Stand States	17.1	n Principality of the	en l'Angliste	an a	£ + ,
olune (vph)			2.4	115	.	337		200	782		4.4	2017年1月1日
Confl. Peds. (#/hr)		ann an Starbard Charl	CONSISTING CONSIS	Anna - Landard Ad	201.40E14-10	ा <u>अल्</u> ट्राइ २	988 - 1 88			RS of the R	415	
wait Hour Pactor	0.90	0.90	0.96	0.99	0.00	0.90	0.90	0.90	4 0.90	4 200 3 - 200 3	nariante Lassa	Sec.
dj. Flow (vph)	0	0	0	128	0	374	•••••• 0	544	NAME OF A DESCRIPTION OF A	0.90	0.90	9
ane Group Flow (voh)	0	* 0	6	128	•			044 5 44	847	771	461	****
urn Type	Split	A		Split		i se	1	· · · · · · · · · · · · · · · · · · ·	C2126	NUMPER AND STREET	. 46 f .	52
rotocied Phenes	2. 70	89 7 8	gen ar g		5 (1.9) - (1.1)	listor and	Split	Hear Prof. How we define the sec	custom	Split	New York Contraction	
ermitted Phases	「おおいかの」の言語が認識				: 	12.	1 S. C.					
elector Phases	6 · · · · · ·		Sheet Co	Sector States	SPACE AND	STANA.	an a	and a log strategy at	28			
linimum Initial (s)	5.0	5.0	* 10.490	Γ Ε. Ο						1 - C		聖
linimum Split (s)	9.1		k i Santa and	5.0	5.0	Tank i shararan	5.0	5.0	5.0	5.0	5.0	
otal Split (s)	9.1			an in 1992/1997 1975 (20	14.1		15.4	15.0	14.1	10.0	10.0	9 C.
olai Spin (%)		9.1	0.0	23.1	23.1	0.0	32.0	32.0	23.1	45.8	45.8	0
aximum Green (s)	0.376	9.5E	C.C., C	27.076	21.04	0.0% 2	215 2		21.0%	11.0%	41.94	0.0
allow Time (s)		0.0		19.0	19.0		27.0	27.0	19.0	40.8	40.8	-492-0-
I-Red Time (s)				\$1	3.1		4.9	4.0	2.1	4.0	- 4.02	8 2 3
	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	69,903 -
wad/Lag	Leg	Lag		Lead	Lead	$\mathbf{x} \in \mathbb{R}^{2}$	Lag		Lend		Lend	e Cont
ad-Lag Optimize?	Yes	Yes		Yes	Yes	- Mariana Arangani	Yes	Yes	Yes	Yes	Yes	
shide Edension (s)	3.0	3.0		3.0			3.0	3.0		3.0		tar de ca
inimum Gap (s)	1.5	1.5	11. A A A A A A A A A A A A A A A A A A	1.5	1.5	an the fact that the second	1.5	1.5	1.5	Additional Activity of the Addition	3.0	
me Before Reduce (s)	5.0	5.0		5.0	5.Q		5.0		1.5 5.0	1.5	1.5	<u>Las</u> ter
me To Reduce (s)	5.0	5.0	ana santa sing an Ta's	5.0	5.0	State of State	5.0					
scall Mode	None I		1. S. S. S.		None		5.0 Mit	5.0	5.0	5.0	5.0	810.000 ···
alk Time (s)	1. (1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1	en Caracitado	- CARAGE	5.0	5.0	ers and	the second states and a		Nane (-MIX (-Mat	
ash Dont Walk (s)				5.0	5.0 5.0	ligin an	5.0	5.0	5.0	et et en		
edestrian Calls (#/hr)	জনায়ক লয় গণিনির্বা		ang kitag	20	where the start of the strength.		5.0	7.0 %	5.0%	24 - -		
t Effet Green (a)		S. A. C. S.	GANNA AN	20.1	20 20.1	New Action	20	20	20	the second second second		
en e	化化试验 化氯化化	a protection in the	19 - 19 - 19 - 19 - 19 - 19 - 19 - 19 -	Zit. h		신 과학 이 가격 영향		29,0	421	51.9	51.9	먹었는 것
ctuated g/C Ratio			and in Rode (Speciality) is	0.18	0.18	소리가 많은 생산	and the second second	0.26	0.45	0.47		

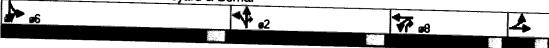
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Fehr & Peers Associates, Inc.

Lanes, Volumes, Timings 443: Vineyard & Bernal

Pleasanton Stanley Center Traffic Study Existing + Approved + Project with Mitigations (PM Peak)

	•	1		٩.	4	†	1	5	1	1
v/c Ratio Control Delay	· • 0.	38	0.43		and the second	- 1.07	1.04	6.90	0.51	A. Alara
Queue Delay	E-SERVICE REPORT OF SERVICE	3. 4	1.5	Sectore Sector	Stealth are seen	99.8	64.9	41.2	22.6	
Total Delay	43 43	1. 0 ⊜] ≥ ∧	0.0 1.5			0.0	0.0	0.0	0.0	8 M
LOS		0	and a second second second	(sine);		99.8	64.9	41.2	22.6	
Approach Delay Approach LOS	ander versteren er op staden af som	an ann a she gan	12.2			78.6		33 M	34.2	
A PRIORITILOS	in transformer Regionality of the transformer		B	er Tolgerse Fritzen		E			07.2 C	
	an se	1 (4) - (4)					e-wall	apstar:		
Cycle Length: 110										
Actuated Circle Length: 110	ana waxa		X 1. 1. 1. 1.			Ching with the state of the	an a constant and a source of the second			
Offset: 0 (0%), Referenced to phase 6.SBT	L, Start o	of Yel	low		a the second			1. ¹ . 1		
					- 14					(3)(*** *
Control Type: Actuated-Coordinated Maximum We Ratio: 1.07	272 ¹⁴⁷ 1126 hours	7.225700.000	-			*** * ********************************	4.89 (d. 45) (d. 5)			
Intersection Signal Delay: 50.4	1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1	Into	rsection					7 8 - 1 8 - 1		
Intersection Capacity Utilization 95.3%	- 19 - 19 - 19 - 19 - 19 - 19 - 19 - 19		Level			Rent Stores				
Analysis Period (min) 15	THE REPORT OF A DESCRIPTION OF A			and Distances in			W. Ann			76.2
Splits and Phases: 443: Vineyard & Berna	al									



Lanes, Volumes, Timings
610: Nevada & Bernal

Pleasanton Stanley Center Traffic Study Existing + Approved + Project with Mitigations (PM Peak)

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Lane Site	.			· V			1	I	~	*	• •	•
Lane Configurations	the first of the second second		រ ជ	anta da ser		a an				8 S S	<u>se</u> i	S
deal Flow (volup)	190		4 04 196	l' Mariana		Na si na sana sa	n a se successi der an	↑ ₽		1	1 4	
Storage Length (ft)		968 I 9 9 0	20 20		1900	1900		1900	1900	1900	1900	
Storage Lanes		0	2U 20)U () Klichterson of the	0	50		0	200		1983 (1986) (1977) - 19
Total Lost Time (s)	3.		∩ ∩		S. Anne S	.	1		0 1			
Leading Detector (II)	J.	1912 - 1				3.0	3.0	3.0	3.0	3.0	3.0	૨-૩૨૨ <u>૧</u> ૨૩૧૩
Trailing Detector (ft)		en international de la companya de La companya de la comp	ander and the set	0	NEW REPERT OF A DESCRIPTION	L an	50	50				
Furning Speed (mph)			-	02 2015	_		0	0	and a second second second second	2	0	
ane Util. Factor	1.00	0.202	and the second secon	28 CO. 18 CO. 20 CO.	takan seri di dan pantan seri	18 C 💽	10			~~ 16	12/12	
Ped Bike Factor		. 6.9		0 1.00	1.00	1.00	1.00	0.95	0.95	1.00	1.00	1
Frt			anteria la la compaña									S 0
R Protected	771.00%		0.85	U Enderstationer im	ta 2000 Sector Municipal	and the second s		an an an straight spirit, S	an ar an	4402#W770		0.8
Satd. Flow (prot)	SAL GR						0.950			0.950		
It Permitted) 			10	1925	0	1829	3657		1829	1925	16
atd. Flow (perm)		0.75	A CONTRACTOR CONTRACT			L 1 14 4	0.106			0.271		0 I 10
light Turn on Flag	C) 1413			1925	0	204	3657	0	522	1925	15
atd. Flow (RTOR)		國家巡視	Ye		- part f	Yee			Yes			cı ۲
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nk Distance (mpr)	(SAME PORTS 1	35			35		enalis a faire an	30		Al antipations	0.96	£ .y.
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arking (#/hr)	10		10								ં પ્રસા	C Q.
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ane Group Flow (vph)		49	63	0			neter sin a constant				×11(9)	a na a
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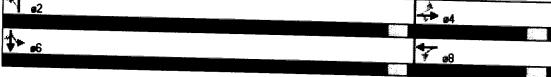
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Appendix B: General Plan Intersection Improvements

Pleasanton Stanley Center Traffic Study City of Pleasanton

August 30, 2007

WC06-2349F



Assumed Intersection Changes to Reduce Delay in Various Network Alternatives

The Level of Service tables provided in this report assume the following intersection changes are in place by the Year 2025 to help reduce congestion, stops and delay at the study intersections. Modification or deletion of any of these assumptions will result in changes to the LOS tables, with increases in delay and congestion in most cases. These assumptions are similar in nature to the changes shown in the 1996 General Plan in Figures III-5, III-6 and III-7 that detail the assumed roadway widening, new traffic signals, and intersection widening anticipated for the future, and assumed for the purpose of calculating the LOS values in that 1996 document and subsequent Traffic Baseline Reports.

The circulation system changes described below are not necessarily recommended for immediate construction, but would be constructed over the next 20 years as they became necessary. Inclusion of these projects allows the City to collect traffic mitigation fees to cover much of the design and construction cost for this work, and allows the City to acquire right-of-way and require roadway improvements by developers as property is improved or redeveloped. This minimizes the impact to the City's General Fund when construction of these projects becomes necessary to maintain the City's adopted congestion management standards.

Triple Left Turns

Pleasanton currently has a triple left turn from southbound Stoneridge Mall Road to eastbound Stoneridge Drive. Staff's review of traffic collisions at triple left turns compared to double left turn lanes indicates that triple left turns are just as safe if designed properly. Double left turn lanes are recommended when left turn traffic volumes reach 300 vehicles per hour. Pleasanton has existing and future left turn volumes that exceed 600 vehicles per hour. Using triple left turns can significantly reduce delay, and left turn pocket overflow into adjacent through lanes, while maximizing landscaped median area.

Bernal Avenue at Angela Street

Mitigation – Right Turn Only restrictions from 7-9 AM and 4:40-6:30 PM In all Year 2025 scenarios, the flow of traffic along Bernal Avenue becomes so continuous, that not enough gaps are available for drivers on Angela Street to turn left or go straight through the intersection. The extreme delay on Angela Street creates LOS F conditions at the intersection. This increases traffic risks for all drivers at the intersection as Angela Street traffic tries to force its way across Bernal Avenue through inadequate gaps in 35 MPH traffic. Limiting Angela Street traffic to right turns only during the morning and evening peak hours would increase traffic safety and reduce delay to LOS A conditions overall. Building a traffic signal would also improve conditions to LOS C or better, but would increase stops and delay along Bernal Avenue.

Bernal Avenue at Case Avenue

Mitigation - Widen southbound to provide a right turn only lane

The 1996 General Plan includes the widening of Bernal Avenue to provide a third southbound lane. This new lane should be striped as a right turn only lane and should be constructed at the time the vacant property on the northwest corner is developed.

Bernal Avenue at Foothill Road

Mitigation - Widen Bernal Avenue to 4 lanes

The 1996 General Plan includes the widening of Bernal Avenue to 4 lanes between Foothill Road and I-680. The Year 2025 scenarios that include some of the 1996 General Plan road widenings assume that there are two continuous westbound lanes approaching Foothill Road.

Bernal Avenue at I-680 Northbound Ramps

Mitigation - Widen Bernal Avenue to 4 lanes

About 50% of westbound traffic on Bernal Avenue turns left onto the southbound I-680 onramp. This volume exceeds the capacity of the left turn pocket and causes too much traffic to all use the #1 through lane at the intersection of the northbound I-680 ramps. The Year 2025 scenarios that include some of the 1996 General Plan road widenings assume that the existing #1 westbound through lane is restriped as the #2 westbound left turn lane and that the onramp is widened to accept two lanes.

Bernal Avenue at Kottinger Drive

Mitigation – Construct new traffic signal

In all Year 2025 scenarios, the flow of traffic along Bernal Avenue exceeds the capacity of the stop sign controls at this intersection, resulting in LOS F conditions on Bernal Avenue. Stop sign controls have far less capacity than traffic signal control. This was recently demonstrated at Vineyard Avenue at Montevino Drive where traffic backups were eliminated when the signal replaced the previous 4-way stop. Installing a traffic signal at this intersection would improve pedestrian safety, while reducing delay for Pleasanton residents. The 1996 General Plan shows this intersection as a future traffic signal location.

Bernal Avenue at Main Street

Mitigation – Construct new traffic signal

In all Year 2025 scenarios, the flow of traffic along Bernal Avenue becomes so continuous, that not enough gaps are available for drivers on Main Street to turn left or right at the intersection. The extreme delay on Main Street creates LOS F conditions at the intersection. Installing a traffic signal at this intersection would improve pedestrian and traffic safety, while reducing delay for downtown visitors. The 1996 General Plan shows this intersection as a future traffic signal location. Computer simulations show that the signal can be coordinated with other signals along Bernal Avenue to minimize stops and delay.

Bernal Avenue at Meadowlark Drive

Mitigation - Widen Bernal Avenue to 4 lanes

The 1996 General Plan includes the widening of Bernal Avenue to 4 lanes between Foothill Road and I-680. The Year 2025 scenarios that include some of the 1996 General Plan road widenings assume that there are two continuous east and westbound lanes approaching this intersection.

Bernal Avenue at Nevada Street

Mitigation - Construct new traffic signal

In all Year 2025 scenarios, the flow of traffic along Bernal Avenue becomes so continuous, that not enough gaps are available for drivers on Nevada Street to turn left or continue straight through the intersection. The extreme delay on Nevada Street creates LOS F conditions at the intersection. Installing a traffic signal at this intersection would improve pedestrian safety, while reducing delay for Pleasanton residents. The 1996 General Plan shows this intersection as a future traffic signal location.

Bernal Avenue at Puerto Vallarta Drive

Mitigation – Right Turn Only restrictions from 7-9 AM and 4:40-6:30 PM In all Year 2025 scenarios, the flow of traffic along Bernal Avenue becomes so continuous, that not enough gaps are available for drivers on Main Street to turn left or right at the intersection. The extreme delay on Main Street creates LOS F conditions at the intersection. This increases traffic risks for all drivers at the intersection as Puerto Vallarta traffic tries to force its way across Bernal Avenue through inadequate gaps in 35 MPH traffic. Limiting Puerto Vallarta traffic to right turns only during the morning and evening peak hours would increase traffic safety and reduce delay to LOS A conditions overall. Building a traffic signal would also improve conditions to LOS C or better, but would increase stops and delay along Bernal Avenue.

The Year 2025 scenarios that include some of the 1996 General Plan road widenings assume that there are two continuous east and westbound lanes on Bernal Avenue approaching this intersection.

Bernal Avenue at Valley Avenue

Mitigation – Widen Valley to provide 2nd southbound right turn only lane and 3 wider northbound through lanes.

Without the West Las Positas Interchange, this is one of the few gateways into the residential area north of Bernal Avenue and east of I-680. Westbound Bernal Avenue was constructed to provide three left turn lanes onto northbound Valley Avenue. However, one of these lanes has remained closed until Valley Avenue can be widened adjacent to the fairgrounds to provide three adequately wide through lanes to receive traffic from a triple left turn. Valley Avenue north of Bernal Avenue also needs to be widened to provide a second southbound right turn only lane to serve the 1,000+ cars per hour that are forecast to make this right turn movement.

Bernal Avenue at Meadowlark Drive

Mitigation – Widen Bernal Avenue to 4 lanes

The 1996 General Plan includes the widening of Bernal Avenue to 4 lanes between Foothill Road and I-680. The Year 2025 scenarios that include some of the 1996 General Plan road widenings assume that there are two continuous east and westbound lanes approaching this intersection.

Bernal Avenue at Vineyard Avenue / Tawny Drive

Mitigation - Widen Bernal Avenue to 4 lanes and upgrade traffic signal

The 1996 General Plan includes the widening of Bernal Avenue to 4 lanes north of Angela Street. This includes Bernal Avenue north and south of this intersection. The Year 2025 scenarios that include some of the 1996 General Plan road widenings assume that there are two continuous north and southbound lanes approaching this intersection. This roadway widening results in increased traffic volumes along Bernal Avenue to the point that protected/permissive left turn arrows may need to be installed due to a lack of adequate gaps in through traffic to permit safe left turns during the peak hours.

Bernal Avenue at Vineyard Avenue (N)

Mitigation – Widen Bernal Avenue to 4 lanes including Arroyo Del Valle Bridge The 1996 General Plan includes the widening of Bernal Avenue to 4 lanes north of Angela Street. This includes Bernal Avenue north and south of this intersection. Widening the bridge over Arroyo Del Valle will provide increased southbound left turn capacity from Bernal Avenue to Vineyard Avenue. It will also allow the traffic signal at the intersection to be upgraded to a far more efficient operation. These changes will significantly reduce congestion and delay at the intersection for Pleasanton residents. However it will also likely facilitate an increase in traffic along the Vineyard Corridor.

El Charro Road at Busch Road

Mitigation – Widen both El Charro Road and Busch Road into 4-lane divided roadways The 1996 General Plan includes the widening of Busch Road and El Charro Road as 4-lane divided roadways. The Year 2025 scenarios that include some of the 1996 General Plan road widenings assume that both of these roadways are 4-lane divided roads.

First Street at Kottinger Drive / Spring Street

Mitigation – Make Spring Street one-way westbound between First Street and Railroad Street. Constructing a traffic signal at this intersection has resulted in significant increases in traffic volumes along Spring Street and Kottinger Drive resulting in severe LOS F conditions at this intersection. The smooth flow of traffic along First Street helps to improve Transit service time, improved emergency vehicle access, and reduces traffic volumes along Second Street.

The Year 2025 scenarios studied assume that First Street remains a 3-lane road, with Spring Street being made one-way westbound between First Street and Railroad Street. This reduces traffic along the narrowest section of Spring Street and reduces congestion and delay at First Street by eliminating the eastbound approach to the intersection. This change would have no impact on pedestrian circulation at the intersection, and would increase pedestrian safety by eliminating eastbound left turns over the north crosswalk.

First Street at Ray Street / Vineyard Avenue

Mitigation – Upgrade the traffic signal to provide protected/permissive left turn arrows. The existing signal operations for Vineyard Avenue and Ray Street are very inefficient and reduce green time along First Street. East and westbound traffic moves separately, with each direction timed long enough for pedestrians to cross First Street. By providing left turn arrows for both directions and allowing east/west through traffic and pedestrians to cross concurrently, more green time will be available for residents on First Street traveling through, or making left turns at the intersection.

Foothill Road at Canyon Way / Dublin Canyon Road

Mitigation – Restripe and upgrade traffic signal to provide triple southbound and eastbound left turn lanes.

Double left turn lanes are recommended when left turn traffic volumes reach 300 vehicles per hour. The southbound left turn at this intersection is forecast to reach over 700 vehicles per hour in the morning as drivers try to access the Mall, BART and all of the offices in the Mall area. Restriping and reconfiguring the traffic signal to convert the #1 southbound through lane into a third left turn lane significantly reduces left turn delay and queuing, while still providing LOS C conditions for southbound through traffic. Canyon Way will need to be widened to accept traffic from three left turn lanes.

Restriping eastbound Dublin Canyon Road to provide a triple left turn and a through/right turn option lane will provide LOS C and D conditions in the Year 2025. The 1996 General Plan assumed Foothill Road would be widened to provide four northbound through lanes, but this would not provide LOS D or better condition with current traffic model forecasts.

Another option is to eliminate the southbound left turn completely, and have this traffic instead turn left at Deodar Way, which is a much less congested "T" intersection. This would provide LOS D or better conditions at both intersections, and help reduce the existing weaving problem between the eastbound I-580 off ramp and canyon Way. However, it is assumed that the mall and other businesses would oppose this option.

Foothill Road at Castlewood Drive

Mitigation – Construct new speed sensitive traffic signal and westbound left turn pocket In all Year 2025 scenarios, the traffic volume northbound and westbound exceeds that capacity of the existing 4-way stop at this intersection. Constructing a traffic signal some time in the future would significantly increase capacity at this intersection and reduce delay for nearby residents. Due to the heavy westbound left turn volume, a short left turn pocket would need to be constructed between Foothill Road and the bridge over Arroyo De La Laguna.

This is a gateway into the City and is used by existing and future cut-through traffic. But it is also along one of the few routes residents in southwest Pleasanton have to access the rest of Pleasanton. It is recommended that this intersection be included in the list of future traffic signals so that it can be included in developer traffic impact fee calculations for construction at some future time.

Foothill Road at Deodar Way

Mitigation – Widen/restripe Foothill Road for 3 southbound lanes and eliminate the crosswalk crossing Foothill Road

The 1996 General Plan assumes three lanes southbound on Foothill Road between I-580 and Stoneridge Drive. The Year 2025 scenarios that include some of the 1996 General Plan road widenings assume that there are three continuous southbound lanes on Foothill Road approaching this intersection.

There is an existing crosswalk at this intersection crossing Foothill Road on the south leg of the intersection. There is no sidewalk, pedestrian path, but stop, housing or other destination a pedestrian needs to access along the west side of Foothill Road near this intersection. However, the traffic signal must be programmed to accommodate a pedestrian crossing Foothill Road as long as this crosswalk exists. This pedestrian crossing time far exceeds the amount of green time needed by vehicles exiting Deodar Way. This needlessly complicates coordinating this signal with the other signals along Foothill Road, and takes green time away from other residents driving through the intersection. Removing the crosswalk would reduce delay and improve signal coordination along Foothill Road.

Foothill Road at Highland Oaks Drive

Mitigation - Widen Foothill Road to 4 lanes

The 1996 General Plan includes the widening of Foothill Road to 4 lanes between Stoneridge Drive and Muirwood Drive South. The Year 2025 scenarios that include some of the 1996 General Plan road widenings assume that there are two continuous north and southbound lanes on Foothill Road approaching this intersection.

Foothill Road at I-580 Eastbound

The 1996 General Plan assumed that the I-580 eastbound off ramps would be reconstructed to create a signalized intersection like the one constructed by Dublin at the westbound I-580 ramps. The Year 2025 General Plan update scenarios assume the free right turn loop ramps remain as they are today. The existing ramp configuration minimizes traffic delays and avoids the expenditure of several million dollars to construct this project.

Foothill Road at Laurel Creek Way

Mitigation – Widen/restripe Foothill Road for 3 southbound lanes and eliminate the crosswalk crossing Foothill Road

The 1996 General Plan assumes three lanes southbound on Foothill Road between I-580 and Stoneridge Drive. The Year 2025 scenarios that include some of the 1996 General Plan road widenings assume that there are three continuous southbound lanes on Foothill Road approaching this intersection.

There is an existing crosswalk at this intersection crossing Foothill Road on the south leg of the intersection. There is no sidewalk, pedestrian path, but stop, housing or other destination a pedestrian needs to access along the west side of Foothill Road near this intersection. However, the traffic signal must be programmed to accommodate a pedestrian crossing Foothill Road as long as this crosswalk exists. This pedestrian crossing time far exceeds the amount of green time needed by vehicles exiting Laurel Creek Way. This needlessly complicates coordinating this signal with the other signals along Foothill Road, and takes green time away from other residents driving through the intersection. Removing the crosswalk would reduce delay and improve signal coordination along Foothill Road.

Foothill Road at Muirwood Drive / Serenity Terrace

Mitigation - Widen Foothill Road to 4 lanes

The 1996 General Plan includes the widening of Foothill Road to 4 lanes between Stoneridge Drive and Muirwood Drive South. The Year 2025 scenarios that include some of the 1996

General Plan road widenings assume that there are two continuous north and southbound lanes on Foothill Road approaching this intersection.

Foothill Road at Muirwood Drive South

Mitigation - Widen southbound Foothill Road to 2 lanes

The 1996 General Plan includes the widening of Foothill Road to 4 lanes between Stoneridge Drive and Muirwood Drive South. The Year 2025 scenarios that include some of the 1996 General Plan road widenings assume that there are two continuous southbound lanes on Foothill Road approaching this intersection.

Foothill Road at Stoneridge Drive / Laurel Creek Drive

Mitigation – Widen/restripe Foothill Road for 3 southbound lanes and upgrade traffic signal to create a third southbound left turn lane.

The 1996 General Plan assumes three lanes southbound on Foothill Road between I-580 and Stoneridge Drive. The Year 2025 scenarios that include some of the 1996 General Plan road widenings assume that there are three continuous southbound lanes on Foothill Road approaching this intersection.

More than 50% of morning and almost 50% of southbound traffic on Foothill Road turns left onto Stoneridge Drive. The projected left turn volume exceeds 650 vehicle per hour in the Year 2025. Restriping the #1 southbound through lane as a third southbound left turn lane would reduce delay and queuing at the intersection, while maintaining LOS A and B in the remaining southbound through lanes.

Foothill Road at West Las Positas Boulevard

Mitigation – Widen Foothill Road and West Las Positas Boulevard to 4 lanes The 1996 General Plan includes the widening of Foothill Road and West Las Positas Boulevard to 4 continuous lanes approaching this intersection. The Year 2025 scenarios that include some of the 1996 General Plan road widenings assume that there are two continuous north and southbound lanes on Foothill Road and 2 continuous westbound lanes on West Las Positas Boulevard approaching this intersection.

Gibraltar Drive at Chabot Drive

Mitigation - Upgrade traffic signal

The LOS rating improves at this intersection relative to the 2003 LOS because the City changed the traffic signal operation to reduce delay at the intersection in 2005. By eliminating the north/south split phasing, and the east/west left turn arrows, delay was reduced by about 50%. Year 2025 forecasts using "Approved" Pleasanton land development projections indicate that this more efficient signal operation can stay in operation through the Year 2025.

Gibraltar Drive at Willow Drive

Mitigation - Upgrade traffic signal

Due to the relatively low through and left turn volumes on Gibraltar Drive at Willow Drive, eliminating the east/west left turn arrows should safely reduce delay at this intersection through the Year 2025. This delay reduction was recently demonstrated at the intersection of Gibraltar Drive and Chabot Drive.

Hacienda Drive at I-580 Eastbound

Mitigation – Restripe Off-ramp

Full development of the Hacienda Business Park is forecast to increase I-580 off-ramp right turn volumes to over 1,300 vehicles per hour. Restriping the #2 left turn lane to be a left/right turn option lane would significantly reduce congestion and delay at this intersection.

Hacienda Drive at Owens Drive

Mitigation – Restripe intersection and upgrade signal to provide three eastbound and southbound left turn lanes, and eliminate the north crosswalk.

Double left turn lanes are recommended when left turn traffic volumes reach 300 vehicles per hour. The southbound and eastbound left turn volumes at this intersection are forecast to reach about 900 vehicles per hour during peak commute periods. Restriping and reconfiguring the traffic signal to convert the #1 southbound lane on Hacienda Drive, and the #1 eastbound lane on Owens Drive into left turn lanes, lane significantly reduces left turn delay and queuing, while still providing LOS C conditions for southbound and eastbound through traffic.

As at the intersection of Hopyard Road at Owens Drive, the north pedestrian crossing area experiences the highest level of conflicts with through and turning vehicles. The westbound through traffic movement is relatively light, while the time it takes for a pedestrian to cross Hacienda Drive is very long. This disproportionately takes green time away from all of the other people trying to get through this busy intersection. The Year 2025 LOS calculations assume that the north crosswalk at this intersection is removed. This reduces congestion by allowing a shorter green light for westbound traffic, which in turn provides more green time for the heavier directions of travel.

Hacienda Drive at West Las Positas Boulevard

Mitigation – Upgrade traffic signal to unsplit north/south phasing.

Modifying the traffic signal and striping at this intersection so that southbound Hacienda Drive and northbound driveway traffic move simultaneously, will significantly increase the amount of green time available for drivers along West Las Positas Boulevard, thus decreasing stops and delay at the intersection.

Hopyard Road at Del Valle Parkway

Mitigation - Construct new speed sensitive traffic signal

In all Year 2025 scenarios, the flow of traffic along Hopyard Road exceeds the capacity of the stop sign controls at this intersection, resulting in LOS F conditions on Hopyard Road. Stop sign controls have far less capacity than traffic signal control. This was recently demonstrated at Vineyard Avenue at Montevino Drive where traffic backups were eliminated when the signal replaced the previous 4-way stop. A speed sensitive traffic signal would decrease traffic congestion at this intersection, while still controlling speeds along Division Street. The 1996 General Plan shows this intersection as a future traffic signal location.

Hopyard Road at I-580 Eastbound Off-ramp Mitigation – Minor traffic signal upgrade

Upgrading the traffic signal to allow eastbound right turn off-ramp traffic to move concurrently with northbound through traffic for an adjustable period of time would make this signal more efficient and thus reduces delay significantly for local traffic.

Hopyard Road at I-580 Westbound Off-ramp

Mitigation - Restripe off-ramp and minor traffic signal upgrade

About 75% of traffic exiting the westbound I-580 off-ramp turns right into Dublin. Modifying the off ramp striping and traffic signal to convert the #2 left turn lane into a left/right turn option lane would reduce congestion and delay at this intersection.

Hopyard Road at Owens Drive

Mitigation – Widen intersection to add an additional east and westbound lane. Narrowing the raised median and widening Owens Drive along the north side of the street would allow eastbound Owens Drive to be striped as a triple left and a through/right lane, and westbound Owens Drive with a left, left/through, and double right turn lanes. This would reduce overall delay at the intersection to LOS D, with some movements still experiencing LOS E and F conditions in the Year 2025.

Hopyard Road at Stoneridge Drive

Mitigation – Restripe intersection and upgrade signal to provide three northbound left turn lanes.

Double left turn lanes are recommended when left turn traffic volumes reach 300 vehicles per hour. The northbound left turn volume at this intersection is forecast to reach about 550 vehicles per hour. The northbound left turn volume represents about 30% of all northbound traffic. Designating one of the three northbound lanes as a left turn only lane, better distributes northbound traffic over the available lanes. Restriping and reconfiguring the traffic signal to convert the #1 northbound lane on Hopyard Road into a left turn lane, lane significantly reduces left turn delay and queuing (down to LOS E), while providing LOS C for northbound through traffic.

Hopyard Road at Valley Trails Drive / Parkside Drive

Mitigation - Minor traffic signal upgrade and striping change option

A coding error may have resulted in the traffic forecast being too high for northbound left turns at this intersection. But if this volume does develop, restriping the northbound #1 through lane as a second northbound left turn lane would solve the congestion problem that would result. With only two northbound lanes south of Valley Avenue, and only two eastbound left turn lanes from Valley Avenue to Hopyard Road, only two northbound through lanes are needed at Parkside Drive. However, staff believes that northbound left turns into the Valley Trails area will distribute themselves between the North and South Valley Trails entries, and a double northbound left turn will probably not be necessary.

Hopyard Road at West Las Positas Boulevard

Mitigation – Restripe intersection and upgrade signal to provide three westbound and northbound left turn lanes.

Double left turn lanes are recommended when left turn traffic volumes reach 300 vehicles per hour. The westbound left turn volume at this intersection is forecast to reach about 700

vehicles per hour. Restriping and reconfiguring the traffic signal to convert the #1 westbound lane on West Las Positas Boulevard into a left turn lane, lane significantly reduces left turn delay and queuing (down to LOS E), while providing LOS D for westbound through traffic.

If the West Las Positas Interchange is constructed, northbound left turn volumes will increase from Hopyard Road to West Las Positas Boulevard. Converting the #1 northbound through lane into a third left turn lane would significantly reduce delay and queuing at the intersection under those circumstances.

Johnson Drive at Providian Way

Mitigation – Minor traffic signal upgrade to remove split phasing and left turn arrows. Due to the relatively low traffic volumes and good visibility, stops and delay can be reduced at this intersection by removing the left turn arrows on Johnson Drive and allowing east and westbound Providian Way traffic to move concurrently.

Main Street at Ray Street

Mitigation – Minor traffic signal upgrade to add protected/permissive southbound left turn arrows.

This intersection is in the Downtown area and is exempt from the City's LOS D standard. However, installing protected/permissive southbound left turn arrows would significantly reduce delay and southbound queuing at peak hours. It is also hoped that the proposed double southbound left turn from Santa Rita Road to Stanley Boulevard will help to reduce delay at Main Street and Ray Street. Protected/permissive left turn phasing is assumed at this intersection in all Year 2025 scenarios.

Main Street at St Marys Street

Mitigation - None - LOS Policy Exempt Downtown Intersection

This intersection will operate at LOS E and F conditions in the Year 2025 as a stop sign controlled intersection. The intersection is exempt from the City's LOS D standard and is assumed to remain stop sign controlled in all Year 2025 scenarios.

Santa Rita Road at Black Avenue and Francisco Street

Mitigation – New signal at Francisco Street and eliminate westbound traffic at Black Avenue This mitigation attempts to address two separate problems: pedestrian safety crossing Santa Rita Road at Francisco Street, and morning school congestion at Black Avenue.

Studies show that there is an elevated risk of pedestrian collisions in painted crosswalks crossing busy multi-lane roads. The City has installed extra pedestrian crossing signs, and has created Keep Clear zones to improve pedestrian safety at Francisco Street. But the ultimate solution to this problem is to remove the painted crosswalk, or to install a traffic signal.

A significant amount of traffic traveling to and from Alisal, Amador High, Harvest Park, and Walnut Grove schools, plus morning commuter traffic all try to get through the intersection of Santa Rita Road at Black Avenue during the morning commute period. This creates LOS E conditions under existing conditions, and severe LOS F conditions in future years.

Installing a traffic signal at Francisco Street and Santa Rita Road would significantly improve pedestrian and traffic safety at this intersection. The Alisal school driveway opposite Black Avenue is striped as three in-only lanes. Signalizing Francisco Street provides an opportunity to reroute traffic exiting the Santa Rita Frontage Road opposite Black Avenue, north to exit the frontage road at the new signal at Francisco Street. Eliminating westbound traffic from the frontage road opposite Black Avenue, and eliminating the north crosswalk, would reduce congestion to LOS D in the morning, and LOS C in the afternoon at Black Avenue.

Santa Rita Road at Pimlico Drive/I-580 Ramps

Mitigation - Eliminate the south crosswalk,

The year 2025 LOS calculations assume that the south crosswalk at this intersection is removed. Almost every freeway off-ramp signal in the City prohibits pedestrians from crossing the wide City street at the interchange. This increases pedestrian safety and reduces congestion by eliminating this vehicle/pedestrian conflict at intersections with very heavy turning movements. A pedestrian crossing Santa Rita Road in this crosswalk requires a much longer green light than do the cars exiting the off-ramp. This disproportionately takes green time away from all of the other people trying to get through this busy intersection.

Santa Rita Road at Stanley Boulevard

Mitigation – Convert the #1 southbound through lane into a left turn lane and widen Stanley Boulevard to accept two eastbound lanes.

Under existing conditions, long southbound traffic backups occur during the peak afternoon school and commute hours extending north from the intersection of Main Street and Ray Street (which operates at LOS F), over the Arroyo Del Valle bridge, and through the intersection at Del Valle Parkway. The 1996 General Plan assumed that Stanley Boulevard would be widened to provide two westbound left turn lanes and one through/right lane. To help ease existing and future traffic congestion, the #1 southbound through lane at Stanley Boulevard could be converted to a second southbound left turn lane. This would eliminate the existing southbound merge of two lanes down to one lane over the Arroyo Del Valle bridge, and help reduce congestion at Main Street and Ray Street by drawing away some of the southbound left turn traffic.

Santa Rita Road at Stoneridge Drive

Mitigation – Construct a southbound right turn lane, convert the #1 northbound through lane into a left turn lane (Alternatives A & B), convert the #1 eastbound right turn lane into a third through lane (Alternative C).

All Year 2025 alternatives assume the construction of a new southbound right turn only lane at this intersection.

Alternative Networks A and B assume that the #1 northbound through lane will be restriped as a new left turn lane. About 30% of northbound traffic turns left from Santa Rita Road to Stoneridge Drive during both the peak morning and evening commute periods. This results in significant delays, with drivers often waiting for multiple green lights to get through the intersection even under existing conditions. The two remaining northbound through lanes are forecast to operate at LOS D or better through the year 2025. Alternative C includes the Stoneridge Extension, which reduces the northbound left turn and eastbound right turn volumes at this intersection. Congestion and delay is reduced in this Alternative by maintaining the existing three northbound through and double left turn lane configuration, and converting the #1 eastbound right turn lane (one of two eastbound right turn only lanes) into a third eastbound through lane. This also improves pedestrian safety in the south crosswalk.

Santa Rita Road at Valley Avenue

Mitigation – Add a third southbound and second westbound left turn lane All traffic model forecasts of future traffic conditions assume that a third southbound left turn lane and a second westbound left turn lane will be constructed at this intersection. This project was included in the 1996 General Plan and has been in design since the year 2000. This project involves reconstructing the existing raised medians on Santa Rita Road and widening portions of Valley Avenue east of the intersection. Funding for this project primarily comes from excess NPID traffic mitigation funds.

Stanley Boulevard at Valley/Bernal Avenue

Mitigation – Widen Stanley Boulevard to accept a third eastbound through lane Widening Stanley Boulevard by one lane when the now vacant southeast corner property develops will significantly reduce delay at the intersection. This will allow the lightly used eastbound right turn only lane to be converted into a through/right option lane. Having three eastbound lanes at this intersection was included in the 1996 General Plan.

Stoneridge Drive at I-680 Northbound Off-ramp

Mitigation – Minor traffic signal upgrade

Upgrading the traffic signal to allow northbound right turn traffic to move concurrently with westbound through traffic for an adjustable period of time would make this signal more efficient and thus reduces delay significantly for local traffic.

Stoneridge Drive at Springdale Avenue

Mitigation – Upgrade traffic signal and restripe Springdale Avenue.

The existing signal operations for Springdale Avenue are very inefficient and reduce green time along Stoneridge Drive. Without the West Las Positas Interchange, this is one of the few gateways into the residential tract south of Stoneridge Drive and west of I-680. Restriping the northbound and southbound approaches to allow north/south traffic to flow concurrently, and removing the east crosswalk would reduce overall delay at the intersection, and increase green time on Stoneridge Drive, including the westbound left turn into the residential area. The time it takes a pedestrian to cross Stoneridge Drive in the east crosswalk, directly conflicts with the heavy southbound left turn movement coming out of the mall area. Shifting these pedestrians to the west crosswalk allows them to cross Stoneridge Drive concurrently with the heavy southbound left turn movement, thus freeing up green time for other residents.

Stoneridge Drive at West Las Positas Boulevard

Mitigation – Convert the #3 northeast bound through lane into a right turn only lane. In Alternative C, there is a significant increase in traffic turning right from eastbound West Las Positas Boulevard onto Stoneridge Drive to access the Stoneridge Drive Extension. Congestion and delay is significantly reduced by restriping the #3 eastbound through lane as a right turn only lane.

Stoneridge Mall Road at Deodar Way

Mitigation – Construct new traffic signal and add 2nd northbound left turn In all Year 2025 scenarios, the flow of traffic along Stoneridge Mall Road approaches the capacity of the stop sign controls at this intersection, resulting in LOS E conditions on Stoneridge Mall Road. Stop sign controls have far less capacity than traffic signal control. This was recently demonstrated at Vineyard Avenue at Montevino Drive where traffic backups were eliminated when the signal replaced the previous 4-way stop. Installing a traffic signal and restriping the #1 northbound through lane as a second left turn lane reduces delay at this intersection by about 75%. This should help to draw some traffic off of Canyon Way, and thus help reduce congestion at the intersection of Foothill Road and Canyon Way. It is recommended that this intersection be included in the list of future traffic signals so that it can be included in developer traffic impact fee calculations for construction in the future when needed.

Stoneridge Mall Road at Embarcadero Court

Mitigation – Construct new traffic signal

In all Year 2025 scenarios, the flow of traffic along Stoneridge Mall Road exceeds the capacity of the stop sign controls at this intersection, resulting in LOS F conditions on Stoneridge Mall Road. Stop sign controls have far less capacity than traffic signal control. This was recently demonstrated at Vineyard Avenue at Montevino Drive where traffic backups were eliminated when the signal replaced the previous 4-way stop. Local developers are required to fund the design and construction of a traffic signal at this intersection when signal warrants are met. Existing traffic counts now show that the state and federal warrants for a traffic signal are met.

Sunol Boulevard at Castlewood Drive

Mitigation – Construct new traffic signal

In all Year 2025 scenarios, the flow of traffic along Sunol Boulevard becomes so continuous, that not enough gaps are available for drivers on Castlewood Drive to turn left towards downtown Pleasanton. The 2-1/2 minute delay per vehicle on Castlewood Drive creates LOS F conditions at the intersection.

This is a gateway into the City and is used by existing and future cut-through traffic. But it is also along one of the few routes residents in southwest Pleasanton have to access the rest of Pleasanton. Installing a 3-way stop would significantly reduce delay for these Pleasanton residents, but in future years, it may back-up traffic through the Sunol Boulevard at I-680 southbound intersection. The state and federal warrants for installing a 3-way stop are currently met by 116%.

It is recommended that a 3-way stop be initially installed to reduce delay for Pleasanton residents. It is also recommended that this intersection be included in the list of future traffic signals so that it can be included in developer traffic impact fee calculations for construction in the future if traffic does indeed backup into the I-680 interchange. Building a traffic signal here

would further reduce delay for Pleasanton residents, and can provide a means of metering inbound cut-through traffic using the more heavily traveled Pleasanton-Sunol Road.

Sunol Boulevard at I-680 Northbound Ramps

Mitigation - Construct new traffic signal

In all Year 2025 scenarios, the flow of traffic along Sunol Boulevard becomes so continuous, that not enough gaps are available for drivers coming off of the northbound I-680 off-ramp. This increases traffic risks for all drivers at the intersection as off-ramp traffic tries to force its way across Sunol Boulevard through inadequate gaps in 45 MPH traffic.

This is a gateway into the City and is used by existing and future cut-through traffic. But about 1/3 of the off-ramp traffic is local resident traffic. Building a traffic signal here would increase traffic safety at the intersection, and would reduce delay for Pleasanton residents. Cut-through traffic will be delayed downstream at Sunol Boulevard and Sycamore Road and at Bernal Avenue. The 1996 General Plan shows this intersection as a future traffic signal location.

Sunol Boulevard at I-680 Southbound Ramps

Mitigation - Construct new traffic signal

In all Year 2025 scenarios, the flow of traffic along Sunol Boulevard becomes so continuous, that not enough gaps are available for drivers coming off of the southbound I-680 off-ramp. This increases traffic risks for all drivers at the intersection as off-ramp traffic tries to force its way across Sunol Boulevard through inadequate gaps in 45 MPH traffic.

This is a gateway into the City and is used by existing and future cut-through traffic. But most of the off-ramp traffic is local resident and employee traffic. Installing a 3-way stop here would increase traffic safety at the intersection, and would control cut-through traffic volumes. However, by the Year 2025 forecast show that a traffic signal would be necessary to avoid LOS F conditions. Cut-through traffic will be delayed downstream at Sunol Boulevard and Sycamore Road and at Bernal Avenue. The 1996 General Plan shows this intersection as a future traffic signal location.

It is recommended that a 3-way stop be initially installed to improve traffic safety and limit cutthrough traffic at this intersection. It is also recommended that this intersection be included in the list of future traffic signals so that it can be included in developer traffic impact fee calculations for construction in the future if traffic delays begin to impact residents in southwest Pleasanton.

Sunol Boulevard at Sycamore Road

Gateway Traffic Metering – LOS Policy Exemption

All Year 2025 traffic model forecasts assume full occupancy of the Applied Biosystems site. Under these conditions, traffic delays increase to LOS E and F conditions. The traffic model has been set to calculate LOS conditions assuming enough green time will be given to east/west traffic to clear local traffic in one green light, and whatever time is left over will be given to inbound traffic on Sunol Boulevard which contains 50% or more cut-through traffic at this intersection. This policy helps to minimize local resident delay, while also limiting cutthrough traffic volumes. However, favoring the local residents on Sycamore Road will increase delay on Sunol Boulevard during the evening commute period, and the overall intersection LOS degrades to LOS E and F conditions. Allowing this gateway to be constrained requires a gateway LOS exemption of the citywide LOS D standard.

Valley Avenue at Blackbird Drive / Northway Road (W)

Mitigation – Construct new traffic signal

In all Year 2025 scenarios, the flow of traffic along Valley Avenue exceeds the capacity of the stop sign controls at this intersection, resulting in LOS F conditions on Valley Avenue. Stop sign controls have far less capacity than traffic signal control. This was recently demonstrated at Vineyard Avenue at Montevino Drive where traffic backups were eliminated when the signal replaced the previous 4-way stop. Installing a traffic signal at this intersection would improve pedestrian safety, while reducing delay for Pleasanton residents, and would also help to reduce traffic diversion onto Black Avenue and Del Valle Parkway.

Valley Avenue at Busch Road

Mitigation – Construct second westbound right turn lane

If Busch Road is extended to El Charro Road, and El Charro Road provides a connection to Stanley Boulevard, a second westbound right turn lane will need to be constructed for traffic turning from Busch Road to Valley Avenue. This mitigation is assumed in all scenarios that include the Busch Road and El Charro Road extensions.

Valley Avenue at Crestline Road

Mitigation – Construct new traffic signal

In all Year 2025 scenarios, the flow of traffic along Valley Avenue exceeds the capacity of the stop sign controls at this intersection, resulting in LOS F conditions on Valley Avenue. Stop sign controls have far less capacity than traffic signal control. This was recently demonstrated at Vineyard Avenue at Montevino Drive where traffic backups were eliminated when the signal replaced the previous 4-way stop. Installing a traffic signal at this intersection would improve pedestrian safety, while reducing delay for Pleasanton residents, and would also help to reduce traffic diversion onto Black Avenue and Del Valle Parkway.

Valley Avenue at Hansen Drive

Mitigation - Construct new traffic signal

In all Year 2025 scenarios, the flow of traffic along Valley Avenue exceeds the capacity of the stop sign controls at this intersection, resulting in LOS F conditions on Valley Avenue. Stop sign controls have far less capacity than traffic signal control. This was recently demonstrated at Vineyard Avenue at Montevino Drive where traffic backups were eliminated when the signal replaced the previous 4-way stop. Installing a traffic signal at this intersection would improve pedestrian safety, while reducing delay for Pleasanton residents. The 1996 General Plan shows this intersection as a future traffic signal location.

Valley Avenue at Koll Center Parkway (N)

Mitigation – Striping change and traffic signal upgrade

The existing signal operations for Koll Center Parkway are very inefficient and reduce green time along Valley Avenue. Restriping the eastbound and westbound approaches to allow east/west traffic to flow concurrently would reduce overall delay at the intersection, especially for residents along Valley Avenue.

Valley Avenue at Koll Center Parkway (S)

Mitigation - Construct new traffic signal

In all Year 2025 scenarios, the flow of traffic along Valley Avenue becomes so continuous, that not enough gaps are available for drivers on Koll Center Parkway to turn left or continue straight through the intersection. The extreme delay on Koll Center Parkway (up to 10 minute delays) creates LOS D conditions at the intersection overall and reduces traffic safety. Installing a traffic signal at this intersection would improve traffic and pedestrian safety, however it would increase stops and delay along Valley Avenue. Safety could be improved and delay reduced by restricting Koll Center Parkway (south) drivers to right turns only during the morning and evening perk hours. However, staff anticipates opposition from local businesses and the fairgrounds to such restrictions.

Valley Avenue at Paseo Santa Cruz (N)

Mitigation – Construct new traffic signal

In all Year 2025 scenarios, the flow of traffic along Valley Avenue exceeds the capacity of the stop sign controls at this intersection, resulting in LOS F conditions on Valley Avenue. Stop sign controls have far less capacity than traffic signal control. This was recently demonstrated at Vineyard Avenue at Montevino Drive where traffic backups were eliminated when the signal replaced the previous 4-way stop. Installing a traffic signal at this intersection would improve pedestrian safety, while reducing delay for Pleasanton residents. The 1996 General Plan shows this intersection as a future traffic signal location.

Valley Avenue at Paseo Santa Cruz (S)

Mitigation – Construct new traffic signal

In all Year 2025 scenarios, the flow of traffic along Valley Avenue exceeds the capacity of the stop sign controls at this intersection, resulting in LOS F conditions on Valley Avenue. Stop sign controls have far less capacity than traffic signal control. This was recently demonstrated at Vineyard Avenue at Montevino Drive where traffic backups were eliminated when the signal replaced the previous 4-way stop. Installing a traffic signal at this intersection would improve pedestrian safety, while reducing delay for Pleasanton residents. The 1996 General Plan shows this intersection as a future traffic signal location.

Vineyard Avenue at Ruby Hill Boulevard

Gateway Traffic Metering - LOS Policy Exemption

All traffic model forecasts assume that westbound traffic on Vineyard Avenue will be metered in the morning to allow no more than 200 vehicles per hour to enter the City from the east. This requires a gateway LOS exemption as this may result in high enough delays on the westbound approach to the intersection that overall intersection delay exceeds LOS D. Without metering, traffic volumes along the Vineyard Corridor may increase by up to 1,000 vehicles per hour and traffic volumes and delays downstream from Vineyard Avenue would also increase.

West Las Positas Boulevard at Muirwood Drive

Mitigation - Construct new speed sensitive traffic signal

In all Year 2025 scenarios, the flow of traffic along West Las Positas Boulevard exceeds the capacity of the stop sign controls at this intersection, resulting in LOS F conditions on West Las Positas Boulevard. Traffic already backs up at this intersection during the morning peak school traffic period as was mentioned by residents at neighborhood workshops. These stop sign controls have far less capacity than traffic signal control. This was recently demonstrated at Vineyard Avenue at Montevino Drive where traffic backups were eliminated when the signal replaced the previous 4-way stop. Installing a speed sensitive traffic signal at this intersection would improve pedestrian safety, while reducing delay for Pleasanton residents.

West Las Positas Boulevard at Payne Road

Mitigation - Construct new traffic signal

In all Year 2025 scenarios, the flow of traffic along West Las Positas Boulevard becomes so continuous, that not enough gaps are available for drivers on Payne Road to turn left at the intersection. The extreme delay on Payne Road creates LOS F conditions at the intersection. Limiting Payne Road drivers to right turns only would increase safety and reduce overall delay at the intersection, but would probably increase traffic on Singletree Way and Dorman Road. The 1996 General Plan shows this intersection as a future traffic signal location.

Appendix B: General Plan Intersection Improvements

Pleasanton Stanley Center Traffic Study City of Pleasanton

August 30, 2007

WC06-2349F



Assumed Intersection Changes to Reduce Delay in Various Network Alternatives

The Level of Service tables provided in this report assume the following intersection changes are in place by the Year 2025 to help reduce congestion, stops and delay at the study intersections. Modification or deletion of any of these assumptions will result in changes to the LOS tables, with increases in delay and congestion in most cases. These assumptions are similar in nature to the changes shown in the 1996 General Plan in Figures III-5, III-6 and III-7 that detail the assumed roadway widening, new traffic signals, and intersection widening anticipated for the future, and assumed for the purpose of calculating the LOS values in that 1996 document and subsequent Traffic Baseline Reports.

The circulation system changes described below are not necessarily recommended for immediate construction, but would be constructed over the next 20 years as they became necessary. Inclusion of these projects allows the City to collect traffic mitigation fees to cover much of the design and construction cost for this work, and allows the City to acquire right-of-way and require roadway improvements by developers as property is improved or redeveloped. This minimizes the impact to the City's General Fund when construction of these projects becomes necessary to maintain the City's adopted congestion management standards.

Triple Left Turns

Pleasanton currently has a triple left turn from southbound Stoneridge Mall Road to eastbound Stoneridge Drive. Staff's review of traffic collisions at triple left turns compared to double left turn lanes indicates that triple left turns are just as safe if designed properly. Double left turn lanes are recommended when left turn traffic volumes reach 300 vehicles per hour. Pleasanton has existing and future left turn volumes that exceed 600 vehicles per hour. Using triple left turns can significantly reduce delay, and left turn pocket overflow into adjacent through lanes, while maximizing landscaped median area.

Bernal Avenue at Angela Street

Mitigation – Right Turn Only restrictions from 7-9 AM and 4:40-6:30 PM In all Year 2025 scenarios, the flow of traffic along Bernal Avenue becomes so continuous, that not enough gaps are available for drivers on Angela Street to turn left or go straight through the intersection. The extreme delay on Angela Street creates LOS F conditions at the intersection. This increases traffic risks for all drivers at the intersection as Angela Street traffic tries to force its way across Bernal Avenue through inadequate gaps in 35 MPH traffic. Limiting Angela Street traffic to right turns only during the morning and evening peak hours would increase traffic safety and reduce delay to LOS A conditions overall. Building a traffic signal would also improve conditions to LOS C or better, but would increase stops and delay along Bernal Avenue.

Bernal Avenue at Case Avenue

Mitigation - Widen southbound to provide a right turn only lane

The 1996 General Plan includes the widening of Bernal Avenue to provide a third southbound lane. This new lane should be striped as a right turn only lane and should be constructed at the time the vacant property on the northwest corner is developed.

Bernal Avenue at Foothill Road

Mitigation - Widen Bernal Avenue to 4 lanes

The 1996 General Plan includes the widening of Bernal Avenue to 4 lanes between Foothill Road and I-680. The Year 2025 scenarios that include some of the 1996 General Plan road widenings assume that there are two continuous westbound lanes approaching Foothill Road.

Bernal Avenue at I-680 Northbound Ramps

Mitigation – Widen Bernal Avenue to 4 lanes

About 50% of westbound traffic on Bernal Avenue turns left onto the southbound I-680 onramp. This volume exceeds the capacity of the left turn pocket and causes too much traffic to all use the #1 through lane at the intersection of the northbound I-680 ramps. The Year 2025 scenarios that include some of the 1996 General Plan road widenings assume that the existing #1 westbound through lane is restriped as the #2 westbound left turn lane and that the onramp is widened to accept two lanes.

Bernal Avenue at Kottinger Drive

Mitigation – Construct new traffic signal

In all Year 2025 scenarios, the flow of traffic along Bernal Avenue exceeds the capacity of the stop sign controls at this intersection, resulting in LOS F conditions on Bernal Avenue. Stop sign controls have far less capacity than traffic signal control. This was recently demonstrated at Vineyard Avenue at Montevino Drive where traffic backups were eliminated when the signal replaced the previous 4-way stop. Installing a traffic signal at this intersection would improve pedestrian safety, while reducing delay for Pleasanton residents. The 1996 General Plan shows this intersection as a future traffic signal location.

Bernal Avenue at Main Street

Mitigation - Construct new traffic signal

In all Year 2025 scenarios, the flow of traffic along Bernal Avenue becomes so continuous, that not enough gaps are available for drivers on Main Street to turn left or right at the intersection. The extreme delay on Main Street creates LOS F conditions at the intersection. Installing a traffic signal at this intersection would improve pedestrian and traffic safety, while reducing delay for downtown visitors. The 1996 General Plan shows this intersection as a future traffic signal location. Computer simulations show that the signal can be coordinated with other signals along Bernal Avenue to minimize stops and delay.

Bernal Avenue at Meadowlark Drive

Mitigation - Widen Bernal Avenue to 4 lanes

The 1996 General Plan includes the widening of Bernal Avenue to 4 lanes between Foothill Road and I-680. The Year 2025 scenarios that include some of the 1996 General Plan road widenings assume that there are two continuous east and westbound lanes approaching this intersection.

Bernal Avenue at Nevada Street

Mitigation - Construct new traffic signal

In all Year 2025 scenarios, the flow of traffic along Bernal Avenue becomes so continuous, that not enough gaps are available for drivers on Nevada Street to turn left or continue straight through the intersection. The extreme delay on Nevada Street creates LOS F conditions at the intersection. Installing a traffic signal at this intersection would improve pedestrian safety, while reducing delay for Pleasanton residents. The 1996 General Plan shows this intersection as a future traffic signal location.

Bernal Avenue at Puerto Vallarta Drive

Mitigation – Right Turn Only restrictions from 7-9 AM and 4:40-6:30 PM In all Year 2025 scenarios, the flow of traffic along Bernal Avenue becomes so continuous, that not enough gaps are available for drivers on Main Street to turn left or right at the intersection. The extreme delay on Main Street creates LOS F conditions at the intersection. This increases traffic risks for all drivers at the intersection as Puerto Vallarta traffic tries to force its way across Bernal Avenue through inadequate gaps in 35 MPH traffic. Limiting Puerto Vallarta traffic to right turns only during the morning and evening peak hours would increase traffic safety and reduce delay to LOS A conditions overall. Building a traffic signal would also improve conditions to LOS C or better, but would increase stops and delay along Bernal Avenue.

The Year 2025 scenarios that include some of the 1996 General Plan road widenings assume that there are two continuous east and westbound lanes on Bernal Avenue approaching this intersection.

Bernal Avenue at Valley Avenue

Mitigation – Widen Valley to provide 2nd southbound right turn only lane and 3 wider northbound through lanes.

Without the West Las Positas Interchange, this is one of the few gateways into the residential area north of Bernal Avenue and east of I-680. Westbound Bernal Avenue was constructed to provide three left turn lanes onto northbound Valley Avenue. However, one of these lanes has remained closed until Valley Avenue can be widened adjacent to the fairgrounds to provide three adequately wide through lanes to receive traffic from a triple left turn. Valley Avenue north of Bernal Avenue also needs to be widened to provide a second southbound right turn only lane to serve the 1,000+ cars per hour that are forecast to make this right turn movement.

Bernal Avenue at Meadowlark Drive

Mitigation - Widen Bernal Avenue to 4 lanes

The 1996 General Plan includes the widening of Bernal Avenue to 4 lanes between Foothill Road and I-680. The Year 2025 scenarios that include some of the 1996 General Plan road widenings assume that there are two continuous east and westbound lanes approaching this intersection.

Bernal Avenue at Vineyard Avenue / Tawny Drive

Mitigation - Widen Bernal Avenue to 4 lanes and upgrade traffic signal

The 1996 General Plan includes the widening of Bernal Avenue to 4 lanes north of Angela Street. This includes Bernal Avenue north and south of this intersection. The Year 2025 scenarios that include some of the 1996 General Plan road widenings assume that there are two continuous north and southbound lanes approaching this intersection. This roadway widening results in increased traffic volumes along Bernal Avenue to the point that protected/permissive left turn arrows may need to be installed due to a lack of adequate gaps in through traffic to permit safe left turns during the peak hours.

Bernal Avenue at Vineyard Avenue (N)

Mitigation – Widen Bernal Avenue to 4 lanes including Arroyo Del Valle Bridge The 1996 General Plan includes the widening of Bernal Avenue to 4 lanes north of Angela Street. This includes Bernal Avenue north and south of this intersection. Widening the bridge over Arroyo Del Valle will provide increased southbound left turn capacity from Bernal Avenue to Vineyard Avenue. It will also allow the traffic signal at the intersection to be upgraded to a far more efficient operation. These changes will significantly reduce congestion and delay at the intersection for Pleasanton residents. However it will also likely facilitate an increase in traffic along the Vineyard Corridor.

El Charro Road at Busch Road

Mitigation – Widen both El Charro Road and Busch Road into 4-lane divided roadways The 1996 General Plan includes the widening of Busch Road and El Charro Road as 4-lane divided roadways. The Year 2025 scenarios that include some of the 1996 General Plan road widenings assume that both of these roadways are 4-lane divided roads.

First Street at Kottinger Drive / Spring Street

Mitigation – Make Spring Street one-way westbound between First Street and Railroad Street. Constructing a traffic signal at this intersection has resulted in significant increases in traffic volumes along Spring Street and Kottinger Drive resulting in severe LOS F conditions at this intersection. The smooth flow of traffic along First Street helps to improve Transit service time, improved emergency vehicle access, and reduces traffic volumes along Second Street.

The Year 2025 scenarios studied assume that First Street remains a 3-lane road, with Spring Street being made one-way westbound between First Street and Railroad Street. This reduces traffic along the narrowest section of Spring Street and reduces congestion and delay at First Street by eliminating the eastbound approach to the intersection. This change would have no impact on pedestrian circulation at the intersection, and would increase pedestrian safety by eliminating eastbound left turns over the north crosswalk.

First Street at Ray Street / Vineyard Avenue

Mitigation – Upgrade the traffic signal to provide protected/permissive left turn arrows. The existing signal operations for Vineyard Avenue and Ray Street are very inefficient and reduce green time along First Street. East and westbound traffic moves separately, with each direction timed long enough for pedestrians to cross First Street. By providing left turn arrows for both directions and allowing east/west through traffic and pedestrians to cross concurrently, more green time will be available for residents on First Street traveling through, or making left turns at the intersection.

Foothill Road at Canyon Way / Dublin Canyon Road

Mitigation – Restripe and upgrade traffic signal to provide triple southbound and eastbound left turn lanes.

Double left turn lanes are recommended when left turn traffic volumes reach 300 vehicles per hour. The southbound left turn at this intersection is forecast to reach over 700 vehicles per hour in the morning as drivers try to access the Mall, BART and all of the offices in the Mall area. Restriping and reconfiguring the traffic signal to convert the #1 southbound through lane into a third left turn lane significantly reduces left turn delay and queuing, while still providing LOS C conditions for southbound through traffic. Canyon Way will need to be widened to accept traffic from three left turn lanes.

Restriping eastbound Dublin Canyon Road to provide a triple left turn and a through/right turn option lane will provide LOS C and D conditions in the Year 2025. The 1996 General Plan assumed Foothill Road would be widened to provide four northbound through lanes, but this would not provide LOS D or better condition with current traffic model forecasts.

Another option is to eliminate the southbound left turn completely, and have this traffic instead turn left at Deodar Way, which is a much less congested "T" intersection. This would provide LOS D or better conditions at both intersections, and help reduce the existing weaving problem between the eastbound I-580 off ramp and canyon Way. However, it is assumed that the mall and other businesses would oppose this option.

Foothill Road at Castlewood Drive

Mitigation – Construct new speed sensitive traffic signal and westbound left turn pocket In all Year 2025 scenarios, the traffic volume northbound and westbound exceeds that capacity of the existing 4-way stop at this intersection. Constructing a traffic signal some time in the future would significantly increase capacity at this intersection and reduce delay for nearby residents. Due to the heavy westbound left turn volume, a short left turn pocket would need to be constructed between Foothill Road and the bridge over Arroyo De La Laguna.

This is a gateway into the City and is used by existing and future cut-through traffic. But it is also along one of the few routes residents in southwest Pleasanton have to access the rest of Pleasanton. It is recommended that this intersection be included in the list of future traffic signals so that it can be included in developer traffic impact fee calculations for construction at some future time.

Foothill Road at Deodar Way

Mitigation – Widen/restripe Foothill Road for 3 southbound lanes and eliminate the crosswalk crossing Foothill Road

The 1996 General Plan assumes three lanes southbound on Foothill Road between I-580 and Stoneridge Drive. The Year 2025 scenarios that include some of the 1996 General Plan road widenings assume that there are three continuous southbound lanes on Foothill Road approaching this intersection.

There is an existing crosswalk at this intersection crossing Foothill Road on the south leg of the intersection. There is no sidewalk, pedestrian path, but stop, housing or other destination a pedestrian needs to access along the west side of Foothill Road near this intersection. However, the traffic signal must be programmed to accommodate a pedestrian crossing Foothill Road as long as this crosswalk exists. This pedestrian crossing time far exceeds the amount of green time needed by vehicles exiting Deodar Way. This needlessly complicates coordinating this signal with the other signals along Foothill Road, and takes green time away from other residents driving through the intersection. Removing the crosswalk would reduce delay and improve signal coordination along Foothill Road.

Foothill Road at Highland Oaks Drive

Mitigation - Widen Foothill Road to 4 lanes

The 1996 General Plan includes the widening of Foothill Road to 4 lanes between Stoneridge Drive and Muirwood Drive South. The Year 2025 scenarios that include some of the 1996 General Plan road widenings assume that there are two continuous north and southbound lanes on Foothill Road approaching this intersection.

Foothill Road at I-580 Eastbound

The 1996 General Plan assumed that the I-580 eastbound off ramps would be reconstructed to create a signalized intersection like the one constructed by Dublin at the westbound I-580 ramps. The Year 2025 General Plan update scenarios assume the free right turn loop ramps remain as they are today. The existing ramp configuration minimizes traffic delays and avoids the expenditure of several million dollars to construct this project.

Foothill Road at Laurel Creek Way

Mitigation – Widen/restripe Foothill Road for 3 southbound lanes and eliminate the crosswalk crossing Foothill Road

The 1996 General Plan assumes three lanes southbound on Foothill Road between I-580 and Stoneridge Drive. The Year 2025 scenarios that include some of the 1996 General Plan road widenings assume that there are three continuous southbound lanes on Foothill Road approaching this intersection.

There is an existing crosswalk at this intersection crossing Foothill Road on the south leg of the intersection. There is no sidewalk, pedestrian path, but stop, housing or other destination a pedestrian needs to access along the west side of Foothill Road near this intersection. However, the traffic signal must be programmed to accommodate a pedestrian crossing Foothill Road as long as this crosswalk exists. This pedestrian crossing time far exceeds the amount of green time needed by vehicles exiting Laurel Creek Way. This needlessly complicates coordinating this signal with the other signals along Foothill Road, and takes green time away from other residents driving through the intersection. Removing the crosswalk would reduce delay and improve signal coordination along Foothill Road.

Foothill Road at Muirwood Drive / Serenity Terrace

Mitigation - Widen Foothill Road to 4 lanes

The 1996 General Plan includes the widening of Foothill Road to 4 lanes between Stoneridge Drive and Muirwood Drive South. The Year 2025 scenarios that include some of the 1996

General Plan road widenings assume that there are two continuous north and southbound lanes on Foothill Road approaching this intersection.

Foothill Road at Muirwood Drive South

Mitigation - Widen southbound Foothill Road to 2 lanes

The 1996 General Plan includes the widening of Foothill Road to 4 lanes between Stoneridge Drive and Muirwood Drive South. The Year 2025 scenarios that include some of the 1996 General Plan road widenings assume that there are two continuous southbound lanes on Foothill Road approaching this intersection.

Foothill Road at Stoneridge Drive / Laurel Creek Drive

Mitigation – Widen/restripe Foothill Road for 3 southbound lanes and upgrade traffic signal to create a third southbound left turn lane.

The 1996 General Plan assumes three lanes southbound on Foothill Road between I-580 and Stoneridge Drive. The Year 2025 scenarios that include some of the 1996 General Plan road widenings assume that there are three continuous southbound lanes on Foothill Road approaching this intersection.

More than 50% of morning and almost 50% of southbound traffic on Foothill Road turns left onto Stoneridge Drive. The projected left turn volume exceeds 650 vehicle per hour in the Year 2025. Restriping the #1 southbound through lane as a third southbound left turn lane would reduce delay and queuing at the intersection, while maintaining LOS A and B in the remaining southbound through lanes.

Foothill Road at West Las Positas Boulevard

Mitigation – Widen Foothill Road and West Las Positas Boulevard to 4 lanes The 1996 General Plan includes the widening of Foothill Road and West Las Positas Boulevard to 4 continuous lanes approaching this intersection. The Year 2025 scenarios that include some of the 1996 General Plan road widenings assume that there are two continuous north and southbound lanes on Foothill Road and 2 continuous westbound lanes on West Las Positas Boulevard approaching this intersection.

Gibraltar Drive at Chabot Drive

Mitigation - Upgrade traffic signal

The LOS rating improves at this intersection relative to the 2003 LOS because the City changed the traffic signal operation to reduce delay at the intersection in 2005. By eliminating the north/south split phasing, and the east/west left turn arrows, delay was reduced by about 50%. Year 2025 forecasts using "Approved" Pleasanton land development projections indicate that this more efficient signal operation can stay in operation through the Year 2025.

Gibraltar Drive at Willow Drive

Mitigation - Upgrade traffic signal

Due to the relatively low through and left turn volumes on Gibraltar Drive at Willow Drive, eliminating the east/west left turn arrows should safely reduce delay at this intersection through the Year 2025. This delay reduction was recently demonstrated at the intersection of Gibraltar Drive and Chabot Drive.

Hacienda Drive at I-580 Eastbound

Mitigation – Restripe Off-ramp

Full development of the Hacienda Business Park is forecast to increase I-580 off-ramp right turn volumes to over 1,300 vehicles per hour. Restriping the #2 left turn lane to be a left/right turn option lane would significantly reduce congestion and delay at this intersection.

Hacienda Drive at Owens Drive

Mitigation – Restripe intersection and upgrade signal to provide three eastbound and southbound left turn lanes, and eliminate the north crosswalk.

Double left turn lanes are recommended when left turn traffic volumes reach 300 vehicles per hour. The southbound and eastbound left turn volumes at this intersection are forecast to reach about 900 vehicles per hour during peak commute periods. Restriping and reconfiguring the traffic signal to convert the #1 southbound lane on Hacienda Drive, and the #1 eastbound lane on Owens Drive into left turn lanes, lane significantly reduces left turn delay and queuing, while still providing LOS C conditions for southbound and eastbound through traffic.

As at the intersection of Hopyard Road at Owens Drive, the north pedestrian crossing area experiences the highest level of conflicts with through and turning vehicles. The westbound through traffic movement is relatively light, while the time it takes for a pedestrian to cross Hacienda Drive is very long. This disproportionately takes green time away from all of the other people trying to get through this busy intersection. The Year 2025 LOS calculations assume that the north crosswalk at this intersection is removed. This reduces congestion by allowing a shorter green light for westbound traffic, which in turn provides more green time for the heavier directions of travel.

Hacienda Drive at West Las Positas Boulevard

Mitigation - Upgrade traffic signal to unsplit north/south phasing.

Modifying the traffic signal and striping at this intersection so that southbound Hacienda Drive and northbound driveway traffic move simultaneously, will significantly increase the amount of green time available for drivers along West Las Positas Boulevard, thus decreasing stops and delay at the intersection.

Hopyard Road at Del Valle Parkway

Mitigation - Construct new speed sensitive traffic signal

In all Year 2025 scenarios, the flow of traffic along Hopyard Road exceeds the capacity of the stop sign controls at this intersection, resulting in LOS F conditions on Hopyard Road. Stop sign controls have far less capacity than traffic signal control. This was recently demonstrated at Vineyard Avenue at Montevino Drive where traffic backups were eliminated when the signal replaced the previous 4-way stop. A speed sensitive traffic signal would decrease traffic congestion at this intersection, while still controlling speeds along Division Street. The 1996 General Plan shows this intersection as a future traffic signal location.

Hopyard Road at I-580 Eastbound Off-ramp Mitigation – Minor traffic signal upgrade Upgrading the traffic signal to allow eastbound right turn off-ramp traffic to move concurrently with northbound through traffic for an adjustable period of time would make this signal more efficient and thus reduces delay significantly for local traffic.

Hopyard Road at I-580 Westbound Off-ramp

Mitigation - Restripe off-ramp and minor traffic signal upgrade

About 75% of traffic exiting the westbound I-580 off-ramp turns right into Dublin. Modifying the off ramp striping and traffic signal to convert the #2 left turn lane into a left/right turn option lane would reduce congestion and delay at this intersection.

Hopyard Road at Owens Drive

Mitigation – Widen intersection to add an additional east and westbound lane. Narrowing the raised median and widening Owens Drive along the north side of the street would allow eastbound Owens Drive to be striped as a triple left and a through/right lane, and westbound Owens Drive with a left, left/through, and double right turn lanes. This would reduce overall delay at the intersection to LOS D, with some movements still experiencing LOS E and F conditions in the Year 2025.

Hopyard Road at Stoneridge Drive

Mitigation – Restripe intersection and upgrade signal to provide three northbound left turn lanes.

Double left turn lanes are recommended when left turn traffic volumes reach 300 vehicles per hour. The northbound left turn volume at this intersection is forecast to reach about 550 vehicles per hour. The northbound left turn volume represents about 30% of all northbound traffic. Designating one of the three northbound lanes as a left turn only lane, better distributes northbound traffic over the available lanes. Restriping and reconfiguring the traffic signal to convert the #1 northbound lane on Hopyard Road into a left turn lane, lane significantly reduces left turn delay and queuing (down to LOS E), while providing LOS C for northbound through traffic.

Hopyard Road at Valley Trails Drive / Parkside Drive

Mitigation - Minor traffic signal upgrade and striping change option

A coding error may have resulted in the traffic forecast being too high for northbound left turns at this intersection. But if this volume does develop, restriping the northbound #1 through lane as a second northbound left turn lane would solve the congestion problem that would result. With only two northbound lanes south of Valley Avenue, and only two eastbound left turn lanes from Valley Avenue to Hopyard Road, only two northbound through lanes are needed at Parkside Drive. However, staff believes that northbound left turns into the Valley Trails area will distribute themselves between the North and South Valley Trails entries, and a double northbound left turn will probably not be necessary.

Hopyard Road at West Las Positas Boulevard

Mitigation – Restripe intersection and upgrade signal to provide three westbound and northbound left turn lanes.

Double left turn lanes are recommended when left turn traffic volumes reach 300 vehicles per hour. The westbound left turn volume at this intersection is forecast to reach about 700

vehicles per hour. Restriping and reconfiguring the traffic signal to convert the #1 westbound lane on West Las Positas Boulevard into a left turn lane, lane significantly reduces left turn delay and queuing (down to LOS E), while providing LOS D for westbound through traffic.

If the West Las Positas Interchange is constructed, northbound left turn volumes will increase from Hopyard Road to West Las Positas Boulevard. Converting the #1 northbound through lane into a third left turn lane would significantly reduce delay and queuing at the intersection under those circumstances.

Johnson Drive at Providian Way

Mitigation – Minor traffic signal upgrade to remove split phasing and left turn arrows. Due to the relatively low traffic volumes and good visibility, stops and delay can be reduced at this intersection by removing the left turn arrows on Johnson Drive and allowing east and westbound Providian Way traffic to move concurrently.

Main Street at Ray Street

Mitigation – Minor traffic signal upgrade to add protected/permissive southbound left turn arrows.

This intersection is in the Downtown area and is exempt from the City's LOS D standard. However, installing protected/permissive southbound left turn arrows would significantly reduce delay and southbound queuing at peak hours. It is also hoped that the proposed double southbound left turn from Santa Rita Road to Stanley Boulevard will help to reduce delay at Main Street and Ray Street. Protected/permissive left turn phasing is assumed at this intersection in all Year 2025 scenarios.

Main Street at St Marys Street

Mitigation – None – LOS Policy Exempt Downtown Intersection This intersection will operate at LOS E and F conditions in the Year 2025 as a stop sign controlled intersection. The intersection is exempt from the City's LOS D standard and is assumed to remain stop sign controlled in all Year 2025 scenarios.

Santa Rita Road at Black Avenue and Francisco Street

Mitigation – New signal at Francisco Street and eliminate westbound traffic at Black Avenue This mitigation attempts to address two separate problems: pedestrian safety crossing Santa Rita Road at Francisco Street, and morning school congestion at Black Avenue.

Studies show that there is an elevated risk of pedestrian collisions in painted crosswalks crossing busy multi-lane roads. The City has installed extra pedestrian crossing signs, and has created Keep Clear zones to improve pedestrian safety at Francisco Street. But the ultimate solution to this problem is to remove the painted crosswalk, or to install a traffic signal.

A significant amount of traffic traveling to and from Alisal, Amador High, Harvest Park, and Walnut Grove schools, plus morning commuter traffic all try to get through the intersection of Santa Rita Road at Black Avenue during the morning commute period. This creates LOS E conditions under existing conditions, and severe LOS F conditions in future years.

Installing a traffic signal at Francisco Street and Santa Rita Road would significantly improve pedestrian and traffic safety at this intersection. The Alisal school driveway opposite Black Avenue is striped as three in-only lanes. Signalizing Francisco Street provides an opportunity to reroute traffic exiting the Santa Rita Frontage Road opposite Black Avenue, north to exit the frontage road at the new signal at Francisco Street. Eliminating westbound traffic from the frontage road opposite Black Avenue, and eliminating the north crosswalk, would reduce congestion to LOS D in the morning, and LOS C in the afternoon at Black Avenue.

Santa Rita Road at Pimlico Drive/I-580 Ramps

Mitigation - Eliminate the south crosswalk,

The year 2025 LOS calculations assume that the south crosswalk at this intersection is removed. Almost every freeway off-ramp signal in the City prohibits pedestrians from crossing the wide City street at the interchange. This increases pedestrian safety and reduces congestion by eliminating this vehicle/pedestrian conflict at intersections with very heavy turning movements. A pedestrian crossing Santa Rita Road in this crosswalk requires a much longer green light than do the cars exiting the off-ramp. This disproportionately takes green time away from all of the other people trying to get through this busy intersection.

Santa Rita Road at Stanley Boulevard

Mitigation – Convert the #1 southbound through lane into a left turn lane and widen Stanley Boulevard to accept two eastbound lanes.

Under existing conditions, long southbound traffic backups occur during the peak afternoon school and commute hours extending north from the intersection of Main Street and Ray Street (which operates at LOS F), over the Arroyo Del Valle bridge, and through the intersection at Del Valle Parkway. The 1996 General Plan assumed that Stanley Boulevard would be widened to provide two westbound left turn lanes and one through/right lane. To help ease existing and future traffic congestion, the #1 southbound through lane at Stanley Boulevard could be converted to a second southbound left turn lane. This would eliminate the existing southbound merge of two lanes down to one lane over the Arroyo Del Valle bridge, and help reduce congestion at Main Street and Ray Street by drawing away some of the southbound left turn traffic.

Santa Rita Road at Stoneridge Drive

Mitigation – Construct a southbound right turn lane, convert the #1 northbound through lane into a left turn lane (Alternatives A & B), convert the #1 eastbound right turn lane into a third through lane (Alternative C).

All Year 2025 alternatives assume the construction of a new southbound right turn only lane at this intersection.

Alternative Networks A and B assume that the #1 northbound through lane will be restriped as a new left turn lane. About 30% of northbound traffic turns left from Santa Rita Road to Stoneridge Drive during both the peak morning and evening commute periods. This results in significant delays, with drivers often waiting for multiple green lights to get through the intersection even under existing conditions. The two remaining northbound through lanes are forecast to operate at LOS D or better through the year 2025. Alternative C includes the Stoneridge Extension, which reduces the northbound left turn and eastbound right turn volumes at this intersection. Congestion and delay is reduced in this Alternative by maintaining the existing three northbound through and double left turn lane configuration, and converting the #1 eastbound right turn lane (one of two eastbound right turn only lanes) into a third eastbound through lane. This also improves pedestrian safety in the south crosswalk.

Santa Rita Road at Valley Avenue

Mitigation – Add a third southbound and second westbound left turn lane All traffic model forecasts of future traffic conditions assume that a third southbound left turn lane and a second westbound left turn lane will be constructed at this intersection. This project was included in the 1996 General Plan and has been in design since the year 2000. This project involves reconstructing the existing raised medians on Santa Rita Road and widening portions of Valley Avenue east of the intersection. Funding for this project primarily comes from excess NPID traffic mitigation funds.

Stanley Boulevard at Valley/Bernal Avenue

Mitigation – Widen Stanley Boulevard to accept a third eastbound through lane Widening Stanley Boulevard by one lane when the now vacant southeast corner property develops will significantly reduce delay at the intersection. This will allow the lightly used eastbound right turn only lane to be converted into a through/right option lane. Having three eastbound lanes at this intersection was included in the 1996 General Plan.

Stoneridge Drive at I-680 Northbound Off-ramp

Mitigation – Minor traffic signal upgrade

Upgrading the traffic signal to allow northbound right turn traffic to move concurrently with westbound through traffic for an adjustable period of time would make this signal more efficient and thus reduces delay significantly for local traffic.

Stoneridge Drive at Springdale Avenue

Mitigation – Upgrade traffic signal and restripe Springdale Avenue.

The existing signal operations for Springdale Avenue are very inefficient and reduce green time along Stoneridge Drive. Without the West Las Positas Interchange, this is one of the few gateways into the residential tract south of Stoneridge Drive and west of I-680. Restriping the northbound and southbound approaches to allow north/south traffic to flow concurrently, and removing the east crosswalk would reduce overall delay at the intersection, and increase green time on Stoneridge Drive, including the westbound left turn into the residential area. The time it takes a pedestrian to cross Stoneridge Drive in the east crosswalk, directly conflicts with the heavy southbound left turn movement coming out of the mall area. Shifting these pedestrians to the west crosswalk allows them to cross Stoneridge Drive concurrently with the heavy southbound left turn movement, thus freeing up green time for other residents.

Stoneridge Drive at West Las Positas Boulevard

Mitigation – Convert the #3 northeast bound through lane into a right turn only lane. In Alternative C, there is a significant increase in traffic turning right from eastbound West Las Positas Boulevard onto Stoneridge Drive to access the Stoneridge Drive Extension. Congestion and delay is significantly reduced by restriping the #3 eastbound through lane as a right turn only lane.

Stoneridge Mall Road at Deodar Way

Mitigation – Construct new traffic signal and add 2nd northbound left turn In all Year 2025 scenarios, the flow of traffic along Stoneridge Mall Road approaches the capacity of the stop sign controls at this intersection, resulting in LOS E conditions on Stoneridge Mall Road. Stop sign controls have far less capacity than traffic signal control. This was recently demonstrated at Vineyard Avenue at Montevino Drive where traffic backups were eliminated when the signal replaced the previous 4-way stop. Installing a traffic signal and restriping the #1 northbound through lane as a second left turn lane reduces delay at this intersection by about 75%. This should help to draw some traffic off of Canyon Way, and thus help reduce congestion at the intersection of Foothill Road and Canyon Way. It is recommended that this intersection be included in the list of future traffic signals so that it can be included in developer traffic impact fee calculations for construction in the future when needed.

Stoneridge Mall Road at Embarcadero Court

Mitigation – Construct new traffic signal

In all Year 2025 scenarios, the flow of traffic along Stoneridge Mall Road exceeds the capacity of the stop sign controls at this intersection, resulting in LOS F conditions on Stoneridge Mall Road. Stop sign controls have far less capacity than traffic signal control. This was recently demonstrated at Vineyard Avenue at Montevino Drive where traffic backups were eliminated when the signal replaced the previous 4-way stop. Local developers are required to fund the design and construction of a traffic signal at this intersection when signal warrants are met. Existing traffic counts now show that the state and federal warrants for a traffic signal are met.

Sunol Boulevard at Castlewood Drive

Mitigation - Construct new traffic signal

In all Year 2025 scenarios, the flow of traffic along Sunol Boulevard becomes so continuous, that not enough gaps are available for drivers on Castlewood Drive to turn left towards downtown Pleasanton. The 2-1/2 minute delay per vehicle on Castlewood Drive creates LOS F conditions at the intersection.

This is a gateway into the City and is used by existing and future cut-through traffic. But it is also along one of the few routes residents in southwest Pleasanton have to access the rest of Pleasanton. Installing a 3-way stop would significantly reduce delay for these Pleasanton residents, but in future years, it may back-up traffic through the Sunol Boulevard at I-680 southbound intersection. The state and federal warrants for installing a 3-way stop are currently met by 116%.

It is recommended that a 3-way stop be initially installed to reduce delay for Pleasanton residents. It is also recommended that this intersection be included in the list of future traffic signals so that it can be included in developer traffic impact fee calculations for construction in the future if traffic does indeed backup into the I-680 interchange. Building a traffic signal here

would further reduce delay for Pleasanton residents, and can provide a means of metering inbound cut-through traffic using the more heavily traveled Pleasanton-Sunol Road.

Sunol Boulevard at I-680 Northbound Ramps

Mitigation - Construct new traffic signal

In all Year 2025 scenarios, the flow of traffic along Sunol Boulevard becomes so continuous, that not enough gaps are available for drivers coming off of the northbound I-680 off-ramp. This increases traffic risks for all drivers at the intersection as off-ramp traffic tries to force its way across Sunol Boulevard through inadequate gaps in 45 MPH traffic.

This is a gateway into the City and is used by existing and future cut-through traffic. But about 1/3 of the off-ramp traffic is local resident traffic. Building a traffic signal here would increase traffic safety at the intersection, and would reduce delay for Pleasanton residents. Cut-through traffic will be delayed downstream at Sunot Boulevard and Sycamore Road and at Bernal Avenue. The 1996 General Plan shows this intersection as a future traffic signal location.

Sunol Boulevard at I-680 Southbound Ramps

Mitigation - Construct new traffic signal

In all Year 2025 scenarios, the flow of traffic along Sunol Boulevard becomes so continuous, that not enough gaps are available for drivers coming off of the southbound I-680 off-ramp. This increases traffic risks for all drivers at the intersection as off-ramp traffic tries to force its way across Sunol Boulevard through inadequate gaps in 45 MPH traffic.

This is a gateway into the City and is used by existing and future cut-through traffic. But most of the off-ramp traffic is local resident and employee traffic. Installing a 3-way stop here would increase traffic safety at the intersection, and would control cut-through traffic volumes. However, by the Year 2025 forecast show that a traffic signal would be necessary to avoid LOS F conditions. Cut-through traffic will be delayed downstream at Sunol Boulevard and Sycamore Road and at Bernal Avenue. The 1996 General Plan shows this intersection as a future traffic signal location.

It is recommended that a 3-way stop be initially installed to improve traffic safety and limit cutthrough traffic at this intersection. It is also recommended that this intersection be included in the list of future traffic signals so that it can be included in developer traffic impact fee calculations for construction in the future if traffic delays begin to impact residents in southwest Pleasanton.

Sunol Boulevard at Sycamore Road

Gateway Traffic Metering - LOS Policy Exemption

All Year 2025 traffic model forecasts assume full occupancy of the Applied Biosystems site. Under these conditions, traffic delays increase to LOS E and F conditions. The traffic model has been set to calculate LOS conditions assuming enough green time will be given to east/west traffic to clear local traffic in one green light, and whatever time is left over will be given to inbound traffic on Sunol Boulevard which contains 50% or more cut-through traffic at this intersection. This policy helps to minimize local resident delay, while also limiting cutthrough traffic volumes. However, favoring the local residents on Sycamore Road will increase delay on Sunol Boulevard during the evening commute period, and the overall intersection LOS degrades to LOS E and F conditions. Allowing this gateway to be constrained requires a gateway LOS exemption of the citywide LOS D standard.

Valley Avenue at Blackbird Drive / Northway Road (W)

Mitigation - Construct new traffic signal

In all Year 2025 scenarios, the flow of traffic along Valley Avenue exceeds the capacity of the stop sign controls at this intersection, resulting in LOS F conditions on Valley Avenue. Stop sign controls have far less capacity than traffic signal control. This was recently demonstrated at Vineyard Avenue at Montevino Drive where traffic backups were eliminated when the signal replaced the previous 4-way stop. Installing a traffic signal at this intersection would improve pedestrian safety, while reducing delay for Pleasanton residents, and would also help to reduce traffic diversion onto Black Avenue and Del Valle Parkway.

Valley Avenue at Busch Road

Mitigation - Construct second westbound right turn lane

If Busch Road is extended to El Charro Road, and El Charro Road provides a connection to Stanley Boulevard, a second westbound right turn lane will need to be constructed for traffic turning from Busch Road to Valley Avenue. This mitigation is assumed in all scenarios that include the Busch Road and El Charro Road extensions.

Valley Avenue at Crestline Road

Mitigation - Construct new traffic signal

In all Year 2025 scenarios, the flow of traffic along Valley Avenue exceeds the capacity of the stop sign controls at this intersection, resulting in LOS F conditions on Valley Avenue. Stop sign controls have far less capacity than traffic signal control. This was recently demonstrated at Vineyard Avenue at Montevino Drive where traffic backups were eliminated when the signal replaced the previous 4-way stop. Installing a traffic signal at this intersection would improve pedestrian safety, while reducing delay for Pleasanton residents, and would also help to reduce traffic diversion onto Black Avenue and Del Valle Parkway.

Valley Avenue at Hansen Drive

Mitigation – Construct new traffic signal

In all Year 2025 scenarios, the flow of traffic along Valley Avenue exceeds the capacity of the stop sign controls at this intersection, resulting in LOS F conditions on Valley Avenue. Stop sign controls have far less capacity than traffic signal control. This was recently demonstrated at Vineyard Avenue at Montevino Drive where traffic backups were eliminated when the signal replaced the previous 4-way stop. Installing a traffic signal at this intersection would improve pedestrian safety, while reducing delay for Pleasanton residents. The 1996 General Plan shows this intersection as a future traffic signal location.

Valley Avenue at Koll Center Parkway (N)

Mitigation - Striping change and traffic signal upgrade

The existing signal operations for Koll Center Parkway are very inefficient and reduce green time along Valley Avenue. Restriping the eastbound and westbound approaches to allow east/west traffic to flow concurrently would reduce overall delay at the intersection, especially for residents along Valley Avenue.

Valley Avenue at Koll Center Parkway (S)

Mitigation - Construct new traffic signal

In all Year 2025 scenarios, the flow of traffic along Valley Avenue becomes so continuous, that not enough gaps are available for drivers on Koll Center Parkway to turn left or continue straight through the intersection. The extreme delay on Koll Center Parkway (up to 10 minute delays) creates LOS D conditions at the intersection overall and reduces traffic safety. Installing a traffic signal at this intersection would improve traffic and pedestrian safety, however it would increase stops and delay along Valley Avenue. Safety could be improved and delay reduced by restricting Koll Center Parkway (south) drivers to right turns only during the morning and evening perk hours. However, staff anticipates opposition from local businesses and the fairgrounds to such restrictions.

Valley Avenue at Paseo Santa Cruz (N)

Mitigation - Construct new traffic signal

In all Year 2025 scenarios, the flow of traffic along Valley Avenue exceeds the capacity of the stop sign controls at this intersection, resulting in LOS F conditions on Valley Avenue. Stop sign controls have far less capacity than traffic signal control. This was recently demonstrated at Vineyard Avenue at Montevino Drive where traffic backups were eliminated when the signal replaced the previous 4-way stop. Installing a traffic signal at this intersection would improve pedestrian safety, while reducing delay for Pleasanton residents. The 1996 General Plan shows this intersection as a future traffic signal location.

Valley Avenue at Paseo Santa Cruz (S)

Mitigation - Construct new traffic signal

In all Year 2025 scenarios, the flow of traffic along Valley Avenue exceeds the capacity of the stop sign controls at this intersection, resulting in LOS F conditions on Valley Avenue. Stop sign controls have far less capacity than traffic signal control. This was recently demonstrated at Vineyard Avenue at Montevino Drive where traffic backups were eliminated when the signal replaced the previous 4-way stop. Installing a traffic signal at this intersection would improve pedestrian safety, while reducing delay for Pleasanton residents. The 1996 General Plan shows this intersection as a future traffic signal location.

Vineyard Avenue at Ruby Hill Boulevard

Gateway Traffic Metering – LOS Policy Exemption

All traffic model forecasts assume that westbound traffic on Vineyard Avenue will be metered in the morning to allow no more than 200 vehicles per hour to enter the City from the east. This requires a gateway LOS exemption as this may result in high enough delays on the westbound approach to the intersection that overall intersection delay exceeds LOS D. Without metering, traffic volumes along the Vineyard Corridor may increase by up to 1,000 vehicles per hour and traffic volumes and delays downstream from Vineyard Avenue would also increase.

West Las Positas Boulevard at Muirwood Drive

Mitigation – Construct new speed sensitive traffic signal

In all Year 2025 scenarios, the flow of traffic along West Las Positas Boulevard exceeds the capacity of the stop sign controls at this intersection, resulting in LOS F conditions on West Las Positas Boulevard. Traffic already backs up at this intersection during the morning peak school traffic period as was mentioned by residents at neighborhood workshops. These stop sign controls have far less capacity than traffic signal control. This was recently demonstrated at Vineyard Avenue at Montevino Drive where traffic backups were eliminated when the signal replaced the previous 4-way stop. Installing a speed sensitive traffic signal at this intersection would improve pedestrian safety, while reducing delay for Pleasanton residents.

West Las Positas Boulevard at Payne Road

Mitigation – Construct new traffic signal

In all Year 2025 scenarios, the flow of traffic along West Las Positas Boulevard becomes so continuous, that not enough gaps are available for drivers on Payne Road to turn left at the intersection. The extreme delay on Payne Road creates LOS F conditions at the intersection. Limiting Payne Road drivers to right turns only would increase safety and reduce overall delay at the intersection, but would probably increase traffic on Singletree Way and Dorman Road. The 1996 General Plan shows this intersection as a future traffic signal location.

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EXHIBIT G

