EXHIBIT 4. ENGINEERING REPORTS

- 4a. Traffic Impact Study
- 4b. Sewer Design Report
- 4c. Water Design Report

guar.

- 4d. Concept Drainage Report
- 4e. Geotechnical Report

EXHIBIT 4a. Traffic Impact Study

Jordan Townhomes

Traffic Impact Study

NEC Jordan Road and NavaHopi Road Sedona, Arizona

June 2023 Project No. 21-1970

Prepared For: **MICM Sedona Jordan Lofts Project LP** 102 South Mikes Pike Flagstaff, AZ 86001

For Submittal to: City of Sedona

Prepared By:

CivTech

10605 North Hayden Road Suite 140 Scottsdale, Arizona 85260 480-659-4250

JORDAN TOWNHOMES TRAFFIC IMPACT STUDY

NEC JORDAN ROAD AND NAVAHOPI ROAD SEDONA

Prepared for:

MICM Sedona Jordan Lofts Project LP 102 South Mikes Pike Flagstaff, Arizona 86001

For Submittal to:

City of Sedona

Prepared by:



CivTech Inc.

10605 North Hayden Road, Suite 140 Scottsdale, Arizona 85260

Office: 480-659-4250 Fax: 480-659-0566 info@civtech.com



June 2023 CIVTECH PROJECT NO. 21-1970

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INTRODUCTION

The Jordan Townhomes project are 19 townhomes proposed on 89,558-square foot/2.06-acre Coconino County Assessor Parcel Number (APN) 40158001A in the City of Sedona, Arizona. The proposed project will be located on the northeast corner of the intersection of Jordan Road and Navahopi Road. A new local east-west street, one-block long Harris Court, will be constructed to provide a paved access to the 19 dwelling units (DUs) to be located on either side of the road and a connection between Jordan Road and Quail Tail Trail and Wilson Canyon Road.

The 19 townhomes will be a mix of 3- and 4-bedroom (BR) units with three floor plans (six 3-BR "B" units, eight 3-BR "C" units, and five 4-BR "E" units). The City's 2017 Future Land Use Map shows the parcel planned for Medium & High Density Multi Family land use of 4 to 12 DUs/acre. An easement for Harris Court through the site is expected to be 19.252 square feet/0.44 acres, leaving the net area on which the 19 DUs will be provided to be 1.614 acres, yielding a proposed density of approximately 11.77 DUs/net acre. One site access, Harris Court, is proposed and each townhome will have its own driveway.

STUDY PURPOSE AND REQUIREMENTS

CivTech was retained by MICM Sedona Jordan Lofts Project LP to prepare this traffic study. The purpose of this study is to address traffic and transportation impacts of the proposed development on the surrounding streets and intersections. This report was prepared in conformance to the City's Traffic Impact Study (TIS) requirements, which are found in Section 14.10 of the Sedona City Code. Since the Client proposes more than 10 dwelling units (DUs), per subsection 14.10.050A, a TIS *shall* be submitted for the project.

STUDY AREA

Sedona requires that the study area include "Adjacent intersections and roadway access points with 300 feet of the parcel being developed." Sedona also requires the study to consider "Existing and likely pedestrian and vehicular traffic patterns between proposed and existing business and residential areas within 500 feet minimum of the parcel being developed." Therefore, the study area has been defined as the segment of Jordan Road from 500 feet south of Navahopi Road (i.e., the south property line) to 500 feet north of the northern site property line. This segment of road includes three intersections: at Hillside Avenue on the south, at Navahopi Road, and at Orchard Lane on the north. **Figure 1** is a map of the vicinity that shows the existing study intersections described below.

HORIZON YEAR

To allow adequate time for the City's approval process, CivTech has assumed an opening year of 2024.





EXISTING CONDITIONS

A. PHYSICAL ROADWAY FEATURES

1. GENERAL DESCRIPTION OF LOCATION

CivTech conducted one (1) site visit of the proposed development location on February 7, 2022 to document the existing physical roadway features. Per City guidelines, the following were observed and/or measured and then documented.

<u>Site</u>. The site of the proposed development is on the northeast corner of Jordan Road and Navahopi Road. The site is currently undeveloped land.

<u>Surrounding Land Uses</u>. Directly north, south, and west of the site are single family and multi-family residential homes. Directly east of the site is undeveloped land.

2. <u>TYPE OF EXISTING ROADWAYS</u>

The existing roadway network within the study area includes Jordan Road, Orchard Lane, Navahopi Road, and Hillside Avenue. Jordan Road is classified by the city as a major collector roadway; the others are all local roads. These roadway classifications were obtained from the City of Sedona *Transportation Master Plan*, dated 2018. All are public roads.

3. EXISTING ROADWAY GEOMETRICS

Jordan Road is a paved north-south two-lane roadway with one lane in each direction of travel. Within the vicinity of the site, Jordan Road provides sidewalk, curb, and gutter facilities on the west side of the road and no edge treatment on the east side of the road. Jordan Road begins to the south at State Route 89A (SR 89A), where it is wider to allow on-street parking for the Uptown commercial area establishments it serves on both sides of the road. Jordan Road narrows to the above cross-section after crossing Schnebly Road. Commercial uses end and residential uses begin along Jordan Road south of Capital Butte Road. Jordan Road continues to the north, terminating at Park Ridge Drive.

Orchard Lane is a paved east-west two-lane roadway with one lane in each direction of travel. Within the vicinity of the site Orchard Lane provides curb and gutter facilities on both sides of the roadway. Orchard Lane begins to the west at Tonto Road and continues east terminating at Jordan Road.

Navahopi Road is a paved east-west two-lane local roadway with one lane in each direction of travel. Within the vicinity of the site Navahopi Road does not provides curb or gutter facilities on either side of the roadway. Navahopi Road begins to the west at Coronado Trail/Eagle Nest Lane and continues east terminating at Jordan Jordan Road.

Hillside Avenue is a paved east-west two-lane local roadway with one lane in each direction of travel. Within the vicinity of the site, Hillside Avenue does not provide curb or gutter facilities on either side of the roadway. Hillside Avenue begins at Jordan Road and continues west terminating at Mountain View Drive.



4. EXISTING TYPE AND CONDITION OF PAVEMENT SURFACE

All study roadways are surfaced with asphalt and appeared to be in good condition when observed on February 7, 2022. CivTech reviewed historical online aerial photography and discovered that Orchard Lane was in poor condition with a lot of cracking as recently as the summer of 2017 and that it has since received a new surface. Navahopi Road was also resurfaced in the late spring/early summer on 2017. CivTech cannot report on the pavement structural sections of these roadways, which, as public roadways should be a matter of record at the city.

5. EXISTING TRAFFIC CONTROLS

Existing traffic controls along the study roadways are described in detail below in their own section of the report.

6. AVAILABLE AND REQUIRED STOPPING SIGHT DISTANCES FROM POINT OF ACCESS TO HIGHWAY

Adequate sight distance must be provided at intersections. A sight triangle is the area encompassed by the line of sight from a stopped vehicle on the minor roadway to the approaching vehicle on the major roadway; there must be sufficient unobstructed sight distance along both approaches of a street or driveway intersection and across their included corners to allow operators of vehicles to see each other in time to prevent a collision. There must also be sufficient sight distance along the major street to allow a driver intending to turn left into the site to see a vehicle approaching in the opposite direction.

CivTech found online a city permit form referencing Article 910.9 and Figure 9.43 of the city's Land Development Code. Dated March 2011, the requirement clearly spelled out that sight triangles of 30 feet per side were required from the property lines at intersections, such as Harris Court. CivTech could find the same requirement in the current City Code in Article 10.15.120 without an accompanying diagram. Article 10.15.120.A.1 defines it thus, "There shall be provided an unobstructed view across the triangle formed by joining points measured 30 feet distance along the property lines from the intersection of two streets."

To supplement the City Code, CivTech used the methodology of the latest (7th) edition of the American Association of State Highway and Transportation Officials' (AASHTO) *A Policy on Geometric Design of Highways and Streets* (the AASHTO "Green Book")guidelines outlined in the AASHTO Green Book, to calculate the appropriate sight distances for the left- and right-turn movements from Harris Court onto Jordan Road and from southbound Jordan Road into the site entrance, Harris Court/ Access A.

Recommended sight distances per the AASHTO for movements to and from the site entrances are summarized in **Table 1**. The AASHTO calculations are included in **Appendix B**.

Intersection	Posted/ Design Speed	Stopping Sight Distance on Jordan Road	Case B1 On Harris Court to Right	Case B2/B3 On Harris Court to Left	Case F On Jordan Road Ahead)
Jordan Road at Harris Court	25 mph/40 mph	305	475	415	355

TABLE 1 – REQUIRED SIGHT DISTANCES (FEET)

CivTech recommends that sight visibility triangles at the site driveway be provided per AASHT0 guidelines, with 475 feet to the right of Harris Court, the site access, and 415 feet to the left of Harris



Court. Per AASHTO guidelines, there should be a sight distance of 355 feet in front of a vehicle approaching to make a left turn from Jordan Road into Harris Court.

Also, per Article 10.15.120.A.2, "Within the area of the triangle there shall be no sight-obscuring or partly obscuring earthen material, wall, fence, sign, foliage or other obstruction higher than 24 inches above curb grade or, in the case of trees, foliage lower than six feet."

7. ADJACENT INTERSECTIONS AND ROADWAY ACCESS POINTS WITH 300 FEET OF THE PARCEL BEING DEVELOPED

The intersection of **Jordan Road and Orchard Lane** operates as an unsignalized three-legged intersection with stop control on the eastbound approach and free movement on the northbound and southbound approaches. The northbound approach consists of one (1) shared left-turn/through lane. The southbound approach consists of one (1) shared through/right-turn lane. The eastbound approach consists of one (1) shared left-turn/right-turn lane. The eastbound approach consists of one (1) shared left-turn/right-turn lane. The eastbound approach consists of one (1) shared left-turn/right-turn lane. Designated pedestrian crosswalks are not provided along any legs of the intersection.

The intersection of **Jordan Road and Navahopi Road** operates as an unsignalized three-legged intersection with stop control on the eastbound approach and free movement on the northbound and southbound approaches. The northbound approach consists of one (1) shared left-turn/through lane. The southbound approach consists of one (1) shared through/right-turn lane. The eastbound approach consists of one (1) shared left-turn/right-turn lane. The eastbound approach consists of one (1) shared left-turn/right-turn lane. The eastbound approach consists of one (1) shared left-turn/right-turn lane. The eastbound approach consists of one (1) shared left-turn/right-turn lane. The eastbound approach consists of one (1) shared left-turn/right-turn lane. Designated pedestrian crosswalks are not provided along any legs of the intersection.

The intersection of **Jordan Road and Hillside Avenue** operates as an unsignalized three-legged intersection with stop control on the westbound approach and free movement on the northbound and southbound approaches. The northbound approach consists of one (1) shared through/right-turn lane. The southbound approach consists of one (1) shared left-turn/through lane. The westbound approach consists of one (1) shared left-turn/through lane. The westbound approach consists of one (1) shared left-turn/through lane. The westbound approach consists of one (1) shared left-turn/through lane. The westbound approach consists of one (1) shared left-turn/through lane. The westbound approach consists of one (1) shared left-turn/right-turn lane. Designated pedestrian crosswalks are not provided along any legs of the intersection.

The existing intersection lane configurations and traffic controls are illustrated in Figure 2.

B. TRAFFIC CHARACTERISTICS

1. EXISTING ANNUALIZED AVERAGE DAILY TRAFFIC (AADT)

AADT is defined as the average 24-hour traffic volume at a given location over a full 365 days (i.e., 1 year). No transportation agency actually records such data on every one of its streets: to do so would be cost prohibitive for any agency. The City of Sedona does, however, require such data to be reported in traffic studies for new development. In lieu of recording data for a full year, after a discussion with the Assistant City Engineer, CivTech engaged Field Data Services of Arizona, Inc. (FDS-AZ) to record traffic volumes three days of bi-directional traffic volumes on Jordan Road south of Navahopi Road from January 27-29, 2022 and to assume that the results were on an order-of-magnitude basis representative of the AADT on Jordan Road. The three-day average was 941 vehicles per day (vpd) on Jordan Road south of Navahopi Road with a nearly even split northbound and southbound. Of the three days of data, the highest volume was recorded on Saturday, January 29, with 1,005 vpd and the lowest volume recorded on Thursday, January 27. Data sheets for all traffic volume data obtained for this study have been included in **Appendix C**.





Figure 2: Existing Lane Configurations and Traffic Controls



Jordan Townhomes - Traffic Impact Study

2. EXISTING VEHICLE CLASSIFICATIONS

CivTech noted previously that Jordan Road terminates at Park Ridge Drive north of the site. Park Ridge Drive is not a through street, serving approximately 20 large-lot/custom homes to the east of Jordan Road and fewer than ten homes to the west. However, beyond the homes to the west, the Brins Mesa Trailhead is approximately one-half mile north of the cul-de-sac that marks the end of Park Ridge Drive. Visitors and local residents use Jordan Road to access the trailhead. Few medium-sized trucks and even fewer heavy trucks or tractor trailers could be expected to use Jordan Road adjacent to the development site and the recorded data bears this out. A review of the vehicle classification data found in **Appendix B** reveals that 81.4% of the vehicles traveling along Jordan Road are cars or cars with trailers. The remaining vehicles were two-axle vehicles: 10.1% were long 2-axle vehicles, 8.2% were 6-tire vehicles with two axles, and 0.3% (9 vehicles total) were classified as buses.

3. EXISTING PEDESTRIAN AND BICYCLE ACTIVITY

FDS-AZ also recorded for CivTech at three (3) study intersections within the project vicinity peak hour volume turning movement counts. These counts (see next section) were recorded from 7:00-9:00 AM and 4:00-6:00 PM on Thursday, January 27, 2022. The daily counts (recorded by machine with hoses across the roadway) did not detect any bicycles; however, bicycles and pedestrians were recorded during the peak hours at two of the three study intersections. During the observed peak hours, the data of which is also in **Appendix C**, there were 22 pedestrians observed between 4 and 6 PM on Thursday January 27 crossing Orchard Lane along Jordan Road; 6 pedestrians were observed earlier that day (7-9 AM) at the same intersection. On Saturday January 29, during the 4 hours recorded, there were 39 pedestrians and 2 bicycles recorded crossing Orchard Lane along Jordan Road. At Navahopi Road, no bicycles were observed on either day; 20 and 14 pedestrians were recorded on Thursday and Saturday during the observed time periods.

Additionally, Pedestrian traffic was also observed during a one-hour site visit on Monday February 7, 2022; these pedestrians included joggers and people walking pets. During the hour starting at 8:00 AM four (4) pedestrians were observed, all traveling from south to north.

4. EXISTING PEAK HOUR TURNING MOVEMENTS

As noted, weekday AM and PM peak period turning movement counts were conducted on Thursday, January 27, 2022 at three study intersections along Jordan Road within 500 feet of the proposed development, as identified previously: at Navahopi Road, at Orchard Lane, and at Hillside Avenue. FDS-AZ also recorded traffic volumes at these intersections from 11:00 AM to 3:00 PM on Saturday, January 29, 2022.

The existing traffic volumes observed for this study are presented in **Figure 3** for the weekday AM and PM peak hours and the weekend peak hour. All traffic observed during site visit where personal vehicles with the exception of garbage collecting trucks.

5. EXISTING ROADWAY OR INTERSECTION CAPACITY

The ITE publication, *Guidelines for Residential Subdivision Street Design* (1983) describes a local street, the function of which is to serve abutting residential land uses, as typically carrying average daily traffic volumes (ADTs) of 100 to 1,500 vpd. The primary purpose of a collector street, such as





Figure 3: Existing Traffic Volumes



Jordan Townhomes - Traffic Impact Study

Jordan Road, is to intercept traffic from local streets and carry it to the nearest major street. A secondary purpose of a collector street is to serve abutting land uses. The typical ADT on a collector street ranges from 1,500 to 3,500 vpd. As noted, Jordan Road carries approximately 950 to 1,000 vpd; thus, there is capacity for the expected additional trips generated by the Jordan Townhomes documented below.

6. EXISTING ROADWAY OR INTERSECTION CAPACITY AND LEVEL OF SERVICE, INCLUDING ALL MOVEMENTS ANALYSIS

The concept of level of service (LOS) uses qualitative measures that characterize operational conditions within the traffic stream. The individual levels of service are described by factors that include speed, travel time, freedom to maneuver, traffic interruptions, and comfort and convenience. Six levels of service are defined for each type of facility for which analysis procedures are available. They are given letter designations A through F, with LOS A representing the best operating conditions and LOS F the worst. Each level of service represents a range of operating conditions. Levels of service for intersections are defined within ranges of average

TABLE 2 – INTERSECTION LEVEL OF
SERVICE CRITERIA

Level of	Control Dela	ay (sec/veh)
Service	Signalized	Unsignalized
Α	≤ 10	≤ 10
В	> 10-20	> 10-15
С	> 20-35	> 15-25
D	> 35-55	> 25-35
Е	> 55-80	> 35-50
F	> 80 (or v/c>1)	> 50 (or v/c>1)

Source: Exhibits 19-8, 20-2, 21-8, and 22-8, Highway Capacity Manual, 6th Edition (2016)

control delay per vehicle, the number of seconds a vehicle can expect to wait due to the presence of a traffic control device. **Table 2** lists the level of service criteria for signalized and unsignalized intersections.

Synchro 11 software using the methodologies of the latest (6th) edition of the *Highway Capacity Manual* (HCM 2016) were used to calculate average per-vehicle control delays, from which movement, approach, and overall intersection levels of service are determined. The methods take into account lane geometry, traffic volumes, and traffic control (two-way stop, all-way stop, or signal). Synchro's analysis worksheets report individual movement delay/LOS and overall delay/LOS for signalized intersections. Results of the existing, no build, and build scenarios level of service analyses conducted for the proposed development are summarized in **Table 3** for the AM and PM peak hours. The analysis worksheets are included in **Appendix D**.



ID	Intersection	Intersection Control	Approach/ Movement	2022 LOS AM(PM)[Saturday]
1	Jordan Road & Orchard Lano	One-Way Stop	NB Shared Left/Thru	A (A) [A]
1		(Westbound)	EB Shared Left/Right	A (A) [A]
2	Jordan Road & Navahoni Road	One-Way Stop	NB Shared Left/Thru	A (A) [A]
2		(Westbound)	EB Shared Left/Right	A (A) [A]
2	Jordan Road & Hillsido Avonuo	One-Way Stop	SB Shared Left/Thru	A (A) [A]
5		(Eastbound)	WB Shared Left/Right	A (A) [A]

TABLE 3 – EXISTING PEAK HOUR LEVELS OF SERVICE

The results of the capacity analysis of existing conditions summarized in **Table 3** indicate that the study intersections currently operate at overall and approach acceptable levels of service with the existing lane configurations and traffic controls.

7. THREE YEARS OF HISTORICAL CRASH DATA

Each summer CivTech obtains from the Arizona Department of Transportation crash data for the entire State for the prior calendar year. CivTech conducted its research for the years of 2018, 2019, or 2020, the latest calendar year for which data is available and could find *no* crashes reported on Jordan Road or at any of the three study intersections.

8. EXISTING AND LIKELY PEDESTRIAN AND VEHICULAR TRAFFIC PATTERNS

The full description of this issue in the City's traffic impact study (TIS) requirements is "Existing and likely pedestrian and vehicular traffic patterns between proposed and existing business and residential areas within 500 feet minimum of the parcel being developed" with a following note indicating that, "The city engineer may expand the minimum size area to be included in this analysis if the size and/or type of the proposed development warrants such expansion." To address this, CivTech notes the following:

The only non-residential land use along Jordan Road within 500 feet of the development site is the Sedona heritage Museum/Jordan Historical Park on the west side of Jordan Road north of orchard Lane. Residents of the new development will be able to walk there, using the sidewalk being constructed by the developer for part of the way and/or crossing Jordan Road and using the existing sidewalk on the west side that extends north to the museum driveway. To visit friends that live in the immediate area, they will be able to use the sidewalk on the west side of Jordan Road: it extends south all the way to SR 89A. South of Schnebly Road, there is also sidewalk on the east side of Jordan Road. For friends that live to the east, they will be able to walk along Harris Court to Quail Tail Trail, which will have sidewalk only at the intersection. Access to businesses, such as supermarkets will be via personal motor vehicle using Jordan Road, since the use of other side streets is inconvenient since they all lead back to Jordan Road.

C. SPEED CHARACTERISTICS

1. PREVAILING 85TH PERCENTILE SPEED

FDS-AZ recorded for CivTech the speeds of vehicles on Jordan Road. The prevailing 85th percentile speed, the speed at which speed limits are often set, was 30 mph, which means 85% of the vehicles



traveled at 30 mph or less. The 95th percentile speed was 35 mph. Of the 2,823 vehicles recorded over the three days January 27-29, only 13 vehicles traveled at 41 mph or greater and another 101 traveled between 36 and 41 mph.

2. POSTED SPEED LIMITS

As noted previously under the subject of traffic controls, where posted, speed limits are 25 mph. The results revealed that the average speed on Jordan Road was 26 mph; however, nearly half (48.7%) of the vehicles were traveling at greater than the posted 25 mph speed limit.

D. EXISTING TRAFFIC CONTROLS

1. PASSIVE CONTROLS (SUCH AS SIGNS AND MARKERS)

<u>Jordan Road</u>. The speed limit of 25 miles per hour (mph) on Jordan Road within the vicinity of the site is posted southbound south of Park Ridge Drive and is again posted just south of Navahopi Road; northbound, it is posted just north of Capital Butte Road. The only other traffic controls on the segment of Jordan Road in the vicinity of the project are double-yellow centerline striping and a "Watch for Animals" warning sign northbound across from the driveway to 615 Jordan Road and approximately where Harris Court. The sign will have to be relocated and replaced when Harris Court is constructed. The corresponding southbound sign is located between the wash bridge and the common driveway serving 735 and 773 Jordan Road and will not be affected by the development.

<u>Navahopi Road</u>. The speed limit of 25 mph on Navahopi Road is posted westbound at its intersection with Van Deren Road; eastbound it is posted just east of Ridge Road. The only other traffic controls on the segment of Navahopi Road in the vicinity of the project are double-yellow centerline striping and, as noted above, a stop sign on eastbound Navahopi Road approaching Jordan Road.

<u>Orchard Lane and Hillside Avenue</u>. There is no posted speed limit on either Orchard Lane or Hillside Road. Under Arizona Revised Statutes 28-701, "any speed in excess of the following speeds is prima facie evidence that the speed is too great and therefore unreasonable...twenty-five miles per hour in a business or residential district." Therefore, CivTech assumes each has a speed limit of 25 mph within the vicinity of the site. Neither is striped longitudinally. As noted above, both have stop signs on their approaches to Jordan Road; only Orchard Lane has a striped stop bar on it approach.

2. ACTIVE CONTROLS (SUCH AS TRAFFIC SIGNALS)

As can be seen from the above descriptions of the study roadways and intersections, there are no active traffic controls in place within the study area.

3. <u>LIGHTING</u>

There is no roadway lighting along Jordan Road or at any of the three study intersections.

4. <u>CROSSWALKS</u>

Designated pedestrian crosswalks are not provided along any legs of the three study intersections.



5. BICYCLE PATHS OR LANES

There are no marked bicycle paths provided along any of the three study roadways. Per Figure 5 of the City's 2020 *GO! Sedona Pathways Plan*, the entire length of Jordan Road is a proposed pathway. Another proposed pathway is shown along the south side of the development site, linking Jordan Road to Wilson Canyon Road.



PROPOSED DEVELOPMENT E. TRAFFIC GENERATOR CHARACTERISTICS

1. DESCRIPTION OF TRAFFIC GENERATOR

The proposed development is a residential use as described in further detail below.

2. GROSS LAND AREA OF TRAFFIC GENERATOR

The project will be developed on an 89,558-SF (2.06 acre) parcel. An easement of 19,252 SF (or 0.44 acres) is required for the construction of Harris Court, leaving a net area of 70,306 SF or 1.614 acres on which the homes will be built.

3. SQUARE FEET OF COMMERCIAL BUILDING SPACE

The proposed development will provide *no* commercial building space.

4. NUMBER OF COMMERCIAL PARKING SPACES.

As a residential use without any commercial building space, there is no need to provide any commercial parking spaces.

5. <u>NUMBER OF DWELLING UNITS, INCLUDING TYPE.</u>

The Jordan Townhomes project consists of 19 townhomes, which will be a mix of 3- and 4-bedroom (BR) units with three floor plans (six 3-BR "B" units, eight 3-BR "C" units, and five 4-BR "E" units). Twelve units will flank either side of the proposed Harris Court, which will be flanked by two (2) buildings on each side. With 19 townhomes on a net of 1.614 ares, this is a density of 11.77 dwelling units per acre. Each townhome will have a driveway to proposed Harris Court. Harris Court will intersect Jordan Road in the west and Quail Tail Trail in the east. Each intersection is analyzed as a part of this study. The proposed development site plan is provided in **Figure 4**.

6. TOTAL NUMBER OF TRIPS PER DAY ANTICIPATED FROM COMPLETED DEVELOPMENT

The potential trip generation for the proposed development was estimated utilizing the latest (11th) edition of the Institute of Transportation Engineers' (ITE) *Trip Generation Manual* (TripGen11) and the 3rd edition of the *Trip Generation Handbook*. TripGen11 contains data collected by various transportation professionals for a wide range of different land uses. The data are summarized in the report and average rates and equations have been established that correlate the relationship between an independent variable that describes the development size and generated trips for each categorized land use. The report provides information for daily and peak hour trips.

The anticipated trip generation is summarized in **Table 4** after **Figure 4**. Detailed trip generation calculations are provided in **Appendix E**. *Please note that CivTech calculated the trip generation is based on an earlier site plan with 24 dwelling units expected, not the 19 units of the most recent site plan; with only the 19 DUs now expected, CivTech calculated that there would be 1 fewer outbound AM peak hour trip, 2 fewer inbound PM peak hour trips, and 4 fewer Saturday peak hour trips, 2 inbound and 2 outbound. The pedstrian counts were unaffected.*





	ITE								AM Distr	ibution	PM Dist	ribution	Sat Dist	ribution
Land Use	Code		ITE Lan	id Use Na	me		Quantity	Units ⁺	In	Out	In	Out	In	Out
Townhomes	220	Apart	ments(Low	-Rise) Not	Close to F	Rail	24	DUs	24%	76%	63%	37%	54% [†]	46% [†]
Townhomes Pedestrian	220	Multifamil	/ Housing (Low-Rise I	Not Close	to Rail)	24	DUs	43%	57%	50%	50%		
	A	DT		AM Peal	k Hour			PM Pea	ak Hour		Sa	nturday F	Peak Hou	r
Land Use	Avg. Rate	DT Total	Avg. Rate	AM Peak In	(Hour Out	Total	Avg. Rate	PM Pea	ak Hour Out	Total	Sa Avg. Rate	aturday F In	Peak Hou Out	r Total
Land Use Townhomes	Avg. Rate 9.55*	DT Total 230	Avg. Rate 1.26*	AM Peak In 7	C Hour Out 23	Total 30	Avg. Rate 1.29*	PM Pea In 20	ak Hour Out 11	Total 31	Avg. Rate 1.27* [†]	aturday F In 16	Peak Hou Out 14	r Total 30

Table 4 – Trip Generation Summary – Entire Development

Notes: *Average rate was calculated by dividing total trips generated using regression equation by the number of units. (See **Appendix E** for details.) +DUs = Dwelling Units ¹Value represents that of single-family detached housing (Land Use Code 210)

A review of the results of the vehicle trip generation calculations summarized in **Table 4** for the 2024 analysis year reveals that the new development could generate 230 total vehicle trips each weekday. Adding these weekday trips to the approximately 1,000 vpd on Jordan Road yields a total of 1,200 to 1,250 vpd, which is well within the range of volumes (1,500-3,500 vpd) expected on a collector roadway.

7. NUMBER OF WEEKDAY PEAK HOUR TRIPS ANTICIPATED FROM COMPLETED DEVELOPMENT

The development could generate 30 trips (7 in/23 out) during the weekday AM peak hour and 31 total vehicle trips (20 in/11 out) during the weekday PM peak hour.

8. NUMBER OF WEEKEND PEAK HOUR TRIPS ANTICIPATED FROM COMPLETED DEVELOPMENT

The development could generate 30 trips (16 in/14 out) during the Saturday peak hour, which typically occurs midday (i.e., between 11 AM and 3 PM).

Please note that, for the Saturday peak hour trip generation, the published ITE average rate is based on only a single data source. Therefore, CivTech applied the Saturday peak hour data from a typical single-family detached housing development to generate conservative and reasonable Saturday peak hour volumes.

9. <u>ANTICIPATED PEAK HOUR TURNING MOVEMENT VOLUME TO OR FROM STREET OR HIGHWAY, AND TO OR</u> <u>FROM TRAFFIC GENERATOR.</u>

A review of the overall area road network reveals that the most direct and, therefore, most convenient route to/from Uptown Sedona and/or to SR 89A is via Jordan Road. Any routes east of the site are through existing neighborhoods with private streets or narrow, low-volume/low-speed public streets not intended for through traffic. Therefore, CivTech has assumed that all site generated trips will depart to or arrive from Jordan Road. Thus, with a single access point proposed (Harris Court at Jordan Road) and Jordan Road having no outlet to the north, all trips will be to and from the south. As a result, the anticipated peak hour turning movements to Jordan Road are the outbound AM, PM, and Saturday peak hour trips noted above: 23 AM out, 11 PM out, 14 Saturday out. Inbound, northbound right turns from Jordan are the inbound trips noted above: 7 AM, 19 PM, 16 Saturday. CivTech notes that the weekday AM and PM peak hour directional splits reflect a typical commuting pattern for residential land uses. CivTech also notes that, since there are streets/routes that link Jordan Road to SR 89A (Apple Avenue, Schnebly Road/Owenby Road) north of its own intersection



with SR 89A, that there may be some dispersion of the site trips on those streets; All trips will begin or end at the new intersection of Jordan Road and Harris Court, designated herein as **Access A**.

10. VOLUME AND DIRECTION OF ANTICIPATED PEDESTRIAN AND BICYCLE TRAFFIC DURING THE PEAK HOUR.

A review of the results of the pedestrian trip generation summarized in **Table 4** for the 2024 analysis year reveals the proposed development could generate 1 total pedestrian trip going south in the AM and 1 total pedestrian trips going back from the south in the PM.

11. DESCRIPTION OF VEHICLE CLASSIFICATIONS ANTICIPATED FOR THE TRAFFIC GENERATOR

The sizable majority, if not all of the vehicles owned and garaged at the Jordan Townhomes are expected to be passenger vehicles, cars, SUVs, pick-ups, etc. No resident is expected to own anything larger and park it in the development. Deed restrictions will prohibit the parking of such vehicles.

12. LEVEL OF SERVICE OF ROADWAY OR INTERSECTION, INCLUDING ALL MOVEMENTS

The full description of this item in the City's TIS requirements is "Level of service of roadway or intersection, including all movements, combining existing and development-generated traffic volumes" noting that "Such levels shall be delineated both without [and with] consideration of roadway and traffic control improvements." However, before *any* such analysis can be conducted, there are intervening steps that must be taken by the traffic engineer after the trip generation is completed in order to develop the turning movements through the study intersections required for the analysis.

<u>Site Trip Assignment</u>. With Jordan Road having no outlet to the north, as noted above, all site trips are assumed to use Jordan Road to the south to depart from and arrive to the site. This trip distribution percentage of 100% of the trips to/from the south was applied to the generated trips to determine the AM, PM, and Saturday peak hour site traffic through the two intersections within the study area that are south of proposed Harris Court: no site trips are expected through the third study intersection, that of Jordan Road and Orchard Lane. The resulting opening year 2024 site trips as distributed to the roadway network are illustrated in **Figure 5**. As noted, the analysis was conducted with results assuming 24 DUs. Since removing one or two trips to the analysis below could not improve the already very good results, CivTech elected not to revise the figure or the analysis to reflect the trips generated by the currently-proposed 19 DUs.

<u>*No-Build Volumes.*</u> CivTech referred to the published ADOT traffic recorded along SR 89A and calculated a negative growth rate between 2018 and 2022. Therefore, CivTech applied an estimated growth factor of 5% per year to the 2022 recorded traffic counts to project turning movements three years hence (2024), or a factor of 1.158 (= 1.05^3). These projected non-site peak hour volumes for the "no-build" scenario for the 2024 analysis year are illustrated in **Figure 6**.

<u>Future Total Traffic Volumes</u>. Summing the site trips and the projected background/non-site peak hour yields "build" scenario or total, with-development traffic volumes. These are illustrated in **Figure 7**.





Figure 5: Site Generated Traffic Volumes





Figure 6: Background Traffic Volumes



Jordan Townhomes - Traffic Impact Study



Jordan Townhomes - Traffic Impact Study

CivTech

Peak hour capacity analyses were conducted for all of the major intersections within the study area. All study area intersections were analyzed using Synchro traffic analysis software and the methodologies previously presented. The overall intersection and approach levels of service are summarized in **Table 5** for the 2024 study year analysis. Detailed analysis worksheets can be found in **Appendix G**.

		Intersection	Approach/	2025 LOS AM(F	PM) [Saturday]
ID	Intersection	Control	Movement	No Build	Build
1	Jordan Road & Orchard Lano	One-Way Stop	NB Left	A (A) [A]	A (A) [A]
L		(Westbound)	EB Shared	A (A) [A]	A (A) [A]
2	Jordan Doad & Navahani Doad	One-Way Stop	NB Left	A (A) [A]	A (A) [A]
2		(Eastbound)	EB Shared	A (A) [A]	A (A) [A]
2	Jordan Doad & Hillsida Avanua	One-Way Stop	SB Left	A (A) [A]	A (A) [A]
5		(Westbound)	WB Shared	A (A) [A]	A (A) [A]
^	Jordan Doad & Harris Court	One-Way Stop	SB Left	A (A) [A]	A (A) [A]
А		(Westbound)	WB Left	A (A) [A]	A (A) [A]

TABLE 5 – FUTURE PEAK HOUR LEVELS OF SERVICE

A. WITHOUT CONSIDERATION OF ROADWAY AND TRAFFIC CONTROL IMPROVEMENTS

The results of the future intersection capacity analysis indicate that all of the study intersections are anticipated to operate at overall and by-approach acceptable levels of service of LOS C or better during the peak hours without consideration of any roadway or traffic control improvements in both the no-build and build scenarios.

B. WITH CONSIDERATION OF ROADWAY AND TRAFFIC CONTROL IMPROVEMENTS

Given the results reported in the prior item, no roadway or traffic control improvements are required at any of the existing study intersections, only those required along the site frontages by the city.

The recommended lane configurations and traffic controls are depicted in **Figure 8** for 2024. *Please note that the only difference between* **Figure 8** *and* **Figure 2** *is that the new intersection of Jordan Road and Harris Court has been added.*

13. PEDESTRIAN GENERATION AND PEDESTRIAN TRAFFIC PATTERNS.

As already noted, the site is expected to generate a single pedestrian during the typical weekday AM and PM peak hours. Saturday data is not available. Given that there are a trailhead less than a mile to the north, a museum almost just across the street, and other residences within walking distances in which a friend may live, it is not possible to identify with any specificity where this one person may be walking to or arriving from. Since he/she is only one person, there is little chance that the sidewalk facilities along Jordan Road or any of the area roadways would be taxed to their capacity, as might happen in a commercial/retail/restaurant area such as Uptown Sedona.





Figure 8: Proposed Lane Configurations and Traffic Controls



Jordan Townhomes - Traffic Impact Study

F. SUMMARY

- 1. <u>PERTINENT DISCUSSION.</u>
 - The Jordan Townhomes project are 19 townhomes proposed on 89,558-square foot/2.06-acre Coconino County Assessor Parcel Number (APN) 40158001A in the City of Sedona, Arizona. The proposed project will be located on the northeast corner of the intersection of Jordan Road and Navahopi Road. A new local east-west street, one-block long Harris Court, will be constructed to provide a paved access to the 12 dwelling units (DUs) to be located on either side of the road and a connection between Jordan Road and Quail Tail Trail and Wilson Canyon Road.
 - The 19 townhomes will be a mix of 3- and 4-bedroom (BR) units with three floor plans (six 3-BR "B" units, eight 3-BR "C" units, and five 4-BR "E" units). The City's 2017 Future Land Use Map shows the parcel planned for Medium & High Density Multi Family land use of 4 to 12 DUs/acre. An easement for Harris Court through the site is expected to be 19.252 square feet/0.44 acres, leaving the net area on which the 19 DUs will be provided to be 1.614 acres, yielding a proposed density of approximately 11.77 DUs/net acre. One site access, Harris Court, is proposed and each townhome will have its own driveway.
 - Three intersections along Jordan Road are located within 300 feet of the proposed Jordan Townhomes (i.e., Orchard Lane, Navahopi Road, and Hillside Avenue), The study area is comprised of these three intersections.
 - CivTech recommends that sight visibility triangles at the site driveway be provided per AASHT0 guidelines, with 475 feet to the right of Harris Court, the site access, and 415 feet to the left of Harris Court. Per AASHTO guidelines, there should be a sight distance of 355 feet in front of a vehicle approaching to make a left turn from Jordan Road into Harris Court.
 - Within the area of the triangle there shall be no sight-obscuring or partly obscuring earthen material, wall, fence, sign, foliage or other obstruction higher than 24 inches above curb grade or, in the case of trees, foliage lower than six feet.
 - No crashes occurred within the study area in the years 2018, 2019, and 2020.
 - The prevailing 85th percentile speed on Jordan Road recorded January 27-29, 2022 was 30 mph; the posted speed limit is 25 mph. The average speed on Jordan Road was 26 mph. Nearly half (48.7%) of the vehicles were traveling at greater than the posted 25 mph speed limit.
 - A review of the vehicle classification data reveals that 81.4% of the vehicles traveling along Jordan Road are cars or cars with trailers. The remaining vehicles were two-axle vehicles: 10.1% were long 2-axle vehicles, 8.2% were 6-tire vehicles with two axles, and 0.3% (9 vehicles total) were classified as buses
 - The new development could generate 230 total vehicle trips each weekday, with 30 trips (7 in/23 out) generated during the weekday AM peak hour, 31 total vehicle trips (20 in/11 out) generated during the weekday PM peak hour, and 30 trips (16 in/14 out) generated during the Saturday peak hour, which typically occurs midday (i.e., between 11 AM and 3 PM). *Please note that these trips were calculated based on an earlier site plan with 24 dwelling units expected and not on the 19 units of the most recent site plan; with only the 19 DUs now expected, there would be 1 fewer outbound AM peak hour trip, 2 fewer inbound PM peak hour trips, and 4 fewer Saturday peak hour trips, 2 inbound and 2 outbound.*



- Adding the weekday trips to the approximately 1,000 vpd on Jordan Road yields a total of 1,200 to 1,250 vpd, which is well within the range of volumes (1,500-3,500 vpd) expected on a collector roadway.
- During the observed peak hours, there were 22 pedestrians observed between 4 and 6 PM on Thursday January 27 crossing Orchard Lane along Jordan Road; 6 pedestrians were observed earlier that day (7-9 AM) at the same intersection. On Saturday January 29, during the 4 hours recorded, there were 39 pedestrians and 2 bicycles recorded crossing Orchard Lane along Jordan Road. At Navahopi Road, no bicycles were observed on either day; 20 and 14 pedestrians were recorded on Thursday and Saturday during the observed time periods.

2. <u>RESULTS OF ANALYSIS</u>

- The results of the capacity analysis of existing conditions conducted by CivTech revealed that the three study intersections currently operate at overall and approach acceptable levels of service with the existing lane configurations and traffic controls.
- The results of the future intersection capacity analysis indicate that all of the study intersections are anticipated to operate at overall and by-approach acceptable levels of service of LOS C or better during the peak hours without consideration of any roadway or traffic control improvements in both the no-build and build scenarios.

3. <u>RECOMMENDATIONS ADDRESSING THE ITEMS LISTED</u>

- a. Maintenance of Existing Levels of Traffic Operations and Traffic Safety As there were no degradations in the overall levels of service or of any movement at the three study intersections, CivTech has no recommendations of mitigation measures to maintain the current levels of service or to improve traffic safety.
- b. Safety Impacts of Vehicles Associated with the Development During the peak hours, the proposed development is expected to add 30 or fewer trips to Jordan Road, an average of just 1 new vehicle every two minutes. The additional trips are not expected to impact the safe operation of Jordan Road, either as a motorway or as a route for pedestrians and bicyclists.
- *c. Timing, Funding and Construction Necessary to Implement These Improvements* No improvements are recommended; thus, this item requires no further response.
- d. All such recommendations shall be consistent with the recommendations and conclusions of the city's Sedona Area Transportation Study as adopted by the council. The recommendations of any traffic impact study submitted prior to the adoption of the Sedona Area Transportation Study shall be consistent with the draft current at the time the traffic impact study is submitted.

CivTech could find at the City's website no document bearing the title *Sedona Area Transportation Study*, either in draft or final form. In January 2018, the City adopted the *City of Sedona Transportation Master Plan* (TMP), a document cited in the study text. Since no mitigation measures are needed or recommended, there is nothing that will be inconsistent with the recommendations and conclusions of the TMP.



LIST OF REFERENCES

- A Policy on Geometric Design of Highways and Streets, 7th Edition. American Association of State Highway and Transportation Officials, 2019.
- *City of Sedona Traffic Impact Study Requirements*. Sedona City Code Section 14.10, City of Sedona, Arizona, Updated through January 2021.
- City of Sedona Transportation Master Plan Final Report. Kimley-Horn and Associates, January 2018
- *Guidelines for Residential Subdivision Street Design*. Institute of Transportation Engineers, Washington, D.C., 1983
- *Highway Capacity Manual, Sixth Edition: A Guide for Multimodal Mobility Analysis.* Transportation Research Board, Washington, D.C., 2018.
- *Manual on Uniform Traffic Control Devices. U.S.* Department of Transportation, Federal Highways Administration, Washington, D.C., 2009.
- Trip Generation Manual, 11th Edition. Institute of Transportation Engineers, Washington, D.C., 2021.
- *Trip Generation Handbook, 3rd Edition*. Institute of Transportation Engineers, Washington, D.C., 2014.



TECHNICAL APPENDICES

- APPENDIX A: REVIEW COMMENTS AND RESPONSES (RESERVED)
- APPENDIX B: SIGHT DISTANCE CALCULATIONS
- APPENDIX C: EXISTING TRAFFIC COUNTS
- APPENDIX D: EXISTING PEAK HOUR ANALYSIS
- APPENDIX E: TRIP GENERATION CALCULATIONS
- APPENDIX F: 2024 NO BUILD PEAK HOUR ANALYSIS
- APPENDIX G: 2024 BUILD PEAK HOUR ANALYSIS



APPENDIX A

REVIEW COMMENTS AND RESPONSES (Reserved)



APPENDIX B

SIGHT DISTANCE CALCULATIONS



	AASHTO Ref §9.5.3.2, p 9-42	§9.5.3.2.1, p 9-43	t _g) Tbl 9-6, p 9-44 Tbl 9-6, p 9-44 Tbl 9-6, p 9-44	See Notes below Thi 0.5 no.37	\$9.5.3.2.1, p 9-44 §9.5.3.2.1, p 9-44	1 Lanes & Median	Eq 9-1, p 9-45					Appendix B March 2022	
Location: Jordan Road, Sedona	Intersection Sight Distances Case <i>B-Intersections with Stop Control on the Minor Road</i>	Case B1-Left Turn from the Minor Road	Design Vehicle Time Gap (t Passenger Car 7.5 sec Single-Unit Tuck 9.5 sec Combination Truck 11.5 sec	Time gap adjustments Add'I lanes to cross (1 st is assumed) Passenger Car 0.5 sec Trucks 0.7 sec Minn Annorch I Innered (Dar each 10, 53%) 0.7 sec	Site data Major Road Lanes on Left Approach Minor Road Approach Upgrade, if >3% 0 %	Time Gap based on site data Design Vehicle Gap+Adj for Approach Grade>3%+Adjs for Add' Passenger Car Single-Unit Tuck 10.2 sec Combination Truck 12.2 sec	ISD to left & right along Major Road ISD=1.47V _{major} t _g (ft)	ISD to Left and Right Passenger Car calculated ISD= 475 ft design ISD= 475 ft	Single-Unit Tuck calculated ISD= 599.8 ft design ISD= 600 ft	Combination Truck calculated ISD= 717.4 ft design ISD= 720 ft		CivTech Page 2 of 4	
	AASHTO Ref	§3.2.6.1, p 3-15 §3.2.6.1, p 3-15	§3.2.6.2, p 3-15 §3.2.6.2, p 3-15 §3.2.6.1, p 3-15	\$9.5.3.2.1, p 9-43 c ² \$3.2.2.2, p 3-4 \$3.2.2.1, p 3-3	not considered) -	Tbl 9-5, p 9-42 9 1 for RVRO[/LI] only) 8 0 for RVRO[/LI] only) 8 0 80		Eq 3-2, p 3-5	Eq 3-3, p 3-5	eft sight igint	s §3.2.2.5, p.3-6	Appendix B March 2022	
Location: Jordan Road, Sedona	Assumptions and/or Givens Elements of Design from AASHTO Driver Eve Height	Tassenger Venicle 3.50 ft Tuck 7.60 ft Objert Hainth	Stopping Sight Distance 2.00 ft Passing Sight Distance 3.50 ft Vehicle Height Distance 4.25 ft Driver Eye Location	From Edge of Major Rd Traveled Way 14.50 ft Deceleration Rate (a) 11.20 ft/sec Passenger Vehicle 11.20 ft/sec Truck NiA ft Brake reaction time (t) 2.50 sec	Site Specific Data (Bike & turn lanes are outside traveled way and are 1 Major Street Design Speed (V _{maio}) Grades - Approaching Minor Street from: (– = approaching downhill) Left (G,)	Hight (Use) Approach Grade Adjustment Factor Left 1.0 Right 1.0 Major Road Through Lanes on Each Approach 1.0 (Use Median Width (in "Lane Equivalents") Minor Road Approach Upgrade, if > 3% Minor Road Access (check restricted)	Otanina Cidt Natana - Orda Dandin Natana 1 Dadina Nitana	stopping signt bistance = brace reaction bistance + braking bistance Neglecting Effect of Grade d=1.47Vt+1.075	With Effect of Grade $d=1.47Vt+\frac{V^2}{200}$		SSD's do not consider design for truck operations, since better visibility is considered to offset longer braking distance.	CivTech Page 1 of 4	

ordan Townhomes	Sight Dist	ance Analysis	Jordan Townhomes Sight Di	stance Analysis
Location: Jordan Road, Sedona			Location: Jordan Road, Sedona	
Intersection Sight Distances (cont'd)			Intersection Sight Distances (cont'd)	
Case B2—Right Turn from the Minor Road		AASHTO Ref §9.5.3.2.2, p 9-47	Case F-Left Turns from the Major Road	AASHTO Ref §9.5.3.6, p 9-56
& <u>Case B3—Crossing Maneuver from the Minor Road</u>		§9.5.3.2.3, p 9-48	Design Vehicle Time Gap (t _g)	
			Passenger Car 5.5 sec	Tbl 9-16, p 9-57
Design Vehicle	Time Gap (t _g)		Single-Unit Tuck 6.5 sec	Tbl 9-16, p 9-57
Passenger Car	6.5 sec	Tbl 9-8, p 9-47	Combination Truck 7.5 sec	Tbl 9-16, p 9-57
Single-Unit Tuck Combination Truck	8.5 sec 10.5 sec	& Tbl 9-10, p 9-49	Time gap adjustments	
			Add'I lanes to cross (1 assumed)	
l ime gap adjustments Add'l lanes to cross (1⁵t is assumed) - Case B	B-3 Only*		Passenger Car 0.5 sec Trucks 0.7 sec	See Notes to Tbl 9-16, p 9-57
Passenger Car	0.5 sec	See Notes		-
Trucks	0.7 sec	below	Site data	
Minor Approacn Upgrade (Per each 1%>3%) Case B-2 Only	01 sec	Thl 9-8 n 9-47	Upposing Lanes (ad)d for x-wide median) 1.0	
Case B-3 Only	0.2 sec	Tbl 9-10, p 9-49	Time Gap based on site data	
			Design Vehicle Gap+Adj for Addl' Opposing Lanes	
Site data			Passenger Car 6.0 sec	
Major Koad Lanes on Lett Approach Minor Road Approach Upgrade. if >3%	1.0 0 %	89.5.3.2.2, p 9-47 89.5.3.2.2, p 9-47	Single-Unit Luck 7.2 sec Combination Truck 8.2 sec	
Time Gap based on site data (sec)	B2 & B3 B3 Only		ISD to front along Major Road ISD=1.47V _{major} ty (ft) Passenger Car calculated ISD=7.352.8 ft	Eq 9-1, p 9-45
Design Vehicle Gap+Adj for Approach Grade>3	3%(+Adjs for Add'l Lane	s & Median for B3)	design ISD= 355 ft	
Passenger Car	7.0 7.0			
single-Unit Luck Combination Truck	9.2 9.2 11.2 11.2		Single-Unit Luck carculated ISU= 4.2.5 ft design ISD= 4.25 ft	
ISD to left (B2/B3) & right (B3) along Major RdSD=1	=1.47V _{major} tg (ft)	Eq 9-1, p 9-45	Combination Truck calculated ISD= 482.2 ft	
-				
 Passenger Car calculated ISD= [−] design ISD=	Isu to Lett isu to ngm (B2 & B3) (B3 Only)		The differences between Case F and Cases B1, B2 & B3 are reduced time gaps and no time gap adjustment for any minor approach upgrade.	§9.5.3.6, p 9-58
			SIGHT DISTANCE SUMMARY	
Single-Unit Tuck calculated ISD=	541.0 541.0		Governing	Combo
Combination Truck calculated ISD=	545 545 6586 6586		Sight Distance Type Case Car SU True Storning	c Truck
	660 660		Without effect of grade 305 N	A N/A
			With effect of grade on left 305 N	A N/A
*Number of major road lanes is irrelevant in Case B	B2.		With effect of grade on right 305 N	A N/A
The differences between Case B1 and Cases B2 &	& B3 are reduced		To Right B1 475 60	0 720
time gaps and time gap adjustment for the minor appr	proach upgrade.	§9.5.3.2.3, p 9-48	To Left B2/B3 415 5-	5 660
			On Major Road F 355 4:	5 485
CivTech		Appendix B		Appendix B
t 50 0 960 L		1 M GI 1 2022		141 CI 1 2022
			_	

APPENDIX C

EXISTING TRAFFIC COUNTS


Intersection Turning Movement Prepared by: Field Data Services of Arizona, Inc. 520.316.6745



Intersection Solution Image: State Solution Image: State<	SERVICES OF Point HBOUND SOUTH HBOUND SOUTH 1 0 0 1 0 0 1 0 0 2 0 0 2 0 0 2 0 0 2 0 0 2 0 0 2 0 0 2 1 0 2 1 0 2 0 0 2 1 0 2 0 0 2 0 0 2 1 0 3<0 0 0 567 0 0	Intersection Turning Movement Field Data Services of Arizona, Inc. Veracit, 520.316.6745 Veracit, N-S STREET: Jordan Rd DATE: 01/27/22 LOCATION: E-W STREET: Orchard Ln DATE: 01/27/22 LOCATION:	NORTHBOUND SOUTHBOUND EASTBOUND V NL NT NR SL ST SR EL ET ER WL LANES: 0 1 0 0 1 0 0 1 0 0	1:00 PM 1:15 PM 1:15 PM 1:15 PM 1:15 PM 2:15 PM 3:15 PM 3:16 PM 3:17 PM 4:35 PM 3:18 PM 3:19 PM 3:10 PM 4:10 PM 5:10 PM 10 PM 11 PM 12 PM 13 PM	G-35 PM G-345 PM TOTAL NL NT NR SL ST SR EL ET ER WL Volumes 21 25 0 0 42 3 1 0 15 0 Approach 45.65 54.35 0.00 0.00 93.33 667 6.25 0.00 93.75 #### Approach 46 / 26 45 / 57 16 / 0 0 PM Peak Hr Begins at: 415 PM PM PEAK 0 0 0 0 PEAK 13 13 0 0.00 96.15 3.85 12.50 0.00 87.50 #### FEAK 13 0 0.00 96.15 3.83 12.50 0.00 87.50 #### FEAK 1 0.813 1 0.813 1 0.567 1 CONTROL: 2-May Stop (EB & WB) 0.813 0.313 0.567 1
	SERV 1 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	ion Turning Movement Prepared by: ARIZONA, INC. Veracitytrafficgroup ATE: 01/27/22 LOCATION: Sedona DAY: THURSDAY PROJECT# 22-1066-001	THBOUND EASTBOUND WESTBOUND ST SR EL ET ER WL WT WR TOTAL 1 0 0 1 0 0 1 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	ST SR EL ET ER WL WT WR TOTAL 17 0 0 0 12 0 0 60 0.00 0.00 0.00 100.00 ### #### #### 12 / 0 0 0 12 / 9 13 0 0 0 0 0 13 45 0.00 0.00 100.00 #### #### #### 45 13 0 0 0 0 0 14 55



/ veracity<mark>traffic</mark>group

Pedestrian & Bicycle Study

Q

N-S STREET: Jordan Rd E-W STREET: Orchard Ln Date: 01/27/22 Day: THURSDAY

City: Sedona Project #: 22-1066-001

		PEDES	TRIANS	
	N-LEG	S-LEG	E-LEG	W-LEG
7:00 AM	0	0	0	0
7:15 AM	0	0	0	0
7:30 AM	0	0	0	0
7:45 AM	0	0	0	1
8:00 AM	0	0	0	2
8:15 AM	0	0	0	0
8:30 AM	0	0	0	1
8:45 AM	0	0	0	2
TOTAL	0	0	0	6

		PEDES	TRIANS	
	N-LEG	S-LEG	E-LEG	W-LEG
4:00 PM	0	0	0	0
4:15 PM	0	0	0	2
4:30 PM	0	0	0	0
4:45 PM	0	0	0	0
5:00 PM	0	0	0	0
5:15 PM	0	0	0	2
5:30 PM	0	0	0	8
5:45 PM	0	0	0	10
TOTAL	0	0	0	22

		BICY	CLES	
	N-LEG	S-LEG	E-LEG	W-LEG
7:00 AM	0	0	0	0
7:15 AM	0	0	0	0
7:30 AM	0	0	0	0
7:45 AM	0	0	0	0
8:00 AM	0	0	0	0
8:15 AM	0	0	0	0
8:30 AM	0	0	0	0
8:45 AM	0	0	0	0
TOTAL	0	0	0	0

		BICY	CLES	
	N-LEG	S-LEG	E-LEG	W-LEG
4:00 PM	0	0	0	0
4:15 PM	0	0	0	0
4:30 PM	0	0	0	0
4:45 PM	0	0	0	0
5:00 PM	0	0	0	0
5:15 PM	0	0	0	0
5:30 PM	0	0	0	0
5:45 PM	0	0	0	0
TOTAL	0	0	0	0

North Leg

East Leg

West Leg

South Leg

Intersection Turning Movement Prepared by: Field Data Services of Arizona, Inc. 520.316.6745



Intersection Turning Movement

FIELD	D ΑΤ4	A SEF	RVICE	S OF	ARIZ	ZONA 20.316	, I NC 6.674	5	ver a	acity	rtraf	ficgr	oup
N-S STREET:	Jordan I	Rd			DATE:	01/29/2	2		LOCA	TION:	Sedona		
E-W STREET:	Orchard	l Ln			DAY: S	SATURE	YAY		PROJ	ECT#	22-106	6-001	
	NO	RTHBOL	JND	SO	UTHBOL	JND	EA	STBOU	ND	W	ESTBOL	IND	
LANES:	NL 0	NT 1	NR 0	SL 0	ST 1	SR 0	EL 0	ET 1	ER 0	WL 0	WT 1	WR 0	TOTAL
10:00 AM 10:15 AM 10:30 AM 10:45 AM 11:00 AM 11:15 AM 11:30 AM 11:45 AM 12:00 PM 12:15 PM 12:30 PM 12:45 PM 1:00 PM 1:15 PM 1:30 PM 1:45 PM 2:00 PM 2:15 PM 2:30 PM 2:15 PM 3:30 PM 3:15 PM 3:30 PM	4 2 2 0 0 3 2 2 0 6 0 3 1 3	6 8 5 12 6 11 10 7 8 8 9 6 11 10 7 12	0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	5 5 13 6 10 4 11 14 10 8 11 6 8 8 14 9	0 0 0 1 0 0 1 1 0 0 0 2 0	1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	2 2 6 3 2 4 5 3 1 3 4 1 0 1 2	0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	18 17 25 23 21 17 25 29 24 20 23 23 20 21 25 26
TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
Volumes Approach % App/Depart	31 18.56 167	136 81.44 /	0 0.00 138	0 0.00 147	142 96.60 /	5 3.40 183	2 4.65 43	0 0.00 /	41 95.35 0	0 #### 0	0 #### /	0 #### 36	357
PM Pea	ak Hr Beg	gins at:	1230	PM									
PEAK Volumes Approach %	7 17.50	33 82.50	0 0.00	0 0.00	43 95.56	2 4.44	0 0.00	0 0.00	13 100.00	0 ####	0 ####	0 ####	98
PEAK HR. FACTOR:	I	1.000	I		0.804	I		0.650		l	0.000	I	0.845
CONTROL: COMMENT 1: GPS:	2-Way 9	Stop (EB	& WB)	7									





Pedestrian & Bicycle Study

N-S STREET: Jordan Rd **E-W STREET:** Orchard Ln Date: 01/29/22 Day: SATURDAY City: Sedona Project #: 22-1066-001

		PEDES	TRIANS	
	N-LEG	S-LEG	E-LEG	W-LEG
11:00 AM	0	0	0	1
11:15 AM	0	0	0	2
11:30 AM	0	0	0	4
11:45 AM	0	0	0	0
12:00 PM	0	0	0	2
12:15 PM	0	0	0	4
12:30 PM	0	0	0	2
12:45 PM	0	0	0	1
1:00 PM	0	0	0	2
1:15 PM	0	0	0	3
1:30 PM	0	0	0	3
1:45 PM	0	0	0	4
2:00 PM	0	0	0	0
2:15 PM	0	0	0	0
2:30 PM	0	0	0	5
2:45 PM	0	0	0	6
TOTAL	0	0	0	39

		BICY	CLES	
	N-LEG	S-LEG	E-LEG	W-LEG
11:00 AM	0	0	0	0
11:15 AM	0	0	0	0
11:30 AM	0	0	0	0
11:45 AM	0	0	0	0
12:00 PM	0	0	0	0
12:15 PM	0	0	0	0
12:30 PM	0	0	0	0
12:45 PM	0	0	0	0
1:00 PM	0	0	0	0
1:15 PM	0	0	0	0
1:30 PM	0	0	0	2
1:45 PM	0	0	0	0
2:00 PM	0	0	0	0
2:15 PM	0	0	0	0
2:30 PM	0	0	0	0
2:45 PM	0	0	0	0
TOTAL	0	0	0	2

North Leg

West Leg

East Leg

South Leg

Intersection Turning Movement Prepared by: Field Data Services of Arizona, Inc. 520.316.6745



					Prepa	red by		0								3	ters	ectic	u IC	LUIN	<u>5</u>	Nem	lent				
E	DATA	A SEF	VICE	S OF	Ariz 52	ONA, 0.316	INC. 6745	>	Jera(city t	raffi	<mark>c</mark> gro	dno		DA	TA S	ERVIC	ES OF		20.316	INC.	>>>	erac	itytr	affic	groi	dn
Ë	Jordan F	P			DATE: 0	1/27/22			LOCAT.	ION: Se	dona			NLC CTDEET.	hebro	Pa			DATE. D	CCILCIT				Ni- Cod	000		
Ë	Navaho	oi Rd			DAY: T	HURSD/	٨		PROJE(CT# 2	2-1066-0	02		E-W STREET:	Navah	opi Rd	0		DAY: T	HURSDA	≻.		ROJECT	T# 22-	1066-00	2	
	ION	RTHBOU	DN	SOU	THBOUI	Ð	EAS	TBOUN	٥	WES	TBOUNE				Ž	ORTHRC		US S	THROUT	Ę	FAS"			WFST	GUIND		
	0 N	1 1	NR 0	0 SL	ST 1	SR 0	0 EF	1 1	0 ER	0 W	τ M 0	MR 1 0	TOTAL	LANES:	₹o	μ.	NN O	SL 0	1 1	s S o	2 3 1 0		81 0 > -			R TC	DTAL
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	NL	NT	NR	SL	ST	SR	Ц	Ы	Ę	ML	WT V	VR T	TOTAL	6:45 PM	2	H Z	4	ū	Đ	6	Ē	-	-			L L	LT A
nt A Pez	16 33.33 48 k Hr Bea	32 66.67 / ins at:	0 0.00 34 800 A	0 0.00 32	29 90.63 /	3 9.38 48	2 9.52 21	0.00	19 90.48 # 0	0 # ## 0	0 0	0 19 1	101	Volumes Volumes Approach % App/Depart	33 31 80 80	5 58.75	0 0.00 53	0 0.00 60	58 58 96.67	ық 2 3.33 81	6 20.69 29	0.00	23 23 V			× - # 0	169 169
%	10 28.57	25 71.43	0.00	0.00	20 86.96	3 13.04	0 0.00	0 0.00 1(	14 00.00	# ## 0	,# ## ###	### 0	72	PM P. PEAK Volumes Approach %	eak Hr B 25 49.02	egins at 26 20.98	. 415 0.00	PM 0.00	32 96.97	1 3.03 1	3 8.75	0.00	3 ( 1.25 ##	0 # # (#	0##	#	00
	_	0.729	-	Ŭ	0.821	-	0	).500	-	0	000.	_	0.720	PEAK HR. FACTOR:		0.797	_		0.825		0.	800	· _	0.0	0	0.	893
÷	1-Way 9 34.8761	stop (EB, 23, -111	) .76107€											CONTROL: COMMENT 1: GPS:	1-Way 0 34.876	r Stop (E	·B) 11.76103	,c									



/ veracity<mark>traffic</mark>group

#### Pedestrian & Bicycle Study

Q

N-S STREET: Jordan Rd E-W STREET: Navahopi Rd Date: 01/27/22 Day: THURSDAY

City: Sedona Project #: 22-1066-002

		PEDES	TRIANS	
	N-LEG	S-LEG	E-LEG	W-LEG
7:00 AM	0	0	0	0
7:15 AM	0	0	0	0
7:30 AM	1	0	0	0
7:45 AM	0	0	0	0
8:00 AM	0	0	0	0
8:15 AM	0	0	0	0
8:30 AM	0	0	0	0
8:45 AM	0	0	0	0
TOTAL	1	0	0	0

		PEDES	TRIANS	
	N-LEG	S-LEG	E-LEG	W-LEG
4:00 PM	0	0	0	0
4:15 PM	0	0	0	0
4:30 PM	0	0	0	0
4:45 PM	0	0	0	0
5:00 PM	0	0	0	0
5:15 PM	0	0	0	2
5:30 PM	0	0	0	8
5:45 PM	0	0	0	10
TOTAL	0	0	0	20

		BICY	CLES	
	N-LEG	S-LEG	E-LEG	W-LEG
7:00 AM	0	0	0	0
7:15 AM	0	0	0	0
7:30 AM	0	0	0	0
7:45 AM	0	0	0	0
8:00 AM	0	0	0	0
8:15 AM	0	0	0	0
8:30 AM	0	0	0	0
8:45 AM	0	0	0	0
TOTAL	0	0	0	0

	BICYCLES							
	N-LEG	S-LEG	E-LEG	W-LEG				
4:00 PM	0	0	0	0				
4:15 PM	0	0	0	0				
4:30 PM	0	0	0	0				
4:45 PM	0	0	0	0				
5:00 PM	0	0	0	0				
5:15 PM	0	0	0	0				
5:30 PM	0	0	0	0				
5:45 PM	0	0	0	0				
TOTAL	0	0	0	0				

North Leg

East Leg

West Leg

South Leg

#### Intersection Turning Movement Prepared by: Field Data Services of Arizona, Inc. 520.316.6745



# **Intersection Turning Movement**

FIELD	<b>D</b> ΑΤ/	A SEF	RVICE	S OF	ARIZ	<b>ZONA</b> 20.31	, Inc 6.674	5	e vera	acity	<b>rtraf</b>	ficgr	oup
N-S STREET:	Jordan	Rd			DATE:	01/29/2	22		LOCA	TION:	Sedona		
E-W STREET:	Navaho	pi Rd			DAY:	SATURI	DAY		PROJ	ECT#	22-106	5-002	
	NO	RTHBOL	JND	SO	UTHBOL	JND	EA	ASTBOU	ND	W	ESTBOL	IND	
LANES:	NL 0	NT 1	NR 0	SL 0	ST 1	SR 0	EL 0	ET 1	ER 0	WL 0	WT 0	WR 0	TOTAL
10:00 AM 10:15 AM 10:30 AM 10:45 AM 11:00 AM 11:15 AM 11:30 AM 11:45 AM 12:00 PM 12:15 PM 12:30 PM 12:45 PM 1:00 PM 1:15 PM 1:30 PM 1:45 PM 2:00 PM 2:15 PM 2:30 PM 2:30 PM 3:15 PM 3:30 PM 3:45 PM	3 1 4 3 3 0 4 2 1 3 3 2 4 5	19 13 8 13 11 8 6 11 8 7 15 7 12 18 9 16	0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	8 7 9 24 14 12 10 12 14 7 8 22 2 17 16 22	0 0 0 0 0 0 0 0 0 0 1 0 0 0 1	2 1 0 0 1 2 3 1 0 2 1 2 1 0 2	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	3 2 3 4 2 5 4 3 4 1 1 2 3 3 6	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	35 24 24 44 30 29 22 33 29 16 30 34 21 41 32 52
TOTAL	NL	NT	NR	SL	ST	SR	EL	ΕT	ER	WL	WT	WR	TOTAL
Volumes Approach % App/Depart	44 19.56 225	181 80.44 /	0 0.00 199	0 0.00 206	204 99.03 /	2 0.97 251	18 27.69 65	0 0.00 /	47 72.31 0	0 #### 0	0 #### /	0 #### 46	496
PM Pea	ak Hr Beg	gins at:	200	PM	,	-		,	-	-	,		
PEAK Volumes Approach %	14 20.29	55 79.71	0 0.00	0 0.00	57 98.28	1 1.72	5 26.32	0 0.00	14 73.68	0 ####	0 ####	0 ####	146
PEAK HR. FACTOR:	I	0.821	I		0.630		I	0.594	I		0.000	I	0.702
Control: Comment 1: GPS:	1-Way 9	Stop (EB	) 1.76107	6									





# Pedestrian & Bicycle Study

**N-S STREET:** Jordan Rd **E-W STREET:** Navahopi Rd Date: 01/29/22 Day: SATURDAY **City:** Sedona **Project #:** 22-1066-002

		PEDES	TRIANS	
	N-LEG	S-LEG	E-LEG	W-LEG
11:00 AM	0	0	0	0
11:15 AM	0	0	0	0
11:30 AM	0	0	0	0
11:45 AM	0	0	0	2
12:00 PM	0	0	0	0
12:15 PM	0	0	0	5
12:30 PM	0	0	0	0
12:45 PM	0	0	0	4
1:00 PM	0	0	0	0
1:15 PM	0	0	0	0
1:30 PM	0	0	0	0
1:45 PM	0	0	0	0
2:00 PM	0	0	0	0
2:15 PM	0	0	0	2
2:30 PM	0	0	0	1
2:45 PM	0	0	0	0
TOTAL	0	0	0	14

		BICY	CLES	
	N-LEG	S-LEG	E-LEG	W-LEG
11:00 AM	0	0	0	0
11:15 AM	0	0	0	0
11:30 AM	0	0	0	0
11:45 AM	0	0	0	0
12:00 PM	0	0	0	0
12:15 PM	0	0	0	0
12:30 PM	0	0	0	0
12:45 PM	0	0	0	0
1:00 PM	0	0	0	0
1:15 PM	0	0	0	0
1:30 PM	0	0	0	0
1:45 PM	0	0	0	0
2:00 PM	0	0	0	0
2:15 PM	0	0	0	0
2:30 PM	0	0	0	0
2:45 PM	0	0	0	0
TOTAL	0	0	0	0

North Leg

West Leg

East Leg

South Leg

#### Intersection Turning Movement Prepared by: Field Data Services of Arizona, Inc. 520.316.6745



eracitytraffic	PROJECT# 22-1066-00	ER WL WT W		ER         WL         WT         M           0         10         0         0           ###         76.92         0.00         23           21         13         /         (           0         4         0         2           *##         66.67         0.00         33	
dovem c. 45		ASTBOUND ET I 0	0000000	ET         I           6         0           1         1           4#### #+         1           4#### #+         0           0.0000         0	
ning N NA, IN 1.316.67	RSDAY		0000000		
ARIZO	JAY: THU	HBOUND ST SF 1 0	7 11 1 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	804 00 0.00 0.00 0.00 0.00 0.00 0.00 0.0	
		SL SOUT	000000	SL 1 SL 1 0 0.00 10 0.00 10 0.00 10	10
Iterse	0	UND NR 0	4 m H n m 0 n m	NR 21 21.43 80.415 F 415 F 19.67 19.67	11.761075
In Si	e Ave	ORTHBO NT 1	4 [2 ∞ ∞ [2 6	NT N7 77 8.57 9.80.33 0.897 0.897 V Stop (W	5417, -11
LD DA	- Hillsid	N N O	0000000	eak Hr B 0.00	34.87
45 STREET	E-W STREET	LANES:	11:00 PM 11:150 PM 11:150 PM 11:150 PM 22:05 PM 22:155 PM 22:155 PM 22:155 PM 22:155 PM 22:155 PM 42:05 PM 42:05 PM 42:05 PM 55:150 PM 5	6:45 PM 6:45 PM /olumes /olumes /olumes /olumes /olumes Approach % AcTOR: CONTROL:	COMMENT 1 GPS:
t <b>ytrafficgroup</b> :: Sedona	: [22-1066-003 WESTBOUND	WT WR TOTAL	0 0 0 5 0 0 0 3 14 15 16 28 28 28 28 28	WT         WR         TOTAL           00         0.00         3.00         111           0         0.03.00         111         0           0         0.00         3.00         111           00         0.00         30.00         82         0           0.417         1         0.732         1	
<b>eracitytrafficgroup</b> LOCATION: Sedona	PROJECT# 22-1066-003 WestBound	ER WL WT WR TOTAL 0 0 1 0	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	R         WL         WT         WR         TOTAL           ###         70.00         0.00         30.00         111           9         10         /         0         82           ###         70.00         0.00         30.00         131           ###         70.00         0.00         30.00         11           ###         70.00         0.00         30.00         82           ###         70.00         0.00         30.00         82	
weracitytrafficgroup	PROJECT# 22-1066-003 STBOUND WESTBOUND	ET ER WL WT WR TOTAL 0 0 1 0	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	ET         ER         WL         WT         WR         TOTAL           ######         70.00         0.00         30.00         111           /         9         10         /         0           //         9         10         /         0           ####         70.00         0.00         30.00         111           0         0         0         30.00         30.00           ####         70.00         0.00         30.00         82           0.000         0.417         0.732         0.732	
g Movement by: 4, INC. Veracitytrafficgroup 6.6745 LOCATION: Sedona	DAY PROJECT# 22-1066-003 EASTBOUND WESTBOUND	EL ET ER WL WT WR TOTAL 0 0 0 1 0	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	EL         ET         ER         WL         WT         WR         TOTAL           0         0         0         0         3         111 $\###$ $###$ 70.00         0.00         30.00           0         /         9         10         /         0           0         /         9         10         /         0 $###$ $###$ 70.00         0.00         30.00         82 $####$ $####$ 70.00         0.00         30.00         82           0.000         0.013         0.03         0.030.00         82	
Turning Movement spared by: IZONA, INC. Veracitytrafficgroup 520.316.6745 LOCATION: Sedona	: THURSDAY PROJECT# 22-1066-003 JUND EASTBOUND WESTBOUND	SR         EL         ET         ER         WL         WT         WR         TOTAL           0         0         0         0         1         0         1         0	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	SR         EL         ET         ER         WL         WR         TOTAL           2         0         0         0         0         0         30.00         111           54         0         /         9         10         0         30.00         111           6         0         0         0         0         0         30.00         31.11           6         0         0         0         0         700         0.00         30.00           6         0         0         0         0         30.00         30.00         32.00           6         0.00 $\pm \pm $	
Section Turning Movement         Prepared by:         DF ARIZONA, INC.         520.316.6745         DATE:         DATE:         01/27/22         LOCATION:         Second	DAY: THURSDAY PROJECT# 22-1066-003 SOUTHBOUND EASTBOUND WESTBOUND	ST         SR         EL         ET         ER         WL         WT         WR         TOTAL           1         0         0         0         0         1         0         0         1         0	$ \begin{bmatrix} 2 & 0 & 0 & 0 & 0 & 0 & 0 & 0 & 0 & 0 &$	ST         SR         EL         ET         ER         WL         WT         WR         TOTAL           08 $97.92$ 0.00 $4#$ $0$ $0$ $3$ 111           08 $97.92$ 0.00 $####################################$	
Intersection Turning Movement Prepared by: ICES OF ARIZONA, INC. Veracitytrafficgroup DATE: 01/27/22 LOCATION: Sedona	DAY: THURSDAY PROJECT# 22-1066-003 SOUTHBOUND EASTBOUND WESTBOUND	R SL ST SR EL ET ER WL WT WR TOTAL	$\begin{bmatrix} 2 & 2 & 0 & 0 & 0 & 0 & 0 & 0 & 0 & 0 &$	R         SL         ST         SR         EL         ET         ER         WL         WT         WR         TOTAL           39         1         47         0         0         0         0         3         111           39         1.08         7/32         0.00         ###         ####         70.00         0.00         3         111           8         48         /         54         0         /         9         10         /         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0<	61075
Intersection Turning Movement Prepared by: SERVICES OF ARIZONA, INC. Veracitytrafficgroup 520.316.6745 DATE: 01/27/22 LOCATION: Sedona	e DAY: THURSDAY PROJECT# 22-1066-003 HBOUND SOUTHBOUND EASTBOUND WESTBOUND	VT NR SL ST SR EL ET ER WL WT WR TOTAL 1 0 0 1 0 0 0 0 0 1 0	$ \begin{array}{cccccccccccccccccccccccccccccccccccc$	VT         NR         SL         ST         SR         EL         ET         ER         WL         WT         WR         TOTAL           4.91         15.09         1         47         0         0         0         0         3         111           4.91         15.09         2.08         97.92         0.00         ###         ###         7         0         3         111           7         48         48         /         54         0         /         9         10         /         0         0           5 at:         800 AM         1         33         0         0         0         0         0         0         32         0         0           2         6         1         33         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0<	, -111.761075



/ veracity<mark>traffic</mark>group

#### Pedestrian & Bicycle Study

Q

N-S STREET: Jordan Rd E-W STREET: Hillside Ave Date: 01/27/22 Day: THURSDAY

City: Sedona Project #: 22-1066-003

		PEDESTRIANS						
	N-LEG	S-LEG	E-LEG	W-LEG				
7:00 AM	0	0	0	0				
7:15 AM	0	0	0	0				
7:30 AM	0	0	0	0				
7:45 AM	0	0	0	0				
8:00 AM	0	0	0	0				
8:15 AM	0	0	0	0				
8:30 AM	0	0	0	0				
8:45 AM	0	0	0	0				
TOTAL	0	0	0	0				

		PEDESTRIANS							
	N-LEG	S-LEG	E-LEG	W-LEG					
4:00 PM	0	0	0	0					
4:15 PM	0	0	0	0					
4:30 PM	0	0	0	0					
4:45 PM	0	0	0	0					
5:00 PM	0	0	0	0					
5:15 PM	0	0	0	0					
5:30 PM	0	0	0	0					
5:45 PM	0	0	0	0					
TOTAL	0	0	0	0					

	BICYCLES							
	N-LEG	S-LEG	E-LEG	W-LEG				
7:00 AM	0	0	0	0				
7:15 AM	0	0	0	0				
7:30 AM	0	0	0	0				
7:45 AM	0	0	0	0				
8:00 AM	0	0	0	0				
8:15 AM	0	0	0	0				
8:30 AM	0	0	0	0				
8:45 AM	0	0	0	0				
TOTAL	0	0	0	0				

		BICYCLES						
	N-LEG	S-LEG	E-LEG	W-LEG				
4:00 PM	0	0	0	0				
4:15 PM	0	0	0	0				
4:30 PM	0	0	0	0				
4:45 PM	0	0	0	0				
5:00 PM	0	0	0	0				
5:15 PM	0	0	0	0				
5:30 PM	0	0	0	0				
5:45 PM	0	0	0	0				
TOTAL	0	0	0	0				

North Leg

East Leg

West Leg

South Leg

#### Intersection Turning Movement Prepared by: Field Data Services of Arizona, Inc. 520.316.6745



# **Intersection Turning Movement**

FIELD	<b>D</b> ΑΤ/	A SEF	RVICE	S OF	• <b>A</b> RIZ 52	2 <b>0NA</b> 20.31	<b>, Inc</b> 6.674	5. V	<b>ver</b> a	city	traf	ficgr	oup
N-S STREET:	Jordan	Rd			DATE:	01/29/2	22		LOCA	TION:	Sedona		
E-W STREET:	Hillside	Ave			DAY:	SATURI	DAY		PROJ	ECT#	22-1066	5-003	
	NO	RTHBOI	JND	SC	UTHBOL	JND	E	ASTBOU	IND	W	ESTBOU	ND	
LANES:	NL 0	NT 1	NR 0	SL 0	ST 1	SR 0	EL 0	ET 0	ER 0	WL 0	WT 1	WR 0	TOTAL
10:00 AM 10:15 AM 10:30 AM 10:45 AM 11:00 AM 11:15 AM 11:30 AM 11:45 AM 12:00 PM 12:15 PM 12:30 PM 12:45 PM 1:30 PM 1:45 PM 2:00 PM 2:15 PM 2:30 PM 2:45 PM 3:00 PM 3:15 PM 3:30 PM 3:45 PM	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	22 14 12 16 13 11 6 15 10 8 17 10 15 20 12 20	1 0 1 2 6 2 3 2 4 0 3 3 0 1	0 0 1 0 0 0 1 0 0 0 0 0 0 0 0 0 0 0	11 9 12 27 16 17 14 14 14 18 8 9 23 4 20 19 28	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 3 1 3 2 1 1 4 2 3 4 4 4 1	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 1 0 0 0 0 0 1 0 0 0 1 1	34 26 26 47 39 32 24 33 34 22 29 39 26 47 36 51
TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
Volumes Approach % App/Depart	0 0.00 254	221 87.01 /	33 12.99 225	2 0.80 251	249 99.20 /	0 0.00 285	0 #### 0	0 #### /	0 #### 35	36 90.00 40	0 0.00 /	4 10.00 0	545
PM Pea	ak Hr Beg	gins at:	200	PM	•			•			•	B	
PEAK Volumes Approach %	0 0.00	67 90.54	7 9.46	0 0.00	71 100.00	0 0.00	0 ####	0 ####	0 ####	13 86.67	0 0.00	2 13.33	160
PEAK HR. FACTOR:	I	0.804	I		0.634		I	0.000	I		0.750	I	0.784
Control: Comment 1: GPS:	1-Way 9	Stop (W	B) 1.76107	'5									





# Pedestrian & Bicycle Study Date: 01/29/22 Day: SATURDAY Proj

**City:** Sedona **Project #:** 22-1066-003

		PEDES	TRIANS	
	N-LEG	S-LEG	E-LEG	W-LEG
11:00 AM	0	0	0	0
11:15 AM	0	0	0	0
11:30 AM	0	0	0	0
11:45 AM	0	0	0	0
12:00 PM	0	0	0	0
12:15 PM	0	0	0	0
12:30 PM	0	0	0	0
12:45 PM	0	0	0	0
1:00 PM	0	0	0	0
1:15 PM	0	0	0	0
1:30 PM	0	0	0	0
1:45 PM	0	0	0	0
2:00 PM	0	0	0	0
2:15 PM	0	0	0	0
2:30 PM	0	0	0	0
2:45 PM	0	0	0	0
TOTAL	0	0	0	0

N-S STREET: Jordan Rd

E-W STREET: Hillside Ave

		BICY	CLES	
	N-LEG	S-LEG	E-LEG	W-LEG
11:00 AM	0	0	0	0
11:15 AM	0	0	0	0
11:30 AM	0	0	0	0
11:45 AM	0	0	0	0
12:00 PM	0	0	0	0
12:15 PM	0	0	0	0
12:30 PM	0	0	0	0
12:45 PM	0	0	0	0
1:00 PM	0	0	0	0
1:15 PM	0	0	0	0
1:30 PM	0	0	0	0
1:45 PM	0	0	0	0
2:00 PM	0	0	0	0
2:15 PM	0	0	0	0
2:30 PM	0	0	0	0
2:45 PM	0	0	0	0
TOTAL	0	0	0	0

North Leg

West Leg

East Leg

South Leg

Mark Land Lange         Mark         Lange	: Thursday, Jan	uary 27, 2022	City: Sec	dona	Project# 22-1	066-004	Volumes for	: Friday, Janua	iry 28, 2022	City: Sedona		Project# 22	-1066-004
$ \begin{array}{ c c c c c c c c c c c c c c c c c c c$	Jordan Rd sou	th of Navahopi Rd					Location :	Jordan Rd so	uth of Navahopi Rd				
10         10         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100				DAY 1						D/	4Y 2		
$ \begin{bmatrix} 1 & 1 & 1 & 1 & 1 & 1 & 1 & 1 & 1 & 1$	NB	SB EB	WB PM	Period NB	SB EB WB		AM Period	NB	SB EB WB	PM Per	iod NB	SB EB W	/B
$ \begin{array}{cccccccccccccccccccccccccccccccccccc$	0 0	0		12:00 13 12:15 9	9 10		00:00	0 0	0	12:00	9 10	14 12	
$ \begin{array}{cccccccccccccccccccccccccccccccccccc$	1 0 1	0 1 1	2	12:30 6 12:45 12 40	9 10 38	78	00:30	0	0 0	12:30	0 7 14 40	9 13 48	88
$ \begin{array}{ c c c c c c c c c c c c c c c c c c c$	0	0	1	13:00 8	12		01:00	0	0	13:00	6	12	
$ \begin{array}{ c c c c c c c c c c c c c c c c c c c$	0 0	0 0		13:15 4 13:30 15	15 9		01:15 01:30	1	0 0	13:15	14	9 6	
$ \begin{array}{ c c c c c c c c c c c c c c c c c c c$	0 0	0 0		13:45 10 37	10 46	83	01:45	0 1	0 0	1 13:45	5 9 39	21 48	87
$ \begin{array}{ c c c c c c c c c c c c c c c c c c c$	0 0	0 0		14:00 12 14:15 12	9 13		02:00	0 0	0 0	14:15	5 17	2 17	
$ \begin{array}{cccccccccccccccccccccccccccccccccccc$	0 0	0		14:30 8 14:45 8 40	16 13 51	91	02:30	0	0	14:30 1 14:45	0 9 5 16 56	17 23 59	115
$ \begin{array}{c c c c c c c c c c c c c c c c c c c $	0	0		15:00 5	11		03:00	0	0	15:00	11 2	15	
$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$	0 0	0 0		15:15 10 15:30 6	12 8		03:15	0 0	0	15:15	11 0	12	
$ \begin{array}{cccccccccccccccccccccccccccccccccccc$	0 0	0 0		15:45 5 26	é 37	63	03:45	0 0	- 0 1	1 15:45	8 39	14 52	91
$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$	0 0	1 0		16:00 5 16:15 14	7 12		04:00	0 0	0	16:00	10	11 15	
$ \begin{array}{ c c c c c c c c c c c c c c c c c c c$	0	0		16:30 16	10		04:30	0	0	16:30	10	=	
$ \begin{bmatrix} 0 & 0 & 0 & 0 & 0 & 0 & 0 & 0 & 0 & 0$	1 1	0 1	2	16:45 12 47 17:00 9	14 43 a	06	04:45	1 1	0 0	1 16:45	5 35 8	6 43 15	78
$ \begin{array}{c c c c c c c c c c c c c c c c c c c $	0	1		17:15 8	6		05:15	0	1	17:15	11	7	
$ \begin{array}{cccccccccccccccccccccccccccccccccccc$	000	0 1 2	2	17:30 12 17:45 4 33	9 11 38	71	05:30 05:45	000	0 0 1	17:30	5 27	7 6 35	62
	0	0		18:00 3	LO I		06:00	0	0.0	18:00		2	
$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$	1	1 1		18:15 5 18:30 4	0.4		06:30	0 0	0	18:15 18:30	- n n	2 8	
$ \begin{array}{cccccccccccccccccccccccccccccccccccc$	0 1	3 5	9	18:45 2 14	4 18	32	06:45	0 0	1 2	2 18:45	5 3 17	5 22	39
$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$	m m	2 1		19:00 2 19:15 3	3		07:15	м с	1	19:00 21:91	m m	2 5	
$ \begin{array}{cccccccccccccccccccccccccccccccccccc$	2 5 13	1 10 14	27	19:30 3 19:45 2 10	2 1 6	16	07:30	5 8 18	3 9 14	19:30 32 19:45	0 6 5 1 13	8 1 16	29
	7 6	5		20:00 1 20:00 1	0		08:00	5	10 F	20:00		1	
$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$	10	6		20:30 1	2		08:30	9	5	20:30			
	35 35	13 34 4	69	20:45 4 7	2 1	8	08:45	11	2 25 4	52 20:45	5 10	2 4	14
	LO V	- 00 L		21:15 0	0 0		09:15	14	- LO - T	21:12			
$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$	ь 18 32	5 6 23	55	21:30 I 21:45 0 3	2 4	7	09:45	10 48	4 13 26	74 21:35	0 8	0 3	11
	14	6 7		22:00 0 22:15 0	0 0		10:00	12	10	22:00	1 0	0	
$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$	5		5	22:30 0	. 0 .		10:30	1 1 1	10	22:30		0	
$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$	12 41	7 25	00	23:00 0 23:00	0 0		11:00	14 48 23	11 43 8	33:00	- 0	0 0	'n
$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$	7 12	13		23:15 0 23:20 0	0 0		11:15	11 0	6	23:15	0 0	0	
16         10         304         27         28         335         335         335         335         336         331           Automatication         10         10         10         10         10         10         10         10         10         10         10         10         10         10         10         10         10         10         10         10         10         10         10         10         10         10         10         10         10         10         10         10         10         10         10         10         10         10         10         10         10         10         10         10         10         10         10         10         10         10         10         10         10         10         10         10         10         10         10         10         10         10         10         10         10         10         10         10         10         10         10         10         10         10         10         10         10         10         10         10         10         10         10         10         10         10         10         10 <td>9 40</td> <td>4 35</td> <td>75</td> <td>23:45 0 0</td> <td>0 0</td> <td></td> <td>11:45</td> <td>12 55</td> <td>22 47</td> <td>102 23:45</td> <td>0</td> <td>0 0</td> <td></td>	9 40	4 35	75	23:45 0 0	0 0		11:45	12 55	22 47	102 23:45	0	0 0	
Arready.11.7e108         Daily Totals         Daily Tot	164	140	304	25)	7 282	539	Total Vol.	199	159	358	287	330	617
421         422         433         431         432         433         433         434         435         435         435         435         435         435         435         435         435         435         435         435         435         435         435         435         435         435         435         435         435         435         435         435         435         435         435         435         435         435         435         435         435         435         435         435         435         435         435         435         435         435         435         435         435         435         435         435         435         435         435         435         435         435         435         435         435         435         435         435         435         435         435         435         435         435         435         435         435         435         435         435         435         435         435         435         435         435         435         435         435         435         435         435         435         435         435         435         435 <td>34.6</td> <td>5825, -111.761062</td> <td></td> <td>NB</td> <td>Daily Totals</td> <td>WB Combined</td> <td>GPS Coordinat</td> <td>98: 34</td> <td>375825,-111.761082</td> <td></td> <td>NB</td> <td>SB EB EB</td> <td>WB Combin</td>	34.6	5825, -111.761062		NB	Daily Totals	WB Combined	GPS Coordinat	98: 34	375825,-111.761082		NB	SB EB EB	WB Combin
33.9%         61.1%         AM         36.1%         47.7%         53.3%         FM         55.9%         44.%         36.7%         45.5%         Fm         6           93.0         10.45         10.45         16.15         14.15         16.15         14.15         14.4%         36.7%         45.5%         7.4         6           93.0         10.45         10.45         16.15         16.15         16.15         16.15         14.16         14.00         14.15         6           10.         0.4         0.0         0.1         10.20         11.45         11.40         14.10         14.15         6           10.         0.4         0.0         0.7         0.0         0.7         0.2         0.5         7         0.5         7         0.5         7         0.5         7         0.5         7         0.5         7         0.5         7         0.5         7         0.5         7         0.5         7         0.5         7         0.5         7         0.5         7         0.5         7         0.5         7         0.5         7         0.5         7         0.5         7         0.5         7         0.5 <td< td=""><td></td><td>MA</td><td></td><td>421</td><td>l 422</td><td>843</td><td></td><td></td><td>2</td><td></td><td>486</td><td>489</td><td>975</td></td<>		MA		421	l 422	843			2		486	489	975
0930         10:45         10:45         16:15         14:15         16:15         14:15         14:10         14:10         14:10         14:15           50         40         81         51         53         96         Volume         60         57         30         5         7	53.9%	<b>AM</b> 46.1%	36.1%	47.7	% 52.3%	63.9%	Split %	55.6%	<b>AM</b> 44.4%	36.7%	46.5%	53.5%	63.3%
20 40 81 51 53 96 Volume 0 57 102 58 7 0 0 07 07 102 58 7 0 0 07 07 102 58 7	06:30	10:45	10:45	16:1	15 14:15	16:15	Peak Hour	10:30	11:45	11:00	14:00	14:15	14:15
	50	6 t	81 0 88	51	53	96	Volume D H F	60 0.65	57	102	35	72	125

tion: Jordan 1 Period NB 00:15 0 00:15 0 00:15 0 00:15 0	ay, January 29, 2022		City: Sedona		Project# 22	-1066-004	Volumes for:	: Thursday, Saturday,	January 27, 2 January 29, 2	- 220		City: Sedona			Project#	22-1066-00	-
1 Period NB 00:00 0 00:15 0 00:33 0 00:30 0	Rd south of Navahor	oi Rd					Location	Jordan Rd so	uth of Navaho	oi Rd							
1 Period NB 00:00 0 00:15 0 00:30 0 00:45 0			DAY	m								3-DAY A	VERAGE				
00:00 0 00:15 0 00:30 0 01:45 0	SB E	B WB	PM Period	NB	SB EB M	B	AM Period	NB	SB	EB	WB	PM Peri	d NB	SB	EB	WB	
00:30 0 01:45 0	0 0		12:00	14	16 17		00:00	0 0	0 0	0 0	0 0	12:00	12 10	13	0 0	0 0	
	1 0		1 12:30	6 15 46 1	14 15 62	108	00:30 00:45	000	0 1	00	000	12:30 1 12:45	6 14 42	11 13 49	000	000	91
0 01:00	0		13:00	10	18	0.0×	01:00	0 0	0 0	0 0	0 0	13:00	<b>б</b> ч	14	0 0	0 0	
01:15 0 01:30 0	0 0		13:15 13:30	8 18	8		01:30	0 0		0 0		13:30	ь 16	0T	0 0	0 0	
1:45 1	1 0 0		1 13:45	10 46	23 58	104	01:45	0 1	0	0	0 0	1 13:45	10 41	18 51	0	0	91
2:00 0 2:15 0	0 0		14:00	20	20		02:15	0	0	0	0 0	14:15	16	17	0	0	
2:30 0	0 0		14:30	13	19	07 -	02:30	00	000	0	0	14:30 0 14:45	15 55	21 60	000	0	115
0 0:52	0 0		15:00	40 17 L	28 /1 16	140	03:00	0	0	0	0	15:00	8	14	0	0	
3:15 0	0		15:15	8	18		03:15	0 0	0 0	0 0	0 0	15:15	9 9	9	0 0	0 0	
3:30 0 3:45 0	0 1 1		1 15:30	11 4 30	9 9 52	82	03:45	0 0	0 1	0 0	0 0	1 15:45	6 32	10 47	0 0	0 0	79
4:00 0	0		16:00	12	11		04:00	0 0	0 0	0 0	0 0	16:00	9	10	0 0	0 0	
4:15 0 4:30 0	0 0		16:15	ω σ	11 8		04:30	0	0	0	0	16:30	12	101	0	0	
4:45 0	0 0 0		16:45	3 32	6 36	68	04:45	1	0 0	0 0	0 0	1 16:45	7 38	9 41	0	0 0	79
5:00 0	0		17:00	ωr	1		05:15	0 0	0 1			17:15	~ ~	10		0 0	
5:30 0	1 0		17:15	γN	6		05:30	0 0		0	0	17:30	9 I	7	0	0	(
5:45 0	0 0 1		1 17:45	6 16	6 36	52	05:45	0 0	0	0 0	0 0	1 17:45	5 6 7	8 8	0 0	0 0	79
6:00 1 6:15 0	0 0		18:15	0.4	12 5		06:15		0	0	. 0 .	18:15	5.0	4	0	0	
530	0		18:30	- m	0 4	:	06:30 06:45	0 0	1 2	00	0	18:30 3 18:45	3 17	3 21	000	000	38
5:45 1	2 0 0		2 18:45	3 20	6	42	02:00	2	1 .	0	0	19:00	m r	4 (	0	0	
7:15 3	- 2		19:15	5	2		SI:20	n m	1 2	0 0		c1:91 05:30	nυ	4 4			
7:45 2	5 3 6 2 8		19:30 14 19:45	5 2 12	2 2 12	24	07:45	5 12	7 12	0	0	24 19:45	2 12	11 1	0	0	23
8:00 7	ε		20:00	2	2		08:00	و ہ	9			20:00	n r		0 0	0 0	
8:15 5 5 8:30 1	5 2		20:15 20:30	4 4	3		08:30 08:45	6 9 27	6 6 24	00	000	20:30 52 20:45	2 4 11	2 1 4	000	000	15
8:45 7 a.nn a	20 4 14 3		34 20:45	6 16 4	1 8 5	24	00:60	œ ;	4 (	0 0	0	21:00	4 (	ω,	0 0	0 0	
9:15 12	9		21:15	- 0			95:60	01 11	9			21:130 21:30	0 11	1 0			
9:30 15	10		21:30		0	ţ	09:45	12 41	9 26	0 0	0 0	67 21:45	0 6	1 4	0 0	0 0	10
0:00 14	44 y 28 5		7.2 21:95	1 1	a 0	12	10:00	13	7 10	0 0	0 0	22:00	1 0	0 1	0 0	0 0	
0:15 12	12		22:15	0 1	Ē		10:30	10	7		. 0 0	22:30		. 0 .	0		ſ
0:45 11	51 10 36		87 22:45	7 0 3	۰ س	9	10:45	10 4/	0 35 a	0 0	0 0	81 22:45	1 0	0 0	0 0	0 0	m
11:00 22	11		23:00	ю .	1		11:15	11	10	0	0	23:15	0	0	0	0	
1:30 12	بر 12		23:30	1 0			11:30	11 12 53	10 18 47	0 0	0 0	23:30 100 23:45	0 1	0 1	0 0	0 0	2
11:45 16	64 28 60		124 23:45	0 4	0 2	9	Total Vol.	184	149			333	28	1 327			608
al Vol.	188 149		337	300	368 Dolle: Totolo	668	GPS Coordinate	36: 3	L875825, -111.7610	8			HN N	85	Daily T	tals	Combin
cordinates:	34,879828,-111.701042			NB	SB Dally Iouals	WB Combined							46	5 476			941
		MM		488	517 DM	1005	Salit %	55.2%	44.8%	AM	ē	2.4%	46.3	% 53.7	PN %		64.69
lit %	35.8% 44.2%	Ш	33.5%	44.9%	55.1%	66.5%	Deak Hour	11-00	11-45		5	0/	210E	1.61 0	20		14-15
k Hour	11:00 11:45		11:30	14:00	14:15	14:15	Volume	23	222		•	100	. 55	F-1 69	0		118
lume	64 75		126	69	83	144	P.H.F.	0.70	0.76			0.83	0.8	0.81			0.81

31894 Whitetail Ln. Temecula, CA 92592 520.316.6745

> Site Code: 01/27/22-01/29/22 Station ID: 22-1066-004 Jordan Rd south of Navahopi Rd 34.875825, -111.761062 Latitude: 0' 0.0000 Undefined

Northbound														
Start		Cars &	2 Axle		2 Axle	3 Axle	4 Axle	<5 Axle	5 Axle	>6 Axle	<6 Axle	6 Axle	>6 Axle	
Time	Bikes	TIrs	Long	Buses	6 Tire	Single	Single	Double	Double	Double	Multi	Multi	Multi	Total
01/27/22	0	1	Õ	0	0	0	0	0	0	0	0	0	0	1
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	1	0	0	0	0	0	0	0	0	1
07:00	0	8	3	1	1	0	0	0	0	0	0	0	0	13
08:00	0	26	5	1	3	0	0	0	0	0	0	0	0	35
09:00	0	16	11	0	5	0	0	0	0	0	0	0	0	32
10:00	0	33	4	0	4	0	0	0	0	0	0	0	0	41
11:00	0	31	2	0	7	0	0	0	0	0	0	0	0	40
12 PM	0	26	9	1	4	0	0	0	0	0	0	0	0	40
13:00	0	23	7	0	7	0	0	0	0	0	0	0	0	37
14:00	0	27	6	0	7	0	0	0	0	0	0	0	0	40
15:00	0	20	3	0	3	0	0	0	0	0	0	0	0	26
16:00	0	42	4	0	1	0	0	0	0	0	0	0	0	47
17:00	0	30	3	0	0	0	0	0	0	0	0	0	0	33
18:00	0	11	2	0	1	0	0	0	0	0	0	0	0	14
19:00	0	8	0	0	2	0	0	0	0	0	0	0	0	10
20:00	0	5	2	0	0	0	0	0	0	0	0	0	0	7
21:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Day	0	311	61	3	46	0	0	0	0	0	0	0	0	421
Dereent	0.00/	72 00/	11 50/	0.70/	10.00/	0.09/	0.09/	0.09/	0.09/	0.09/	0.09/	0.00/	0.00/	
	0.076	10:00	00:00	0.7 %	11:00	0.076	0.0%	0.0 %	0.076	0.0%	0.0%	0.0%	0.0 %	10.00
		10.00	09.00	07.00	7									10.00
DM Poak		16:00	12.00	12.00	13.00									16.00
Vol.		42	12.00	12.00	7									47

31894 Whitetail Ln. Temecula, CA 92592 520.316.6745

> Site Code: 01/27/22-01/29/22 Station ID: 22-1066-004 Jordan Rd south of Navahopi Rd 34.875825, -111.761062 Latitude: 0' 0.0000 Undefined

Northbound														
Start		Cars &	2 Axle		2 Axle	3 Axle	4 Axle	<5 Axle	5 Axle	>6 Axle	<6 Axle	6 Axle	>6 Axle	
Time	Bikes	Tlrs	Long	Buses	6 Tire	Single	Single	Double	Double	Double	Multi	Multi	Multi	Total
01/28/22	0	0	Õ	0	0	0	0	0	0	0	0	0	0	0
01:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
02:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	0	11	3	1	3	0	0	0	0	0	0	0	0	18
08:00	0	18	5	1	3	0	0	0	0	0	0	0	0	27
09:00	0	33	9	0	6	0	0	0	0	0	0	0	0	48
10:00	0	37	7	0	4	0	0	0	0	0	0	0	0	48
11:00	0	47	3	0	5	0	0	0	0	0	0	0	0	55
12 PM	0	30	7	0	3	0	0	0	0	0	0	0	0	40
13:00	0	29	4	0	6	0	0	0	0	0	0	0	0	39
14:00	0	44	6	0	6	0	0	0	0	0	0	0	0	56
15:00	0	31	3	0	5	0	0	0	0	0	0	0	0	39
16:00	0	26	5	1	3	0	0	0	0	0	0	0	0	35
17:00	0	23	3	0	1	0	0	0	0	0	0	0	0	27
18:00	0	14	2	0	1	0	0	0	0	0	0	0	0	17
19:00	0	12	0	0	1	0	0	0	0	0	0	0	0	13
20:00	0	7	1	0	2	0	0	0	0	0	0	0	0	10
21:00	0	6	2	0	0	0	0	0	0	0	0	0	0	8
22:00	0	1	1	0	1	0	0	0	0	0	0	0	0	3
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Day	0	372	61	З	50	0	0	0	0	0	0	0	0	486
Total	0	572	01	0	50	0	0	0	0	Ū	0	0	0	400
Percent	0.0%	76.5%	12.6%	0.6%	10.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak		11:00	09:00	07:00	09:00									11:00
Vol.		47	9	1	6									55
PM Peak		14:00	12:00	16:00	13:00									14:00
Vol.		44	7	1	6									56

31894 Whitetail Ln. Temecula, CA 92592 520.316.6745

Site Code: 01/27/22-01/29/22 Station ID: 22-1066-004 Jordan Rd south of Navahopi Rd 34.875825, -111.761062 Latitude: 0' 0.0000 Undefined

Northbound														
Start		Cars &	2 Axle		2 Axle	3 Axle	4 Axle	<5 Axle	5 Axle	>6 Axle	<6 Axle	6 Axle	>6 Axle	
Time	Bikes	Tlrs	Long	Buses	6 Tire	Single	Single	Double	Double	Double	Multi	Multi	Multi	Total
01/29/22	0	0	Õ	0	0	0	0	0	0	0	0	0	0	0
01:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
07:00	0	4	1	0	1	0	0	0	0	0	0	0	0	6
08:00	0	15	2	0	3	0	0	0	0	0	0	0	0	20
09:00	0	32	5	0	7	0	0	0	0	0	0	0	0	44
10:00	0	42	5	0	4	0	0	0	0	0	0	0	0	51
11:00	0	56	4	0	4	0	0	0	0	0	0	0	0	64
12 PM	0	39	4	0	3	0	0	0	0	0	0	0	0	46
13:00	0	37	6	0	3	0	0	0	0	0	0	0	0	46
14:00	0	62	5	0	2	0	0	0	0	0	0	0	0	69
15:00	0	29	0	0	1	0	0	0	0	0	0	0	0	30
16:00	0	26	3	0	3	0	0	0	0	0	0	0	0	32
17:00	0	14	1	0	1	0	0	0	0	0	0	0	0	16
18:00	0	15	4	0	1	0	0	0	0	0	0	0	0	20
19:00	0	11	1	0	0	0	0	0	0	0	0	0	0	12
20:00	0	13	2	0	1	0	0	0	0	0	0	0	0	16
21:00	0	6	0	0	0	0	0	0	0	0	0	0	0	6
22:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
23:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4
Day	٥	111	13	0	34	0	0	0	0	0	0	٥	0	188
Total	0	411	45	0	54	0	0	0	0	0	0	U	0	400
Percent	0.0%	84.2%	8.8%	0.0%	7.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak		11:00	09:00		09:00									11:00
Vol.		56	5		7									64
PM Peak		14:00	13:00		12:00									14:00
Vol.		62	6		3									69
Grand	0	1094	165	6	130	0	0	0	0	0	0	0	0	1395
Total	0	100 1	100	5	100	J	Ū	Ū	Ū	U	5	Ū	Ű	1000
Percent	0.0%	78.4%	11.8%	0.4%	9.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

31894 Whitetail Ln. Temecula, CA 92592 520.316.6745

> Site Code: 01/27/22-01/29/22 Station ID: 22-1066-004 Jordan Rd south of Navahopi Rd 34.875825, -111.761062 Latitude: 0' 0.0000 Undefined

Southbound														
Start		Cars &	2 Axle		2 Axle	3 Axle	4 Axle	<5 Axle	5 Axle	>6 Axle	<6 Axle	6 Axle	>6 Axle	
Time	Bikes	Tlrs	Long	Buses	6 Tire	Single	Single	Double	Double	Double	Multi	Multi	Multi	Total
01/27/22	0	1	Õ	0	0	0	0	0	0	0	0	0	0	1
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
05:00	0	1	0	0	1	0	0	0	0	0	0	0	0	2
06:00	0	4	1	0	0	0	0	0	0	0	0	0	0	5
07:00	0	13	0	0	1	0	0	0	0	0	0	0	0	14
08:00	0	29	5	0	0	0	0	0	0	0	0	0	0	34
09:00	0	18	3	0	2	0	0	0	0	0	0	0	0	23
10:00	0	17	4	0	4	0	0	0	0	0	0	0	0	25
11:00	0	25	7	0	3	0	0	0	0	0	0	0	0	35
12 PM	0	29	6	0	3	0	0	0	0	0	0	0	0	38
13:00	0	34	6	2	4	0	0	0	0	0	0	0	0	46
14:00	0	35	7	0	9	0	0	0	0	0	0	0	0	51
15:00	0	35	2	0	0	0	0	0	0	0	0	0	0	37
16:00	0	38	4	0	1	0	0	0	0	0	0	0	0	43
17:00	0	35	3	0	0	0	0	0	0	0	0	0	0	38
18:00	0	15	1	0	2	0	0	0	0	0	0	0	0	18
19:00	0	6	0	0	0	0	0	0	0	0	0	0	0	6
20:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
21:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Day Total	0	340	50	2	30	0	0	0	0	0	0	0	0	422
Percent	0.0%	80.6%	11.8%	0.5%	7.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak		08:00	11:00		10:00									11:00
Vol.		29	7		4									35
PM Peak		16:00	14:00	13:00	14:00									14:00
Vol.		38	7	2	9									51

31894 Whitetail Ln. Temecula, CA 92592 520.316.6745

Site Code: 01/27/22-01/29/22 Station ID: 22-1066-004 Jordan Rd south of Navahopi Rd 34.875825, -111.761062 Latitude: 0' 0.0000 Undefined

Southbound														
Start		Cars &	2 Axle		2 Axle	3 Axle	4 Axle	<5 Axle	5 Axle	>6 Axle	<6 Axle	6 Axle	>6 Axle	
Time	Bikes	TIrs	Long	Buses	6 Tire	Single	Single	Double	Double	Double	Multi	Multi	Multi	Total
01/28/22	0	0	Õ	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	1	0	0	0	0	0	0	0	0	1
06:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2
07:00	0	9	1	0	4	0	0	0	0	0	0	0	0	14
08:00	0	20	4	0	1	0	0	0	0	0	0	0	0	25
09:00	0	18	4	0	4	0	0	0	0	0	0	0	0	26
10:00	0	31	6	1	5	0	0	0	0	0	0	0	0	43
11:00	0	44	1	0	2	0	0	0	0	0	0	0	0	47
12 PM	0	43	3	0	2	0	0	0	0	0	0	0	0	48
13:00	0	41	5	0	2	0	0	0	0	0	0	0	0	48
14:00	0	54	2	0	3	0	0	0	0	0	0	0	0	59
15:00	0	44	6	0	2	0	0	0	0	0	0	0	0	52
16:00	0	38	3	0	2	0	0	0	0	0	0	0	0	43
17:00	0	26	2	0	7	0	0	0	0	0	0	0	0	35
18:00	0	16	4	0	2	0	0	0	0	0	0	0	0	22
19:00	0	14	0	0	2	0	0	0	0	0	0	0	0	16
20:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4
21:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Day Total	0	407	42	1	39	0	0	0	0	0	0	0	0	489
Percent	0.0%	83.2%	8.6%	0.2%	8.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak		11:00	10:00	10:00	10:00	·							· · · · · ·	11:00
Vol.		44	6	1	5									47
PM Peak		14:00	15:00		17:00									14:00
Vol.		54	6		7									59

31894 Whitetail Ln. Temecula, CA 92592 520.316.6745

Site Code: 01/27/22-01/29/22 Station ID: 22-1066-004 Jordan Rd south of Navahopi Rd 34.875825, -111.761062 Latitude: 0' 0.0000 Undefined

Southbound														
Start		Cars &	2 Axle		2 Axle	3 Axle	4 Axle	<5 Axle	5 Axle	>6 Axle	<6 Axle	6 Axle	>6 Axle	
Time	Bikes	Tlrs	Long	Buses	6 Tire	Single	Single	Double	Double	Double	Multi	Multi	Multi	Total
01/29/22	0	1	Õ	0	0	0	0	0	0	0	0	0	0	1
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	0	7	0	0	1	0	0	0	0	0	0	0	0	8
08:00	0	10	3	0	1	0	0	0	0	0	0	0	0	14
09:00	0	22	2	0	4	0	0	0	0	0	0	0	0	28
10:00	0	30	3	0	3	0	0	0	0	0	0	0	0	36
11:00	0	55	2	0	3	0	0	0	0	0	0	0	0	60
12 PM	0	57	2	0	3	0	0	0	0	0	0	0	0	62
13:00	0	52	3	0	3	0	0	0	0	0	0	0	0	58
14:00	0	64	4	0	3	0	0	0	0	0	0	0	0	71
15:00	0	46	4	0	2	0	0	0	0	0	0	0	0	52
16:00	0	33	0	0	3	0	0	0	0	0	0	0	0	36
17:00	0	33	1	0	2	0	0	0	0	0	0	0	0	36
18:00	0	16	3	0	3	0	0	0	0	0	0	0	0	22
19:00	0	11	0	0	1	0	0	0	0	0	0	0	0	12
20:00	0	7	1	0	0	0	0	0	0	0	0	0	0	8
21:00	0	6	0	0	0	0	0	0	0	0	0	0	0	6
22:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
23:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
Day	0	457	20	0	22	0	0	0	0	0	0	0	0	517
Total	0	457	20	0	52	0	0	0	0	0	0	0	0	517
Percent	0.0%	88.4%	5.4%	0.0%	6.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak		11:00	08:00		09:00									11:00
Vol.		55	3		4									60
PM Peak		14:00	14:00		12:00									14:00
Vol.		64	4		3									71
Grand														
Total	0	1204	120	3	101	0	0	0	0	0	0	0	0	1428
Percent	0.0%	84.3%	8.4%	0.2%	7,1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
	0.070	0.1070	0.175	0.275	,5	0.075	0.070	0.070	0.070	0.070	0.070	010/0	0.075	

31894 Whitetail Ln. Temecula, CA 92592 520.316.6745

> Site Code: 01/27/22-01/29/22 Station ID: 22-1066-004 Jordan Rd south of Navahopi Rd 34.875825, -111.761062 Latitude: 0' 0.0000 Undefined

Northbound,	Southbou	nu												
Start		Cars &	2 Axle		2 Axle	3 Axle	4 Axle	<5 Axle	5 Axle	>6 Axle	<6 Axle	6 Axle	>6 Axle	
Time	Bikes	Tlrs	Long	Buses	6 Tire	Single	Single	Double	Double	Double	Multi	Multi	Multi	Total
01/27/22	0	2	Õ	0	0	0	0	0	0	0	0	0	0	2
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
05:00	0	1	0	0	1	0	0	0	0	0	0	0	0	2
06:00	0	4	1	0	1	0	0	0	0	0	0	0	0	6
07:00	0	21	3	1	2	0	0	0	0	0	0	0	0	27
08:00	0	55	10	1	3	0	0	0	0	0	0	0	0	69
09:00	0	34	14	0	7	0	0	0	0	0	0	0	0	55
10:00	0	50	8	0	8	0	0	0	0	0	0	0	0	66
11:00	0	56	9	0	10	0	0	0	0	0	0	0	0	75
12 PM	0	55	15	1	7	0	0	0	0	0	0	0	0	78
13:00	0	57	13	2	11	0	0	0	0	0	0	0	0	83
14:00	0	62	13	0	16	0	0	0	0	0	0	0	0	91
15:00	0	55	5	0	3	0	0	0	0	0	0	0	0	63
16:00	0	80	8	0	2	0	0	0	0	0	0	0	0	90
17:00	0	65	6	0	0	0	0	0	0	0	0	0	0	71
18:00	0	26	3	0	3	0	0	0	0	0	0	0	0	32
19:00	0	14	0	0	2	0	0	0	0	0	0	0	0	16
20:00	0	5	3	0	0	0	0	0	0	0	0	0	0	8
21:00	0	7	0	0	0	0	0	0	0	0	0	0	0	7
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Day Total	0	651	111	5	76	0	0	0	0	0	0	0	0	843
Percent	0.0%	77.2%	13.2%	0.6%	9.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak		11:00	09:00	07:00	11:00									11:00
Vol.		56	14	1	10									75
PM Peak		16:00	12:00	13:00	14:00									14:00
Vol.		80	15	2	16									91

Northbound, Southbound

31894 Whitetail Ln. Temecula, CA 92592 520.316.6745

> Site Code: 01/27/22-01/29/22 Station ID: 22-1066-004 Jordan Rd south of Navahopi Rd 34.875825, -111.761062 Latitude: 0' 0.0000 Undefined

Northbound,	Soumbou	nu												
Start		Cars &	2 Axle		2 Axle	3 Axle	4 Axle	<5 Axle	5 Axle	>6 Axle	<6 Axle	6 Axle	>6 Axle	
Time	Bikes	Tlrs	Long	Buses	6 Tire	Single	Single	Double	Double	Double	Multi	Multi	Multi	Total
01/28/22	0	0	Õ	0	0	0	0	0	0	0	0	0	0	0
01:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
02:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
03:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
04:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
05:00	0	0	0	0	1	0	0	0	0	0	0	0	0	1
06:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2
07:00	0	20	4	1	7	0	0	0	0	0	0	0	0	32
08:00	0	38	9	1	4	0	0	0	0	0	0	0	0	52
09:00	0	51	13	0	10	0	0	0	0	0	0	0	0	74
10:00	0	68	13	1	9	0	0	0	0	0	0	0	0	91
11:00	0	91	4	0	7	0	0	0	0	0	0	0	0	102
12 PM	0	73	10	0	5	0	0	0	0	0	0	0	0	88
13:00	0	70	9	0	8	0	0	0	0	0	0	0	0	87
14:00	0	98	8	0	9	0	0	0	0	0	0	0	0	115
15:00	0	75	9	0	7	0	0	0	0	0	0	0	0	91
16:00	0	64	8	1	5	0	0	0	0	0	0	0	0	78
17:00	0	49	5	0	8	0	0	0	0	0	0	0	0	62
18:00	0	30	6	0	3	0	0	0	0	0	0	0	0	39
19:00	0	26	0	0	3	0	0	0	0	0	0	0	0	29
20:00	0	11	1	0	2	0	0	0	0	0	0	0	0	14
21:00	0	9	2	0	0	0	0	0	0	0	0	0	0	11
22:00	0	1	1	0	1	0	0	0	0	0	0	0	0	3
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Day Total	0	779	103	4	89	0	0	0	0	0	0	0	0	975
Percent	0.0%	79.9%	10.6%	0.4%	9.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak		11:00	09:00	07:00	09:00									11:00
Vol.		91	13	1	10									102
PM Peak		14:00	12:00	16:00	14:00									14:00
Vol.		98	10	1	9									115

Northbound. Southbound

31894 Whitetail Ln. Temecula, CA 92592 520.316.6745

> Site Code: 01/27/22-01/29/22 Station ID: 22-1066-004 Jordan Rd south of Navahopi Rd 34.875825, -111.761062 Latitude: 0' 0.0000 Undefined

Northbound,	Southbou	nd												
Start		Cars &	2 Axle		2 Axle	3 Axle	4 Axle	<5 Axle	5 Axle	>6 Axle	<6 Axle	6 Axle	>6 Axle	
Time	Bikes	Tlrs	Long	Buses	6 Tire	Single	Single	Double	Double	Double	Multi	Multi	Multi	Total
01/29/22	0	1	Ō	0	0	0	0	0	0	0	0	0	0	1
01:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
06:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
07:00	0	11	1	0	2	0	0	0	0	0	0	0	0	14
08:00	0	25	5	0	4	0	0	0	0	0	0	0	0	34
09:00	0	54	7	0	11	0	0	0	0	0	0	0	0	72
10:00	0	72	8	0	7	0	0	0	0	0	0	0	0	87
11:00	0	111	6	0	7	0	0	0	0	0	0	0	0	124
12 PM	0	96	6	0	6	0	0	0	0	0	0	0	0	108
13:00	0	89	9	0	6	0	0	0	0	0	0	0	0	104
14:00	0	126	9	0	5	0	0	0	0	0	0	0	0	140
15:00	0	75	4	0	3	0	0	0	0	0	0	0	0	82
16:00	0	59	3	0	6	0	0	0	0	0	0	0	0	68
17:00	0	47	2	0	3	0	0	0	0	0	0	0	0	52
18:00	0	31	7	0	4	0	0	0	0	0	0	0	0	42
19:00	0	22	1	0	1	0	0	0	0	0	0	0	0	24
20:00	0	20	3	0	1	0	0	0	0	0	0	0	0	24
21:00	0	12	0	0	0	0	0	0	0	0	0	0	0	12
22:00	0	6	0	0	0	0	0	0	0	0	0	0	0	6
23:00	0	6	0	0	0	0	0	0	0	0	0	0	0	6
Day	0	969	71	0	66	0	0	0	0	0	0	0	0	1005
Total	0	000	7 1	0	00	0	0	0	0	0	0	0	0	1005
Percent	0.0%	86.4%	7.1%	0.0%	6.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak		11:00	10:00		09:00									11:00
Vol.		111	8		11									124
PM Peak		14:00	13:00		12:00									14:00
Vol.		126	9		6									140
Grand	0	2208	285	0	221	0	0	0	0	0	0	0	0	ებეა
Total	U	2290	200	9	231	0	0	0	0	0	0	0	0	2023
Percent	0.0%	81.4%	10.1%	0.3%	8.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

31894 Whitetail Ln. Temecula, CA 92592 520.316.6745

Northbound														Jo	ordan Rd s 34. Latitude	south of Na 875825, -1 : 0' 0.0000	vahopi Rd 11.761062 Undefined
Start	0	11	16	21	26	31	36	41	46	51	56	61	66	71		Average	85th
Time	10	15	20	25	30	35	40	45	50	55	60	65	70	71	Total	(Mean)	Percent
01/27/22	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	23	24
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
04:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	33	34
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
06:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	33	34
07:00	0	0	1	3	5	3	1	0	0	0	0	0	0	0	13	28	33
08:00	0	1	0	7	15	9	3	0	0	0	0	0	0	0	35	29	33
09:00	0	1	0	6	18	4	3	0	0	0	0	0	0	0	32	28	32
10:00	0	0	0	10	19	10	2	0	0	0	0	0	0	0	41	28	32
11:00	0	1	3	14	12	6	4	0	0	0	0	0	0	0	40	27	33
12 PM	0	2	2	15	14	6	1	0	0	0	0	0	0	0	40	26	30
13:00	0	0	2	13	12	8	2	0	0	0	0	0	0	0	37	27	32
14:00	0	0	4	22	10	3	1	0	0	0	0	0	0	0	40	25	28
15:00	0	0	4	12	6	3	1	0	0	0	0	0	0	0	26	25	30
16:00	0	0	2	14	22	9	0	0	0	0	0	0	0	0	47	27	31
17:00	0	3	3	8	13	5	1	0	0	0	0	0	0	0	33	26	31
18:00	0	0	3	6	4	1	0	0	0	0	0	0	0	0	14	24	28
19:00	0	0	1	3	3	1	2	0	0	0	0	0	0	0	10	28	36
20:00	0	0	0	3	4	0	0	0	0	0	0	0	0	0	7	26	28
21:00	0	0	0	3	0	0	0	0	0	0	0	0	0	0	3	23	24
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
Total	0	8	25	140	157	70	21	0	0	0	0	0	0	0	421		
Percent	0.0%	1.9%	5.9%	33.3%	37.3%	16.6%	5.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak		08:00	11:00	11:00	10:00	10:00	11:00								10:00		
Vol.		1	3	14	19	10	4								41		
PM Peak		17:00	14:00	14:00	16:00	16:00	13:00								16:00		

22

4

22

9

2

3

Vol.

47

Site Code: 01/27/22-01/29/22 Station ID: 22-1066-004

31894 Whitetail Ln. Temecula, CA 92592 520.316.6745

															34.	875825, -1	11.761062
															Latitude	: 0' 0.0000	Undefined
Northbound	0	11	10	01	26	24	26	44	46	E 4	FC	61	66	74		Average	05th
Jian	10	15	10	21	20	31	30	41	40	51	50 60	01	00 70	71	Total	Average	Boroopt
01/20/22	10	15	20	23	0	0	40	45	0	0	00	00	0				reiceiii_*
01/20/22	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	22	24
02:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	23	24
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
04:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	33	34
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
07:00	Ő	Ő	Ő	6	9	3	0	0	0	Ő	0	Ő	0	0	18	27	30
08:00	0	ĩ	0	6	12	6	2	0	0	0	0	0	0	0	27	28	33
09:00	0	0	0	20	18	9	1	0	0	0	0	0	0	0	48	27	31
10:00	0	0	1	12	23	9		0	0	0	0	0	0	0	48	28	32
11:00	0	0	1	10	24	16	4	0	0	0	0	0	0	0	55	29	33
12 PM	0	1	2	12	17	4	3	1	0	0	0	0	0	0	40	27	32
13.00	0	0	3	11	12	6	6	1	0	Ő	0	0	0	0	39	29	35
14:00	0	0	3	22	17	10	4	0	0	0	0	0	0	0	56	27	32
15:00	0	0	3	16	10	7	1	1	0	0	0	0	0	1	39	27	32
16:00	0	0	3	15	14	2	1	0	0	0	0	0	0	0	35	26	29
17:00	Ő	0	2	9	10	4	2	Ő	0	Ő	Ő	0	0	Ő	27	27	32
18:00	0	0	2	6	5	4	0	0	0	0	0	0	0	0	17	26	31
19:00	0	0	1	6	4	0	2	0	0	0	0	0	0	0	13	26	35
20:00	0	0	0	4	4	2	0	0	0	0	0	0	0	0	10	27	31
21:00	1	0	0	1	5	1	0	0	0	0	0	0	0	0	8	25	29
22:00	0	0	0	1	2	0	0	0	0	0	0	0	0	0	3	26	28
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
Total	1	2	21	158	187	84	29	3	0	0	0	0	0	1	486		
Percent	0.2%	0.4%	4.3%	32.5%	38.5%	17.3%	6.0%	0.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.2%			
AM Peak		08:00	10:00	09:00	11:00	11:00	11:00								11:00		
Vol.		1	1	20	24	16	4								55		
PM Peak	21:00	12:00	13:00	14:00	12:00	14:00	13:00	12:00						15:00	14:00		
Vol.	1	1	3	22	17	10	6	1						1	56		

Site Code: 01/27/22-01/29/22 Station ID: 22-1066-004 Jordan Rd south of Navahopi Rd

31894 Whitetail Ln. Temecula, CA 92592 520.316.6745

														Jo	ordan Rd : 34. Latitude	south of Na 875825, -1 : 0' 0.0000	vahopi Rd 11.761062 Undefined
Northbound																	
Start	0	11	16	21	26	31	36	41	46	51	56	61	66	71		Average	85th
	10	15	20	25	30	35	40	45	50	55	60	65	70		Iotal	(Mean)	Percent
01/29/22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
01:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	23	24
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
05.00	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	21	22
07:00	0	0	2	1	1	1	1	0	0	0	0	0	0	0	6	26	35
07.00	0	0	2 0	1	7	6	2	1	0	0	0	0	0	0	20	20	35
00.00	0	0	2	4	19	12	2	0	0	0	0	0	0	0	20	29	33
10:00	0	0	<u>ک</u>	3	30	7	5	0	0	0	0	0	0	0		20	33
11:00	0	0	2	8	34	14	6	0	0	0	0	0	0	0	64	29	33
12 PM	0	0	1	13	21	9	1	1	0	0	0	0	0	0	46	28	32
13.00	0	0	1	15	15	11	4		0	0	0	0	0	0	46	28	33
14:00	0	1	2	17	37	8	4	0	0	0	0	0	0	0	69	20	31
15:00	0	0	1	12	9	7	1	0	0	0	0	0	0	0	30	27	32
16:00	1	1	6	7	9	4	4	0	0	0	0	0	0	0	32	26	34
17:00	0	0	0	10	4	1	1	0	0	0	0	0	0	0	16	26	29
18:00	0	2	2	7	4	5	0	0	0	0	0	0	0	0	20	25	32
19:00	0	0	3	4	5	0	0	0	0	0	0	0	0	0	12	24	28
20:00	0	0	0	8	5	2	0	0	0	0	1	0	0	0	16	28	31
21:00	0	1	2	1	2	0	0	0	0	0	0	0	0	0	6	21	27
22:00	0	0	1	1	1	0	0	0	0	0	0	0	0	0	3	23	27
23:00	0	0	0	3	0	0	0	1	0	0	0	0	0	0	4	28	42
Total	1	5	26	129	203	89	31	3	0	0	1	0	0	0	488		
Percent	0.2%	1.0%	5.3%	26.4%	41.6%	18.2%	6.4%	0.6%	0.0%	0.0%	0.2%	0.0%	0.0%	0.0%			
AM Peak			07:00	09:00	11:00	11:00	11:00	08:00							11:00		
Vol.			2	9	34	14	6	1							64		
PM Peak	16:00	18:00	16:00	14:00	14:00	13:00	13:00	12:00			20:00				14:00		
Vol.	1	2	6	17	37	11	4	1			1				69		
Total	2	15	72	427	547	243	81	6	0	0	1	0	0	1	1395		
Percent	0.1%	1.1%	<u>5.2%</u>	30.6%	39.2%	17.4%	5.8%	0.4%	0.0%	0.0%	0.1%	0.0%	0.0%	0.1%			
		1	oth Percen		21 MPH												
		5	our Percer														

Statistics	10 MPH Pace Speed :	21-30 MPH
	Number in Pace :	974
	Percent in Pace :	69.8%
	Number of Vehicles > 25 MPH :	879
	Percent of Vehicles > 25 MPH :	63.0%
	Mean Speed(Average) :	27 MPH

85th Percentile :

95th Percentile :

32 MPH

36 MPH

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Site Code: 01/27/22-01/29/22 Station ID: 22-1066-004

31894 Whitetail Ln. Temecula, CA 92592 520.316.6745

															34.	875825, -1	11.761062
															Latitude	: 0' 0.0000	Undefined
Southbound																•	0.5/1
Start	0	11	16	21	26	31	36	41	46	51	56	61	66	/1	<b>T</b> . ( . )	Average	85th
	10	15	20	25	30	35	40	45	50	55	60	65			Iotal	(Mean)	Percent
01/27/22	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	23	24
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	^ 	
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
04:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	18	19
05:00	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	18	19
06:00	0	0	2	3	0	0	0	0	0	0	0	0	0	0	5	21	23
07:00	0	0	1	8	4	0	1	0	0	0	0	0	0	0	14	25	28
08:00	0	0	3	13	13	4	1	0	0	0	0	0	0	0	34	26	29
09:00	0	1	5	5	9	2	1	0	0	0	0	0	0	0	23	25	29
10:00	0	2	2	13	5	3	0	0	0	0	0	0	0	0	25	24	29
11:00	0	3	8	14	8	2	0	0	0	0	0	0	0	0	35	23	27
12 PM	0	1	13	13	9	2	0	0	0	0	0	0	0	0	38	23	27
13:00	0	1	17	17	9	1	1	0	0	0	0	0	0	0	46	22	27
14:00	0	0	12	30	6	1	1	1	0	0	0	0	0	0	51	23	26
15:00	0	2	4	21	8	1	1	0	0	0	0	0	0	0	37	24	27
16:00	0	0	5	20	13	5	0	0	0	0	0	0	0	0	43	25	29
17:00	0	2	6	17	6	7	0	0	0	0	0	0	0	0	38	24	30
18:00	0	0	8	8	2	0	0	0	0	0	0	0	0	0	18	21	24
19:00	0	0	2	4	0	0	0	0	0	0	0	0	0	0	6	21	23
20:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	33	34
21:00	0	0	1	3	0	0	0	0	0	0	0	0	0	0	4	22	24
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
Total	0	12	92	190	92	29	6	1	0	0	0	0	0	0	422		
Percent	0.0%	2.8%	21.8%	45.0%	21.8%	6.9%	1.4%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak		11:00	11:00	11:00	08:00	08:00	07:00								11:00		
Vol.		3	8	14	13	4	1								35		
PM Peak		15:00	13:00	14:00	16:00	17:00	13:00	14:00							14:00		
Vol.		2	17	30	13	7	1	1							51		

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Site Code: 01/27/22-01/29/22 Station ID: 22-1066-004 Jordan Rd south of Navahopi Rd

31894 Whitetail Ln. Temecula, CA 92592 520.316.6745

															34.	875825, -1	11.761062
															Latitude	: 0' 0.0000	Undefined
Southbound										= 4						•	0.5/1
Start	0	11	16	21	26	31	36	41	46	51	56	61	66	/1	<b>T</b> . ( . )	Average	85th
	10	15	20	25		35	40	45	50	55	60	65	70	/1	Iotal	(Mean)	Percent
01/28/22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	^ 	
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
03:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	18	19
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
05:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	18	19
06:00	0	0	0	1	1	0	0	0	0	0	0	0	0	0	2	26	28
07:00	0	0	3	7	3	0	1	0	0	0	0	0	0	0	14	24	28
08:00	0	0	8	14	2	1	0	0	0	0	0	0	0	0	25	22	24
09:00	0	0	5	11	8	2	0	0	0	0	0	0	0	0	26	24	28
10:00	0	0	11	17	13	2	0	0	0	0	0	0	0	0	43	24	28
11:00	0	1	6	22	14	2	0	1	1	0	0	0	0	0	47	25	28
12 PM	0	3	6	30	5	3	1	0	0	0	0	0	0	0	48	23	26
13:00	0	1	6	21	15	5	0	0	0	0	0	0	0	0	48	25	29
14:00	0	1	5	32	17	4	0	0	0	0	0	0	0	0	59	25	28
15:00	0	1	15	24	12	0	0	0	0	0	0	0	0	0	52	23	26
16:00	0	0	11	21	7	4	0	0	0	0	0	0	0	0	43	23	28
17:00	0	1	4	21	6	3	0	0	0	0	0	0	0	0	35	24	28
18:00	0	1	8	6	6	1	0	0	0	0	0	0	0	0	22	23	28
19:00	0	0	3	9	3	1	0	0	0	0	0	0	0	0	16	24	27
20:00	0	0	0	3	1	0	0	0	0	0	0	0	0	0	4	24	27
21:00	0	0	0	2	1	0	0	0	0	0	0	0	0	0	3	25	27
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
Total	0	9	93	241	114	28	2	1	1	0	0	0	0	0	489		
Percent	0.0%	1.8%	19.0%	49.3%	23.3%	5.7%	0.4%	0.2%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak		11:00	10:00	11:00	11:00	09:00	07:00	11:00	11:00						11:00		
Vol.		1	11	22	14	2	1	1	1						47		
PM Peak		12:00	15:00	14:00	14:00	13:00	12:00								14:00		
Vol.		3	15	32	17	5	1								59		

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Site Code: 01/27/22-01/29/22 Station ID: 22-1066-004 Jordan Rd south of Navahopi Rd

31894 Whitetail Ln. Temecula, CA 92592 520.316.6745

Jordan Rd south of Navahopi Rd 34.875825, -111.761062 Latitude: 0' 0.0000 Undefined Average 85th Percent Total (Mean) * * * * * * * 

22:00	0	0	2	1	0	0	0	0	0	0	0	0	0	0	3	20	22
23:00	0	0	0	1	0	0	1	0	0	0	0	0	0	0	2	31	38
Total	1	7	85	201	170	39	12	0	0	1	0	0	1	0	517		
Percent	0.2%	1.4%	16.4%	38.9%	32.9%	7.5%	2.3%	0.0%	0.0%	0.2%	0.0%	0.0%	0.2%	0.0%			
AM Peak			08:00	10:00	11:00	11:00	11:00								11:00		
Vol.			6	18	29	10	4								60		
PM Peak	21:00	16:00	15:00	14:00	14:00	12:00	13:00			20:00			18:00		14:00		
Vol.	1	2	15	24	31	7	3			1			1		71		
Total	1	28	270	632	376	96	20	2	1	1	0	0	1	0	1428		
Percent	0.1%	2.0%	18.9%	44.3%	26.3%	6.7%	1.4%	0.1%	0.1%	0.1%	0.0%	0.0%	0.1%	0.0%			
15th Percentile :					18 MPH												

	95th Percentile :	32 MPH
Statistics	10 MPH Pace Speed :	21-30 MPH
	Number in Pace :	1008
	Percent in Pace :	70.6%
	Number of Vehicles > 25 MPH :	497
	Percent of Vehicles > 25 MPH :	34.8%
	Mean Speed(Average) :	24 MPH

50th Percentile : 85th Percentile :

23 MPH

28 MPH

Southbound Start

Time

01/29/22

01:00

02:00

03:00

04:00

05:00

06:00

07:00

08:00

09:00

10:00

11:00

12 PM

13:00

14:00

15:00

16:00

17:00

18:00

19:00

20:00

21:00

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Site Code: 01/27/22-01/29/22 Station ID: 22-1066-004

31894 Whitetail Ln. Temecula, CA 92592 520.316.6745

Northbound	Couthbour	d												Jo	ordan Rd : 34. Latitude	south of Na 875825, -1 :: 0' 0.0000	vahopi Rd 11.761062 Undefined
Start	0	u	16	21	26	31	36	41	46	51	56	61	66	71		Average	85th
Time	10	15	20	25	30	35	40	45	50	55	60	65	70	71	Total	(Mean)	Percent
01/27/22	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2	23	24
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
04:00	0	0	1	0	0	1	0	0	0	0	0	0	0	0	2	26	33
05:00	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	18	19
06:00	0	0	2	3	0	1	0	0	0	0	0	0	0	0	6	23	30
07:00	0	0	2	11	9	3	2	0	0	0	0	0	0	0	27	27	31
08:00	0	1	3	20	28	13	4	0	0	0	0	0	0	0	69	27	32
09:00	0	2	5	11	27	6	4	0	0	0	0	0	0	0	55	27	31
10:00	0	2	2	23	24	13	2	0	0	0	0	0	0	0	66	27	31
11:00	0	4	11	28	20	8	4	0	0	0	0	0	0	0	75	25	30
12 PM	0	3	15	28	23	8	1	0	0	0	0	0	0	0	78	24	29
13:00	0	1	19	30	21	9	3	0	0	0	0	0	0	0	83	25	29
14:00	0	0	16	52	16	4	2	1	0	0	0	0	0	0	91	24	27
15:00	0	2	8	33	14	4	2	0	0	0	0	0	0	0	63	24	28
16:00	0	0	7	34	35	14	0	0	0	0	0	0	0	0	90	26	30
17:00	0	5	9	25	19	12	1	0	0	0	0	0	0	0	71	25	30
18:00	0	0	11	14	6	1	0	0	0	0	0	0	0	0	32	23	26
19:00	0	0	3	7	3	1	2	0	0	0	0	0	0	0	16	26	32
20:00	0	0	0	3	4	1	0	0	0	0	0	0	0	0	8	27	29
21:00	0	0	1	6	0	0	0	0	0	0	0	0	0	0	7	22	24
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
Iotal	0	20	117	330	249	99	27	1	0	0	0	0	0	0	843		
Percent	0.0%	2.4%	13.9%	39.1%	29.5%	11.7%	3.2%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	44.00		
AM Peak		11:00	11:00	11:00	00:80	00:00	08:00								11:00		
VOI.		4	11	28	28	13	4	4.4.00							/5		
PIVI Peak		17:00	13:00	14:00	16:00	16:00	13:00	14:00							14:00		
Vol.		5	19	52	35	14	3	1							91		

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Site Code: 01/27/22-01/29/22 Station ID: 22-1066-004
### Field Data Services of Arizona

31894 Whitetail Ln. Temecula, CA 92592 520.316.6745

														J	ordan Rd : 34. Latitude	south of Na 875825, -1 : 0' 0.0000	vahopi Rd 11.761062 Undefined
<u>Northbound,</u> Start	Southbound 0	d 11	16	21	26	31	36	41	46	51	56	61	66	71		Average	85th
Time	10	15	20	25	30	35	40	45	50	55	60	65	70	71	Total	(Mean)	Percent
01/28/22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
01:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	23	24
02:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	28	29
03:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	18	19
04:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	33	34
05:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	18	19
06:00	0	0	0	1	1	0	0	0	0	0	0	0	0	0	2	26	28
07:00	0	0	3	13	12	3	1	0	0	0	0	0	0	0	32	26	29
08:00	0	1	8	20	14	7	2	0	0	0	0	0	0	0	52	25	30
09:00	0	0	5	31	26	11	1	0	0	0	0	0	0	0	74	26	30
10:00	0	0	12	29	36	11	3	0	0	0	0	0	0	0	91	26	30
11:00	0	1	7	32	38	18	4	1	1	0	0	0	0	0	102	27	32
12 PM	0	4	8	42	22	7	4	1	0	0	0	0	0	0	88	25	29
13:00	0	1	9	32	27	11	6	1	0	0	0	0	0	0	87	26	32
14:00	0	1	8	54	34	14	4	0	0	0	0	0	0	0	115	26	30
15:00	0	1	18	40	22	7	1	1	0	0	0	0	0	1	91	24	28
16:00	0	0	14	36	21	6	1	0	0	0	0	0	0	0	78	24	28
17:00	0	1	6	30	16	7	2	0	0	0	0	0	0	0	62	25	29
18:00	0	1	10	12	11	5	0	0	0	0	0	0	0	0	39	24	29
19:00	0	0	4	15	7	1	2	0	0	0	0	0	0	0	29	25	29
20:00	0	0	0	7	5	2	0	0	0	0	0	0	0	0	14	26	29
21:00	1	0	0	3	6	1	0	0	0	0	0	0	0	0	11	25	29
22:00	0	0	0	1	2	0	0	0	0	0	0	0	0	0	3	26	28
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
Total	1	11	114	399	301	112	31	4	1	0	0	0	0	1	975		
Percent	0.1%	1.1%	11.7%	40.9%	30.9%	11.5%	3.2%	0.4%	0.1%	0.0%	0.0%	0.0%	0.0%	0.1%			
AM Peak		08:00	10:00	11:00	11:00	11:00	11:00	11:00	11:00						11:00		
Vol.		1	12	32	38	18	4	1	1						102		
PM Peak	21:00	12:00	15:00	14:00	14:00	14:00	13:00	12:00						15:00	14:00		
Vol.	1	4	18	54	34	14	6	1						1	115		

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Site Code: 01/27/22-01/29/22 Station ID: 22-1066-004

### Field Data Services of Arizona

31894 Whitetail Ln. Temecula, CA 92592 520.316.6745

Northbound	Southbour	ıd												JC	ordan Rd s 34. Latitude	south of Na 875825, -1 : 0' 0.0000	vahopi Rd 11.761062 Undefined
Start	0	11	16	21	26	31	36	41	46	51	56	61	66	71		Average	85th
Time	10	15	20	25	30	35	40	45	50	55	60	65	70	71	Total	(Mean)	Percent
01/29/22	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	23	24
01:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	23	24
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
03:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	18	19
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
05:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	18	19
06:00	0	0	0	0	1	1	0	0	0	0	0	0	0	0	2	31	33
07:00	0	0	3	7	2	1	1	0	0	0	0	0	0	0	14	24	29
08:00	0	0	6	9	10	6	2	1	0	0	0	0	0	0	34	27	33
09:00	0	0	4	22	27	16	3	0	0	0	0	0	0	0	72	27	32
10:00	0	0	4	26	42	9	6	0	0	0	0	0	0	0	87	27	31
11:00	0	0	8	19	63	24	10	0	0	0	0	0	0	0	124	28	33
12 PM	0	1	15	34	39	16	2	1	0	0	0	0	0	0	108	26	30
13:00	0	1	8	29	41	18	7	0	0	0	0	0	0	0	104	27	32
14:00	0	1	11	41	68	14	5	0	0	0	0	0	0	0	140	26	29
15:00	0	1	16	34	21	9	1	0	0	0	0	0	0	0	82	24	29
16:00	1	3	10	28	17	5	4	0	0	0	0	0	0	0	68	24	29
17:00	0	1	8	29	12	1	1	0	0	0	0	0	0	0	52	24	27
18:00	0	2	2	22	10	5	0	0	0	0	0	0	1	0	42	26	29
19:00	0	0	7	8	9	0	0	0	0	0	0	0	0	0	24	23	27
20:00	0	0	1	11	8	2	0	0	0	1	1	0	0	0	24	28	31
21:00	1	2	3	3	2	1	0	0	0	0	0	0	0	0	12	20	28
22:00	0	0	3	2	1	0	0	0	0	0	0	0	0	0	6	21	25
23:00	0	0	0	4	0	0	1	1	0	0	0	0	0	0	6	29	40
I otal	2	12	111	330	373	128	43	3	0	1	1	0	1	0	1005		
Percent	0.2%	1.2%	11.0%	32.8%	37.1%	12.7%	4.3%	0.3%	0.0%	0.1%	0.1%	0.0%	0.1%	0.0%	44.00		
AM Peak			11:00	10:00	11:00	11:00	11:00	08:00							11:00		
VOI.	40.00	40.00	8	26	63	24	10	1		00.00	00.00		10.00		124		
PIM Peak	16:00	16:00	15:00	14:00	14:00	13:00	13:00	12:00		20:00	20:00		18:00		14:00		
VOI.	<u> </u>	3	240	1050	00	220	101	0	1	1	1	0	1	1	140		
Porcont	ۍ ۱۹/	43	34Z	1009	923 22 70/	339 12 00/	2 60/	0.29/	I 0.00/	1		0.00/		I 0.0%	2023		
Percent	0.1%	1.5%	12.1% 5th Percen	<u>37.5%</u>	32.1% 20 MPH	12.0%	3.0%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
		5	0th Percen	tile :	24 MPH												

Statistics	10 MPH Pace Speed :	21-30 MPH
	Number in Pace :	1982
	Percent in Pace :	70.2%
	Number of Vehicles > 25 MPH :	1376
	Percent of Vehicles > 25 MPH :	48.7%
	Mean Speed(Average) :	26 MPH

85th Percentile :

95th Percentile :

30 MPH

34 MPH

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Site Code: 01/27/22-01/29/22 Station ID: 22-1066-004

# **APPENDIX D**

## **EXISTING PEAK HOUR ANALYSIS**



		HCM 6th TWSC
lion 2.5 v.skveh 2.5	Intersection Inter	
nt EBL EBR NBL NBT SBT SBR	Movement EBL EBR NBL NBT SBT SI	Cr.
nfigurations 🏋 🦂 🔒	Lane Configurations Y	
I,venvn U 8 b 18 13 U I veh/h D 8 6 18 13 D	ITRATIC VOI, VENIN 1 / 13 13 25 Entrine Vol veh/h 1 7 13 13 25	
	Confliction Peters M/m 0 0 0 0	0
rol Stop Stop Free Free Free	Sign Control Stop Stop Free Free Free Free Free Free Free Fre	0
elized - None - None - None	RT Channelized - Nore - No	e
sngth 0	Storage Length 0	
lian Storage, # 0 0 0 -	Veh in Median Storage, # 0 0 0	
- 0 0 0	Grade, % 0 0 0	
Factor 92 92 92 92 92 92	Peak Hour Factor 92 92 92 92 92	0
cles, % 2 2 2 2 2 2 2 2 2 2 0 14 0	Heavy Vehicles, % 2 2 2 2 2 2 Munt Flow 1 8 14 14 27	7
r Minero Maiaro	Maintenna M	
I WIITULZ IMAJULI WAJULZ		
10 M 711 +0 + 1 + 0 - 0		
2/		
vy 0.42 0.22 4.12		
1/301/301/2017		
// SULZ 2:442	Collivering Mark 2518 2318 2318 2	
10.007		
Mariauver 302 1000 1004		
2 988	Stage 2 980	
cked. %	Platoon blocked %	
Maneuver 958 1066 1604	Mov Cap-1 Maneuver 926 1047 1585	
Maneuver 958	Mov Cap-2 Maneuver 926	T
91 1005	Stage 1 986	
92 988	Stage 2 990	
EB NB SB	Approach EB NB SB	
ol Delay, s 8.4 1.8 0 0 A	HCM Control Delay, s 8.5 3.6 0 HCM LOS	
c		
Maior Mumt NBI NBT FBI of SBT SBP	Minori anaMajor Mumit NRI NRI FRI n1 SRT SI	0
AMADI INVITU: 1404 - 1066		
dini) 1004 - 1000		
nd Delay (s) 7.3 0 8.4	HCM Control Palavies 0.000	
Mile O(veh) 0 - 0	HCM 95th X(tio O/veb) 0 - 0 -	
	Synchro 11 Report 02123/2022 Page 1 CivTech	Synchro 11 Report Page 1

Delay, siveh         1.7           Delay, siveh         1.7           wennent         EBL         ERN         NBL         NBT         SBT         SBR           wennent         EBL         ERN         NBL         NBT         SBT         SBR           me Configurations         M         13         7         33         43         2           ure Vol. vehh         0         13         7         33         43         2           ontitional storage         Stop         Stop         Free         Free         Free           nin Medan Storage, #         0         0         0         0         0         0         0           at Hour Factor         92         92         92         92         92         92         92           at Hour Factor         92         64         0         0         0         0         0         0           at Hour Factor         92         62         2         2         2         2           at Hour Factor         92         93         47         2         2           at Hour Factor         92         93         47         2         2	
Month of the set of t	
Mile Configurations         Main         Main </td <td></td>	
The control         T         T         T         T         T         T         T         T         T         T         T         T         T         T         T         T         T         T         T         T         T         T         T         T         T         T         T         T         T         T         T         T         T         T         T         T         T         T         T         T         T         T         T         T         T         T         T         T         T         T         T         T         T         T         T         T         T         T         T         T         T         T         T         T         T         T         T         T         T         T         T         T         T         T         T         T         T         T         T         T         T         T         T         T         T         T         T         T         T         T         T         T         T         T         T         T         T         T         T         T         T         T         T         T         T <th< td=""><td></td></th<>	
ure Vol, vehh 0 13 7 33 43 2 filding Peds, #hr 0 0 0 0 0 filding Peds, #hr 0 0 0 0 0 channelized Sup Stop Free Free Channelized Sup Stop Free Free Channelized Sup Stop Free Free Channelized 0 0 0 - tin Median Storage, # 0 0 0 - atk Hour Factor 92 92 92 92 92 92 av Vehicles, % 2 2 2 2 2 av Vehicles, % 2 2 2 2 2 av Vehicles, % 2 2 2 2 filding Flow All 100 48 49 0 - Stage 1 48 field Howy Stg 2 542 Stage 1 542 Stage 1 974 Stage 1 978 Stage 1 985 Stage 1 986 Stage 1 86 13 0 MONTOR EB NB M Control Delay, & & MB M Control Delay, & & MB M Control Delay, & WIT FEI COL	
Miching Peds, #hr         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0	
Cloantol         Stop         Free         Free           Clantedized         None         None         None           Clantedized         None         None         None           Clantedized         0         -         -         -           de, %         0         -         0         -         -           de, %         0         -         0         0         -           de, %         0         -         0         0         -           de, %         0         14         8         36         47         2           wt holders, %         0         14         8         36         47         2           antificity Flow All         100         49         0         -         -         -           Stage 1         8         -         -         -         -         -         -           Stage 2         52         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -	
Chamelized - None - None - None - Chamelized - None - None - Chamelized - Chamelized - Chamelized None	
Target Languar Target Languar Merican Sitorage, # 0 0 0 - de, % 2 2 2 2 wy Verhicles, % 2 2 2 2 the feator 92 92 92 92 wy Verhicles, % 2 2 2 2 the feator 92 92 92 92 the feator 93 93 91021 1558 the feator 95 9102	
Minor     Minor     0     -     0     -       Mi Hour Factor     92     92     92     92     92       Wy Vehricles, %     2     2     2     2     2       Wy Vehricles, %     2     2     2     2     2       Withor     Minor     Major1     Major2     2     2       Mithing Flow All     100     48     49     0     0       Stage 1     48     -     -     -     -       Stage 1     48     -     -     -     -       Stage 2     52     -     -     -     -       Stage 1     48     -     -     -     -       Stage 2     52     -     -     -     -       Call Holvy Sig 1     542     -     -     -     -       Call Holvy Sig 1     542     -     -     -     -       Call Holvy Sig 2     542     -     -     -     -       Call Holvy Sig 1     542     -     -     -     -       Stage 1     9101     1558     -     -     -     -       Stage 2     970     -     -     -     -     - <td< td=""><td></td></td<>	
Neuron     0     14     8     36     47     2       Neuron     0     14     8     36     47     2       Attrinor     Minor     Majort     Majort     Majort     2     2       Attrinor     Minor     Minor     Majort     Majort     2     2       Attrinor     Minor     Majort     Majort     2     2       Stage 1     48     -     -     -     -       Stage 2     52     412     -     -     -       Stage 2     52     12     -     -     -       Stage 1     91     -     -     -     -       Owenp Howy     3518     3.318     2.218     -     -       Owenp Howy     3,518     3.318     2.218     -     -       Stage 1     974     -     -     -     -       Stage 1     971     -     -     -     -       Stage 1     974     -     -     -     -       Stage 1     974     -     -     -     -       Stage 1     974     -     -     -     -       Stage 1     929     -     -     -     -	
mt Tour rector, w Vehicles, %     2     2     2     2       mt Tour rector, fiding Flow All fiding	
Wy Ventuces, no     2     2     2       Att Flow     0     14     8     36     47     2       Stage     1     14     8     36     47     2       Stage     1     48     -     -     0     14     8       Stage     1     48     -     -     0     14     8       Stage     1     48     -     -     -     -     -       Stage     2     412     -     -     -     -     -       call Hoky     5(1     5.42     -     -     -     -     -       call Hoky Sig1     5.42     -     -     -     -     -     -       call Hoky Sig1     5.42     -     -     -     -     -     -       call Hoky Sig1     5.42     -     -     -     -     -     -       call Hoky Sig1     5.43     -     -     -     -     -     -       call Hoky Sig1     5.43     -     -     -     -     -     -       Cap-I Maneuver     895     1021     1558     -     -     -     -       Cap2 Maneuver     895     10     -	
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Stage 2     52     -     -     -       call Hdwy Stg 1     5.42     -     -     -       call Hdwy Stg 1     5.42     -     -     -       call Hdwy Stg 1     5.42     -     -     -       ow-up Hdwy     3.518     3.318     2.218     -     -       ow-up Hdwy     3.518     3.318     2.218     -     -       ow-up Hdwy     3.518     3.318     2.218     -     -       Stage 1     970     -     -     -     -       Stage 2     970     -     -     -     -       Stage 1     993     1021     1558     -     -     -       Stage 1     993     -     -     -     -     -       Stage 2     970     -     -     -     -     -	
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24         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -	24         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -	ll 73 24 25 0 - 0	Conflicting Flow All 118 36 36	0 - 0
6.1     6.1     6.1     6.1     6.1     6.1     6.1     6.1     6.1     6.1     6.1     6.1     6.1     6.1     6.1     6.1     6.1     6.1     6.1     6.1     6.1     6.1     6.1     6.1     6.1     6.1     6.1     6.1     6.1     6.1     6.1     6.1     6.1     6.1     6.1     6.1     6.1     6.1     6.1     6.1     6.1     6.1     6.1     6.1     6.1     6.1     6.1     6.1     6.1     6.1     6.1     6.1     6.1     6.1     6.1     6.1     6.1     6.1     6.1     6.1     6.1     6.1     6.1     6.1     6.1     6.1     6.1     6.1     6.1     6.1     6.1     6.1     6.1     6.1     6.1     6.1     6.1     6.1     6.1     6.1     6.1     6.1     6.1     6.1     6.1     6.1     6.1     6.1     6.1     6.1     6.1     6.1     6.1     6.1     6.1     6.1     6.1     6.1     6.1     6.1     6.1     6.1     6.1     6.1     6.1     6.1     6.1     6.1     6.1     6.1     6.1     6.1     6.1     6.1     6.1     6.1     6.1     6.1     6.1     6.1 <td>31         31         31         31         31         31         31         31         31         31         31         31         31         31         31         31         31         31         31         31         31         31         31         31         31         31         31         31         31         31         31         31         31         31         31         31         31         31         31         31         31         31         31         31         31         31         31         31         31         31         31         31         31         31         31         31         31         31         31         31         31         31         31         31         31         31         31         31         31         31         31         31         31         31         31         31         31         31         31         31         31         31         31         31         31         31         31         31         31         31         31         31         31         31         31         31         31         31         31         31         31         31&lt;</td> <td>24</td> <td>Stage 1 36</td> <td></td>	31         31         31         31         31         31         31         31         31         31         31         31         31         31         31         31         31         31         31         31         31         31         31         31         31         31         31         31         31         31         31         31         31         31         31         31         31         31         31         31         31         31         31         31         31         31         31         31         31         31         31         31         31         31         31         31         31         31         31         31         31         31         31         31         31         31         31         31         31         31         31         31         31         31         31         31         31         31         31         31         31         31         31         31         31         31         31         31         31         31         31         31         31         31         31         31         31         31         31         31         31         31<	24	Stage 1 36	
64         6.4         4.2         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         - <td>642         22         41         5         5         4         5         5         4         5         5         4         5         5         4         5         5         4         5         5         4         5         5         4         5         5         4         5         5         4         5         5         5         5         5         5         5         5         5         5         5         5         5         5         5         5         5         5         5         5         5         5         5         5         5         5         5         5         5         5         5         5         5         5         5         5         5         5         5         5         5         5         5         5         5         5         5         5         5         5         5         5         5         5         5         5         5         5         5         5         5         5         5         5         5         5         5         5         5         5         5         5         5         5         5         5         5<td>49</td><td>Stage 2 82</td><td></td></td>	642         22         41         5         5         4         5         5         4         5         5         4         5         5         4         5         5         4         5         5         4         5         5         4         5         5         4         5         5         4         5         5         5         5         5         5         5         5         5         5         5         5         5         5         5         5         5         5         5         5         5         5         5         5         5         5         5         5         5         5         5         5         5         5         5         5         5         5         5         5         5         5         5         5         5         5         5         5         5         5         5         5         5         5         5         5         5         5         5         5         5         5         5         5         5         5         5         5         5         5         5         5         5         5         5         5         5 <td>49</td> <td>Stage 2 82</td> <td></td>	49	Stage 2 82	
1     642     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -<	1     6.42     · · · · · · · · · · · · · · · · · · ·	6.42 6.22 4.12	Oritical Hdwy 6.42 6.22 4.12	
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err     930     0.2     153     0.2     0.2     0.2     0.2     0.2       933     0.2     0.2     0.2     0.2     0.2     0.2     0.2       933     0.2     0.2     0.2     0.2     0.2     0.2       933     0.2     0.2     0.2     0.2     0.2     0.2       933     0.2     0.2     0.2     0.2     0.2     0.2       933     0.2     0.2     0.2     0.2     0.2     0.2       933     0.2     0.2     0.2     0.2     0.2     0.2       933     0.2     0.2     0.2     0.2     0.2     0.2       933     0.2     0.2     0.2     0.2     0.2     0.2       933     0.2     0.2     0.2     0.2     0.2     0.2       933     0.2     0.2     0.2     0.2     0.2     0.2       933     0.1     0.1     0.2     0.2     0.2     0.2       933     0.1     0.1     0.1     0.1     0.1     0.1     0.2       933     0.1     0.1     0.1     0.1     0.1     0.1     0.1       934     0.1     0.1     0.1	err         833         0.02         1.63         0.02         1.03         1.03         1.03         1.03         1.03         1.03         1.03         1.03         1.03         1.03         1.03         1.03         1.03         1.03         1.03         1.03         1.03         1.03         1.03         1.03         1.03         1.03         1.03         1.03         1.03         1.03         1.03         1.03         1.03         1.03         1.03         1.03         1.03         1.03         1.03         1.03         1.03         1.03         1.03         1.03         1.03         1.03         1.03         1.03         1.03         1.03         1.03         1.03         1.03         1.03         1.03         1.03         1.03         1.03         1.03         1.03         1.03         1.03         1.03         1.03         1.03         1.03         1.03         1.03         1.03         1.03         1.03         1.03         1.03         1.03         1.03         1.03         1.03         1.03         1.03         1.03         1.03         1.03         1.03         1.03         1.03         1.03         1.03         1.03         1.03         1.03         1.03         1	3.518 3.318 2.218	Follow-up Hdwv 3:518 3:318 2:218	
930         · · · · · · · · · · · · · · · · · · ·	973         · · · · · · · · · · · · · · · · · · ·	er 931 1052 1589	Pot Cap-1 Maneuver 878 1037 1575	
973     - · · · · · · · · · · · · · · · · · · ·	973     · · · · · · · · · · · · · · · · · · ·		Stage 1 986	
0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0	0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0	973	Stage 2 941	
err         231         052         155         -         -           923         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         - <td< td=""><td>err         234         052         163         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0</td><td></td><td>Platoon blocked, %</td><td></td></td<>	err         234         052         163         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0		Platoon blocked, %	
824         · · · · · · · · · · · · · · · · · · ·	err         523         · · · · · · · · · · · · · · · · · · ·	ver 924 1052 1589	Mov Cap-1 Maneuver 863 1037 1575	
373     1     1     369     1     1     1       373     1     1     1     1     1     1       1     1     1     1     1     1     1       1     1     1     1     1     1     1       1     1     1     1     1     1     1       1     1     1     1     1     1     1       1     1     1     1     1     1     1       1     1     1     1     1     1     1       1     1     1     1     1     1     1       1     1     1     1     1     1     1	333       · · · · · · · · · · · · · · · · · · ·	er 924	Mov Cap-2 Maneuver 863	
973     7     7     7     2     941     7     7       8     8     8     8     8     8     8     8       8     21     0     0     0     0     0     0     0       1     1     1     1     1     1     1     1     1       1     1     1     1     1     1     1     1     1       1     1     1     1     1     1     1     1     1	973       • • • • • • • • • • • • • • • • • • •	992	Stage 1 969	
EB         NB         SI         Control Dedys         SI         Control Dedys         SI         SI	EB         NB         SB         ND         SB         ND         SB         ND         SB         ND         SB         ND         ND<	973	Stage 2 941	
EB         NB         SB         NB         NB<	EB         NB         SB         Approach         EB         NB         SB         21         0         SB         31         31         31         31         31         31         31         31         31         31         31         31         31         31         31         31         31         31         31         31         31         31         31         31         31         31         31         31         31         31         31         31         31         31         31         31         31         31         31         31         31         31         31         31         31         31         31         31         31         31         31         31         31         31         31         31         31         31         31         31         31         31         31         31         31         31         31         31         31         31         31         31         31         31         31         31         31         31         31         31         31         31         31         31         31         31         31         31         31         31         31 <t< td=""><td></td><td></td><td></td></t<>			
s         8.5         2.1         0         FMC control Delay, s         8.7         3.6         0           Mm         NBT EBL/I         SBT         SR         A         A         A         A         A         A         A         A         A         A         A         A         A         A         A         A         A         A         A         A         A         A         A         A         A         A         A         A         A         A         A         A         A         A         A         A         A         A         A         A         A         A         A         A         A         A         A         A         A         A         A         A         A         A         A         A         A         A         A         A         A         A         A         A         A         A         A         A         A         B         B         A         B         B         B         B         B         B         B         B         B         B         B         B         B         B         B         B         B         B         B         B	s         8.5         2.1         0           A         No         0         -         0         -         0         -         0         -         0         -         0         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         - <td>EB NB SB</td> <td>Approach EB NB</td> <td>SB</td>	EB NB SB	Approach EB NB	SB
Mit       NBL       NBT ELri       SS       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       <	Min       NB1 EBL1       SF       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       B       B       B       B       B       B       B       B       B       B       B       B       B       B       B       B       B       B       B       B       B       B       B       B       B       B       B       B       B       B       B       B       B       B       B       B       B       B       B       B       B       B       B       B       B       B       B       B       B       B       B       B <td< td=""><td>s 8.5 2.1 0</td><td>HCM Control Delay s 8 7 3 6</td><td>0</td></td<>	s 8.5 2.1 0	HCM Control Delay s 8 7 3 6	0
Mul         NETEBLII         SER         MortaneMajor/Mmit         NET	Mini         NBL         NBT BBL         SM         Mini         NBL         NBT BBL         NBL         NBL         NBT BBL         NBL	A	HCM LOS A	
Mut         NBL         NBTEBL/ri         SBT         SBR         Minor Lane/Major Mutt         NBL         BTT BL/ri         SBT         SBR           1589         - 1052          -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -	Mit         NBL         NBT         BLI-ri         SBT         SBR           1589         - 1052         - 2         - 399         - 1         - 1           1589         - 1052         - 2         - 399         - 1         - 1           159         - 0         - 1         - 1         - 1         - 1         - 1           1         - 0         - 1         - 1         - 1         - 1         - 1         - 1           1         - 0         - 1         - 1         - 1         - 1         - 1         - 1           1         - 1         - 1         - 1         - 1         - 1         - 1         - 1           1         - 1         - 1         - 1         - 1         - 1         - 1         - 1           1         - 1         - 1         - 1         - 1         - 1         - 1         - 1           1         - 1         - 1         - 1         - 1         - 1         - 1         - 1           1         - 1         - 1         - 1         - 1         - 1         - 1         - 1           1         - 1         - 1         - 1         - 1         - 1			
1580     - 1052     -     -     -     -     -       10     -     0.017     -     0.017     -     0.017     -     0.017       10     0     0     0     0     0     1     -     0.017     -     0.017       10     0     0     0     0     0     1     -     0.1     -     -       10     0     0     0     1     -     0.1     -     0.1     -     -       11     0     -     0     -     0.1     -     0.1     -     -     -       12     0     -     0     -     0.1     -     0.1     -     0.1     -     -       13     0     -     0     -     0.1     -     0.1     -     -     -       14     1     -     0     -     0.1     -     0.1     -     -     -       15     -     -     -     -     -     -     -     -     -       16     -     0     -     -     -     -     -     -     -       16     -     -     -     -     -     <	1580       1052       -       -       990       -       -         10       0017       -       017       -       017       -       017       -       0         10       7       0       1       0       -       0       1       0       1       0       -       0       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       - </td <td>Avmt NBL NBT EBLn1 SBT SBR</td> <td>Minor Lane/Major Mvmt NBL NBT EE</td> <td>BLn1 SBT SBR</td>	Avmt NBL NBT EBLn1 SBT SBR	Minor Lane/Major Mvmt NBL NBT EE	BLn1 SBT SBR
io       0.007       - 0.014                                                                                                              -	0       0.007       0.014       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0	1589 - 1052	Capacity (veh/h) 1575 -	666
(s)       7.3       0       8.7       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       - </td <td>(a)       7.3       0       8.7       -       -         (b)       0       -       0       -       -       -       -         (c)       -       0       -       -       -       -       -       -         (c)       -       0       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -</td> <td>io 0.007 - 0.014</td> <td>HCM Lane V/C Ratio 0.017 - 0</td> <td>0.017</td>	(a)       7.3       0       8.7       -       -         (b)       0       -       0       -       -       -       -         (c)       -       0       -       -       -       -       -       -         (c)       -       0       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -	io 0.007 - 0.014	HCM Lane V/C Ratio 0.017 - 0	0.017
A       A       A       A       A       A       A       C       C         eh)       0       -       0       -       -       0.1       -       0.1       -       0.1       -       0.1       -       0.1       -       0.1       -       0.1       -       0.1       -       0.1       -       0.1       -       0.1       -       0.1       -       0.1       -       0.1       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -	A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A	(s) 7.3 0 8.5	HCM Control Delay (s) 7.3 0	8.7
en)         0         .         0         .         0.1         .         0.1         .         .         .         .         .         .         .         .         .         .         .         .         .         .         .         .         .         .         .         .         .         .         .         .         .         .         .         .         .         .         .         .         .         .         .         .         .         .         .         .         .         .         .         .         .         .         .         .         .         .         .         .         .         .         .         .         .         .         .         .         .         .         .         .         .         .         .         .         .         .         .         .         .         .         .         .         .         .         .         .         .         .         .         .         .         .         .         .         .         .         .         .         .         .         .         .         .         .         . </td <td>e1)       0       0       0.1       0.1       0.1       0.1       0.1       0.1       0.1       0.1       0.1       0.1       0.1       0.1       0.1       0.1       0.1       0.1       0.1       0.1       0.1       0.1       0.1       0.1       0.1       0.1       0.1       0.1       0.1       0.1       0.1       0.1       0.1       0.1       0.1       0.1       0.1       0.1       0.1       0.1       0.1       0.1       0.1       0.1       0.1       0.1       0.1       0.1       0.1       0.1       0.1       0.1       0.1       0.1       0.1       0.1       0.1       0.1       0.1       0.1       0.1       0.1       0.1       0.1       0.1       0.1       0.1       0.1       0.1       0.1       0.1       0.1       0.1       0.1       0.1       0.1       0.1       0.1       0.1       0.1       0.1       0.1       0.1       0.1       0.1       0.1       0.1       0.1       0.1       0.1       0.1       0.1       0.1       0.1       0.1       0.1       0.1       0.1       0.1       0.1       0.1       0.1       0.1       0.1       0.1       0.1<!--</td--><td>A A A</td><td>HCM Lane LOS A A</td><td> <del>V</del></td></td>	e1)       0       0       0.1       0.1       0.1       0.1       0.1       0.1       0.1       0.1       0.1       0.1       0.1       0.1       0.1       0.1       0.1       0.1       0.1       0.1       0.1       0.1       0.1       0.1       0.1       0.1       0.1       0.1       0.1       0.1       0.1       0.1       0.1       0.1       0.1       0.1       0.1       0.1       0.1       0.1       0.1       0.1       0.1       0.1       0.1       0.1       0.1       0.1       0.1       0.1       0.1       0.1       0.1       0.1       0.1       0.1       0.1       0.1       0.1       0.1       0.1       0.1       0.1       0.1       0.1       0.1       0.1       0.1       0.1       0.1       0.1       0.1       0.1       0.1       0.1       0.1       0.1       0.1       0.1       0.1       0.1       0.1       0.1       0.1       0.1       0.1       0.1       0.1       0.1       0.1       0.1       0.1       0.1       0.1       0.1       0.1       0.1       0.1       0.1       0.1       0.1       0.1       0.1       0.1       0.1       0.1 </td <td>A A A</td> <td>HCM Lane LOS A A</td> <td> <del>V</del></td>	A A A	HCM Lane LOS A A	<del>V</del>
Synchro 11 Report Page 2 Synchro 11 Report CoZ32022 Synchro 11 Report Page 2 Synchro 12 Report Page 2 Synchro 14 Report P	Synchro 11 Report Page 2 Synchro 11 Report Page 2 Synchro 11 Report	veh) 0 - 0	HCM 95th %tile O(veh) 0.1 -	
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Synchro 11 Report         02/23/2022         Synchro 11 Report           Page 2         CivTech         Page 2	Synchro 11 Report     02/23/202     Synchro 11 Report       Page 2     CVTech     Page 2			
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			Page 2 CivTech	Page 2

Insection         Image is a section         MBL         NBT         SBR           Delay, s/veh         1.9         Section         1.9         Section           e Configurations         M         14         55         57         1           ure Vol, veh/h         5         14         14         55         57         1           mitching Peds, #hr         0         0         0         0         0         0         0           mitching Peds, #hr         0         0         0         0         0         0         0         0           mitching Peds, #hr         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         <	
Jaby, sven         1.3           Jenent         EBL         BR         NBL         BT         SFT         SRR           e Configurations         5         14         14         55         57         1           are Vol. vehh         5         14         14         55         57         1           are Vol. vehh         5         14         14         55         57         1           are Vol. vehh         5         14         14         55         57         1           are Vol. vehh         5         14         14         55         57         1           are Vol. vehh         5         14         14         55         57         1           are Vol. vehh         5         14         14         55         57         1           are Vol. vehicles         0         -         -         0         0         0         -           are Malain Storage.         0         -         -         0         -         0         -           th Madian Storage.         0         -         0         0         -         -         -           th Hour Fector         29	
endent         EBL         BRN         NBT         SBR           e Configurations         M         A         A           e Confusition         5         1         14         55         57         1           are Vol, vehih         5         14         14         55         57         1           ificting Peds, #ithr         0         0         0         0         0         0           rays Length         5         14         14         55         57         1           rays Length         None         None         None         None         None         None           rays Length         0         -         0         -         0         -         -         0         -         -         -         -         -         -         -         -         0         -         -         0         -         -         0         -         -         0         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -	
e Configurations <b>F 1 1 4 5</b> 57 1 filtory Peds, #hr 0 0 0 0 0 filtoring Peds, #hr 0 0 0 0 0 1 Control Stop Free Free Free Free 1 1 1 4 55 57 1 filtory Peds, #hr 0 0 0 0 1 Control Stop 2 20 22 22 2 2 2 1 in Median Storage, # 0 0 0 0 the free free the free Free Free the free free 1 1 1 5 60 62 1 1 1 1 5 60 62 1 2 2 2 2 2 2 2 2 2 1 2 2 2 1 2 2 2 2 2 2 2 2 1 2 2 2 1 2 2 2 2 2 2 2 2 2 1 2 2 2 2 2 2 2 2 1 2 2 2 2 2 2 2 2 2 1 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 1 2 2 2 2 2 2 2 2 2 1 2 2 2 2 2 2 2 2 2 1 2 2 2 2 2 2 2 2 1 2 2 2 2 2 2 2 2 1 2 2 2 2 2 2 2 2 1 2 2 2 2 2 2 2 2 1 2 2 2 2 2 2 2 2 2 1 2 2 2 2 2 2 2 2 2 2 2 2 2 2 1 2 2 2 2 2 2 2 2 1 2 2 2 2 2 2 2 1 2 2 2 2 2 2 2 2 1 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	
Tic Vol. vehin         5         14         14         55         7         1           are Vol. vehin         5         14         14         55         57         1           are Vol. vehin         5         14         14         55         57         1           Channelized         None         None         None         None         None         None           Channelized         None         None         None         None         None         None           Channelized         0         -         0         -         0         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         0         -         -         0         -         -         0         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -	
lar vol. vehn lar vo	
Michain Floating Peds, #Int         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0<	
Control         Stop         Free	
Tharmelized         Nome         Nome         Nome           age Length         0         -         -         -           age Length         0         -         -         -         -           age Length         0         -         -         0         -         -           age Length         0         -         -         0         -         -         -           and Norage         0         -         -         0         0         -         -         -           and White         2         2         2         2         2         2         2         2         2         2         2         2         2         2         2         2         2         2         2         2         2         2         2         2         2         2         2         2         2         2         2         2         2         2         2         2         2         2         2         2         2         2         2         2         2         2         2         2         2         2         2         2         2         2         2         2         2	
age Langth 0	
in Median Storage,# 0 0 0 1 1 - 0 1 1 1 1	
6. %         0         -         -         0         -           Hour Factor         2         2         2         2         2           Hour Factor         2         2         2         2         2           It Polvelices, %         5         15         15         60         62         1           Minor         Minor2         Major1         Major2         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1 <td></td>	
rhour hator         32         32         32         32         32         32         32         32         32         32         32         32         32         32         32         32         32         32         32         32         32         32         32         32         32         32         32         32         32         32         32         32         32         32         32         32         32         32         32         33         33         33         33         33         33         33         33         33         33         33         33         33         33         33         33         33         33         33         33         33         33         33         33         33         33         33         33         33         33         33         33         33         33         33         33         33         33         33         33         33         33         33         33         33         33         33         33         33         33         33         33         33         33         33         33         33         33         33         33         33	
vy ventoles, no     z     z     z     z     z       riffinor     Minor     5     15     15     60     62     1       Riding Flow All     153     63     0     -     0       Stage 1     60     -     -     -     -       Stage 1     63     -     -     -     -       Stage 1     63     -     -     -     -       Stage 1     53     5.2     4.12     -     -       at Hdwy     54.2     -     -     -     -       at Hdwy     5.42     -     -     -     -       Cape Maneuver     83     102     1540     -     -       Stage 1     964     -     -     -     -       Stage 1     950     -     -     -     -       Stage 1     950     -     -     -     -       Stage 1     950     -	
Million:         Million:         Million:         Million:         Million:         Million:         Million:         Million:         Million:         Malor:	
Millior         Millior2         Major2           Riding Flow All         153         63         0         0           Stage 1         53         53         0         0         0           Stage 1         63         5         1         -         0           Stage 1         63         5         -         -         -         -           Stage 1         642         6.22         4.12         -         -         -         -           all Howy Sig 1         5.42         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         - <t< td=""><td></td></t<>	
litching Flow All 153 63 63 0 - 0 Stage 1 63	
Stage 1         6.3         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -	
Stage 2         90         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -<	
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wwupHdwy         3518         3218         -         -         -           Cap-1 Maneuver         833         1002         1540         -         -         -           Cap-1 Maneuver         833         1002         1540         -         -         -         -           Stage 2         934         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         - </td <td></td>	
Cap-1 Maneuver     839     1002     1540     -     -       Stage 1     960     -     -     -       Stage 1     960     -     -     -       Stage 1     960     -     -     -       On blocked, %     -     -     -     -       Cap-1 Maneuver     831     1002     1540     -     -       Cap-1 Maneuver     831     1     -     -     -       Stage 1     950     -     -     -     -       Stage 2     934     -     -     -     -       Stage 1     850     -     -     -     -       Cap-1 Maneuver     831     -     -     -     -       Cap-1 Maneuver     831     -     -     -     -       Stage 1     950     -     -     -     -       Stage 2     934     -     -     -     -       Cach     EB     NB     SB     -     -       At Control Delay, s     8.9     1.5     0       At LOS     A     -     -     -	
Stage 1     960     -     -     -       Stage 2     934     -     -     -       Stage 2     934     -     -     -       Stage 1     931     1002     1540     -     -       Cap-1 Maneuver     831     1002     1540     -     -       Stage 1     950     -     -     -     -       Stage 2     334     -     -     -     -       Stage 2     934     -     -     -     -       Ocntrol Delay, s     8.9     1.5     0       ALOS     A     -     -     -	
Stage 2         934         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -	
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VICS A LOS A	
or Lane/Major Mvmt NBL NBT EBLn1 SBT SBR	
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A Control Delay (s) 7.4 0 8.9	
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3/2022	Synchro 11 Report

Mission         Different         Configurations         Mission         SBI         Mission         SBI         Mission         SBI         Mission         SBI         Mission         SBI         Mission         Mission </th <th></th> <th></th> <th></th> <th></th> <th></th> <th></th> <th></th>							
Metric         Metric<	tersection t Delay, s/veh 0.9						
me Configurations         M         A           affer Vol, vehich         13         2         67         7         0         7           affer Vol, vehich         13         2         67         7         0         7           onfelling Pedis, #hr         0         0         0         0         0         0           of contrad         Stop Stop Free         -         Nome         -         Nome         -           of beneficed         20         0         0         0         -         0         -         -         -         -         -         -         -         -         -         -         -         0         -         -         0         -         -         -         0         -         -         0         -         -         -         0         -         -         0         -         -         0         -         -         0         -         -         0         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -	ovement WBL V	WBR	NBT	NBR	SBL	SBT	
affic Vol. Verhin         13         2         67         7         0         71           ture Vol. Verhin         13         2         67         7         0         7           and Control         Shop         Free         Free         Free         Free         Free           Channelizad         None         None         None         None         None         None           Ann Median Storage. #         0         -         0         -         0         -         0           acto. %         2         2         2         2         2         2         2         2         2         2         2         2         2         2         2         2         2         2         2         2         2         2         2         2         2         2         2         2         2         2         2         2         2         2         2         2         2         2         2         2         2         2         2         2         2         2         2         2         2         2         2         2         2         2         2         2         2         2         2 <td>ine Configurations</td> <td></td> <td>4</td> <td></td> <td></td> <td>4</td> <td></td>	ine Configurations		4			4	
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Inditing Feos. #In         U         U         U         U         U         U         U         U         U         U         U         U         U         U         U         U         U         U         U         U         U         U         U         U         U         U         U         U         U         U         U         U         U         U         U         U         U         U         U         U         U         U         U         U         U         U         U         U         U         U         U         U         U         U         U         U         U         U         U         U         U         U         U         U         U         U         U         U         U         U         U         U         U         U         U         U         U         U         U         U         U         U         U         U         U         U         U         U         U         U         U         U         U         U         U         U         U         U         U         U         U         U <thu< th="">         U         U</thu<>	ture Vol, veh/h 13	~ ~	67	~ ~	0	71	
The field of the fiel	onflicting Peas, #/hr U	0 0				0	
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ak Hour Factor         92         92         92         92           av Vehicles, %         2         2         2         2         2           av Vehicles, %         2         2         2         2         2         2           av Vehicles, %         2         2         2         2         2         2         2           av Vehicles, %         2         2         2         2         2         2         2         2           filting Flow All         154         77         0         81         0         81         0           Stage         1         7         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -	ade. % 0	1	0	1	1	0	
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mf Flow         14         2         73         8         0         77           Minori         Minori         Majori         Majori         Majori         Majori           Minori         Minori         Majori         Majori         Majori         Majori         Majori           Stage         7         7         0         0         81         0         71         0         0         81           Stage         7         7         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -	avy Vehicles, % 2	~	2	~	2	2	
Minori         Majori         Majori         Majori           filting Flow All         154         7         0         81         0           Stage 1         77         -         -         -         -         -         -           Stage 2         77         -         -         -         -         -         -         -         -           Stage 2         642         5.22         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         - </td <td>mt Flow 14</td> <td>2</td> <td>73</td> <td>œ</td> <td>0</td> <td>77</td> <td></td>	mt Flow 14	2	73	œ	0	77	
Instruct         Majori         Major							
Italing Flow AII         154         77         0         0         81         0           Stage 1         77         -         -         -         -         -         -           Stage 1         77         -         -         -         -         -         -           Stage 2         77         -         -         -         -         -         -           Stage 2         542         -         -         -         -         -         -           Cap Howy 28 1         5.42         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         - </td <td>jor/Minor Minor1</td> <td>2</td> <td>lajor 1</td> <td>2</td> <td>ajor2</td> <td></td> <td></td>	jor/Minor Minor1	2	lajor 1	2	ajor2		
Stage 1         77         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -<	nflicting Flow All 154	1	0	0	<u>∞</u>	0	
Stage 2       71       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -<	Stage 1 77	1	1	1	ł		
Identify     642     6.22     -     -     4.12     -       Icial Howy Sg 1     5.42     -     -     -     -       Icial Howy Sg 1     5.42     -     -     -     -       Iciar Howy Sg 1     5.43     -     -     1517     -       Cov-up Howy     3.518     3.318     -     -     2.218       Cap-1 Maneuver     38     94     -     -     1517       Stage 2     946     -     -     -     -       Stage 1     946     -     -     1517     -       VCap-1 Maneuver     83     94     -     -     1517       Vcap-1 Maneuver     83     94     -     -     -       Stage 1     946     -     -     -     -       Vcap-1 Maneuver     83     94     -     -     -       Stage 1     946     -     -     -     -       St	Stage 2 77	1	1	•	1		
certar nowy 3g1       5.42       -       -       -       -         Cisp-1 Maneuver       838       934       -       -       1517       -         Cisp-1 Maneuver       838       934       -       -       1517       -       -         Cisp-1 Maneuver       838       934       -       -       1517       -       -         Stage 1       946       -       -       1517       -       -       -         Stage 2       946       -       -       1517       -       -       -         V Cap-2 Maneuver       838       94       -       -       1517       -       -         V Cap-2 Maneuver       838       94       -       -       1517       -       -         V Cap-2 Maneuver       838       94       -       -       -       -       -       -         Stage 1       946       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -	tical Hdwy 6.42	6.22	1	1	4.12		
Mow Howy Sig Z       5.42       -       -         Mow Howy       3518       3.118       -       -         Cap-1 Manever       38       -       -       1517       -         Stage 1       946       -       -       1517       -       -         Stage 2       946       -       -       1517       -       -       -         Controlocked, %       -       -       -       -       -       -       -       -         Controlocked, %       -       -       -       -       -       -       -       -         V Cap-2 Manever       338       94       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -	tical Howy Stg 1 5.42	•	•	•	·		
Cap-1 Manuker       333       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -	IICAI HOWY STG Z 5.42	- 212	•	'	- 210		
Stage 1       30       50       5       5       101       5         Stage 2       946       5       5       5       5       5         Cosh Maneurer       83       84       5       5       5       5         Cosh Maneurer       83       84       5       5       5       5         VCap-1 Maneurer       83       84       5       5       5       5         VCap-1 Maneurer       83       84       5       5       5       5         Stage 1       946       5       5       5       5       5       5         Stage 1       946       5       5       5       5       5       5         Stage 2       946       5       5       5       5       5       5       5         Stage 1       946       5       5       5       5       5       5       5       5       5       5       5       5       5       5       5       5       5       5       5       5       5       5       5       5       5       5       5       5       5       5       5       5       5	Condition 0.010		'		1517		
Stage 2         346         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -	Stare 1 Marieuver 000	‡05	•	•	101		
toon blocked, %         -         -         1517         -           Cap-1 Maneuver         338         -         -         1517         -           V Cap-1 Maneuver         338         -         -         1517         -           V Cap-1 Maneuver         338         -         -         1517         -           V Cap-1 Maneuver         338         -         -         -         -           Stage         946         -         -         -         -           Stage         946         -         -         -         -           Stage         946         -         -         -         -           Montro Delay, s         93         0         0         0           M LOS         A         -         -         -         -           M LOS         A         -	Stage 2 946	1	1	1	1		
v Cap-1 Maneuver         838         944         -         1517         -           V Cap-2 Maneuver         838         -         -         1517         -           V Cap-2 Maneuver         838         -         -         -         -         -           V Cap-2 Maneuver         838         -         -         -         -         -         -           Stage 1         946         -         -         -         -         -         -         -           Stage 2         946         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -	toon blocked, %		1	•			
v Cap 2 Maneuver         838         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -	v Cap-1 Maneuver 838	984	1	1	1517		
Stage 1         946         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -	v Cap-2 Maneuver 838	1	1	1	1		
Stage 2         946         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -	Stage 1 946	1	1	1	1		
Accounted belay, s         9.3         0         0           M Control Delay, s         9.3         0         0           M LOS         A         0         0           M Lost         NBR/WBLn1         SBL         SBT           pacity (vehh)         -         -         855         1517           M Lane V/C Ratio         -         -         0.019         -           M Control Delay (s)         -         -         9.3         0           M Lane LOS         -         -         0.1         0         -	Stage 2 946	•	•	•	•		
wear         NB         SB           M Control Delay, s         9.3         0         0           M Control Delay, s         9.3         0         0           M LOS         A         0         0           M Lane VIC Ratio         -         -         855         1517           M Lane VIC Ratio         -         -         0.019         -           M Lane LOS         -         -         0.1         -           M Lane LOS         -         -         0.1         0							
M Control Delay, s         9.3         0         0           M LOS         A	proach WB		BB		SB		
M LOS A cortameMajor Nwmt NBT NBR/NBL/1 SBL SBT pacity (veh/h) 855 1517 - M Lane VC Ratio 0.019 M Control Delay (s) 9.3 0 - M Lane LOS A A - M Seth %ile Q(veh) 0.1 0 -	M Control Delay, s 9.3		0		0		
or Lane Major Numt NBT NBRVNBLn1 SBL SBT pacity (veh/h)	M LOS A						
or Lane/Major Mumt NBT NBR/WBLr1 SBL SBT							
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iM 95th %tile Q(veh) 0.1 0 -	:M Lane LOS	•	1	4	4		
	tM 95th %tile Q(veh)	1	1	0.1	0		
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# **APPENDIX E**

# **TRIP GENERATION CALCULATIONS**



#### Analyzed Site Plan: 24 DUs

Methodology Overview

This form facilitates trip generation estimation using data within the Institute of Transportation Engineer's (ITE) Trip Generation Manual, 10th Edition and methodology described within ITE's Trip Generation Handbook, 3rd Edition. These references will be referred to as Manual and Handbook, respectively. The Manual contains data collected by various transportation professionals for a wide range of different land uses, with each land use category represented by a land use code (LUC). Average rates and equations have been established that correlate the relationship between an independent variable that describes the development size and generated trips for each categorized LUC in various settings and time periods. The Handbook indicates an established methodology for how to use data contained within the Manual when to use the fitted curve instead of the average rate and when to adjustments to the volume of trips are appropriate and how to do so. The methodology steps are represented visually in boxes in Figure 3.1. This worksheet applies calculations for each box if applicable.

#### Box 1 - Define Study Site Land Use Type&Site Characteristics, | Box 2 - Define Site Context | Box 3 - Define Analysis Objectives Trip Types&Time Period

The analyst is to pick an appropriate LUC(s) based on the subject's zoning/land use(s)/future land use(s). The size of the land use(s) is described in reference to an independent variable(s) specific to (each) the land use (example: 1,000 square feet of building area is relatively common). Context assessment is to "simply determine whether the study sites is in a multimodal setting" and "could have persons accessing the site by walking, bicycling, or riding transit." This assessment is used in Box 4. The Manual separates data into 4 setting categories - Rural, General Urban/Suburban, Dense Multi-Urban Use and Center City Core. This worksheet uses the following abbreviations, respectively: R, G, D, and C. The Manual does not have data for all settings of all land use codes. The "General Urban/Suburban" sutting is used by default.

This tool will focus on vehicular trips for a 24-hour period on a typical weekday as well as its AM peak hour and PM peak hour. Other time period(s) may be of interest.

#### Land Use Types and Size

Proposed Use	Amount Units	ITE LUC	ITE Land Use Name
Townhomes Vehicles	24 Dwelling Units	220	Multifamily Housing (Low-Rise Not Close to Rail)

#### Box 4 - Is Study Site Multimodal?

Per the Handbook, "if the objective is to establish a local trip generation rate for a particular land use or study site, the simplified approach (Box 9) may be acceptable but the Box 5 through 8 approach is required if the study site is located in an infill setting, contains a mix of uses on-site, or is near significant transit service."

#### Box 5/Box 9 - Estimate Baseline Trips/Estimate Vehicular Trips (Determine Equation)

Vehicle trips are estimated using rates/equations applicable to each LUC. When the appropriate graph has a fitted curve, the Handbook has a process (Figure 4.2) to determine when to use it versus using the weighted average rate or collecting local data. The methodology requires for engineering judgement in some circumstances and permits engineering judgement to override or make adjustments when appropriate to best project (example 1: study site is expected to operate differently than data in the applicable land use code - such as restaurant that is closed in the morning or in the evening; example 2: LUC data in a localized area fails to be represented by the typically selected fitted curve/weighted average rate - a small shop/LUC 820, AM peak hour is skewed by the high y-intercept).

Equation Type: Equation Used [Equated Rate] (Type Abbreviations: Weighted Average Rate ("WA"), Fitted Curve Type: Equation Used [Equated Rate]

Proposed Use	ADT	AM Peak Hour	PM Peak Hour	Saturday
Townhomes Vehicles	FC: T=6.41*X+75.31 [9.55]	FC: T=0.31*X+22.85 [1.26]	FC: T=0.43*X+20.55 [1.29]	FC: T=0.86*X+9.72 [1.27]

Box 5/Box 9 - Estimate Baseline Trips/Estimate Vehicular Trips (Apply Equations and in/out Distributions)

		AI	т		AM Peak Hour			PM Peak Hour					Saturday			
Proposed Use	% In	In	Out	Total	% In	In	Out	Total	% In	In	Out	Total	% In	In	Out	Total
Townhomes Vehicles	50%	115	115	230	24%	7	23	30	63%	20	11	31	54%	16	14	30



#### **Current Site Plan: 19 DUs**

Methodology Overview

This form facilitates trip generation estimation using data within the Institute of Transportation Engineer's (ITE) Trip Generation Manual, 10th Edition and methodology described within ITE's Trip Generation Handbook, 3rd Edition. These references will be referred to as Manual and Handbook, respectively. The Manual contains data collected by various transportation professionals for a wide range of different land uses, with each land use category represented by a land use code (LUC). Average rates and equations have been established that correlate the relationship between an independent variable that describes the development size and generated trips for each categorized LUC in various settings and time periods. The Handbook indicates an established methodology for how to use data contained within the Manual when to use the fitted curve instead of the average rate and when to adjustments to the volume of trips are appropriate and how to do so. The methodology steps are represented visually in boxes in Figure 3.1. This worksheet applies calculations for each box if applicable.

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The analyst is to pick an appropriate LUC(s) based on the subject's zoning/land use(s)/future land use(s). The size of the land use(s) is described in reference to an independent variable(s) specific to (each) the land use (example: 1,000 square feet of building area is relatively common). Context assessment is to "simply determine whether the study sites is in a multimodal setting" and "could have persons accessing the site by walking, bicycling, or riding transit." This assessment is used in Box 4. The Manual separates data into 4 setting categories - Rural, General Urban/Suburban, Dense Multi-Urban Use and Center City Core. This worksheet uses the following abbreviations, respectively: R, G, D, and C. The Manual does not have data for all settings of all land use codes. The "General Urban/Suburban" sutting is used by default.

This tool will focus on vehicular trips for a 24-hour period on a typical weekday as well as its AM peak hour and PM peak hour. Other time period(s) may be of interest.

#### Land Use Types and Size

Townhomes Vehicles 19 Dwelling Units 220 Multifamily Housing (Low-Rise Not Close to Rail)	Proposed Use	Amount Units	ITE LUC	ITE Land Use Name
	Townhomes Vehicles	19 Dwelling Units	220	Multifamily Housing (Low-Rise Not Close to Rail)

#### Box 4 - Is Study Site Multimodal?

Per the Handbook, "if the objective is to establish a local trip generation rate for a particular land use or study site, the simplified approach (Box 9) may be acceptable but the Box 5 through 8 approach is required if the study site is located in an infill setting, contains a mix of uses on-site, or is near significant transit service."

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Vehicle trips are estimated using rates/equations applicable to each LUC. When the appropriate graph has a fitted curve, the Handbook has a process (Figure 4.2) to determine when to use it versus using the weighted average rate or collecting local data. The methodology requires for engineering judgement in some circumstances and permits engineering judgement to override or make adjustments when appropriate to best project (example 1: study site is expected to operate differently than data in the applicable land use code - such as restaurant that is closed in the morning or in the evening; example 2: LUC data in a localized area fails to be represented by the typically selected fitted curve/weighted average rate - a small shop/LUC 820, AM peak hour is skewed by the high y-intercept).

Equation Type: Equation Used [Equated Rate] (Type Abbreviations: Weighted Average Rate ("WA"), Fitted Curve Type: Equation Used [Equated Rate]

Proposed Use	ADT	AM Peak Hour	PM Peak Hour	Saturday
Townhomes Vehicles	FC: T=6.41*X+75.31 [10.37]	FC: T=0.31*X+22.85 [1.51]	FC: T=0.43*X+20.55 [1.51]	FC: T=0.86*X+9.72 [1.37]

Box 5/Box 9 - Estimate Baseline Trips/Estimate Vehicular Trips (Apply Equations and in/out Distributions)

		AD	т			AM Pea	k Hour			PM Pea	ık Hour			Satu	rday	
Proposed Use	% In	In	Out	Total	% In	In	Out	Total	% In	In	Out	Total	% In	In	Out	Total
Townhomes Vehicles	50%	99	99	198	24%	7	22	29	63%	18	11	29	54%	14	12	26
Reductions due to 5 fewer units:		16	16	32		0	1	1		2	0	2		2	2	4



#### Analyzed Site Plan: 24 DUs

Methodology Overview

This form facilitates trip generation estimation using data within the Institute of Transportation Engineer's (ITE) Trip Generation Manual, 10th Edition and methodology described within ITE's Trip Generation Handbook, 3rd Edition. These references will be referred to as Manual and Handbook, respectively. The Manual contains data collected by various transportation professionals for a wide range of different land uses, with each land use category represented by a land use code (LUC). Average rates and equations have been established that correlate the relationship between an independent variable that describes the development size and generated trips for each categorized LUC in various settings and time periods. The Handbook indicates an established methodology for how to use data contained within the Manual when to use the fitted curve instead of the average rate and when to adjustments to the volume of trips are appropriate and how to do so. The methodology steps are represented visually in boxes in Figure 3.1. This worksheet applies calculations for each box if applicable.

#### Box 1 - Define Study Site Land Use Type&Site Characteristics, | Box 2 - Define Site Context | Box 3 - Define Analysis Objectives Trip Types&Time Period

The analyst is to pick an appropriate LUC(s) based on the subject's zoning/land use(s)/future land use(s). The size of the land use(s) is described in reference to an independent variable(s) specific to (each) the land use (example: 1,000 square feet of building area is relatively common). Context assessment is to "simply determine whether the study sites is in a multimodal setting" and "could have persons accessing the site by walking, bicycling, or riding transit." This assessment is used in Box 4. The Manual separates data into 4 setting categories - Rural, General Urban/Suburban, Dense Multi-Urban Use and Center City Core. This worksheet uses the following abbreviations, respectively: R, G, D, and C. The Manual does not have data for all settings of all land use codes. The "General Urban/Suburban" setting is used by default.

This tool will focus on vehicular trips for a 24-hour period on a typical weekday as well as its AM peak hour and PM peak hour. Other time period(s) may be of interest.

#### Land Use Types and Size

Proposed Use	Amount Units	ITE LUC	ITE Land Use Name
Townhomes Pedestrian	24 Dwelling Units	220	Multifamily Housing (Low-Rise Not Close to Rail)

#### Box 4 - Is Study Site Multimodal?

Per the Handbook, "if the objective is to establish a local trip generation rate for a particular land use or study site, the simplified approach (Box 9) may be acceptable but the Box 5 through 8 approach is required if the study site is located in an infill setting, contains a mix of uses on-site, or is near significant transit service."

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Equation Type: Equation Used [Equated Rate] (Type Abbreviations: Weighted Average Rate ("WA"), Fitted Curve Type: Equation Used [Equated Rate]

Proposed Use	ADT	AM Peak Hour	PM Peak Hour	(not used)
Townhomes Pedestrian		C: T=X*0.03 [0.03]	C: T=X*0.03 [0.03]	

Box 5/Box 9 - Estimate Baseline Trips/Estimate Vehicular Trips (Apply Equations and in/out Distributions)

		A	DT			AM Pea	ak Hour			PM Pea	ak Hour			(not	used)	
Proposed Use	% In	In	Out	Total	% In	In	Out	Total	% In	In	Out	Total	% In	In	Out	Total
Townhomes Pedestrian					43%	0	1	1	50%	1	0	1				



#### **Current Site Plan: 19 DUs**

Methodology Overview

This form facilitates trip generation estimation using data within the Institute of Transportation Engineer's (ITE) Trip Generation Manual, 10th Edition and methodology described within ITE's Trip Generation Handbook, 3rd Edition. These references will be referred to as Manual and Handbook, respectively. The Manual contains data collected by various transportation professionals for a wide range of different land uses, with each land use category represented by a land use code (LUC). Average rates and equations have been established that correlate the relationship between an independent variable that describes the development size and generated trips for each categorized LUC in various settings and time periods. The Handbook indicates an established methodology for how to use data contained within the Manual when to use the fitted curve instead of the average rate and when to adjustments to the volume of trips are appropriate and how to do so. The methodology steps are represented visually in boxes in Figure 3.1. This worksheet applies calculations for each box if applicable.

#### Box 1 - Define Study Site Land Use Type&Site Characteristics, | Box 2 - Define Site Context | Box 3 - Define Analysis Objectives Trip Types&Time Period

The analyst is to pick an appropriate LUC(s) based on the subject's zoning/land use(s)/future land use(s). The size of the land use(s) is described in reference to an independent variable(s) specific to (each) the land use (example: 1,000 square feet of building area is relatively common). Context assessment is to "simply determine whether the study sites is in a multimodal setting" and "could have persons accessing the site by walking, bicycling, or riding transit." This assessment is used in Box 4. The Manual separates data into 4 setting categories - Rural, General Urban/Suburban, Dense Multi-Urban Use and Center City Core. This worksheet uses the following abbreviations, respectively: R, G, D, and C. The Manual does not have data for all settings of all land use codes. The "General Urban/Suburban" sutting is used by default.

This tool will focus on vehicular trips for a 24-hour period on a typical weekday as well as its AM peak hour and PM peak hour. Other time period(s) may be of interest.

#### Land Use Types and Size

Proposed Use	Amount Units	ITE LUC	ITE Land Use Name
Townhomes Pedestrian	19 Dwelling Units	220	Multifamily Housing (Low-Rise Not Close to Rail)

#### Box 4 - Is Study Site Multimodal?

Per the Handbook, "if the objective is to establish a local trip generation rate for a particular land use or study site, the simplified approach (Box 9) may be acceptable but the Box 5 through 8 approach is required if the study site is located in an infill setting, contains a mix of uses on-site, or is near significant transit service."

#### Box 5/Box 9 - Estimate Baseline Trips/Estimate Vehicular Trips (Determine Equation)

Vehicle trips are estimated using rates/equations applicable to each LUC. When the appropriate graph has a fitted curve, the Handbook has a process (Figure 4.2) to determine when to use it versus using the weighted average rate or collecting local data. The methodology requires for engineering judgement in some circumstances and permits engineering judgement to override or make adjustments when appropriate to best project (example 1: study site is expected to operate differently than data in the applicable land use code - such as restaurant that is closed in the morning or in the evening; example 2: LUC data in a localized area fails to be represented by the typically selected fitted curve/weighted average rate - a small shop/LUC 820, AM peak hour is skewed by the high y-intercept).

Equation Type: Equation Used [Equated Rate] (Type Abbreviations: Weighted Average Rate ("WA"), Fitted Curve Type: Equation Used [Equated Rate]

Proposed Use	ADT	AM Peak Hour	PM Peak Hour	(not used)
Townhomes Pedestrian		C: T=X*0.03 [0.03]	C: T=X*0.03 [0.03]	

Box 5/Box 9 - Estimate Baseline Trips/Estimate Vehicular Trips (Apply Equations and in/out Distributions)

		A	DT			AM Pea	ak Hour			PM Pea	ak Hour			(not	used)	
Proposed Use	% In	In	Out	Total	% In	In	Out	Total	% In	In	Out	Total	% In	In	Out	Total
Townhomes Pedestrian					43%	0	1	1	50%	1	0	1				



## **APPENDIX F**

# **2024 NO BUILD PEAK HOUR ANALYSIS**



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age 2 300		
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-2 Maneuver 948	Mov Cap-2 Maneuver 912	
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age 2 83	Stage 2 974	
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neLOS A A A	HCMLane LOS A A	
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No.       0       -       0       0         Flow       2       2       2       2       2         Vent Factor       1       5       2       2       2         Minor       Minor       Major       Major       Major       2         Minor       114       55       5       0       -       0         Stage 1       542       542       -       -       -       -         Stage 2       543       -       -       -       -       -         Stage 1       543       -       -       -       -       -       -         Stage 1       543       -       -       -       -       -       -         Stage 1       543       -       -       -       -       -       -         Stage 1       543       -       -       -       -       -       -       -       -       - <td>n Median Storage. # 0 -</td> <td></td> <td>0</td> <td>0</td> <td></td> <td></td>	n Median Storage. # 0 -		0	0		
Hour Factor         92         92         92         92         92         92         92         92         92         92         92         92         92         92         92         92         92         92         92         92         92         92         92         92         92         92         92         92         92         92         92         92         92         92         92         92         92         92         92         92         92         92         92         92         92         92         92         92         92         92         92         92         92         92         92         92         92         92         92         92         92         92         92         92         92         92         92         92         92         92         92         93         93         93         93         93         331         93         331         93         331         93         331         93         331         93         331         93         331         93         331         93         331         93         331         93         331         93         331         93	- 0 -		0	0		
Vehicles, %         2         2         2         2         2         2         2         2         2         2         2         2         2         2         2         2         2         2         2         2         2         2         2         2         2         2         2         2         2         2         2         2         2         2         2         2         2         2         2         2         2         2         2         2         2         2         2         2         2         2         2         2         2         2         2         2         2         2         2         2         2         2         2         2         2         2         2         2         2         2         2         2         2         2         2         2         2         2         2         2         2         2         2         2         2         2         2         2         2         2         2         2         2         2         2         2         2         2         2         2         2         2         2         2         2 <th< td=""><td>Hour Factor 92 92</td><td>2 92</td><td>92</td><td>92</td><td>92</td><td></td></th<>	Hour Factor 92 92	2 92	92	92	92	
Flow         0         16         9         41         54         2           Miner         Miner2         Major         Major         Major         Major         Major           Kitter         Miner         Miner         Major         Major         0         5         56         0         -         0           Kitter         Stage 2         59         -         -         -         -         -         -           Stage 2         59         -         -         -         -         -         -         -         -           Stage 2         59         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -<	v Vehicles. % 2 2	2	2	2	2	
Minori         Minori         Majori         Majori<	Flow 0 16	6	41	54	2	
Initial         State         Initial         Initial <thinitial< th=""> <thinitial< th=""> <thini< td=""><td>Minor Minor?</td><td>Maior1</td><td>~</td><td>Aaior?</td><td></td><td></td></thini<></thinitial<></thinitial<>	Minor Minor?	Maior1	~	Aaior?		
Cling Flow All         T14         55         5         1         5           Stage 1         55         -         -         -         -         -           Stage 1         55         -         -         -         -         -         -           Stage 1         55         -         -         -         -         -         -           Stage 1         542         5.2         4.12         -         -         -         -           All Mony Sig 1         5.42         -         -         -         -         -         -           App Huw         3518         3318         2218         -         -         -         -           App Haneuver         882         1012         1549         -         -         -         -           Stage 1         964         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -			-	laju z	•	
Stage 1         55         -         -         -           Rayey 2         542         6:22         4:12         -         -           Al Howy Sig 1         5.42         -         -         -         -           Al Howy Sig 2         5.42         -         -         -         -         -           Auth Howy Sig 2         5.42         -         -         -         -         -           Auth Howy Sig 2         5.43         -         -         -         -         -           Auth Howy Sig 2         5.43         -         -         -         -         -           Stage 1         968         -         -         -         -         -         -           Stage 1         962         -         -         -         -         -         -           Stage 1         962         -         -         -         -         -         -           Stage 1         962         -         -         -         -         -         -           Stage 1         962         -         -         -         -         -         -           Stage 1         962	icting Flow All 114 55	56	0	'	0	
Stage 2         59         -         -         -           all Howy Sig 1         6.42         4.12         -         -           all Howy Sig 2         5.42         -         -         -           w-up Howy Sig 1         5.43         -         -         -           w-up Howy Sig 2         5.43         -         -         -           w-up Howy Sig 2         5.44         -         -         -           w-up Howy Sig 2         5.42         -         -         -           w-up Howy Sig 2         5.43         -         -         -           w-up Howy Sig 2         5.64         -         -         -           Stage 1         563         -         -         -         -           Stage 1         564         -         -         -         -           Stage 1         562         -         -         -         -         -           Stage 2         564         -         -         -         -         -         -           Stage 1         562         -         -         -         -         -         -              Stage 1         564         -	Stage 1 55 -		1	1		
in Howy       6.42       6.22       4.12       -       -       -         an Howy Sig 1       5.42       -       -       -       -       -         w-up Hdwy       3.518       3.318       2.218       -       -       -         ap-1 Maneuver       882       1012       1549       -       -       -         ap-1 Maneuver       882       1012       1549       -       -       -         Stage 1       963       -       -       -       -       -         Stage 2       964       -       -       -       -       -         Stage 1       962       -       -       -       -       -       -         Stage 1       962       -       -       -       -       -       -       -         Stage 1       962       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       <	Stage 2 59 -		1	1		
all Howy Sig 1         5.42         -         -         -           all Howy Sig 2         5.43         -         -         -           are Hut Howy         882         313         218         -         -           are Hut Howy         882         311         1549         -         -         -           are Hut Howy         882         311         1549         -         -         -           Stage 1         968         -         -         -         -         -         -           Stage 2         964         -         -         -         -         -         -         -           Stage 1         962         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -	al Hdwy 6.42 6.22	2 4.12	1	ł		
al Hawy Sig 2 5.42 · · · · · · · · · · · · · · · · · · ·	al Hdwy Stg 1 5.42 -		'	1		
w-up Hdwy     3518     3318     2218     -     -       ap- Maneuver     882     1012     1549     -     -       Stage 1     5     -     -     -     -       Stage 2     964     -     -     -     -       Stage 2     964     -     -     -     -       Stage 2     964     -     -     -     -       Darboxed, %     -     -     -     -     -       Cap-1 Maneuver     877     1012     1549     -     -       Cap-1 Maneuver     877     1012     1549     -     -       Cap-1 Maneuver     877     1012     1549     -     -       Stage 1     962     -     -     -     -     -       Stage 2     964     -     -     -     -     -       Stage 1     962     -     -     -     -     -       Stage 2     964     -     -     -     -     -       Stage 1     962     -     -     -     -     -       Stage 2     964     -     -     -     -     -       Los 2     964     -     -     -	al Hdwy Stg 2 5.42 -		1	1		
ap-1 Maneuver       882       1012       1549       -       -       -         Stage 1       968       -       -       -       -       -         Stage 2       94       -       -       -       -       -         Stage 1       963       -       -       -       -       -         2ap-1 Maneuver       877       1012       1549       -       -       -         2ap-1 Maneuver       877       -       -       -       -       -       -         Stage 1       962       -       -       -       -       -       -       -         Stage 1       964       -       -       -       -       -       -       -         Stage 1       964       -       -       -       -       -       -       -         Stage 1       964       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       - <td< td=""><td>w-up Hdwy 3.518 3.318</td><td>3 2.218</td><td>1</td><td>1</td><td></td><td></td></td<>	w-up Hdwy 3.518 3.318	3 2.218	1	1		
Siage 1     568     -     -     -       Siage 2     564     -     -     -       Siage 2     564     -     -     -       Dap I Maneuver     877     1012     1549     -     -       Dap I Maneuver     877     1012     1549     -     -       Dap I Maneuver     877     -     -     -     -       Siage 1     962     -     -     -     -       Siage 2     Siage 1     36     -     -     -       Singe 2     Siage 1     36     -     -     -       Control Delay (s)     8.6     1.3     0     -       Lane VIC Ratio     0.006     -     0.016     -     -       Lane VIC Ratio     0.006     -     0.016     -     -       Lane LOS     A     A     -     -     -	ap-1 Maneuver 882 1012	2 1549	ľ	ľ		
Stage 2       964       -       -       -         on blocked, %       77       101       1549       -       -         2ap-1 Maneuver       877       -       -       -       -         2ap-2 Maneuver       877       -       -       -       -         2ap-2 Maneuver       877       -       -       -       -         Stage 1       962       -       -       -       -         Stage 2       964       -       -       -       -         Stage 1       962       -       -       -       -         Stage 2       964       -       -       -       -       -         Stage 1       963       -       -       -       -       -       -         Stage 1       964       -       -       -       -       -       -       -         Long 2       964       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       <	Stage 1 968 -		'	'		
On blocket, %         -         -         -           Cap 1 Maneuver         877         101         1549         -         -           Cap 1 Maneuver         877         101         1549         -         -         -           Stage 1         962         -         -         -         -         -         -           Stage 2         964         -         -         -         -         -         -           Stage 2         964         -         -         -         -         -         -           Stage 2         964         -         -         -         -         -         -           Stage 2         964         1.3         0         SB         -         -         -           Control Delay 5         8.6         1.3         0         -         -         -         -           Lane VIC Patio         163         SB         -         -         -         -         -           Lane VIC Patio         1559         -         1012         -         -         -           Lane VIC Patio         0         6         -         -         -         -	Stage 2 964 -		1	1		
Cap-1 Maneuver       877       1012       1549       -       -         Cap-2 Maneuver       877       -       -       -       -         Stage 1       962       -       -       -       -       -         Stage 1       964       -       -       -       -       -       -         Stage 1       964       -       -       -       -       -       -       -         Stage 1       964       -       -       -       -       -       -       -         Stage 1       964       -       -       -       -       -       -       -         Stage 2       86       1.3       0       SB       -       -       -       -       -       -         Control Delay is       8.6       1.3       0       SR       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -	on blocked, %		'	'		
Cap 2 Maneuver       877       -       -       -       -         Stage 1       962       -       -       -       -         Stage 2       964       -       -       -       -         Stage 2       964       -       -       -       -         Stage 2       964       -       -       -       -         Stage 1       86       1.3       0       -       -         Control Delay, s       86       1.3       0       -       -         Los Munt       NBL       NBT EBLri       SBT       -       -       -         Lane/Morth       1549       -       1012       -       -       -       -         Lane VIC Ratio       0.006       -       0.016       -       -       -       -         Lane VIC Ratio       0.006       -       0.016       -       -       -       -         Lane LOS       A       A       A       -       -       -       -       -         Bith %tile Q(velh)       0       -       0       -       -       -       -	Cap-1 Maneuver 877 1012	2 1549	1	1		
Stage 1       962       -       -       -       -         Stage 2       964       -       -       -       -         ach       EB       NB       SB       -       -         Control Delay, s       86       1.3       0       -         LOS       A       NBL       NBL       SB         LameMajor Numi       NBL       NBL       SB         LameMajor Numi       NBL       012       -         Lame V/C facio       0.006       -       -         Lame LOS       A       A       -         Seft %tile Q(velh)       0       -       0	Cap-2 Maneuver 877 -		'	'		
Stage 2       964       -       -       -       -       -         auch       EB       NB       SB       -       -       -       -         Control Delay, s       86       1.3       0       -       -       -       -       -         LOS       A       -       1.3       0       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -	Stage 1 962 -		1	1		
ach         EB         NB         SB           Control Delay, s         8.6         1.3         0           LOS         A         1.3         0           LoS         A         1.3         0           LaneMajor Numt         NBL         NBT EBLn1         SBR           LaneVC Ratio         0.006         - 1012            dry (vehh)         1549         - 1012            Lane VC Ratio         0.006         - 0.016            Lane LOS         A         A            95h %tile Q(veh)         0         - 0	Stage 2 964 -	'	•	•		
acth         EB         NB         SB           Control Delay, s         8.6         1.3         0           LOS         A         1.3         0           LoS         A         1.3         0           LaneMajor Mvmt         NBL         NBT EBLn1         SB           Lane VIC Ratio         0.006         - 0.016            Lane VIC Ratio         0.006         - 0.016            Lane LOS         A         A            Shift %tile Q(veh)         0         - 0						
Control Delay, s         8.6         1.3         0           LOS         A         1.3         0           Los         A         NBL         NBT EBLr1         SBT           Lane/Major Mvmt         NBL         NBT EBLr1         SBT         SBR           Lane VIC Ratio         0.006         - 0.016         -         -           Lane VIC Ratio         0.006         - 0.016         -         -           Lane LOS         A         A         -         -           Báth %site Q(veh)         0         -         0         -	ach EB	NB		SB		
LOS A Larendon Numt NBL NBT EBLn1 SBR dity (rehh) 1549 - 1012 Lane V/C Pario 0.006 - 0.016 Lane LOS A A A Lane LOS A A A S6ff %ile Q(veh) 0 - 0	Control Delav. s 8.6	1.3		0		
Lane/Major Mvmt         NBL         NBT EBLn1         BT         BR           driv (vehh)         1549         -         1012         -         -           Lane VIC Ratio         0.006         -         0.016         -         -         -           Control Delay (s)         7.3         0         8.6         -         -         -           Lane LOS         A         A         -         -         -         -         -           B5th %tile Q(veh)         0         -         0         -         -         -         -	LOS A					
Larendon Water NBT RBL NBT SBR div (vehn) 1549 - 1012 Lane V/C Pario 0.006 - 0.016 Control Delay (s) 7.3 0 8.6 Lane LOS A A A S6ft %ile Q(veh) 0 - 0						
city (veh/h) 1549 - 1012 Lane VIC Ratio 0.006 - 0.016 Lane LOBeay (s) 7.3 0 8.6 Lane LOS A A A 95th %tile Q(veh) 0 - 0 0	r Lane/Major Mvmt NBL	- NBT	EBLn1	SBT	SBR	
Lane V/C Fatio 0.006 - 0.016 Controlledy (s) 7.3 0 8.6 Lane LOS A A A 95th %tile Q(veh) 0 - 0	aity (veh/h) 1549	- -	1012	1		
Control Delay (s) 7.3 0 8.6 Lane LOS A A 95th %site Q(veh) 0 - 0	Lane V/C Ratio 0.006	'	0.016	1		
Lane LCS A A A	Control Delay (s) 7.3	0	8.6	1		
95th %tile Q(veh) 0 - 0	Lane LOS A	A	4	'		
	95th %tile Q(veh) 0		0	1		
3/0/22 Syndytin 11 R	20022					Svnchro 11 Report

Ament         Els         NBI         NBI         SBI           des vol, vehn         Els         <	Insector         13           Delay, Sivel         1.9           Delay, Sivel         1.9           Delay, Sivel         1.9           Effo.(), vehh         6         16         16         6         6           Fift.Vol, vehh         6         16         16         64         6         1           retrol, vehh         0         0         0         0         0         0         0           retrol         92         22         2         2         2         2         2           other         Major         7         17         7         7         17         7         7         1           rith Holds         7         17         7         7         1         7         2         2	Dispectation:         Dispectation:         Learner         List         EBR         Learner	NBL 1 16 16 16 0 0 2 2 2 2 17 17 17 17 17 17 17 2218 2218	NBT 64 64 64 64 64 0 0 0 70 0 Ma	012 722 00 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	뽔 0 9 ế, 2 2	
Ment         EBL         NBI         NBI         SBI         SBR           Configurations         Y         6         1         0         0         0           Configurations         Y         6         6         1         0         0         0           evolusions         Y         0         0         0         0         0         0           Configurations         Y         None         None         None         None         None         None           Configurations         Y         None         None         None         None         None         None         None           Configurations         Y         None	ement         EBL         INBI         ISBT         SBR           6 Configurations         Y         4         F         6         1           fic Vol, vehhn         6         16         16         6         6         1           fic Vol, vehhn         6         16         16         64         6         1           fic Vol, vehhn         6         16         16         64         6         1           fitting Float         None         None         None         None         None         None           Channelicad         None         None         None         None         None         None           All vis         0         0         0         0         0         0         0           de, Y         17         17         70         2         2         2         2         2         2         2         1         1         1         7         1         7         7         1         7         1         7         1         7         1         7         1         7         1         7         1         7         1         7         1         7         1	End         EBL         EBR           eConfigurations         M         16           nervol, verhh         6         10           Ornamelized         -         None           age Length         0         -           od, %         0         -           ode, %         0         -           ode, %         0         -           ofs.         0         -           ode, %         0         -           otribiding Flow All         177         73           stage 1         177         73           stage 1         5.42         -           call Howy Stg 2         5.42         -           call Howy Stg 2         5.42         -           call Howy Stg 2         5.42         -       ow-up Howy	NBL 1 16 16 0 6 7 8 2 17 17 17 17 17 17 17 17 17 17 17 17 17	NBT 64 64 64 64 10ne 10ne 22 20 70 0 Ma	0     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1 <th>RB + + 0 8 8 29 2</th> <th></th>	RB + + 0 8 8 29 2	
Configurations         H           eVolverthin         6         6         6         1           eVolverthin         6         6         6         6         1           eVolverthin         6         6         6         6         1           clintor         Stop         Free         Free         Free         Free           clintor         Stop         Free         Free         Free         Free           thannelized         Stop         2         2         2         2         2           the control         Stop         2         2         2         2         2         2           the control         Millor         Millor         Millor         Millor         Millor         Millor           thus         2         2         2         2         2         2         2         2         2         2         2         2         2         2         2         2         2         2         2         2         2         2         2         2         2         2         2         2         2         2         2         2         2         2         2         2	Configurations         F         6         1           ic Vol, vehn         6         16         16         64         66         1           ire Vol, vehn         6         16         16         64         66         1           ire Vol, vehn         6         16         16         64         66         1           Dammibled         Stop         Free         Free         Free         Free         Free           Dammibled         Stop         Stop         Stop         Stop         0         0         0         0           Albur Factor         92         92         92         92         92         92         92         92         92         92         92         92         92         92         92         92         92         92         92         92         92         92         92         92         92         92         92         92         92         92         92         92         94         96         17         7         7         7         7         7         7         7         7         7         7         7         7         7         7         7         7	Scongurations         Y           6 Congurations         Y           fie Vol, veh/h         6           fielding Petic, #/hr         0           oge Length         0           age Length         0           Jammelized         177	16 16 16 16 16 10 17 17 17 17 17 17 17 17 17 17 17 17 17	64 64 64 10ne 70 82 70 82 70 70 70	666 666 72 22 22 22 22 22 22 22 22 22 22 22 22	2 63 65 · · · · 26 7	
Evol         16         16         6         1           evol	fic Vol, verh         6         16         64         66         1           ric Vol, verh         6         16         16         64         66         1           ric Vol, verh         6         16         16         64         66         1           fictring Peds. #Into         Stop         Free         Free         Free         Free         Free           Dammelized         None         None         None         None         None         None           Dis Median Storage, #         0         -         0         0         -         0         -           Be, %         2         2         2         2         2         2         2         2         2         2         2         2         2         2         1         7         7         1         7         7         1         7         7         1         7         7         1         7         7         1         7         7         1         7         7         1         7         7         1         7         7         1         7         7         1         7         7         1         7         7         1	fic Vol., Verbin         fic Vol., Verbin         fie 16           rev Vol., Verbin         6         16           rev Vol., Verbin         6         16           rev Vol., Verbin         6         16           Control         Stop         500           Channelized         None         90           Anamelized         None         92           Je, %         0         -           Je, %         177         73           Stage 1         77         73           Stage 1         73         73           Stage 1         642         6.22           Je, Maneuver         813         3318           Stage 1         950         - <td>16 16 16 16 1 1 17 17 17 17 17 17 17 17 17 17 17 17</td> <td>64 64 64 10ne 0 70 82 70 70 0</td> <td>66 66 66 72 72 72 72 72 72 72</td> <td>1 - 0 9 er , , , 2 2 2</td> <td></td>	16 16 16 16 1 1 17 17 17 17 17 17 17 17 17 17 17 17	64 64 64 10ne 0 70 82 70 70 0	66 66 66 72 72 72 72 72 72 72	1 - 0 9 er , , , 2 2 2	
e Vol.         6         1         6         1         6         1           Reindly Methin         6         1         6         6         6         1           Reindly Methin         Stop         Free         Free         Free         Free         Free           Reindly Methin         Stop         Stop         Stop         Stop         Stop         Stop           Markin         2         2         2         2         2         2           Hunc Factor         2         2         2         2         2         2           Vahiolis, No         2         1         7         0         2         1         2           Vahiolis, No         2         2         2         2         2         2         2           Vahiolis, No         2         2         2         2         2         2         2           Mility Flow         Milor         Milor         Milor         Milor         Milor         2         2         2         2         2         2         2         2         2         2         2         2         2         2         2         2         2         2 </td <td>e. Vol. vehh         6         1         6         16         16         6         6         1           Rithing Peds. #hr         0         0         0         0         0         0           Shamelized         Stop         None         - None         - None         - None         - None           State         0         -         -         0         0             Median Storage, #         0         -         -         0         0            Median Storage, #         0         -         0         0         0         0            Vehicles, %         2         2         2         2         2         2         2         2         2         2         2         2         2         2         2         2         2         2         2         2         2         2         2         2         2         2         2         2         2         2         2         2         2         2         2         2         2         2         2         2         2         2         2         2         2         2         2         &lt;</td> <td>Iter Vol. veh/h         6         16           Iter Vol. veh/h         6         16           Control Peds. #hhr         0         0           Control Peds. #hhr         0         0           Control Peds. #hhr         0         -           In Median Storage. #         0         -           In Median Storage. #         0         -           Is. %         0         -         0           Je. %         0         -         17           Je. %         0         -         2         2           vy Vehicles. %         2         2         2         17           Villicing Flow All         177         73         2         2           attNow         6         42         6.22         -           attNow         6         42         6.22         -           attNow         6         42         6.22         -           attNow         6         43         33         989           Stage 1         7         73         389         -           attNow         6         5         -         -           attNow         6         7         &lt;</td> <td>16 16 17 17 17 17 17 17 12 12 12 12 12 12 12 12 12 12</td> <td>64 0 10ne 0 0 2 2 2 2 70 0 0 0 0 0</td> <td>66 1 ree F 1 N N N N N N N N N N N N N N N N N N N</td> <td>1 0 95 6</td> <td></td>	e. Vol. vehh         6         1         6         16         16         6         6         1           Rithing Peds. #hr         0         0         0         0         0         0           Shamelized         Stop         None         - None         - None         - None         - None           State         0         -         -         0         0             Median Storage, #         0         -         -         0         0            Median Storage, #         0         -         0         0         0         0            Vehicles, %         2         2         2         2         2         2         2         2         2         2         2         2         2         2         2         2         2         2         2         2         2         2         2         2         2         2         2         2         2         2         2         2         2         2         2         2         2         2         2         2         2         2         2         2         2         2         2         <	Iter Vol. veh/h         6         16           Iter Vol. veh/h         6         16           Control Peds. #hhr         0         0           Control Peds. #hhr         0         0           Control Peds. #hhr         0         -           In Median Storage. #         0         -           In Median Storage. #         0         -           Is. %         0         -         0           Je. %         0         -         17           Je. %         0         -         2         2           vy Vehicles. %         2         2         2         17           Villicing Flow All         177         73         2         2           attNow         6         42         6.22         -           attNow         6         42         6.22         -           attNow         6         42         6.22         -           attNow         6         43         33         989           Stage 1         7         73         389         -           attNow         6         5         -         -           attNow         6         7         <	16 16 17 17 17 17 17 17 12 12 12 12 12 12 12 12 12 12	64 0 10ne 0 0 2 2 2 2 70 0 0 0 0 0	66 1 ree F 1 N N N N N N N N N N N N N N N N N N N	1 0 95 6	
Internet         0         0         0         0         0           Reiner         Stop<	Iciting Peds, #hr         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0	Ricting Peds, #/hr         0           Control         Stop         Stop           Stomelized         Stop         Stop           99e Length         0         -           10.         Median Storage, #         0         -           99e Length         0         -         -           10.         Median Storage, #         0         -           10.         Median Storage, #         0         -           10.         Petholes, %         2         2         2           Athinor         7         7         7         7         7           Stage 2         104         7         7         7         7         7           Stage 2         104         7         7         7         7         7         7         7         7         7         7         7         7         7         7         7         7         7         7         7         7         7         7         7         7         7         7         7         7         7         7         7         7         7         7         7         7         7         7         7         7         7	0 Free I 92 92 17 17 73 73 73 73 73 22218	0 Ione Free F 0 2 2 2 70 - 0 0 0	ree F N N N N N	0 eree 0 2 2	
Control         Stop         Free         Free         Free         Free           Annellect         None         None         None         None         None           Addition         1         -         0         0         -           Addition         2         2         2         2         2           Annellect         2         2         2         2         2           Annellect         2         2         2         2         2           Annellect         2         2         2         2         2         2           Annellect         7         1         7         3         0         0         0           Annellect         Minor         Minor         Minor         Maler         0         0           Stage         1         7         3         0         0         0         0           Stage         54         54         54         54         54         54         54           Athony         51         54         54         54         54         54         54           Athony         51         54         54         54	Control         Stop         Stop         Free         None	Control         Stop         Stop           remelized         -         -           gel Length         0         -           in Median Storage, #         0         -           i. %         0         -         -           i. Hour Factor         92         92         2           i. Hour Factor         92         2         2           y Vehicles, %         7         17         73           Itempi Flow All         177         73         3           Stage 2         104         -         -           stage 2         103         318         3318           all Hdwy Sig 2         542         -         -           stage 2         104         3318         3318           all Hdwy Sig 2         542         -         -           stage 2         103         3518         3318           3b-1 Maneuver         813         389         5542           Stage 1         950         -         -           Stage 2         920         -         -           Stage 2         920         -         -           Stage 2         920         -	Free I - N    	Free F lone 0 92 2 70 Ma	iee F 0 0 N 2 2 2	7ee 7	
Almenticad         None         None         None           0         -         0         -         -         -           0         -         0         0         -         -         -           Neelandikursge, #         0         -         0         0         -         -           Newlock, %         2         2         2         2         2         2         2           Velnices, %         2         2         2         2         2         2         2           Mithor         Mithor         Mitor         Mitor         Mitor         17         7         7         1           Stage         1         3         3         0         -         0         -           Stage         1         3         7         0         -         -         -           Stage         1         44         -         -         -         -         -           Stage         1         44         -         -         -         -         -           Stage         1         44         -         -         -         -         -           Stage	Internetizad         None	ihamelized         - None           n.Medlan Slorage, #         -           e, %         0         2           e, %         2         2           proverside         177         73           stage 1         7         73           stage 1         73         73           stage 1         542         6.22           at Hdwy Sig 2         542         -           w-up Hdwy         3:518         3:318           stage 1         950         -           stage 2         22         0           stal Hdwy Sig 2         542         -<	- N 	lone	N 0 N 0	ane 92 2	
All Interfactor         0         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -	gg Length         0         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -	ige Length         0         -           m. Median Storage, #         0         -           e. %         0         2         22           Hour Factor         92         92         32           Y Vehicles, %         2         2         17           Filow         7         17         7         17           Ribing Flow All         177         73         2         2           Ribing Flow All         177         73         3         -           Stage 1         13         73         -         -           all Hdwy         6.42         6.42         -         -           all Hdwy         5.42         -         -         all           Acup Hdwy         3.518         3.318         -         -           w-up Hdwy         3.513         3318         -         -           Stage 1         950         3.518         -         -         -           Stage 2         953         3.318         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -		- 0 0 0 0 1 0 1 0 0 0 0 0 0 0 0 0 0 0 0	- 72 0 - 72	2	
Media         Strates         0         -         0         -           Modia         2         2         2         2         2           Hunr Factor         3         2         2         2         2           Flow         7         17         17         7         2         1           Flow         17         17         7         2         2         2           Flow         Minor         Minor         Major         Major         Major           Minor         Minor         Major         0         -         0           Stage         1         7         2         1         -         -           Stage         1         7         2         2         -         -           Stage         1         3         2         -         -         -           Stage         1         3         3         1         -         -         -           Stage         1         3         3         2         1         -         -           Stage         2         2         -         -         -         -         -	n Median Storage, #         0         -         0         -           e, %         0         -         0         -           hun Factor         0         2         2         2         2           t Name         7         17         17         70         72         1           t Minor         Minor2         Major1         Major2         Major2         10         2           t Minor         Minor2         Major1         Major2         Major2         11         70         2         1           Stage 1         73         0         -         0         -         0         1         1         7         73         0         0         0         1         1         1         7         7         0         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -<	e, % and modelin Storage, # 0 0		0 2 0 Ma	0 0 0 0	- 92 2	
%         0         -         0         -           Hurr Factor         2         2         2         2         2         2           Hurr Factor         2         2         2         2         2         2         2           Valuations         7         17         7         7         7         7         7         7           Miner         Minor         Minor         Major         Major         Major         5           Stage         10         7         3         0         0         0         0           Stage         10         73         -         -         -         -         -         -           Stage         10         73         0         -         0         -         0           Stage         1         73         2         1         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -	e.% 0 0 0 10 0 10 0	e. % 0	- 92 22 22 22 44 17 44 17 42 42 12 42 12 12 12 12 12 12 12 12 12 12 12 12 12	0 22 70 Ma	0 92 	- 92 2	
Hour Feator         92         92         92         92         92           Flow         7         17         17         7         0         2         2         2         2         2         2         2         2         2         2         2         2         2         2         2         2         2         2         2         2         2         2         2         2         2         2         2         2         2         2         2         2         2         2         2         2         2         2         2         2         2         2         2         2         2         2         2         2         2         2         2         2         2         2         2         2         2         2         2         2         2         2         2         2         2         2         2         2         2         2         2         2         2         2         2         2         2         2         2         2         2         2         2         2         2         2         2         2         2         2         2         2         2	Hour Factor         92         92         92         92         92         92         92         92         92         92         92         92         92         92         92         92         92         92         92         92         92         92         92         91         Minor	Hour Factor         92         92           Y Vehicles, %         2         2           Iflow         7         7           Ifflow         7         7           Indinor         Minor2         N           Inding Flow All         177         73           Stage 1         73         -           Stage 2         104         -           In Howy         6.42         6.22           al Howy Sig 1         5.42         -           w-up Hdwy         3.518         3.318           ap-1 Maneuver         813         389           Stage 1         950         -           Stage 2         920         -           Cap-1 Maneuver         803         389           Cap-1 Maneuver         803         989           Stage 1         950         -           Stage 1         950         -           Cap-1 Maneuver         803         989           Stage 1         950         -           Stage 1         950         -           Stage 1         950         -           Stage 1         950         -           Stage 1	92 22 22 44 17 73 73 73 44 12	92 70 Ma	92 2 	92 2	
Vehicles, %         2         2         2         2         2           Hittor         Minor         Minor         Minor         Minor         Minor         Minor           Chinor         Minor         Minor         Minor         Minor         Minor         Minor         Minor           Chinor         Minor         Minor         Minor         Minor         Minor         Minor         Minor         Minor           Stage 1         73         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -	Vehicles, %         2         2         2         2         2         1         7         7         7         7         7         7         7         7         7         7         7         7         7         7         7         7         7         7         7         7         7         7         7         7         7         7         7         7         7         7         7         7         7         7         7         7         7         7         7         7         7         7         7         7         7         7         7         7         7         7         7         7         7         7         7         7         7         7         7         7         7         7         7         7         7         7         7         7         7         7         7         7         7         7         7         7         7         7         7         7         7         7         7         7         7         7         7         7         7         7         7         7         7         7         7         7         7         7         7 <th< td=""><td>YVehicles, %         2         2           FFlow         7         7         7           FMinor         Minor2         M           FMinor         Minor2         M           Fiding Flow All         117         73           Stage 1         73         -           Stage 2         642         -           Stage 2         542         -           All Hdwy Sig 2         542         -           Wrup Hdwy         3518         3318           Wrup Hdwy         3518         3318           Stage 2         920         -           Stage 2         920         -           Stage 2         920         -           Stage 2         920         -           Stage 1         930         983           Stage 2         920         -           Stage 1         930         983           Stage 2         920         -           Stage 1         933         983           Stage 1         933         983           Stage 2         920         -           Stage 1         933         933</td><td>2 2 17 17 17 17 17 17 17 17 17 17 17 17 17</td><td>2 70 0 -</td><td>2 72 </td><td>2</td><td></td></th<>	YVehicles, %         2         2           FFlow         7         7         7           FMinor         Minor2         M           FMinor         Minor2         M           Fiding Flow All         117         73           Stage 1         73         -           Stage 2         642         -           Stage 2         542         -           All Hdwy Sig 2         542         -           Wrup Hdwy         3518         3318           Wrup Hdwy         3518         3318           Stage 2         920         -           Stage 2         920         -           Stage 2         920         -           Stage 2         920         -           Stage 1         930         983           Stage 2         920         -           Stage 1         930         983           Stage 2         920         -           Stage 1         933         983           Stage 1         933         983           Stage 2         920         -           Stage 1         933         933	2 2 17 17 17 17 17 17 17 17 17 17 17 17 17	2 70 0 -	2 72 	2	
(Flow         7         17         70         72         1           Infine         Minor         Minor         Minor         Minor         Minor           Ringe         1         7         33         0         0         0           Stage         1         7         33         0         0         0           Stage         1         73         -         -         -         -         -           Stage         1         1/3         73         0         0         0         0           Stage         1         6/3         6/3         5/3         2/3         1         0         0           Stage         1         5/3         2/3         1         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -	LFIow         7         17         70         72         1           Minor         Minor         Majori         Majori         Majori         Majori         Majori           Stage 1         73         73         0         0         0         0           Stage 2         104         -         -         -         -         -         -           Stage 2         104         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -<	LFIow         7         17           Minor         Minor         N           Minor         Minor         N           Stage 1         73         -           Stage 2         104         -         -           Stage 2         104         73         -           Stage 1         73         -         -           All Howy         73         -         -           All Howy Sig 1         5.42         -         -           All Howy Sig 2         5.42         -         -           All Howy Sig 2         5.42         -         -           Arup Hdwy Sig 2         5.42         -         -           Arup Hareuver         813         389         989           Stage 1         950         -         -           Stage 1         950         -         -           On blocked, %         -         200         -           Stage 2         Maneuver         803         989           Stage 1         950         -         -           Stage 2         933         -         -           Stage 2         933         -         - <td>17 Major1 73 73 4.12 - 2.218</td> <td>70 Ma -</td> <td>72 </td> <td></td> <td></td>	17 Major1 73 73 4.12 - 2.218	70 Ma -	72 		
Minor         Minor2         Major1         Major2           cting Flow All         17         7         7         7         0         0           Stage 2         104         -         -         -         -         -         -           Stage 2         104         -         -         -         -         -         -           Stage 2         104         -         -         -         -         -         -           Stage 2         104         -         -         -         -         -         -           All Howy Sg1         542         -         -         -         -         -         -           All Howy Sg1         513         213         -         -         -         -         -           An- Howy Sg1         542         -         -         -         -         -         -           An- Haneuver         803         1227         -         -         -         -           Stage 1         550         -         -         -         -         -         -           Stage 1         503         -         -         -         -         - <td>Minor         Minor2         Major1         Major2         Major2         Major1         Major2         Major2         Major1         Major2         Major1         Major2         Major1         Major2         Major1         Major2         Major1         Major2         Major2         Major1         Major2         Major1         Major2         Major2<!--</td--><td>Minor         Minor2         M           Iciting Flow All         177         73         -3           Stage 1         73         -1         73         -5           Stage 2         104         73         -5         -1         104         -5           Stage 2         104         73         -5         -1         104         -5         -5         -1         104         -5         -1         -1         -1         -1         -1         -1         -1         -1         -1         -1         -1         -1         -1         -1         -1         -1         -1         -1         -1         -1         -1         -1         -1         -1         -1         -1         -1         -1         -1         -1         -1         -1         -1         -1         -1         -1         -1         -1         -1         -1         -1         -1         -1         -1         -1         -1         -1         -1         -1         -1         -1         -1         -1         -1         -1         -1         -1         -1         -1         -1         -1         -1         -1         -1         -1         -1<td>Aajor1 73 7.12 4.12 2.218</td><td>0 -</td><td>or2 </td><td>-</td><td></td></td></td>	Minor         Minor2         Major1         Major2         Major2         Major1         Major2         Major2         Major1         Major2         Major1         Major2         Major1         Major2         Major1         Major2         Major1         Major2         Major2         Major1         Major2         Major1         Major2         Major2 </td <td>Minor         Minor2         M           Iciting Flow All         177         73         -3           Stage 1         73         -1         73         -5           Stage 2         104         73         -5         -1         104         -5           Stage 2         104         73         -5         -1         104         -5         -5         -1         104         -5         -1         -1         -1         -1         -1         -1         -1         -1         -1         -1         -1         -1         -1         -1         -1         -1         -1         -1         -1         -1         -1         -1         -1         -1         -1         -1         -1         -1         -1         -1         -1         -1         -1         -1         -1         -1         -1         -1         -1         -1         -1         -1         -1         -1         -1         -1         -1         -1         -1         -1         -1         -1         -1         -1         -1         -1         -1         -1         -1         -1         -1         -1         -1         -1         -1         -1<td>Aajor1 73 7.12 4.12 2.218</td><td>0 -</td><td>or2 </td><td>-</td><td></td></td>	Minor         Minor2         M           Iciting Flow All         177         73         -3           Stage 1         73         -1         73         -5           Stage 2         104         73         -5         -1         104         -5           Stage 2         104         73         -5         -1         104         -5         -5         -1         104         -5         -1         -1         -1         -1         -1         -1         -1         -1         -1         -1         -1         -1         -1         -1         -1         -1         -1         -1         -1         -1         -1         -1         -1         -1         -1         -1         -1         -1         -1         -1         -1         -1         -1         -1         -1         -1         -1         -1         -1         -1         -1         -1         -1         -1         -1         -1         -1         -1         -1         -1         -1         -1         -1         -1         -1         -1         -1         -1         -1         -1         -1         -1         -1         -1         -1         -1 <td>Aajor1 73 7.12 4.12 2.218</td> <td>0 -</td> <td>or2 </td> <td>-</td> <td></td>	Aajor1 73 7.12 4.12 2.218	0 -	or2 	-	
Amenor         Major         Major         Major           Cling Flow All         73         73         0         0           Stage         1         3         -         -         -           Stage         1         171         7.3         10         -         0           Stage         1         14/wr         6/42         6.24         +1.12         -         -           Stage         1         6/47         6.24         +1.2         -         -         -           at Howy Sig         5.542         -         -         -         -         -         -           at Howy Sig         5.542         -         -         -         -         -         -           at Howy Sig         5.542         -         -         -         -         -         -           at Howy Sig         358         2.18         -         -         -         -         -           Stage         1         557         -         -         -         -         -           Stage         2         315         -         -         -         -         -           Stage	milor         major         major         major           Stage 1         73         73         0         0           Stage 2         104         -         -         -         0           Stage 1         73         -         -         -         0           Stage 2         104         -         -         -         -         -           Stage 2         104         -         -         -         -         -         -           All dwy Sig 1         5.42         5.2         -         -         -         -         -           All dwy Sig 2         5.42         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         - <t< td=""><td>Indiminer         Minor         Minor</td><td>//ajor1 73 4.12 - 2.218 2.218</td><td>0 -</td><td> OUZ</td><td></td><td></td></t<>	Indiminer         Minor	//ajor1 73 4.12 - 2.218 2.218	0 -	OUZ		
Title         73         73         73         73         73         73         73         73         73         73         73         73         73         73         73         73         73         73         73         73         73         73         73         73         73         73         73         73         73         73         73         73         73         73         73         73         73         73         73         73         73         73         73         73         73         73         73         73         73         73         73         73         73         73         73         73         73         73         73         73         73         73         73         74         74         74         75         75         75         75         75         75         75         75         75         75         75         75         75         75         75         75         75         75         75         75         75         75         75         75         75         75         75         75         75         75         75         75         75         75	lding Flow All 177 73 73 0 - 0 Stage 1 73	Iding Flow All         177         73           Stage 1         73         73           Stage 2         104         -           Stage 2         104         -           all Hdwy         642         6.22           all Hdwy         542         -           arb Hdwy         542         -           arb Hdwy         3218         3.318           w-up Hdwy         3.518         3.318           Stage 1         950         3518           Stage 1         950         -           Stage 2         920         -           Stage 1         950         -           Stage 1         930         -           Stage 1         930         -	73 73 4.12	o '			
Stage1       73       -       -       -         Stage2       104       -       -       -       -         Stage2       104       5.22       4.12       -       -         at Howy Sig1       5.42       -       -       -       -         at Howy Sig1       5.42       -       -       -       -         at Howy Sig1       5.43       3.18       -       -       -         App Homewer       813       33.18       2.16       -       -         Sape1       560       -       -       -       -       -         Stage1       560       -       -       -       -       -         Stage1       560       -       -       -       -       -         Stage1       560       -       -       -       -       -         Cap-1 Manewer       803       1527       -       -       -       -         Stage1       560       -       -       -       -       -       -         Cap-1 Manewer       803       1527       -       -       -       -       -         Stage2       20 <td>Stage 1     73     -     -     -       Stage 2     10     73     -     -     -       all Howy Sg 1     5.42     5.2     4.12     -     -       all Howy Sg 2     5.42     -     -     -     -       all Howy Sg 2     5.42     -     -     -     -       all Howy Sg 2     5.42     -     -     -     -       all Howy Sg 2     5.43     -     -     -     -       all Howy Sg 2     5.43     -     -     -     -       all Howy Sg 2     5.43     -     -     -     -       all How Sg 2     5.43     -     -     -     -       all How Set W     369     15.7     -     -     -       Stage 1     930     15.7     -     -     -       Stage 2     90     -     -     -     -       Cap-1 Maneuver     803     9157     -     -     -       Stage 1     939     -     -     -     -       Stage 1     930     -     -     -     -       Stage 1     930     -     -     -     -       Stage 1     930     -<td>Stage 1         73         -           Stage 2         104         -           all Hdwy         642         5.2           all Hdwy Sig 1         5.42         -           all Hdwy Sig 2         5.42         -           w-up Hdwy         3.518         3.318           w-up Hdwy         3.518         3.318           Stage 1         950         -           Stage 2         920         -           Stage 2         920         -           Stage 2         920         -           Cap-1 Maneuver         803         -           Stage 2         920         -           Stage 1         933         -           Stage 1         930         -</td><td>4.12 4.12 - - 2.218</td><td>÷</td><td>÷</td><td>0</td><td></td></td>	Stage 1     73     -     -     -       Stage 2     10     73     -     -     -       all Howy Sg 1     5.42     5.2     4.12     -     -       all Howy Sg 2     5.42     -     -     -     -       all Howy Sg 2     5.42     -     -     -     -       all Howy Sg 2     5.42     -     -     -     -       all Howy Sg 2     5.43     -     -     -     -       all Howy Sg 2     5.43     -     -     -     -       all Howy Sg 2     5.43     -     -     -     -       all How Sg 2     5.43     -     -     -     -       all How Set W     369     15.7     -     -     -       Stage 1     930     15.7     -     -     -       Stage 2     90     -     -     -     -       Cap-1 Maneuver     803     9157     -     -     -       Stage 1     939     -     -     -     -       Stage 1     930     -     -     -     -       Stage 1     930     -     -     -     -       Stage 1     930     - <td>Stage 1         73         -           Stage 2         104         -           all Hdwy         642         5.2           all Hdwy Sig 1         5.42         -           all Hdwy Sig 2         5.42         -           w-up Hdwy         3.518         3.318           w-up Hdwy         3.518         3.318           Stage 1         950         -           Stage 2         920         -           Stage 2         920         -           Stage 2         920         -           Cap-1 Maneuver         803         -           Stage 2         920         -           Stage 1         933         -           Stage 1         930         -</td> <td>4.12 4.12 - - 2.218</td> <td>÷</td> <td>÷</td> <td>0</td> <td></td>	Stage 1         73         -           Stage 2         104         -           all Hdwy         642         5.2           all Hdwy Sig 1         5.42         -           all Hdwy Sig 2         5.42         -           w-up Hdwy         3.518         3.318           w-up Hdwy         3.518         3.318           Stage 1         950         -           Stage 2         920         -           Stage 2         920         -           Stage 2         920         -           Cap-1 Maneuver         803         -           Stage 2         920         -           Stage 1         933         -           Stage 1         930         -	4.12 4.12 - - 2.218	÷	÷	0	
Silage 2       704       -       -       -       -         al Howy Sig 542       5.42       -       -       -       -         al Howy Sig 542       5.42       -       -       -       -         wup Howy Sig 542       5.42       -       -       -       -         an How Sig 2       5.42       -       -       -       -         an How Sig 2       5.43       -       -       -       -         an How Sig 2       5.41       -       -       -       -         Size 1       950       -       -       -       -       -         Size 1       950       -       -       -       -       -       -         Size 1       950       -       -       -       -       -       -       -         Size 1       930       157       -       -       -       -       -       -         Cap-1 Mineuver       803       157       -       -       -       -       -       -         Cap-1 Mineuver       803       157       -       -       -       -       -       -       -       -       - <td>Stage 2     104     -     -     -       at Howy     5.42     6.22     4.12     -     -       at Howy Sig 2     5.42     6.22     4.12     -     -       at Howy Sig 2     5.42     -     -     -     -       at Howy Sig 2     5.42     -     -     -     -       at Howy Sig 2     5.42     -     -     -     -       at Planetwer     331     2.18     -     -     -       Stage 1     950     -     -     -     -       Stage 1     950     -     -     -     -       Stage 1     930     9527     -     -     -       Cap-1 Manuture     803     9527     -     -     -       Stage 1     939     1527     -     -     -       Cap-2 Manuture     803     9527     -     -     -       Stage 1     939     -     -     -     -       Stage 1     939     -</td> <td>Stage 2         104         -           al Hdwy         6.42         6.22           al Hdwy Sig 1         5.42         -           al Hdwy Sig 2         5.42         -           wup Hdwy         3.518         3.318           wup Hdwy         3.518         3.318           sap-1 Maneuver         813         989           sape1 Maneuver         813         989           sape1 Maneuver         813         989           cape1 Maneuver         820         -           stage 2         920         -           capt Maneuver         803         989           Gap-1 Maneuver         803         989           Stage 2         920         -           Stage 2         920         -           Stage 2         920         -           Stage 2         920         -           Stage 1         933         983           cap2 Maneuver         803         -           Stage 1         933         -</td> <td>4.12 4.12 - - 2.218</td> <td></td> <td></td> <td></td> <td></td>	Stage 2     104     -     -     -       at Howy     5.42     6.22     4.12     -     -       at Howy Sig 2     5.42     6.22     4.12     -     -       at Howy Sig 2     5.42     -     -     -     -       at Howy Sig 2     5.42     -     -     -     -       at Howy Sig 2     5.42     -     -     -     -       at Planetwer     331     2.18     -     -     -       Stage 1     950     -     -     -     -       Stage 1     950     -     -     -     -       Stage 1     930     9527     -     -     -       Cap-1 Manuture     803     9527     -     -     -       Stage 1     939     1527     -     -     -       Cap-2 Manuture     803     9527     -     -     -       Stage 1     939     -	Stage 2         104         -           al Hdwy         6.42         6.22           al Hdwy Sig 1         5.42         -           al Hdwy Sig 2         5.42         -           wup Hdwy         3.518         3.318           wup Hdwy         3.518         3.318           sap-1 Maneuver         813         989           sape1 Maneuver         813         989           sape1 Maneuver         813         989           cape1 Maneuver         820         -           stage 2         920         -           capt Maneuver         803         989           Gap-1 Maneuver         803         989           Stage 2         920         -           Stage 2         920         -           Stage 2         920         -           Stage 2         920         -           Stage 1         933         983           cap2 Maneuver         803         -           Stage 1         933         -	4.12 4.12 - - 2.218				
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ItHowy Stg 2       5.42       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -	al Houve Sg 2 5 42	al Hdwy Sig 2 542 - w-up Hdwy 3518 3318 w-up Haneuver 813 938 Stage 1 950 - Stage 2 920 - Stage 2 920 - Cap-1 Maneuver 803 98 Cap-1 Maneuver 803 - Stage 1 939 -	- 2.218 4507	ł	÷		
w-up Hdw       3518       2218       -       -         Stape1       813       98       527       -       -         Stage2       920       -       -       -       -         Stage1       920       -       -       -       -         Stage1       920       -       -       -       -         Stage2       920       -       -       -       -         Carb Manucre       803       98       127       -       -         Cap-1 Manucre       903       -       -       -       -         Stage 1       939       -       -       -       -       -       -         Stage 2       920       -       -       -       -       -       -       -         Control Delay       9       1.5       0       -       -       -       -       -         Lane Motion	w-up Hdwy     3518     3.218     -     -       Stage 1     920     -     -     -       Stage 2     920     -     -     -       Stage 1     920     -     -     -       Stage 1     920     -     -     -       Stage 2     920     -     -     -       Stage 2     920     -     -     -       Cap-1 Maneuver     803     981     1527     -       Stage 1     930     -     -     -       Stage 2     920     -     -     -       Stage 1     930     -     -     -       Stage 2     920     -     -     -       Stage 1     930     -     -     -       Stage 2     920     -     -     -       Control Delay, s     9     1.5     0       Los A     -     -     -     -       A     -     -     -     -	w-up Hdwy 3,518 3,318 w-up Hdmeuver 813 989 Stage 1 950 - Stage 2 920 - on blocked, % Cap-1 Maneuver 803 989 Cap-2 Maneuver 803 989 Stage 1 939 -	2.218	•	•		
Stage 1       360       -       -       -         Stage 1       950       -       -       -         Stage 1       950       -       -       -         Stage 1       950       -       -       -         Anshruver       803       389       1527       -       -         Ap-1 Maneuver       803       39       1527       -       -         Stage 1       920       -       -       -       -       -         Stage 2       920       -       -       -       -       -         Stage 2       920       -       -       -       -       -       -         Control Delay, s       9       1.5       0       -       -       -       -         Control Delay, s       9       1.5       0       -       -       -       -         Lane VIC Ratio       0.11       -       0.26       -       -       -       -       -         Lane VIC Ratio       7.11       -       0       -       -       -       -       -         Lane VIC Ratio       7.4       A       A       -       -       <	ap-1 Maneuver 813 989 1527	ap-1 Maneuver 813 989 Stage 1 950 - Stage 2 920 - Stage 2 920 - on blocked, % On blocked, % Stage 1 939 - Stage 1 939 -		•			
Stage 1       950       -       -       -       -       -         Stage 2       920       -       -       -       -       -         Gap 1 Maneuver       803       9327       -       -       -       -         Gap 1 Maneuver       803       -       -       -       -       -       -         Gap 1 Maneuver       803       -       -       -       -       -       -       -         Gap 1 Maneuver       803       -       -       -       -       -       -       -       -         Gap 1 Maneuver       803       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       - <td>Stage 1     950     -     -     -       Stage 2     920     -     -     -       On blocket, %     920     -     -     -       Cap-1 Maneuver     803     989     1527     -     -       Cap-1 Maneuver     803     9     1527     -     -       Cap-1 Maneuver     803     -     -     -     -       Cap-2 Maneuver     803     -     -     -     -       Stage 1     920     -     -     -     -       Stage 2     920     -     -     -     -       Stage 2     920     -     -     -     -       Control Delay, s     9     1.5     0     -       LoaneMaior Mover     NBL<nbilnt< td="">     SBT SBR     -</nbilnt<></td> <td>Stage 1 950 Stage 2 920 - 0 Dlocked, % 933 989 Cap-1 Maneuver 803 989 Stage 1 939 - 5 Stage 1 939 -</td> <td>1701</td> <td>ł</td> <td>÷</td> <td></td> <td></td>	Stage 1     950     -     -     -       Stage 2     920     -     -     -       On blocket, %     920     -     -     -       Cap-1 Maneuver     803     989     1527     -     -       Cap-1 Maneuver     803     9     1527     -     -       Cap-1 Maneuver     803     -     -     -     -       Cap-2 Maneuver     803     -     -     -     -       Stage 1     920     -     -     -     -       Stage 2     920     -     -     -     -       Stage 2     920     -     -     -     -       Control Delay, s     9     1.5     0     -       LoaneMaior Mover     NBL <nbilnt< td="">     SBT SBR     -</nbilnt<>	Stage 1 950 Stage 2 920 - 0 Dlocked, % 933 989 Cap-1 Maneuver 803 989 Stage 1 939 - 5 Stage 1 939 -	1701	ł	÷		
Stage 2.       20       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -	Stage 2         920         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -	Stage 2 92/0 - on blocked, % Cap-1 Maneuver 803 989 Cap-2 Maneuver 803 - Stage 1 939 -	•	•			
Monocets         No.         No	on bocket, % Cap-1 Manueurer 803 989 1527 Cap-1 Manueurer 803 989 1527 Stage 1 939 Stage 2 920 Control Delay, s 9 1.5 0 LOS A 1-15 10 LOS A NBL NBT EBLN1 SBT SBR	on blocked, % Cap-1 Maneuver 803 989 Cap-2 Maneuver 803 - Stage 1 939 -	•	•	÷		
April Materieral       003       303       327       -       -         Cap-1       Manusurer       003       -       -       -       -         Stage 1       339       -       -       -       -       -       -         Stage 2       320       -       -       -       -       -       -       -         Stage 2       320       -       -       -       -       -       -       -         Bach       EB       NB       SB       -       -       -       0         Locotrol Delay, s       9       1.5       0       -       -       -       -         Locotrol Delay       1       NBL       NBT EBLn1       SBT       -       -       -         Lane Work       1527       -       930       -       -       -       -       -         Lane VCS       A       A       -       -       -       -       -       -         Soft Weite Q(veit)       0       -       0       -       -       -       -       -         Lane VCS       A       A       -       -       -       -       - <td>Cap 1 metrever 003 958 132/1</td> <td>Cap-1 Intalleuver 000 909 Cap-2 Maneuver 803 - Stage 1 939 -</td> <td>1607</td> <td>•</td> <td>•</td> <td></td> <td></td>	Cap 1 metrever 003 958 132/1	Cap-1 Intalleuver 000 909 Cap-2 Maneuver 803 - Stage 1 939 -	1607	•	•		
Adp z watever       003       -       -       -       -         Stage 2       920       -       -       -       -       -         Stage 2       920       -       -       -       -       -       -         Stage 2       920       -       -       -       -       -       -       -         Stage 2       920       -       -       -       -       -       -       -         Stage 1       EB       NB       SB       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -	Cape Marteuver 003	Cap-z marieuver oup - Stage 1 939 -	1701	•	•		
Gage 1         333         5         5         5         5         5         5         5         5         5         5         5         5         5         5         5         5         5         5         5         5         5         5         5         5         5         5         5         5         5         5         5         5         5         5         5         5         5         5         5         5         5         5         5         5         5         5         5         5         5         5         5         5         5         5         5         5         5         5         5         5         5         5         5         5         5         5         5         5         5         5         5         5         5         5         5         5         5         5         5         5         5         5         5         5         5         5         5         5         5         5         5         5         5         5         5         5         5         5         5         5         5         5         5         5         5<	orage 1 309	- 202 - 202 -	•	•			
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aedi         EB         NB         SB           Control Delay, s         9         1.5         0           LLOS         A         1.5         0           LLae.Major Mmt         NBL         NBT EBLr1         SBT           LLae.Major Mmt         112         9         -           Lane VIC Patio         0111         -         0.265           Lane LOS         A         A         -           95th %tile Q(veh)         0         -         0.1	aeth EB NB SB Control Delay, s 9 1.5 0 LLOS A I Internet SBT SBR		•				
Control Delay, s         9         1.5         0           LOS         A         1.5         0           Lost         A         1.5         0           Lane/Major I/wmin         NBL         NBT EBLIni         SBT           Lane/Y (ratio)         1.57         - 930         -           Lane V/C Ratio         0.266         -         -           Lane V/C Ratio         0.266         -         -           Lane LOS         A         A         -         -           Shift %ile Q(veh)         0         -         0.1         -         -	Control Delay, s 9 1.5 0 LOS A A II-15 0 LOS A Numt NBL NBT EBLn1 SBT SBR	nach FB	RN		an S		
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And Mark Mark         And Mark Mark Mark           dby (wh/h)         1527         330         -           Lame VIC Ratio         0.011         -         0.026         -           Control Delay (s)         7.4         0         9         -           Lame LOS         A         A         -         -           Shift %ile Q(veh)         0         -         0.1         -         -		r I ana Maior Mumt NIBI	NRTER	1 1	TAX	BB	
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Matrix         Matrix<	11       11       11       11       11       11       11       11       11       11       11       11       11       11       11       11       11       11       11       11       11       11       11       11       11       11       11       11       11       11       11       11       11       11       11       11       11       11       11       11       11       11       11       11       11       11       11       11       11       11       11       11       11       11       11       11       11       11       11       11       11       11       11       11       11       11       11       11       11       11       11       11       11       11       11       11       11       11       11       11       11       11       11       11       11       11       11       11       11       11       11       11       11       11       11       11       11       11       11       11       11       11       11       11       11       11       11       11       11       11       11       11 <th< th=""><th>Matrix         Matrix         Matrix&lt;</th><th>11     Memorican     Memorican     Memorican     Memorican       11     1     1     1     1     1     1     1     1       11     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     <td< th=""><th></th></td<></th></th<>	Matrix         Matrix<	11     Memorican     Memorican     Memorican     Memorican       11     1     1     1     1     1     1     1     1       11     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1 <td< th=""><th></th></td<>	
Model         Model <th< td=""><td>Im         Im         Im&lt;</td><td>M         M         M         M         M         M         M         M         M         M         M         M         M         M         M         M         M         M         M         M         M         M         M         M         M         M         M         M         M         M         M         M         M         M         M         M         M         M         M         M         M         M         M         M         M         M         M         M         M         M         M         M         M         M         M         M         M         M         M         M         M         M         M         M         M         M         M         M         M         M         M         M         M         M         M         M         M         M         M         M         M         M         M         M         M         M         M         M         M         M         M         M         M         M         M         M         M         M         M         M         M         M         M         M         M         M         M</td><td>Not         Not         Not</td></th<> <td>0.5</td>	Im         Im<	M         M         M         M         M         M         M         M         M         M         M         M         M         M         M         M         M         M         M         M         M         M         M         M         M         M         M         M         M         M         M         M         M         M         M         M         M         M         M         M         M         M         M         M         M         M         M         M         M         M         M         M         M         M         M         M         M         M         M         M         M         M         M         M         M         M         M         M         M         M         M         M         M         M         M         M         M         M         M         M         M         M         M         M         M         M         M         M         M         M         M         M         M         M         M         M         M         M         M         M         M         M         M         M         M         M         M	Not	0.5
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 *         *         *         *         *         *         *         *         *         *         *         *         *         *         *         *         *         *         *         *         *         *</td> <td>WBL WBR NBT NBR SBL SBT</td>	Y         Y         Y         Y         Y         Y         Y         Y         Y         Y         Y         Y         Y         Y         Y         Y         Y         Y         Y         Y         Y         Y         Y         Y         Y         Y         Y         Y         Y         Y         Y         Y         Y         Y         Y         Y         Y         Y         Y         Y         Y         Y         Y         Y         Y         Y         Y         Y         Y         Y         Y         Y         Y         Y         Y         Y         Y         Y         Y         Y         Y         Y         Y         Y         Y         Y         Y         Y         Y         Y         Y         Y         Y         Y         Y         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0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0	0. 0. 0. 0. 0. 0. 0. 0. 0. 0. 0. 0. 0. 0	90         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0	Run         Run <td>5 2 5/ 14 U 5/ F 2 F7 1/ D F2</td>	5 2 5/ 14 U 5/ F 2 F7 1/ D F2
No. frei frei frei <ul> <li></li></ul>	20. B0. For For For     For     For     For     For     For     For     For     For     For     For     For     For     For     For     For     For     For     For     For     For     For     For     For     For     For     For     For     For     For     For     For     For     For     For     For     For     For     For     For     For     For     For     For     For     For     For     For     For     For     For     For     For     For     For     For     For     For     For     For     For     For     For     For     For     For     For     For     For     For     For     For     For     For     For     For     For     For     For     For     For     For     For     For     For     For     For     For     For     For     For     For     For     For     For     For     For     For     For     For     For     For     For     For     For     For     For     For     For     For     For     For     For     For     For     For     For     For     For <td>Or of the fire fire fire fire fire fire fire fir</td> <td>Stor         Fine         <th< td=""><td></td></th<></td>	Or of the fire fire fire fire fire fire fire fir	Stor         Fine         Fine <th< td=""><td></td></th<>	
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None - None</td>	0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0	8. 0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0	- None - None - None
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Minori         Minori<	Mint         Mint <th< td=""><td>Marcini         Marcini         <t< td=""><td>Mineri         Majori         Majori&lt;</td><td>5 2 62 15 0 5/</td></t<></td></th<>	Marcini         Marcini <t< td=""><td>Mineri         Majori         Majori&lt;</td><td>5 2 62 15 0 5/</td></t<>	Mineri         Majori         Majori<	5 2 62 15 0 5/
Miori         Miori <th< td=""><td>min         min         <thmin< th=""> <thmin< th=""> <thmin< th=""></thmin<></thmin<></thmin<></td><td>Microl         Microl         Microl&lt;</td><td>Minori         Major         <t< td=""><td></td></t<></td></th<>	min         min <thmin< th=""> <thmin< th=""> <thmin< th=""></thmin<></thmin<></thmin<>	Microl         Microl<	Minori         Major         Major <t< td=""><td></td></t<>	
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2.26     - 2.26     - 2.26     - 2.26     - 2.26     - 2.26     - 2.26     - 2.26     - 2.26     - 2.26     - 2.26     - 2.26     - 2.26     - 2.26     - 2.26     - 2.26     - 2.26     - 2.26     - 2.26     - 2.26     - 2.26     - 2.26     - 2.26     - 2.26     - 2.26     - 2.26     - 2.26     - 2.26     - 2.26     - 2.26     - 2.26     - 2.26     - 2.26     - 2.26     - 2.26     - 2.26     - 2.26     - 2.26     - 2.26     - 2.26     - 2.26     - 2.26     - 2.26     - 2.26     - 2.26     - 2.26     - 2.26     - 2.26     - 2.26     - 2.26     - 2.26     - 2.26     - 2.26     - 2.26     - 2.26     - 2.26     - 2.26     - 2.26     - 2.26     - 2.26     - 2.26     - 2.26     - 2.26     - 2.26     - 2.26     - 2.26     - 2.26     - 2.26     - 2.26     - 2.26     - 2.26     - 2.26     - 2.26     - 2.26     - 2.26     - 2.26     - 2.26     - 2.26     - 2.26     - 2.26     - 2.26     - 2.26     - 2.26     - 2.26     - 2.26     - 2.26     - 2.26     - 2.26     - 2.26     - 2.26     - 2.26     - 2.26     - 2.26     - 2.26     - 2.26     - 2.26     - 2.26     - 2.26     - 2.26     - 2.26     - 2.26</td><td>562       -       -       2.10       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -</td></t<> <td>5.42</td>	547     - 2.26     - 2.26     - 2.26     - 2.26     - 2.26     - 2.26     - 2.26     - 2.26     - 2.26     - 2.26     - 2.26     - 2.26     - 2.26     - 2.26     - 2.26     - 2.26     - 2.26     - 2.26     - 2.26     - 2.26     - 2.26     - 2.26     - 2.26     - 2.26     - 2.26     - 2.26     - 2.26     - 2.26     - 2.26     - 2.26     - 2.26     - 2.26     - 2.26     - 2.26     - 2.26     - 2.26     - 2.26     - 2.26     - 2.26     - 2.26     - 2.26     - 2.26     - 2.26     - 2.26     - 2.26     - 2.26     - 2.26     - 2.26     - 2.26     - 2.26     - 2.26     - 2.26     - 2.26     - 2.26     - 2.26     - 2.26     - 2.26     - 2.26     - 2.26     - 2.26     - 2.26     - 2.26     - 2.26     - 2.26     - 2.26     - 2.26     - 2.26     - 2.26     - 2.26     - 2.26     - 2.26     - 2.26     - 2.26     - 2.26     - 2.26     - 2.26     - 2.26     - 2.26     - 2.26     - 2.26     - 2.26     - 2.26     - 2.26     - 2.26     - 2.26     - 2.26     - 2.26     - 2.26     - 2.26     - 2.26     - 2.26     - 2.26     - 2.26     - 2.26     - 2.26     - 2.26     - 2.26     - 2.26     - 2.26     - 2.26     - 2.26	562       -       -       2.10       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       - 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7     7     7     7     7     7     7     7       8     0     0     2     0     0     0       9     0     0     2     0     0       1     1     1     1     1     1       1     1     1     1     1     1       1     1     1     1     1     1       1     1     1     1     1     1       1     1     1     1     1     1       1     1     1     1     1     1     1       1     1     1     1     1     1     1       1     1     1     1     1     1     1	976       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1	970       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1	973       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -	953
NB         SB         MB         NB         NB<	WB         NB         NB<	WB         NB         SB         NB         NB<	WB         NB         SB         MB         NB         NB<	
NB         SB         NB         NB         SB         NB         SB           0         02         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0	WB         NB         NB<	WB         NB         SB         NB         SB         NB         SB           8.9         0         0.2         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0 <t< td=""><td>WB         NB         SB           8.9         0         0.2           8.9         0         0.2           8.9         0         0.2           8.9         0         0.2           9         0         0.2           1         NBT NBRWELH         SB           1         1559           1         -         -           1         -         -           1         -         -           1         -         -           1         -         -           1         -         -           1         -         -           1         -         -           1         -         -           1         -         -           1         -         -           1         -         -           1         -         -     </td></t<> <td></td>	WB         NB         SB           8.9         0         0.2           8.9         0         0.2           8.9         0         0.2           8.9         0         0.2           9         0         0.2           1         NBT NBRWELH         SB           1         1559           1         -         -           1         -         -           1         -         -           1         -         -           1         -         -           1         -         -           1         -         -           1         -         -           1         -         -           1         -         -           1         -         -           1         -         -           1         -         -	
No         No<	W0         00         00         00         00         00         00         00         00         00         00         00         00         00         00         00         00         00         00         00         00         00         00         00         00         00         00         00         00         00         00         00         00         00         00         00         00         00         00         00         00         00         00         00         00         00         00         00         00         00         00         00         00         00         00         00         00         00         00         00         00         00         00         00         00         00         00         00         00         00         00         00         00         00         00         00         00         00         00         00         00         00         00         00         00         00         00         00         00         00         00         00         00         00         00         00         00         00         00         00         00         00<	wo         ab         ab<	wo         bo         bo<	div C
0       02       0       0       0       0         NBT       NBF       SBT       A       A         NBT       NBF       SBT       A       A         -       -       941559       -       -       -       -         -       -       -       -       -       -       -       -       -         -       -       -       00       1522       -       -       -       -         -       -       0       0       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -	83         0         0.2           A         NBT NBRWBLrf         SBT         A         A           NBT NBRWBLrf         SBT         A         A         A           1         - 941 1559         - 900 1522         - 900 1522         - 900 1522           - 0         0         - 000 5         - 000 5         - 1000 5         - 1000 5           0         0         - 000 152         - 000 152         - 1000 5         - 1000 5           0         0         0         0         0         - 100 0         100 0         100 0         100 0         100 0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0	89     0     02       A     A       1     NBT     NBT     NBT       1     NBT     NBT       1     1     1       1     1     1       1     1     1       1     1     1       1     1     1       1     1     1       1     1     1       1     1     1       1     1     1       1     1     1       1     1     1       1     1     1       1     1     1       1     1     1       1     1     1       1     1     1       1     1     1	8.9         0         0.2           A         NBT         NBRWBLrI         SBL         A         0         0         0           Int         NBT         NBRWBLrI         SBL         SBT         A         0         0         0         0           Int         NBT         NBRWBLrI         SBL         SBT         A         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0<	WB NB 38
NBT NBKWBLrit         SBL         NBT         NBRWBLrit         SBL         SBT         NBT         NBRWBLrit         SBL         SBT         NBT         NBT <td>NBT         NBRWBLri         SBL         SB1         SB</td> <td>In BRWBLini         SBI         NBT         NBRWBLini         SBI         SBI         NBT         NBRWBLini         SBI         SBI</td> <td>Nith         NBR/VBLri         SBL         SB1         SBL         SB1         SBL         SB1         SBL         SB1         SBL         SB1         SB1</td> <td>,s 9 0 0 A</td>	NBT         NBRWBLri         SBL         SB1         SB	In BRWBLini         SBI         NBT         NBRWBLini         SBI         SBI         NBT         NBRWBLini         SBI	Nith         NBR/VBLri         SBL         SB1         SBL         SB1         SBL         SB1         SBL         SB1         SBL         SB1	,s 9 0 0 A
NBT         NBRWBLrt         SBL         SBT         NBT         NBRWBLrt         SBL         SBT           -         -         941         1559         -         900         1522         -           -         -         0.01         -         -         900         1522         -           -         -         0.01         -         -         0.01         522         -           -         -         0.01         -         -         0.01         522         -           -         -         0         -         -         0.01         -         -         0.01         -           -         -         0         -         -         0         0         -         -         -         -         0         0         -         -         0         0         -         -         0         0         -         -         0         0         -         -         0         0         -         -         0         0         -         -         0         0         -         -         0         0         -         -         0         0         0         -	NBT         NBR/WBL/n         SB1         S	NBT         NBR/VBL/I         SB1         SB1         NBT         NBR/VBL/I         SB1         SB1           -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -	International Set         Network         Network	
-       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -	-         -         941         1559         -         -         0         1522         -         -         0         -         -         0         1522         -         -         0         -         -         0         -         -         0         -         -         -         0         -         -         -         0         -         -         -         0         -         -         -         0         -         -         -         0         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         - <t< td=""><td>-       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -</td><td>-       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -</td><td>lymt NBT NBRWBLn1 SBL SBT</td></t<>	-       -       -       -       -       -       - 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-       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -	-       -       0013 0.01       -       -       -       0.003       -       -         -       -       89       7.3       0       -       -       0       0       -         -       -       8       7.3       0       -       -       9       0       -       -         -       -       0       0       -       -       9       0       -       -       -       0       0       -       -       -       0       0       -       -       -       0       0       -       -       -       0       0       -       -       -       0       0       -       -       -       -       0       0       -       -       -       0       0       -       -       -       0       0       -       -       -       0       0       -       -       -       0       0       -       -       -       0       0       -       -       -       0       0       -       -       -       0       0       -       -       -       0       0       -       -       -       -       0       0 </td <td>-       -       0.013       0.001       -       -       -       0       -       -       0       0       -       -       0       0       -       -       0       0       -       -       0       0       -       -       0       0       -       -       0       0       -       -       0       0       -       -       0       0       -       -       0       0       -       -       0       0       -       -       0       0       -       -       0       0       -       -       0       0       -       -       0       0       -       -       0       0       -       -       0       0       -       -       0       0       -       -       0       0       -       -       0       0       -       -       -       0       0       -       -       -       0       0       -       -       -       0       0       -       -       -       0       0       -       -       -       0       0       -       -       -       0       0       -       -       -       0       0</td> <td>5       - 0.013 0.001       -       -       - 0.008       -       -       -       0.008       -       -       -       0.008       -       -       -       0.008       -       - 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Insection         0.9           Deay, Siveh         0.9           Rement         WB         NBT         NBT         SB1         SB1           Rement         WB         FB         NBT         SB1         SB1           e Configurations         Y         P         A         A           fifto Vol. verh         15         2         78         8         0         82           fifto Vol. verh         15         2         78         8         0         82           fifto Vol. verh         15         2         78         8         0         82           fifto Vol. verh         15         2         78         8         0         82           fifto Vol. verh         50         Stop Stop Free         Free         Free         Free           Channelized         -         0         0         0         0         0           A Mour Factor         92         92         92         92         92         92           A Mour Factor         92         22         2         2         2         9         93           A Mour Factor         92         92         92         9	
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Motion         Motion<	Mit         Mit <td>WBL         WBT         NBT         SBL         SBT           ations         Y         A         A           hh         0         34         0         38           hh         0         34         0         38           stift         0         0         34         0         38</td>	WBL         WBT         NBT         SBL         SBT           ations         Y         A         A           hh         0         34         0         38           hh         0         34         0         38           stift         0         0         34         0         38
m         *         *         *         *         *         *         *         *         *         *         *         *         *         *         *         *         *         *         *         *         *         *         *         *         *         *         *         *         *         *         *         *         *         *         *         *         *         *         *         *         *         *         *         *         *         *         *         *         *         *         *         *         *         *         *         *         *         *         *         *         *         *         *         *         *         *         *         *         *         *         *         *         *         *         *         *         *         *         *         *         *         *         *         *         *         *         *         *         *         *         *         *         *         *         *         *         *         *         *         *         *         *         *         *         *         *	No.         No. <td>ations Y P 4 Nh 0 0 24 0 0 38 Nh 0 0 34 0 0 38 As #Nh 0 0 0 0 0</td>	ations Y P 4 Nh 0 0 24 0 0 38 Nh 0 0 34 0 0 38 As #Nh 0 0 0 0 0
0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0	0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0	hh 0 0 34 0 0 38 kt #hr 0 0 0 0 0 0
000         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0	(1)         (1)         (1)         (1)         (1)         (1)         (1)         (1)         (1)         (1)         (1)         (1)         (1)         (1)         (1)         (1)         (1)         (1)         (1)         (1)         (1)         (1)         (1)         (1)         (1)         (1)         (1)         (1)         (1)         (1)         (1)         (1)         (1)         (1)         (1)         (1)         (1)         (1)         (1)         (1)         (1)         (1)         (1)         (1)         (1)         (1)         (1)         (1)         (1)         (1)         (1)         (1)         (1)         (1)         (1)         (1)         (1)         (1)         (1)         (1)         (1)         (1)         (1)         (1)         (1)         (1)         (1)         (1)         (1)         (1)         (1)         (1)         (1)         (1)         (1)         (1)         (1)         (1)         (1)         (1)         (1)         (1)         (1)         (1)         (1)         (1)         (1)         (1)         (1)         (1)         (1)         (1)         (1)         (1)         (1)         (1)         (1) <td>ds.#/hr 0 0 0 0 0 0</td>	ds.#/hr 0 0 0 0 0 0
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• 0 · 0 · 0 · 0 · 0 · 0 · 0 · 0	Corport         Corport <t< td=""><td>- None - None - None</td></t<>	- None - None - None
Matrix         Matrix<	Minori         Minori<	
0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0	r         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0	
0.       2       2       2       2       2       2       2       2       2       2       2       2       2       2       2       2       2       2       2       2       2       2       2       2       2       2       2       2       2       2       2       2       2       2       2       2       2       2       2       2       2       2       2       2       2       2       2       2       2       2       2       2       2       2       2       2       2       2       2       2       2       2       2       2       2       2       2       2       2       2       2       2       2       2       2       2       2       2       2       2       2       2       2       2       2       2       2       2       2       2       2       2       2       2       2       2       2       2       2       2       2       2       2       2       2       2       2       2       2       2       2       2       2       2       2       2       2       2	5       2       2       2       2       2       2       2       2       2       2       2       2       2       2       2       2       2       2       2       2       2       2       2       2       2       2       2       2       2       2       2       2       2       2       2       2       2       2       2       2       2       2       2       2       2       2       2       2       2       2       2       2       2       2       2       2       2       2       2       2       2       2       2       2       2       2       2       2       2       2       2       2       2       2       2       2       2       2       2       2       2       2       2       2       2       2       2       2       2       2       2       2       2       2       2       2       2       2       2       2       2       2       2       2       2       2       2       2       2       2       2       2       2       2       2       2       2       2	
0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0	0         0         2         0         2         0         2         0         2         0         2         0         0         2         0         0         2         0         0         2         0         0         2         0         0         2         0         0         2         0         0         2         0         0         2         0         0         2         0         0         2         0         0         2         0         0         2         0         0         2         0         0         2         0         0         2         0         0         2         0         0         2         0         0         2         0         0         2         0         0         2         0         0         2         0         0         2         0         0         2         0         0         2         0         2         0         2         0         2         0         2         0         2         0         2         0         0         2         0         0         2         0         0         2         0         0         2	cui 32 32 32 32 32 se % 7 7 7 7 7
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Morti         Morti <th< td=""><td>Minori         Majori         Majori&lt;</td><td></td></th<>	Minori         Majori         Majori<	
III         III         III         IIII         IIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIII	MI         61         32         0         0         32         0         0         37         0         0         37         0         0         37         0         0         37         0         0         37         0         0         37         0         0         37         0         0         37         0         0         37         0         0         37         0         0         37         0         0         37         0         0         37         0         0         37         0         0         37         0         0         37         0         0         37         0         0         37         0         0         37         0         0         37         0         0         37         0         0         37         0         0         37         0         0         37         0         0         37         0         0         37         0         0         37         0         0         37         0         0         37         0         0         37         0         0         37         0         0         37         0         33         33	Minort Major2
23	22 $                                                                                               -$ <td>w All 78 37 0 0 37 0</td>	w All 78 37 0 0 37 0
28	28	37
6.2         5.4         1.2         Contait Howy Sig1         6.2         5.4         1.2         Contait Howy Sig1         6.2         1.4         Contait Howy Sig1         1.4         Contait Howy Sig1         1.4         Contait How Sig1         1.4         Contait How Sig1         1.4         Contait How Sig1         1.4         Contait How Sig1         1.4         1.4         Contait How Sig1         1.4         1.4         Contait How Sig1         1.4         1.4         1.4         1.4         1.4         1.4         1.4         1.4         1.4         1.4         1.4         1.4         1.4         1.4         1.4         1.4         1.4         1.4         1.4         1.4         1.4         1.4         1.4	642         62.         -         -         412         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         - </td <td>41</td>	41
1       5.2       ·       ·       ·       ·       ·       ·       ·       ·       ·       ·       ·       ·       ·       ·       ·       ·       ·       ·       ·       ·       ·       ·       ·       ·       ·       ·       ·       ·       ·       ·       ·       ·       ·       ·       ·       ·       ·       ·       ·       ·       ·       ·       ·       ·       ·       ·       ·       ·       ·       ·       ·       ·       ·       ·       ·       ·       ·       ·       ·       ·       ·       ·       ·       ·       ·       ·       ·       ·       ·       ·       ·       ·       ·       ·       ·       ·       ·       ·       ·       ·       ·       ·       ·       ·       ·       ·       ·       ·       ·       ·       ·       ·       ·       ·       ·       ·       ·       ·       ·       ·       ·       ·       ·       ·       ·       ·       ·       ·       ·       ·       ·       ·       ·       ·       ·       ·       ·	1       5.42       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -	6.42 6.22 4.12 -
2       5.3.2       5.4.2       5.4.2       5.4.2       5.4.1       5.4.1       5.4.1       5.4.1       5.4.1       5.4.1       5.4.1       5.4.1       5.4.1       5.4.1       5.4.1       5.4.1       5.4.1       5.4.1       5.4.1       5.4.1       5.4.1       5.4.1       5.4.1       5.4.1       5.4.1       5.4.1       5.4.1       5.4.1       5.4.1       5.4.1       5.4.1       5.4.1       5.4.1       5.4.1       5.4.1       5.4.1       5.4.1       5.4.1       5.4.1       5.4.1       5.4.1       5.4.1       5.4.1       5.4.1       5.4.1       5.4.1       5.4.1       5.4.1       5.4.1       5.4.1       5.4.1       5.4.1       5.4.1       5.4.1       5.4.1       5.4.1       5.4.1       5.4.1       5.4.1       5.4.1       5.4.1       5.4.1       5.4.1       5.4.1       5.4.1       5.4.1       5.4.1       5.4.1       5.4.1       5.4.1       5.4.1       5.4.1       5.4.1       5.4.1       5.4.1       5.4.1       5.4.1       5.4.1       5.4.1       5.4.1       5.4.1       5.4.1       5.4.1       5.4.1       5.4.1       5.4.1       5.4.1       5.4.1       5.4.1       5.4.1       5.4.1       5.4.1       5.4.1       5.4.1       5.4.1       5.4	2       5       43       5       5       5       5       5       5       5       5       5       5       5       5       5       5       5       5       5       5       5       5       5       5       5       5       5       5       5       5       5       5       5       5       5       5       5       5       5       5       5       5       5       5       5       5       5       5       5       5       5       5       5       5       5       5       5       5       5       5       5       5       5       5       5       5       5       5       5       5       5       5       5       5       5       5       5       5       5       5       5       5       5       5       5       5       5       5       5       5       5       5       5       5       5       5       5       5       5       5       5       5       5       5       5       5       5       5       5       5       5       5       5       5       5       5       5       5	Sig 1 5.42
Mail         Size         2.218         -         2.218         -         -         2.218         -         -         2.218         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -	3518       -       -       2218       -       -       2218       -       -       2218       -       -       2218       -       -       2218       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -	Stg 2 5.42
95         10.2         -         15.00         -         15.74         -         15.74         -           94         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -	ver         945         70.42         ·         ·         1580         ·         ·         ·         ·         ·         ·         ·         ·         ·         ·         ·         ·         ·         ·         ·         ·         ·         ·         ·         ·         ·         ·         ·         ·         ·         ·         ·         ·         ·         ·         ·         ·         ·         ·         ·         ·         ·         ·         ·         ·         ·         ·         ·         ·         ·         ·         ·         ·         ·         ·         ·         ·         ·         ·         ·         ·         ·         ·         ·         ·         ·         ·         ·         ·         ·         ·         ·         ·         ·         ·         ·         ·         ·         ·         ·         ·         ·         ·         ·         ·         ·         ·         ·         ·         ·         ·         ·         ·         ·         ·         ·         ·         ·         ·         ·         ·         ·         ·         ·         · </td <td>vy 3.518 3.318 2.218 -</td>	vy 3.518 3.318 2.218 -
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Mut         NET         NER/NBLri         SL         SET           -         -         1580         -         -         1574         -         -         1574         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         - <td>Mmt         NBT         NBR/WBLr1         SBL         SBT         S</td> <td>A</td>	Mmt         NBT         NBR/WBLr1         SBL         SBT         S	A
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It Flow     0     0     75     0     73       Minor     Minor     Minor     Minor     Minor       Minor     Minor     Minor     Minor     Minor       Stage 1     75     -     -     -       Stage 1     73     -     -     -       Stage 1     542     -     -     -       Stage 1     543     -     -     -       Stage 1     543     -     -     -       Stage 1     543     -     -     -       Stage 1     944     96     -     -       Stage 1     944     96     -     -       Stage 1     944     96     -     -       Stage 2     950     -     -     -       Stage 1     944     96     -     -       Stage 2     950     -     -     -       Stage 1     944     96     -     -       Stage 2     950     -     -     -       Stage 2     950	vy Vehicles, % 2 2 2	5	2	2	
Millior         Millior1         Major1         Major2         0         75         0         75         0         75         0         75         0         75         0         75         0         75         0         75         0         75         0         75         0         75         0         75         0         75         0         75         1         1         1         75         1         1         75         1         1         75         1         1         75         1         1         75         1         1         75         1         1         75         1         1         75         1         1         75         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1	11 Flow 0 0 75	0	0	73	
Million I         Major 2         Major 2         Major 2         Major 2         Major 2         Major 3         Major 3					
Riching Flow All     148     75     0     75     0       Stage 1     75     -     -     -     -       Stage 2     -     -     -     -     -       Stage 2     542     -     -     412     -       call Hoky Sig 1     542     -     -     412     -       call Hoky Sig 1     542     -     -     412     -       call Hoky Sig 2     543     -     -     2.218     -       call Hoky Sig 1     544     -     -     2.228     -       Cap I Maneuver     844     986     -     -     1524       Stage 2     960     -     -     -     -       Stage 1     948     -     -     -     -       Stage 2     960     -     -     -     -       Cap I Maneuver     844     -     -     -     -       Stage 2     960     <	or/Minor Minor1 Major1	2	lajor2		
Stage 1         75         ·         ·         ·         ·         ·         ·         ·         ·         ·         ·         ·         ·         ·         ·         ·         ·         ·         ·         ·         ·         ·         ·         ·         ·         ·         ·         ·         ·         ·         ·         ·         ·         ·         ·         ·         ·         ·         ·         ·         ·         ·         ·         ·         ·         ·         ·         ·         ·         ·         ·         ·         ·         ·         ·         ·         ·         ·         ·         ·         ·         ·         ·         ·         ·         ·         ·         ·         ·         ·         ·         ·         ·         ·         ·         ·         ·         ·         ·         ·         ·         ·         ·         ·         ·         ·         ·         ·         ·         ·         ·         ·         ·         ·         ·         ·         ·         ·         ·         ·         ·         ·         ·         ·         ·         ·<	flicting Flow All 148 75 0	0	75	0	
Stage 2       73       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -<	Stage 1 75	1	ł		
cal Hóny       6.42       6.22       -       -       4.12       -         cal Hóny       31       5.42       -       -       -       -       -         cal Hóny       31       5.42       -       -       -       -       -       -         cal Hóny       31       5.42       -       -       -       -       -       -         cal Hóny       31       5.42       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -	Stage 2 73	'	'		
al Hówy Sig 1 5 42 · · · · · · · · · · · · · · · · · ·	cal Hdwy 6:42 6.22 -	•	4.12		
al Hóný Sig 2 5.42 · · · · 2.218 · · · · 2.218 · · · · 2.218 · · · · · · · · · · · · · · · · · · ·	cal Hdwy Stg 1 5.42	•	•		
Maneuver         3518         -         -         2.218         -           Gap-I Maneuver         844         966         -         -         15.24           Stage 1         960         -         -         15.24         -           Stage 1         960         -         -         15.24         -           Stage 1         960         -         -         15.24         -           Stage 1         941         -         -         15.24         -           Cap 2 Maneuver         844         966         -         -         -           Cap 2 Maneuver         844         96         -         -         -           Stage 1         948         -         -         -         -           Stage 1         948         -         -         -         -           Stage 1         948         -         -         -         -         -           Stage 1         948         -         -         -         -         -         -           Stage 1         948         -         -         -         -         -         -           Carbot Dalay S         A	cal Hdwy Stg 2 5.42	•	1		
Gap-1 Maneuver     84     986     -     -     1524     -       Stage 1     948     -     -     -     -       Stage 2     928     -     -     1524     -       Cap-1 Maneuver     844     986     -     -     1524       Cap-1 Maneuver     844     986     -     -     1524       Cap-1 Maneuver     844     986     -     -     1524       Cap-1 Maneuver     844     -     -     -     -       Cap-1 Maneuver     844     -     -     -     -       Cap-1 Maneuver     844     -     -     -     -       Stage 2     950     -     -     1524     -     -       Alon VC Ratio     -     -     -     1524     -       Alon VC Ratio     -     -     -     -     -       Alon VC Ratio     -     -     -     -     -       Alon VC Ratio     -     -	ow-up Hdwy 3.518 3.318 -	•	2.218		
Stage 1         948         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -	Cap-1 Maneuver 844 986 -	•	1524		
Stage 2       550       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -	Stage 1 948	•	•		
Control Decked, %         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -	Stage 2 950	1	ł		
Cap 1 Maneuver     844     966     -     -     1524     -       Cap 2 Maneuver     844     -     -     -     -       Stege 2     950     -     -     -     -       Acontrol Delay s     0     0     0     0       Acontrol Delay s     0     0     0     -       Acontrol Delay s     0     0     0     -       Acontrol Delay s     0     0     0     -       Al Los VC     -     -     -     -       Al Lane LOS     -     -     -     -       Al Lane LOS     -     -     -     -       Al Shn %lie Q(veh)     -     -     -     -	oon blocked, %	1			
Cap:2 Maneuver     844     -     -     -       Stage 1     948     -     -     -       Control Delay s     0     0     0     0       A Control Delay s     0     0     0     -       A Control Delay (verh)     -     -     -     -       At Los     -     -     -     -     -       A Control Delay (seth)     -     -     -     -       A Control Delay (seth)     -     -     -     -       A Control Delay (seth)     -     -     -     -       A Lane LOS     -     -     -     -     -       A Seth "slie Q(veh)     -     -     -     -     -	Cap-1 Maneuver 844 986 -	•	1524		
Stage 1       948       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -	Cap-2 Maneuver 844	•	•		
Stage 2       550       -       -       -       -       -       -       -       -       -       -       -       -       -       Stage 2       Stag	Stage 1 948	•	ľ		
Gash         WB         NB         SB         M           If Control Delay is a location of the control Delay is a location of the control Delay (set h)         0         0         0           If Cost         A         0         0         0         0         0           If Cost         A         0         0         0         0         0           If Cost         -         -         1524         -         -         -         -           Altane VC Retio         -         -         -         1524         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         - <td>Stage 2 950</td> <td></td> <td>1</td> <td></td> <td></td>	Stage 2 950		1		
reach         WB         NB         SB           M Control Delay, s         0         0         0           M LOS         A         0         0         0           M LOS         A         0         0         0         0           M LOS         A         0         0         0         0         0           M Los         Verhh         -         -         1524         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -					
M Control Delay, s         0         0         0           M LOS         A         0         0         0           M LOS         A         0         0         0           All Lane Major Mmmt         NBT         NBT         NBT         NBT           Acity (veh)         -         -         1524         -           Acity (veh)         -         -         1524         -           Al Lane LOS         -         -         0         -           M Lane LOS         -         -         0         -           M Sch %ile Q(veh)         -         -         0         -	roach WB NB		SB		
ALLOS     A       Dir Lloss     A       Dir LaneMajor Mintt     NBT       Dir LaneMajor Mintt     SBL       Dir LaneMajor Mintt     NBT       Dir Loss     -       Al Lane VIC Relio     -       -     -       Al Lane VIC Relio     -       -     -       Al Lane UC Relio     -       -     -       -     -       Al Lane LOS     -       -     -       -     -       -     -       -     -       -     -       -     -       -     -       -     -       -     -       -     -       -     -       -     -       -     -       -     -       -     -       -     -       -     -       -     -       -     -       -     -       -     -       -     -       -     -       -     -       -     -       -     -       -     -       -     -       - </td <td>M Control Delay s 0 0</td> <td></td> <td>c</td> <td></td> <td></td>	M Control Delay s 0 0		c		
State Major Nvmt     NBT     NBR/vBLn1     SBL       SetV(vehh)     -     -     1524     -       A Lane VC Ratio     -     -     -     1524       A Lane VC Ratio     -     -     -     -       A Lane LOS     -     -     -     -       A faite Q(veh)     -     -     -     -	ALOS A		•		
acity (veh/h)					
adity (verbh)     -     -     -     1524     -       adity (verbh)     -     -     -     1524     -       At Lane V/C Ratio     -     -     -     -     -       A Cantrol Delay (s)     -     -     0     -     -       A Sthr %ile Q(verb)     -     -     -     0     -	or I ane Major Mymt NBT NBR/	WRI n1	La S	SRT	
M Lane VCC Ratio	acity (veh/h)	'	1524		
A Control Delay (s) 0 0 0 1 0	M Lane V/C Ratio	•	'		
4 Lane LOS A A	d Control Delav (s)		0		
4 95th %lile Q(veh) 0 Svrohm 11 Banor	M Lane LOS	<	×		
Surchim 11 Banot	vi 95th %tile Q(veh)	•	0		
Surchim 11 Bannt	-				
Surchin 11 Bennt					
Svnchro 11 Renort					
Date 4 Page 4 Page 4	25/2022 Terch				Synchro 11 Report Page 4

# **APPENDIX G**

# **2024 BUILD PEAK HOUR ANALYSIS**



		HCM 6th TWSC
iction av sveh 2.4	htersection htt Delay, siveh 27	
nent EBL EBR NBL NBT SBT SBR	Movement EBL EBR NBL NBT SBT SBR	
Configurations 😽 🕈 🖡 🖒	Lane Configurations Y 4 5 Tradition Vol voloph 1 8 15 15 20 1	
Vol, veh/h 0 9 7 21 15 0	Future Vol, verh 1 8 15 29 1	
ing Peds, #/hr 0 0 0 0 0 0	Conflicting Pads, #/hr 0 0 0 0 0	
ntrol Stop Stop Free Free Free Free malized - None - None - None	Sign Control Stop Stop Free Free Free Free Free Free Free Fre	
endth 0		
ledian Storage, # 0 0 0 -	Veri in Median Sbraee. # 0 0 0 0 0 -	
- 0 0 0	Grade, % 0 0 0 -	
ur Factor 92 92 92 92 92 92	Peak Hour Factor 92 92 92 92 92 92	
ehicles, % 2 2 2 2 2 2 2 2 witcles, % 2 2 2 2 2 witcles, % 2 10 8 23 16 0	Heavy Vehicles, % 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	
nor Minor2 Major1 Major2	Major/Minor Minor2 Major1 Major2	
ig Flow All 55 16 16 0 - 0	Conflicting Flow All 81 33 30 - 0	
age 1 16	Stage 1 33	
agez 39	7 1990 2 43 2	
uwy 0.42 0.22 4.12	Outen TOWN 0.42 0.22 4.12	
dwy Sta 2 5.42	Critical Hows Star 2, 542	
o Hdwy 3.518 3.318 2.218	Follow-up Hdwy 3.518 3.318 2.218	
1 Maneuver 953 1063 1602	Pot Cap-1 Maneuver 921 1041 1579	
ge 1 1007	Stage 1 989	
96 Z 300		
1 Maneuver 948 1063 1602	Mov Cap-11 Manusura Mov Cap-11 Manusura	
2 Maneuver 948	Mov Cap-2 Maneuver 912	
ge 1 1002	Stage 1 979	
ge 2 983	Slage 2 9/4	
	Ammonda, ED ND O	
trol Delavie 8.4 1.8 0		
A	HOMILOS A C	
A Maior Minnt NIDI NDTEDI -1 CDT CDD	Minor   nonMinink Minor   non	
(Venun) 1002 - 1003	HCML In the HCML I	
e v/O rvano 0.000 - 0.000		
eLOS A A A	HCMLane LCS A A	
1 %tile Q(veh) 0 - 0	HCM 95th %tile Q(veh) 0 - 0	
22	Synchro 11 Report 11/09/2022 Page 1 CivTech	Synchro 11 Repo Page

Isedion Jelay, siveh 1.7 erement EBL EBR NBL e Configurations Y fic Vol, veh/h 0 15 8 ar Vol, veh/h 0 15 8				
lelay, sveh 1.7 ement EBL EBR NBL e Configurations V 15 8 is Vol. veh/h 0 15 8				
ement EBL EBR NBL 9 Configurations 15 8 1c Vol, veh/h 0 15 8 re Vol, veh/h 0 15 8				
s Configurations Y ic Vol, veh/h 0 15 8 re Vol, veh/h 0 15 8	. NBT	SBT	SBR	
ic Vol, veh/h 0 15 8 re Vol, veh/h 0 15 8	¢	ۍ,		
re Vol, veh/h 0 15 8	8	20	2	
	88	50	2	
licting Peds, #/hr 0 0	0	0	0	
Control Stop Free	e Free	Free	Free	
- None -	- None	•	None	
ige Length 0	•	r.		
n Median Storage, # 0		0		
e,% 0	0	0		
Hour Factor 92 92 92	32	92	92	
y Vehicles, % 2 2 2 Flour	2 F	2 2	7 0	
	4	54	7	
r/Minor Minor2 Maior1	2	laior2		
licting Flow All 114 55 56	C	'	C	
Stade 1 55		1	, ,	
Stare 2 59	•	'		
al Hdwv 642 6.22 4.12	'	1		
al Hdwv Sto 1 5.42 -	'	1		
al Hdwy Sta 2 5.42	•	'		
w-up Hdwy 3.518 3.318 2.218	'	ľ		
Cap-1 Maneuver 882 1012 1549	'	1		
Stage 1 968	•	•		
Stage 2 964	1	1		
on blocked, %	'	1		
Cap-1 Maneuver 8/ / 1012 1548	'	•		
Cap-z Maneuver 8/7	•	•		
Starte 7 06.4	• •			
4 0600				
oach EB NB		SB		
I Control Delav s 86 13				
		>		
r Lane/Major Mvmt NBL NBT	EBLn1	SBT	SBR	
acity (veh/h) 1549 -	- 1012	1		
	0.0.0	'		
Loonrol Delay (s) 7.3 U	0.0 0			

rsection Delay, s/veh 1.6 Perenent EBL EBR NBL NBT SB1 e Configurations ₩ 16 16 80 80 are Vol, vehh 6 16 16 80 80 are Vol, veh 10 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0		
Delay, siveh         1.6           ement         EBL         EBR         NBL         NBT         SBT           econigurations         M         6         6         7         7         7           RCV0, veh/h         6         16         16         80         81           mevol, veh/h         6         16         16         80         81           mevol, veh/h         6         16         16         80         81           mevol, veh/h         6         16         16         80         81           movine         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0		
ement         EBL         EBR         NBL         NBT         SBT           e Configurations         M         6         6         6         6         6         6         6         6         6         6         6         6         6         6         6         6         6         6         6         6         6         6         6         6         6         6         6         6         6         6         6         6         6         6         6         6         6         6         6         6         8         7         6         7         6         7         6         7         7         7         7         7         7         7         7         7         7         7         7         7         7         7         7         7         7         7         7         7         7         7         7         7         7         7         7         7         7         7         7         7         7         7         7         7         7         7         7         7         7         7         7         7         7         7         7         7 <td< td=""><td></td><td></td></td<>		
e Configurations	<b>3T SBR</b>	
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irer You, vehim 6 16 16 80 80 filtding Peds. #/m 0 0 0 0 0 Control Stop Free Free Control Stop Pree Free Free Jahamelized - None - None	30	
Ilicting Peds, #/hr 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	30	
conrol stop stop rree rree rree age Length 0	0 0	
age Length 0	Se Free	
age rerigiri u	- NOLIE	
in Madian Storada # 0 0		
C Hour Factor 92 92 92 92	- ct	
v Vehicles % 2 2 2 2 2	2 0	
t Flow 7 17 17 87 87	37 1	
ırlMinor Minor2 Maior1 Maior2	72	
ilicting Flow All 209 BR 88 0 -	, ,	
Stade 1 88	, ,	
Stade 2 121		
cal Hdwy 6.42 6.22 4.12 -	1	
cal Hdwy Stg 1 5.42		
al Hdwy Stg 2 5.42	1	
w-up Hdwy 3.518 3.318 2.218 -	- -	
Cap-1 Maneuver 779 970 1508 -	1	
Stage 1 935	•	
Stage 2 904		
oon blocked, %		
Cap-1 Maneuver 770 970 1508		
Stade 1 924	1	
Stage 2 904	•	
	0	
oach EB NB SE	20,0	
l Control Delay, s 9.1 1.2 ( 1LOS A	0	
r I ano Maior Mumt NBI NBI FBI nd SBT	AT CRP	
A Lane V/C Ratio 0.012 - 0.026 -		
1 Control Delav (s) 7.4 0 9.1	1	
I Lane LOS A A A		
1 95th %tile Q(veh) 0.1 - 0.1	1	
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Delay, síveh 0.8						
/ement WBL WI	/BR	NBT	NBR	SBL	SBT	
e Configurations 🎀		÷			÷	
fic Vol, veh/h 15	~ ~	94	~ ~	0	96	
Ire Vol, ven/h 15 flicting Dods #/hr 0		45 C	~ ~		90	
Control Ston Ston St	top o	Free	Free	Free	Free	
Channelized - No	one	'	None	'	None	
age Length 0	÷	1	1	1		
in Median Storage, # 0	÷	0	1	1	0	
le, %	•	0	1	1	0	
K Hour Factor 92	32	92	62	92	92	
vy venicies, % 2 it Flow 16	2 2	102	9 0	V 0	د 104	
Minor Minor1	W	aior1	2	ainro		
licting Elow All 211 1	107	-	-	111	-	
Stare 1 10% All 211	5 '	· כ	· .	= '	· -	
Stane 2 104		'	'			
cal Hdwv 6.42 6.	5.22	1	1	4.12		
cal Hdwy Stg 1 5.42	ł	1	1	1		
cal Hdwy Stg 2 5.42	÷	1	1	1	,	
w-up Hdwy 3.518 3.3	318	1	i.	2.218		
Cap-1 Maneuver 777 5	947	1	1	1479		
Stage 1 917	•	•	•	•		
on hlocked %	•					
Cap-1 Maneuver 777 9	947	1	1	1479		
Cap-2 Maneuver 777	÷	1	1	ľ		
Stage 1 917	÷	1	1	1		
Stage 2 920	•	1	1	1		
		Ş		5		
oach VVB		Ð		Э.		
1 Control Delay, s 9.6 1 LOS A		0		0		
or Lane/Major Mvmt N	<b>VBT</b>	NBRW	BLn1	SBL	SBT	
acity (yeh/h)			704	1479		
A Lane V/C Ratio	1	'	0.023	'		
1 Control Delav (s)	ł	1	9.6	0		
I Lane LOS	•	'	A	A		
1 95th %tile Q(veh)	1	1	0.1	0		

n sveh 2.4	Intersection for the former of	
WBL WBR NBT NBR SBL SBT ourations 🚩 🕞	Movement WBL WBT NBR Lane Configurations Y	SBL SBT 숙
veh/h 23 0 29 7 0 27 veh/h 23 0 29 7 0 27	Traffic Vol, veh/h 11 0 34 20 Friture Vol veh/h 11 0 34 20	0 38 38
Peds,#hr 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Conflicting Peds, #Inr 0 0 0 0 Sian Control Stop Free Free Free	0 0 Free Free
ized - None - None - None	RT Channelized - None - None	- None
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EXHIBIT 4b. Sewer Design Report



75 Kallof Place Sedona, AZ 86336

P.O. Box 3924 Sedona, AZ 86340

928.282.1061

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### Jordan Townhomes

### Preliminary Sewer Collection System Design Report

APN 401-58-001A Sedona, Arizona

Prepared for: MICM Sedona Jordan Lofts Project LP 2502 E River Rd Tucson, AZ 85718

> Prepared by: Shephard-Wesnitzer, Inc. an Ardurra Company 75 Kallof Place Sedona, AZ 86336 (928) 282-1061

> > June 2023 Job No. 221227

Shephard-Wesnitzer, Inc. Consulting Engineers Sedona, Arizona

### TABLE OF CONTENTS

INTRODUCTION	1
DESIGN FLOW	1
COLLECTION SYSTEM	1
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### INTRODUCTION

The project consists of the development of 19 townhome units, a 2.05-acre parcel that was previously platted in 1972 as part of The Orchards subdivision and then reverted to acreage in 2019.

The proposed development is located on Jordan Road with Quail Tail Trail on the easterly boundary. The property is situated in Section 05, Township 17 North, Range 6 East, Gila and Salt River Meridian in Coconino County, more specifically defined as Jordan Townhomes Assessor's Parcel Numbers 401-58-001A. The parcel is 2.05 acres and is zoned RM-2.

Property abutting parcel number 401-58-001A to the north, west and part of the south is currently zoned RM-2; remaining property to the south is zoned RS-10 and to the east is the zoning is RS-18. Uses in all directions is private residential, including a bed & breakfast located directly north. Surrounding subdivisions include The Orchards to the west and Sierra Vista to the south.

Sewer collection and treatment is being provided by the City of Sedona. Central water system is provided by Arizona Water Company.

### **DESIGN FLOW**

The wastewater design flow is based on each unit having a daily flow of 220 gallons per day per unit per the City of Sedona Wastewater Master Plan. Total daily design flow generated by this project is  $19 \times 220 = 4,180$  gpd. At the design slope of 0.005 feet per foot the capacity of an 8" PVC pipe is 717,362 gpd.

### **COLLECTION SYSTEM**

The area is served by the City of Sedona sewer system located on Jordan Road along the frontage of the property. Sewer service for the project is proposed to extend an 8" main from Quail Tail Trail to connect to the existing 8" sewer line in Jordan Road. The sewer collection system is designed per R18-9-E301, for a General Permit Type 4.01 for a Sewage Collection System.

### SUMMARY

SEDONA

The sewer system design for collection complies with the requirements of the City of Sedona and the Arizona Department of Environmental Quality.
Sewer Design Report Jordan Townhomes Job No.221227

#### REFERENCES

#### **Publications**

Unified Water Quality Permit Rules, Arizona Department of Environmental Quality, 2019.

*Engineering Bulletin No. 11: Minimum Requirements for Design, Submission of Plans and Specifications of Sewage Works*, Arizona Department of Environmental Quality, 1978.

City of Sedona Sewer Master Plan

*Uniform Plumbing Code*, International Association of Plumbing and Mechanical Officials, 1994.

Sewer Design Report Jordan Townhomes Job No.221227

## **APPENDIX**

- 8" Gravity Sewer Calculations
- Site Plan & Preliminary Grading and Utilities Plan

	Jordan Lofts 8" Se	ever
Project Description		
Friction Method	Manning Formula	
Solve For	Full Flow Capacity	
Input Data		
Roughness Coefficient	0.010	
Channel Slope	0.00500	ft/ft
Normal Depth	0.67	ft
Diameter	0.67	ft
Discharge	718860.15	gal/day
Results		· ·
Discharge	718860 15	as/day
Normal Denth	0.67	ft
Flow Area	0.35	ft ²
Wetted Perimeter	2 10	ft
Hydraulic Radius	0.17	ft
Top Width	0.00	ft
Critical Depth	0.50	ft
Percent Full	100.0	%
Critical Slope	0.00601	ft/ft
Velocity	3.18	ft/s
Velocity Head	0.16	ft
Specific Energy	0.82	ft
Froude Number	0.00	
Maximum Discharge	1.20	ft³/s
Discharge Full	1.11	ft³/s
Slope Full	0.00500	ft/ft
Flow Type	SubCritical	
GVF Input Data		
Downstream Depth	0.00	ft
Length	0.00	ft
Number Of Steps	0	
GVF Output Data		
Upstream Depth	0.00	ft
Profile Description		
Profile Headloss	0.00	ft
Average End Depth Over Rise	0.00	%
Shephard-Wesnitzer, Inc.		

 Bentley Systems, Inc.
 Haestad Methods Sol External Operator
 Sector 1
 [08.11.01.03]

 27 Siemons Company Drive Suite 200 W Watertown, CT 06795 USA +1-203-755-1666
 Page 1 of 2

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### Jordan Lofts 8" Sewer

#### GVF Output Data

Normal Depth Over Rise	100.00	%
Downstream Velocity	Infinity	ft/s
Upstream Velocity	Infinity	ft/s
Normal Depth	0.67	ft
Critical Depth	0.50	ft
Channel Slope	0.00500	ft/ft
Critical Slope	0.00601	ft/ft

Shephard-Wesnitzer, Inc.

6/22/2021 10:11:21 AM





SITE DENSITY	INFORMATION
AREA NORTH SIDE OF HARRIS COURT	0.85 AC - 36,827 SF
NUMBER OF UNITS	10
DENSITY	11.76 UNITS TO THE ACRE
AREA SOUTH SIDE OF HARRIS COURT	0.77 AC - 33,478 SF
NUMBER OF UNITS	9
DENSITY	11.69 UNITS TO THE ACRE
HARRIS COURT	0.44 AC - 19,252 SF



EXHIBIT 4c. Water Design Report



75 Kallof Place Sedona, AZ 86336

P.O. Box 3924 Sedona, AZ 86340

928.282.1061 928.282.2058 fax``

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### Jordan Townhomes

## Preliminary Water Distribution System Design Report

APN 401-58-001A Sedona, Arizona

Prepared for: MICM Sedona Jordan Lofts Project LP 2502 E River Rd Tucson, AZ 85718

> Prepared by: Shephard-Wesnitzer, Inc. an Ardurra Company 75 Kallof Place Sedona, AZ 86336 (928) 282-1061

> > June 2023 Job No. 221227

Water System Design Report Jordan Townhomes Job No.221227

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DEMANDS	1
EXISTING FACILITIES & CONDITIONS	2
PROPOSED IMPROVEMENTS	2
SUMMARY	2
REFERENCES	3

#### INTRODUCTION

The project consists of the development of 19 townhome units, a 2.05-acre parcel that was previously platted in 1972 as part of The Orchards subdivision and then reverted to acreage in 2019.

The proposed development is located on Jordan Road with Quail Tail Trail on the easterly boundary. The property is situated in Section 05, Township 17 North, Range 6 East, Gila and Salt River Meridian in Coconino County, more specifically defined as Jordan Townhomes Assessor's Parcel Numbers 401-58-001A. The parcel is 2.05 acres and is zoned RM-2.

Property abutting parcel number 401-58-001A to the north, west and part of the south is currently zoned RM-2; remaining property to the south is zoned RS-10 and to the east is the zoning is RS-18. Uses in all directions is private residential, including a bed & breakfast located directly north. Surrounding subdivisions include The Orchards to the west and Sierra Vista to the south.

Sewer collection and treatment is being provided by the City of Sedona. Central water system is provided by Arizona Water Company.

#### DESIGN CRITERIA

The following is a summary of the major design criteria utilized in this report:

- Average and peak daily demand calculations and system analysis will assume full buildout and occupancy.
- The average water demand is 100 gallons per capita per day and 2.5 persons per dwelling.
- The fire flow requirements per the Sedona Fire District are 1500 GPM for a minimum of 2 hours.
- A minimum residual pressure of 20 PSI must be maintained at all fire hydrant locations under max day demand with fire flow conditions.
- All townhome units will have fire sprinklers.

#### DEMANDS

#### Average Daily Demand

The project water demands were estimated using Sedona's average number of residents per dwelling unit of 2.5 and the 100 GPD per person average water demand. Using this average value yields the following residential demand estimates for full build-out of the Jordan Townhomes:

#### Max Daily Demand

Using typical water design criteria, max daily demand is estimated as 2.5 times the average daily demand, which yielded the following values:

#### 2.5 × 4,750 GPD = 11,875 GPD = 8.2 GPM

#### Peak Daily Demand

Using typical water design criteria, peak daily demand is estimated as 2.0 times the max daily demand, which yielded the following values:

#### 2.0 × 11,875 GPD = 23,750 GPD = 16.5 GPM

#### Fire Flow

Fire sprinklers are to be installed in all the new homes per city code. In the hydraulic model of the proposed system, fire flow at a single hydrant is assumed to coincide with max daily flow.

#### **EXISTING FACILITIES & CONDITIONS**

The connection to the Arizona Water Company's existing system will be made just north of the Jordan Road and Navahopi Road intersection. The connection will be to an existing 12" ductile iron pipe water line in Jordan Road.

There is an existing fire hydrant at the northwest corner of the of the 2.05 ac parcel on Jordan Road. The Sedona Oak Creek Fire District flow test results for this hydrant are as follows: static pressure of 55 PSI, fire flow of 1025 GPM with a residual pressure of 50 PSI.

#### PROPOSED IMPROVEMENTS

The proposed water distribution system improvements begin at the existing 12" water main in Jordan Road. The 12" mainline will be tapped with an 8" water main that will enter Jordan Townhomes on parcel number 401-58-001A and be in constructed in the road to the end of Jordan Estates. The north and south buildings will each share a common meter.

#### SUMMARY

The volume and pressure available at the point of connection will provide the project with the required domestic and fire flow demands. The water distribution system design will comply with the requirements of Arizona Water Company, the Sedona Oak Creek Fire District and Arizona Department of Environmental Quality.

#### **REFERENCES**

#### Publications

*Engineering Bulletin No. 10: Guidelines for the Construction of Water Systems*, Arizona Department of Environmental Quality, 1978.

Arizona Water Company Records, 2004

Uniform Fire Code, International Fire Code Institute, 2012.

*Uniform Plumbing Code*, International Association of Plumbing and Mechanical Officials, 1994.

## **APPENDIX**

• Site Plan & Preliminary Grading and Utilities Plan





SITE DENSITY	INFORMATION
AREA NORTH SIDE OF HARRIS COURT	0.85 AC - 36,827 SF
NUMBER OF UNITS	10
DENSITY	11.76 UNITS TO THE ACRE
AREA SOUTH SIDE OF HARRIS COURT	0.77 AC - 33,478 SF
NUMBER OF UNITS	9
DENSITY	11.69 UNITS TO THE ACRE
HARRIS COURT	0.44 AC - 19,252 SF



EXHIBIT 4d. Concept Drainage Report

75 Kallof Place Sedona, AZ 86336

928.282.1061 928.282.2058 fax

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Jordan Townhomes

Preliminary Drainage Design Report

> APN 401-58-001A Sedona, Arizona

Prepared for: MICM Sedona Jordan Lofts Project LP 2502 E River Rd Tucson, AZ 85718

> Prepared by: Shephard-Wesnitzer, Inc. an Ardurra Company 75 Kallof Place Sedona, AZ 86336 (928) 282-1061

> > June 2023 Job No. 221227

Preliminary Drainage Report Jordan Estates/Townhomes Job No.221227

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Procedure	2
Results	3
Conclusion	4
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Software	5

#### **APPENDIX**

Vicinity Map FEMA FIRM Map City of Sedona Flood Plain Management Study City of Sedona Storm Water Master Plan Pre-Development Basin Map NOAA Atlas 14 Point Precipitation Frequency Estimates for Sedona Preliminary Grading and Utilities Plan

#### Introduction

The proposed project site is located in Sedona, Arizona, bordered by Jordan Road to the west and Wilson Canyon Road to the south. Quail Tail Trail connects to Wilson Canyon Road and crosses through the central portion of the development. The project site is located on approximately 6.52 acres of undeveloped land, positioned in the Southwest ¼ of Section 05, Township 17 North, Range 6 East, of the Gila and Salt River Base Meridian. A vicinity map is included in the Appendix.

The proposed Jordan Townhomes and Jordan Estates project includes the development of 19 townhome units and 8 residential home sites. The design of the project includes the addition of a new access roadway and improvements to Quail Tail Trail. The proposed project is located on parcels 401-58-001A and 401-05-004A. Parcel 401-58-001A (Jordan Townhomes) encompasses the western section of the site and consists of relatively flat terrain, covered with shrubs and native grass. Parcel 401-05-004A (Jordan Estates) makes up the eastern section of the site and has significantly sloping topography to the southeast. The parcel vegetation consists of pinion pine, juniper, shrubs and native grass.

Surrounding developments include the Orchards subdivision and private residential property to the west, private residential property to the north and east, and the Sierra Vista Resubdivision and private residential property to the south.

The project is in Zone X of the FEMA Flood Insurance Rate Map number 04005C7444H, effective March 21, 2023. Zone X is described as an area determined to be outside the 500-year floodplain. The Appendix contains a portion of the FIRM near the project area.

The site is located within the City of Sedona Floodplain Management Study prepared by the Soil Conservation Service in May 1994. The project site is not located within a 100-year floodplain per this study, though neighboring properties to the south are identified as being located within a 100-year floodplain of Profile 2200. The City of Sedona Storm Water Master Plan places the site in two separate basins: D1B of the Mormon Wash basin, and Q2C of the Oak Creek "A" basin. Information from these studies can be found in the Appendix.

#### Objective

The objective of this report is to determine the impact the proposed development will have on the runoff characteristics of the site and to determine, at a concept level, the detention volume needed to attenuate the additional post-development flows. The design of the proposed drainage control structures will be in accordance with City of Sedona and Yavapai County drainage criteria.

#### Procedure

The total project watershed is approximately 13.7 acres and is a mixture of developed residential housing and undeveloped native land. A map of the predevelopment

watershed can be found in the Appendix. Off-site flow enters the project area from the north, west, and south. Off-site flows entering the site along the north and west boundaries are conveyed as sheet flow. This runoff then flows to the south of APN 401-58-001A, draining onto the residential property to the south. Off-site runoff from the south is conveyed onto the project site via an 18-inch culvert located at the intersection of Wilson Canyon Road and Mountain View Drive. The area upstream of the culvert is identified and analyzed as Basin 4 in this drainage report. The 18-inch culvert drains into a small channel that conveys the runoff across the project site to the east.

The development of the project site includes the eventual addition of approximately 1.57 acres of impervious surfaces. The resulting storm water runoff is proposed to be routed through a storm drain system from the west side of the project site across the proposed development to the east, where it then outlets into the existing natural channel located near the southeast property boundary. To offset the increased peak flows (from the proposed development), a large underground detention structure is proposed.

The design rainfall data is given by the site-specific NOAA Atlas 14-point precipitation frequency estimate, as shown in the Appendix. The required storage volume for the storm water runoff from the development of the site was determined based on retaining the storm runoff volume for the entire 100-year, 2-hour storm event from all added impervious areas of the project site, per the Yavapai County Drainage Manual.

Off-site sheet flows from the north and west art conveyed onto the western portion of the proposed project site and into the storm drain system, helping with the existing drainage conditions to the south of the project boundary. The natural channel on the eastern portion of the site which conveys the runoff from Basin S to the southeast will be preserved. The development of the Jordan Townhomes and Estates project will not alter the existing off-site flowrate conditions with the proposed detention system.

The proposed drainage improvements will be designed to provide safe and efficient drainage across the project site. The open channels, catch basins, and storm drain structures will be designed to intercept 100% of the estimated 100-year flow for the on and off-site flows.

#### Results

The underground detention area under the turn around on the Estates side of the site and will require approximately 27,000 ft.³ of volume to attenuate peak flows to predevelopment rates going to the southeast. The first flush volume of approximately 3,000 cu ft will be retained below the basin outlet, with the excess storm water runoff being conveyed to the natural channel located near the southeast corner of the Jordan Estates project site. Refer to the Preliminary Concept Grading and Utilities Plan for preliminary details, grades, finished elevations, and locations.

#### Conclusion

A runoff volume for the 100-year, 2-hour storm event was calculated for the project watershed to conceptually determine a required detention volume of 27,000 cu ft. Runoff from the development of the site will be conveyed into the proposed underground detention basin through a storm drain system. The underground detention structure will discharge to the existing channel located on the southeast section of the project site.

This drainage report is drafted to support the Concept Plan submittal for development of Jordan Townhomes. The current concept drainage design will attenuate the post-development runoff in accordance with City of Sedona and Yavapai County drainage criteria.

Shephard-Wesnitzer, Inc. Consulting Civil Engineers Sedona, Arizona Preliminary Drainage Report Jordan Estates/Townhomes Job No.221227

#### References

Floodplain Management Study, City of Sedona, May 1994

Stormwater Master Plan, City of Sedona, 2005

<u>Yavapai County Drainage Criteria Manual</u>, Yavapai County Flood Control District, July 2015

Shephard-Wesnitzer, Inc. Consulting Civil Engineers Sedona, Arizona Preliminary Drainage Report Jordan Estates/Townhomes Job No.221227

APPENDIX



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	928.282.2058 fax	DRAWN	AHB	VICINITY MAP			
	www.swiaz.com	DESIGN	AHB				
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## National Flood Hazard Layer FIRMette



#### Legend

#### 111°45'54"W 34°52'50"N SEE FIS REPORT FOR DETAILED LEGEND AND INDEX MAP FOR FIRM PANEL LAYOUT Without Base Flood Elevation (BFE) Zone A. V. A9 With BFE or Depth Zone AE, AO, AH, VE, AR SPECIAL FLOOD HAZARD AREAS **Regulatory Floodway** 0.2% Annual Chance Flood Hazard, Areas of 1% annual chance flood with average depth less than one foot or with drainage areas of less than one square mile Zone X Future Conditions 1% Annual Chance Flood Hazard Zone X Area with Reduced Flood Risk due to Levee. See Notes. Zone X OTHER AREAS OF FLOOD HAZARD Area with Flood Risk due to Levee Zone D NO SCREEN Area of Minimal Flood Hazard Zone X Effective LOMRs OTHER AREAS Area of Undetermined Flood Hazard Zone D - - - - Channel, Culvert, or Storm Sewer GENERAL STRUCTURES LIIII Levee, Dike, or Floodwall 04005C7444G 20.2 Cross Sections with 1% Annual Chance AREA OF MINIMAL TEVOD HAZARD 17.5 Water Surface Elevation CITY OF SEDONA Zone X **Coastal Transect** Base Flood Elevation Line (BFE) 040130 Limit of Study Jurisdiction Boundary ---- Coastal Transect Baseline OTHER **Profile Baseline** FEATURES Hydrographic Feature **Digital Data Available** No Digital Data Available MAP PANELS Unmapped The pin displayed on the map is an approximate point selected by the user and does not represent an authoritative property location. This map complies with FEMA's standards for the use of digital flood maps if it is not void as described below. The basemap shown complies with FEMA's basemap accuracy standards The flood hazard information is derived directly from the authoritative NFHL web services provided by FEMA. This map was exported on 4/5/2021 at 6:41 PM and does not 00D35 reflect changes or amendments subsequent to this date and 04005C7657G time. The NFHL and effective information may change or become superseded by new data over time. Q/3/2010 4255 FEET This map image is void if the one or more of the following map elements do not appear: basemap imagery, flood zone labels, legend, scale bar, map creation date, community identifiers, FIRM panel number, and FIRM effective date. Map images for 111°45'17"W 34°52'21"N Feet 1:6.000 unmapped and unmodernized areas cannot be used for regulatory purposes. 250 500 1,000 1.500 2.000 n

Basemap: USGS National Map: Orthoimagery: Data refreshed October, 2020







Regulatory Floodway



For information and questions about this Flood Insurance Rate Map (FIRM), available products associat with this FIRM, including Instotic versions, the current may date for each FIRM panel, how to oder products, or the National Flood Insurance Program (NIFF) general please call the FEMA Map Information eXchange at 1-477-FEMA-MAP (1-877-338-2627) or visit the FEMA Flood Map. Service Center vestbale at This/Jims/Lemagor. Available products may include previously issued Letters of Map Change, a Flood Insurance Study Report, and/or digital versions of this map. Many of these products can be ordered or obtained directly from the vestbale.

Communities annexing land on adjacent FIRM panels must obtain a current copy of the adjacent panel as well as the current FIRM index. These may be ordered directly from the Flood Map Service Center at the number listed above.

unity and countywide map dates refer to the Flood Insurance Study Report for this jurisdiction For co

To determine if flood insurance is available in this community, contact your Insurance agent or call the National Flood Insurance Program at 1-800-638-6620.

Base map information shown on this FIRM was provided in digital format by the United States Geological Survey (USGS). This information was derived from digital orthophotography at a 2-foot resolution from photography dated 2017.



#### PANEL LOCATOR



National Flood Insurance Program NATIONAL FLOOD INSURANCE PROGRAM S FEMA FLOOD IN CE RATE MAR COCONINO COUNTY, ARIZONA PANEL 7444 OF 8475 Panel Contains: COMMUNITY NUMBER PANEL SUFFIX COCONINO COUNTY UNINCORPORATED ARE SEDONA, CITY OF 040019 040130



7444

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PRELIMINARY 6/30/2020

VERSION NUMBER 2.4.3.5

MAP NUMBER 04005C7444H

MAP REVISED



## CITY OF SEDONA FLOODPLAIN MANAGEMENT STUDY, 1994

NO SCALE

PORTION OF OVERALL DRAINAGE BASIN MAP



# CITY OF SEDONA FLOODPLAIN MANAGEMENT STUDY, 1994

PORTION OF SW QUARTER SECTION 5 MAP





## CITY OF SEDONA FLOODPLAIN MANAGEMENT STUDY, 1994

PORTION OF NW QUARTER SECTION 8 MAP





## CITY OF SEDONA STORM WATER MASTER PLAN, 2005 CITY OF SEDONA GIS BASIN MAP





## CITY OF SEDONA STORM WATER MASTER PLAN, 2005

PORTION OF MORMON WASH BASIN MAP



## CITY OF SEDONA STORM WATER MASTER PLAN, 2005

PORTION OF OAK CREEK "A" BASIN MAP







FILE: P:\2020\20206\Drawings\XREF\XD-20206-PRE.dwg SWI-C3D-2020

1. OFFSITE BASIN BOUNDARIES WERE DELINEATED BY OVERLAYING 2007 CITY OF SEDONA AERIAL TOPOGRAPHIC CONTOUR DATA.

## PEAK FLOW VALUES

BASIN	Q ₁₀₀ (CFS)
1X	9.9
2X	0.6
3X	16.1
4X	24.3

## **GENERAL NOTES**

## **LEGEND**





FLOW DIRECTION



ORDAN LOFTS	SEDONA ARIZONA	SHEET
PREDEVELOPMENT WATERSH	IED MAP	1
		OF 1



NOAA Atlas 14, Volume 1, Version 5 Location name: Sedona, Arizona, USA* Latitude: 34.8766°, Longitude: -111.7598° Elevation: 4387.45 ft** * source: ESRI Maps ** source: USGS



#### POINT PRECIPITATION FREQUENCY ESTIMATES

Sanja Perica, Sarah Dietz, Sarah Heim, Lillian Hiner, Kazungu Maitaria, Deborah Martin, Sandra Pavlovic, Ishani Roy, Carl Trypaluk, Dale Unruh, Fenglin Yan, Michael Yekta, Tan Zhao, Geoffrey Bonnin, Daniel Brewer, Li-Chuan Chen, Tye Parzybok, John Yarchoan

NOAA, National Weather Service, Silver Spring, Maryland

PF_tabular | PF_graphical | Maps_&_aerials

#### **PF** tabular

PDS-	-based point precipitation frequency estimates with 90% confidence intervals (in inches) ¹									
Duration	Average recurrence interval (years)									
Duration	1	2	5	10	25	50	100	200	500	1000
5-min	<b>0.216</b> (0.181-0.258)	<b>0.278</b> (0.231-0.332)	<b>0.374</b> (0.311-0.447)	<b>0.455</b> (0.378-0.542)	<b>0.569</b> (0.469-0.675)	<b>0.663</b> (0.544-0.788)	<b>0.766</b> (0.622-0.910)	<b>0.876</b> (0.702-1.04)	<b>1.04</b> (0.816-1.24)	<b>1.17</b> (0.910-1.41)
10-min	<b>0.329</b> (0.274-0.392)	<b>0.424</b> (0.352-0.505)	<b>0.569</b> (0.473-0.680)	<b>0.692</b> (0.575-0.825)	<b>0.865</b> (0.714-1.03)	<b>1.01</b> (0.827-1.20)	<b>1.17</b> (0.947-1.39)	<b>1.33</b> (1.07-1.59)	<b>1.58</b> (1.24-1.89)	<b>1.78</b> (1.39-2.15)
15-min	<b>0.407</b> (0.340-0.486)	<b>0.525</b> (0.437-0.626)	<b>0.706</b> (0.586-0.843)	<b>0.858</b> (0.713-1.02)	<b>1.07</b> (0.885-1.27)	<b>1.25</b> (1.02-1.49)	<b>1.45</b> (1.17-1.72)	<b>1.65</b> (1.32-1.97)	<b>1.96</b> (1.54-2.35)	<b>2.21</b> (1.72-2.67)
30-min	<b>0.548</b> (0.458-0.655)	<b>0.707</b> (0.588-0.843)	<b>0.951</b> (0.789-1.14)	<b>1.16</b> (0.960-1.38)	<b>1.44</b> (1.19-1.71)	<b>1.69</b> (1.38-2.00)	<b>1.95</b> (1.58-2.31)	<b>2.23</b> (1.78-2.65)	<b>2.64</b> (2.07-3.16)	<b>2.98</b> (2.31-3.59)
60-min	<b>0.679</b> (0.567-0.810)	<b>0.875</b> (0.728-1.04)	<b>1.18</b> (0.976-1.40)	<b>1.43</b> (1.19-1.70)	<b>1.79</b> (1.47-2.12)	<b>2.09</b> (1.71-2.48)	<b>2.41</b> (1.96-2.86)	<b>2.75</b> (2.21-3.28)	<b>3.26</b> (2.57-3.91)	<b>3.68</b> (2.86-4.45)
2-hr	<b>0.806</b> (0.700-0.940)	<b>1.02</b> (0.879-1.19)	<b>1.35</b> (1.16-1.57)	<b>1.62</b> (1.39-1.89)	<b>2.02</b> (1.72-2.34)	<b>2.34</b> (1.97-2.72)	<b>2.70</b> (2.25-3.15)	<b>3.10</b> (2.54-3.60)	<b>3.67</b> (2.96-4.28)	<b>4.14</b> (3.28-4.84)
3-hr	<b>0.868</b> (0.763-1.01)	<b>1.10</b> (0.970-1.27)	<b>1.41</b> (1.23-1.62)	<b>1.68</b> (1.46-1.93)	<b>2.06</b> (1.78-2.37)	<b>2.38</b> (2.05-2.74)	<b>2.74</b> (2.32-3.17)	<b>3.14</b> (2.62-3.63)	<b>3.71</b> (3.04-4.32)	<b>4.18</b> (3.37-4.90)
6-hr	<b>1.06</b> (0.953-1.18)	<b>1.32</b> (1.18-1.47)	<b>1.64</b> (1.46-1.82)	<b>1.92</b> (1.71-2.13)	<b>2.32</b> (2.06-2.58)	<b>2.64</b> (2.33-2.94)	<b>3.00</b> (2.61-3.34)	<b>3.37</b> (2.91-3.78)	<b>3.92</b> (3.33-4.43)	<b>4.37</b> (3.64-4.96)
12-hr	<b>1.37</b> (1.23-1.51)	<b>1.69</b> (1.53-1.87)	<b>2.06</b> (1.86-2.28)	<b>2.37</b> (2.13-2.61)	<b>2.80</b> (2.51-3.08)	<b>3.12</b> (2.78-3.43)	<b>3.47</b> (3.05-3.82)	<b>3.81</b> (3.33-4.22)	<b>4.29</b> (3.70-4.78)	<b>4.68</b> (4.00-5.24)
24-hr	<b>1.76</b> (1.59-1.93)	<b>2.18</b> (1.99-2.41)	<b>2.72</b> (2.47-3.01)	<b>3.16</b> (2.86-3.49)	<b>3.76</b> (3.39-4.15)	<b>4.23</b> (3.80-4.66)	<b>4.71</b> (4.21-5.20)	<b>5.22</b> (4.64-5.77)	<b>5.90</b> (5.19-6.56)	<b>6.44</b> (5.61-7.19)
2-day	<b>2.07</b> (1.89-2.29)	<b>2.59</b> (2.35-2.86)	<b>3.22</b> (2.94-3.57)	<b>3.74</b> (3.39-4.13)	<b>4.45</b> (4.03-4.91)	<b>5.02</b> (4.51-5.53)	<b>5.60</b> (5.01-6.17)	<b>6.21</b> (5.51-6.87)	<b>7.04</b> (6.19-7.81)	<b>7.70</b> (6.70-8.56)
3-day	<b>2.24</b> (2.04-2.47)	<b>2.79</b> (2.54-3.08)	<b>3.49</b> (3.18-3.86)	<b>4.06</b> (3.68-4.48)	<b>4.85</b> (4.39-5.35)	<b>5.49</b> (4.94-6.04)	<b>6.15</b> (5.50-6.78)	<b>6.84</b> (6.07-7.55)	<b>7.80</b> (6.86-8.65)	<b>8.56</b> (7.46-9.52)
4-day	<b>2.40</b> (2.19-2.64)	<b>2.99</b> (2.73-3.30)	<b>3.75</b> (3.42-4.14)	<b>4.38</b> (3.98-4.82)	<b>5.26</b> (4.76-5.78)	<b>5.96</b> (5.36-6.55)	<b>6.70</b> (5.99-7.38)	<b>7.48</b> (6.64-8.24)	<b>8.57</b> (7.53-9.49)	<b>9.43</b> (8.21-10.5)
7-day	<b>2.82</b> (2.58-3.09)	<b>3.51</b> (3.21-3.86)	<b>4.36</b> (3.98-4.78)	<b>5.06</b> (4.62-5.56)	<b>6.05</b> (5.50-6.64)	<b>6.83</b> (6.19-7.51)	<b>7.65</b> (6.90-8.43)	<b>8.51</b> (7.62-9.37)	<b>9.70</b> (8.60-10.7)	<b>10.6</b> (9.33-11.8)
10-day	<b>3.21</b> (2.94-3.53)	<b>4.00</b> (3.66-4.39)	<b>4.93</b> (4.51-5.42)	<b>5.68</b> (5.18-6.24)	<b>6.68</b> (6.06-7.33)	<b>7.46</b> (6.75-8.20)	<b>8.26</b> (7.43-9.09)	<b>9.07</b> (8.11-9.98)	<b>10.2</b> (9.01-11.2)	<b>11.0</b> (9.69-12.2)
20-day	<b>4.18</b> (3.85-4.58)	<b>5.19</b> (4.77-5.68)	<b>6.31</b> (5.80-6.90)	<b>7.15</b> (6.56-7.81)	<b>8.24</b> (7.53-9.00)	<b>9.05</b> (8.24-9.89)	<b>9.84</b> (8.93-10.8)	<b>10.6</b> (9.59-11.6)	<b>11.6</b> (10.4-12.7)	<b>12.3</b> (11.0-13.5)
30-day	<b>5.03</b> (4.62-5.50)	<b>6.24</b> (5.72-6.82)	<b>7.54</b> (6.90-8.24)	<b>8.53</b> (7.80-9.29)	<b>9.79</b> (8.91-10.7)	<b>10.7</b> (9.72-11.7)	<b>11.6</b> (10.5-12.6)	<b>12.5</b> (11.2-13.6)	<b>13.5</b> (12.2-14.9)	<b>14.3</b> (12.8-15.7)
45-day	<b>5.95</b> (5.43-6.57)	<b>7.38</b> (6.74-8.16)	<b>8.94</b> (8.15-9.86)	<b>10.1</b> (9.22-11.2)	<b>11.7</b> (10.6-12.9)	<b>12.8</b> (11.6-14.1)	<b>13.9</b> (12.6-15.4)	<b>15.0</b> (13.5-16.6)	<b>16.4</b> (14.7-18.2)	<b>17.4</b> (15.5-19.4)
60-day	<b>6.97</b> (6.34-7.64)	<b>8.64</b> (7.87-9.48)	<b>10.4</b> (9.46-11.4)	<b>11.7</b> (10.6-12.8)	<b>13.3</b> (12.1-14.6)	<b>14.5</b> (13.1-15.9)	<b>15.7</b> (14.1-17.2)	<b>16.7</b> (15.0-18.4)	<b>18.1</b> (16.1-19.9)	<b>19.0</b> (16.9-21.0)

¹ Precipitation frequency (PF) estimates in this table are based on frequency analysis of partial duration series (PDS).

Numbers in parenthesis are PF estimates at lower and upper bounds of the 90% confidence interval. The probability that precipitation frequency estimates (for a given duration and average recurrence interval) will be greater than the upper bound (or less than the lower bound) is 5%. Estimates at upper bounds are not checked against probable maximum precipitation (PMP) estimates and may be higher than currently valid PMP values. Please refer to NOAA Atlas 14 document for more information.

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#### **PF graphical**





Dura	ation
5-min	— 2-day
- 10-min	— 3-day
- 15-min	— 4-day
— 30-min	- 7-day
60-min	10-day
- 2-hr	20-day
3-hr	- 30-day
- 6-hr	- 45-day
- 12-hr	60-day
- 24-hr	

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#### Maps & aerials

Small scale terrain



Large scale terrain



Large scale map Flagstaff Prescot 100km 60mi Phoepity

Large scale aerial



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US Department of Commerce National Oceanic and Atmospheric Administration National Weather Service National Water Center 1325 East West Highway Silver Spring, MD 20910 Questions?: HDSC.Questions@noaa.gov

**Disclaimer**




SITE DENSITY	INFORMATION
AREA NORTH SIDE OF HARRIS COURT	0.85 AC - 36,827 SF
NUMBER OF UNITS	10
DENSITY	11.76 UNITS TO THE ACRE
AREA SOUTH SIDE OF HARRIS COURT	0.77 AC - 33,478 SF
NUMBER OF UNITS	9
DENSITY	11.69 UNITS TO THE ACRE
HARRIS COURT	0.44 AC - 19,252 SF



**EXHIBIT 4e. Geotechnical Report** 

### COTTENSINEERING LABORATORIES



ENGINEERING •GEOTECHNICAL •ENVIRONMENTAL (ESA I & II) • MATERIALS TESTING •SPECIAL INSPECTIONS • ORGANIC CHEMISTRY • PAVEMENT DESIGN •GEOLOGY

### GEOTECHNICAL ENGINEERING STUDY

# Jordan Townhomes

Northeast Corner of Jordan Road and Navahopi Road Sedona, Arizona 86336 CMT PROJECT NO. 3106

FOR:

Miramonte Homes 102 South Mikes Pike Flagstaff, Arizona 86001

January 17, 2022

# 

January 17, 2022

Ms. Charity Lee Miramonte Homes 102 South Mikes Pike Flagstaff, Arizona 86001

Subject: Geotechnical Engineering Study Jordan Townhomes Northeast Corner of Jordan Road and Navahopi Road Sedona, Arizona 86336 CMT Project Number: 3106

Ms. Lee:

Submitted herewith is the report of our geotechnical engineering study for the subject site. This report contains the results of our findings and an engineering interpretation of the results with respect to the available project characteristics. It also contains recommendations to aid in the design and construction of the earth-related phases of this project.

On January 10, 2022, a CMT Engineering Laboratories (CMT) geotechnical engineer was on-site and supervised the drilling of 2 bore holes extending to a depth of about 15 feet below the existing ground surface. Soil samples were obtained during the field operations and subsequently transported to our laboratory for further testing and observation.

Conventional spread and/or continuous footings may be utilized to support the proposed townhome structures, provided the recommendations in this report are followed. A detailed discussion of design and construction criteria is presented in this report.

We appreciate the opportunity to work with you at this stage of the project. CMT offers a full range of Geotechnical Engineering, Geological, Material Testing, Special Inspection services, and Phase I and II Environmental Site Assessments. With offices throughout Arizona, Utah and Idaho, our staff is capable of efficiently serving your project needs. If we can be of further assistance or if you have any questions regarding this project, please do not hesitate to contact us at 602-241-1097.



**Reviewed by:** 

Jeffrey J. Egbert, P.É., LEED A.P., M. ASCE Senior Geotechnical Engineer

www.cmtlaboratories.com



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#### APPENDIX

Figure 1: Site Map Figures 2 - 3: Bore Hole Logs Figure 4: Key to Symbols

### **1.0 INTRODUCTION**

#### 1.1 General

CMT Engineering Laboratories (CMT) was retained to conduct a geotechnical subsurface study for the proposed Jordan Townhomes. The site is situated on the east side of Jordan Road, north of Navahopi Road in Sedona, Arizona, as shown in the **Vicinity Map** below.



**VICINITY MAP** 

#### **1.2 Objectives, Scope and Authorization**

The objectives and scope of our study were planned in discussions between Ms. Charity Lee of Miramonte Homes, and Mr. Hank Belliston of CMT Engineering Laboratories (CMT). In general, the objectives of this study were to define and evaluate the subsurface soil and groundwater conditions at the site, and provide appropriate foundation, earthwork, pavement and seismic recommendations to be utilized in the design and construction of the proposed development.

In accomplishing these objectives, our scope of work has included performing field exploration, which consisted of the drilling/logging/sampling of 2 bore holes, performing laboratory testing on representative samples of the

subsurface soils collected in the bore holes, and conducting an office program, which consisted of correlating available data, performing engineering analyses, and preparing this summary report. This scope of work was authorized by returning a signed copy of our proposal dated December 20, 2021 and executed on December 29, 2021.

#### **<u>1.3 Description of Proposed Construction</u>**

We understand that the proposed construction consists of four (4) new multi-family residential townhomes (22 total units), expected to be 2-story buildings. We project that wall loads will not exceed 6,000 pounds per linear foot and column loads will not exceed 100,000 pounds. Floor slab loads are anticipated to be relatively light, with an average uniform loading not exceeding 150 pounds per square foot. If the loading conditions are different than we have projected, please notify us so that any appropriate modifications to our conclusions and recommendations contained herein can be made.

A residential street (Harris Court) will also be constructed, which we anticipate will utilize asphalt pavement. Improvements to Quail Tail Trail will also be made. Traffic is projected to consist of mostly automobiles and light trucks, a few daily medium-weight delivery trucks, a weekly garbage truck, and an occasional fire truck.

Site development will require some earthwork in the form of minor cutting and filling. A site grading plan was not available at the time of this report, but we project that maximum cuts and fills may be up to 5 feet. If deeper cuts or fills are planned, CMT should be notified to provide additional recommendations, if needed.

#### **1.4 Executive Summary**

The most significant geotechnical aspects regarding site development include the following:

- 1. Natural site soils consist of Sandy SILT with some Gravel over Sandstone, with native grasses, shrubs, and small trees covering much of the site.
- 2. Groundwater was not encountered at the time of our field explorations to the maximum depth explored of about 15 feet below the existing ground surface, which will not affect excavations and construction.
- 3. Foundations and floor slabs may be constructed on suitable undisturbed natural soils or on structural/engineered fill which extends to natural soils.

CMT must assess that topsoil, undocumented fills, debris, disturbed or unsuitable soils have been removed and that suitable soils have been encountered prior to placing site grading fills, footings, slabs, and pavements.

In the following sections, detailed discussions pertaining to the site are provided, including subsurface descriptions, geologic setting, seismicity, earthwork, foundations, lateral resistance, floor slabs, and pavements.



**Geotechnical Engineering Study** Jordan Townhomes, Sedona, Arizona CMT Project No. 3106

#### **2.0 FIELD EXPLORATION**

In order to define and evaluate the subsurface soil and groundwater conditions, 2 bore holes were drilled at the site to a depth of approximately 15 feet below the existing ground surface. Locations of the bore holes are presented on **Figure 1**.

Samples of the subsurface soils encountered in the bore holes were collected at varying depths through the hollow stem drill augers. Disturbed samples were collected utilizing a standard split spoon sampler. This standard split spoon sampler was driven 18 inches into the soils below the drill augers using a 140-pound hammer free-falling a distance of 30 inches. The number of hammer blows needed for each 6-inch interval was recorded. The sum of the hammer blows for the final 12 inches of penetration is known as a standard penetration test and this 'blow count' was recorded on the bore hole logs. Where more than 50 blows occurred before the 6-inch interval was achieved, the sampling was terminated and the number of blows and inches penetrated by the sampler were recorded. The blow count provides a reasonable approximation of the relative density of granular soils, but only a limited indication of the relative consistency of fine-grained soils because the consistency of these soils is significantly influenced by the moisture content.

The subsurface soils encountered in the bore holes were classified in the field based upon visual and textural examination, logged and described in general accordance with ASTM¹ D-2488. These field classifications were supplemented by subsequent examination and testing of select samples in our laboratory. Logs of the bore holes, including a description of the soil strata encountered, is presented on each individual Bore Hole Log, **Figures 2 and 3**, included in the Appendix. Sampling information and other pertinent data and observations are also included on the logs. In addition, a Key to Symbols defining the terms and symbols used on the logs is provided as **Figure 4** in the Appendix.

#### **3.0 LABORATORY TESTING**

Selected samples of the subsurface soils were subjected to various laboratory tests to assess pertinent engineering properties, as follows:

- 1. Moisture Content, ASTM D-2216, Percent moisture representative of field conditions
- 2. Atterberg Limits, ASTM D-4318, Plasticity and workability
- 3. Gradation Analysis, ASTM D-1140/C-117, Grain Size Analysis

Laboratory test results are presented on the bore hole logs (**Figures 2 and 3**) and in the following Lab Summary Table:

¹ American Society for Testing and Materials



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BORE	DEPTH	SOIL	SAMPLE	MOISTURE	GR	ADATI	ATTERBERG LIMIT									
HOLE	(feet)	CLASS	ТҮРЕ	CONTENT(%)	GRAV.	SAND	FINES	LL	PL	PI						
B-1	1.5	ML	SPT	6.4	10	30	30	30	30	30	30	30	60	NV	NP	NP
B-2	1.5	ML	SPT	7.9	15	33	52	NV	NP	NP						
B-2	5	ML	SPT	5.7	5	20	75	NV	NP	NP						

#### LAB SUMMARY TABLE

#### 4.0 GEOLOGIC & SEISMIC CONDITIONS

#### 4.1 Geologic Setting

The subject site is located in the south-central portion of Coconino County in North-central Arizona. The site sits at elevations ranging approximately from 4,380 to 4,385 feet above sea level. The site is located on a relatively flat parcel that is part of the Colorado Plateau Physiographic Province.

The geology of the location of the subject site has been mapped and is included on an internet based interactive geologic map provided by the Arizona Geological Survey². The surficial geology at the location of the subject site and adjacent areas is mapped as "Permian to Pennsylvanian Sedimentary Rocks" (Map Unit PP). Unit PP is described on the referenced map as "Interbedded sandstone, shale, and limestone usually characterized by ledgy outcrops. Orange to reddish sandstone forms cliffs near Sedona. This unit includes Supai Group and Hermit Shale in northern Arizona and Naco Group in southern Arizona. It was deposited in coastal-plain to shallow-marine settings during a time of variable and changing sea level. Rocks of this map unit in southern Arizona may be in part equivalent to Permian rocks of unit P in central and northern Arizona." No fill or disturbed ground is mapped at the location. Refer to the **Geologic Map** shown on the following page.

#### 4.2 Faulting

No surface fault traces are shown on the referenced geologic map crossing or projecting toward the subject site. The nearest mapped active fault trace is the Casner Cabin fault zone located about 10.5 miles north of the site. Seismic design issues are addressed in **Section 4.3** below.



² Arizona Geological Survey Interactive Geologic Map: http://data.azgs.az.gov/geologic-map-of-arizona/#



**GEOLOGIC MAP** 

#### 4.3 Seismicity 4.3.1 Site Class

Arizona municipalities have adopted the International Building Code (IBC) 2018, which determines the seismic hazard for a site based upon 2014 mapping of bedrock accelerations prepared by the United States Geologic Survey (USGS) and the soil site class. The USGS values are presented on maps incorporated into the IBC code and are also available based on latitude and longitude coordinates. For site class definitions, IBC 2018 Section 1613.2.2 refers to Chapter 20, Site Classification Procedure for Seismic Design, of ASCE³ 7-16, which stipulates that the average values of shear wave velocity, blow count and/or shear strength within the upper 100 feet (30 meters) be utilized to determine seismic site class. Given the subsurface soils encountered in the upper 15 feet at the site, including our projection of soils below that within the upper 100 feet of the soil profile, it is our opinion the site best fits Site Class C – Very Dense Soil and Soft Rock Profile, which we recommend for seismic structural design.

#### 4.3.2 Ground Motions

The 2014 USGS mapping utilized by the IBC provides values of peak ground, short period and long period spectral accelerations for the Site Class B/C boundary and the Risk-Targeted Maximum Considered Earthquake (MCE_R). This Site Class B/C boundary represents average bedrock values for the Western United States and must be corrected for local soil conditions at site grid coordinates of 34.8765 degrees north latitude and -111.7605



³American Society of Civil Engineers

#### **Geotechnical Engineering Study** Jordan Townhomes, Sedona, Arizona CMT Project No. 3106

degrees west longitude. The following table and response spectra summarize the peak ground, short period, and long period accelerations for the  $MCE_R$  event, and incorporates appropriate soil correction factors for a Site Class C soil profile.



#### 4.3.3 Liquefaction

Subsurface soils encountered consisted of sandy silt, typically not liquefiable, over sandstone, while groundwater was not encountered. These conditions indicate that susceptibility to liquefaction at this site is very low.

#### 4.4 Other Geologic Hazards

No landslide deposits or features, including lateral spread deposits, are mapped on or adjacent to the site. The site is not located within a currently known or mapped potential debris flow, stream flooding, or rock fall hazard area.



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#### **5.0 SITE CONDITIONS**

#### 5.1 Surface Conditions

The site is currently a vacant parcel with native grass, shrubs and small trees. Based upon aerial photos dating back to 1997 that are readily available on the internet, there have been some minor surficial disturbances, mostly in the form of trails or clearing of parts of the site. Overall, the site is relatively flat, with a very slight slope downward to the southwest. The site is bordered on the north and south by single-family homes, on the west by Jordan Road followed by multi-family apartments, and on the east by Quail Tail Trail followed by vacant land with heavy vegetation, sloping downward to the west (see **Vicinity Map** in **Section 1.1** above).

#### 5.2 Subsurface Soils

At the locations of the bore holes, we encountered a very thin layer of topsoil. Natural soils were observed beneath the topsoil, consisting of Sandy SILT (ML), extending to depths of about 5.5 to 6 feet, where sandstone was encountered. The sandstone cuttings resulted in a SILT with Sand material, which extended to the bottom of the bore holes.

The silt soils were damp, reddish-brown in color, and hard in consistency. The natural sandstone was damp, reddish-brown in color, and very hard based on the blow counts in the bore holes.

For a more descriptive interpretation of subsurface conditions, please refer to the bore hole logs, **Figures 2 and 3**, which graphically represent the subsurface conditions encountered. The lines designating the interface between soil types on the logs generally represent approximate boundaries; in situ, the transition between soil types may be gradual.

#### 5.3 Groundwater

Groundwater was not encountered at the time of our field explorations to the maximum depth explored of about 15 feet below the existing ground surface. Therefore, groundwater is not anticipated to affect proposed construction.

Groundwater levels can fluctuate as much as 1.5 to 2 feet seasonally. Numerous other factors such as heavy precipitation, irrigation of neighboring land, and other unforeseen factors, may also influence ground water elevations at the site. The detailed evaluation of these and other factors, which may be responsible for ground water fluctuations, is beyond the scope of this study.

#### 5.4 Site Subsurface Variations

Based on the results of the subsurface explorations and our experience, variations in the continuity and nature of subsurface conditions should be anticipated. Due to the heterogeneous characteristics of natural soils, care should be taken in interpolating or extrapolating subsurface conditions between or beyond the exploratory locations.



#### **6.0 SITE PREPARATION AND GRADING**

#### 6.1 General

All deleterious materials should be stripped from the site prior to commencement of construction activities. This includes loose and disturbed soils, topsoil, vegetation, etc. Based upon the conditions observed in the bore holes there is a thin layer of topsoil on the surface of the site which we estimated to be about 1 to 2 inches in thickness. When stripping and grubbing, topsoil should be distinguished by the apparent organic content and not solely by color; thus, we estimate that topsoil stripping will need to include the upper 2 inches.

The site grading should be observed by a CMT geotechnical engineer to assess that suitable, natural soils have been exposed and any deleterious materials, loose and/or disturbed soils have been removed, prior to placing site grading fills, footings, slabs, and pavements.

Fill placed over large areas to raise overall site grades can induce settlements in the underlying natural soils. If more than 5 feet of site grading fill is anticipated over the natural ground surface, we should be notified to assess potential settlements and provide additional recommendations as needed. These recommendations may include placement of the site grading fill far in advance to allow potential settlements to occur prior to construction.

#### 6.2 Temporary Excavations

Excavations deeper than 8 feet are not anticipated at the site. Groundwater was not encountered within the depths explored, about 15 feet at the time of our field explorations, and thus is not anticipated to affect excavations.

The natural soils encountered at this site predominantly consisted of silt. In silty (cohesive) soils, temporary construction excavations not exceeding 6 feet in depth may be constructed with side slopes no steeper than one-half horizontal to one vertical (0.5H:1V). Temporary excavations into the sandstone layer may be constructed with near-vertical side slopes.

All excavations must be inspected periodically by qualified personnel. If any signs of instability or excessive sloughing are noted, immediate remedial action must be initiated. All excavations should be made following OSHA safety guidelines.

#### 6.3 Fill Material

Following are our recommendations for the various fill types we anticipate will be used at this site:



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FILL MATERIAL TYPE	DESCRIPTION   RECOMMENDED SPECIFICATION
Structural Fill	Placed below structures, flatwork and pavement. Imported well-graded sand/gravel mixture, with maximum particle size of 4 inches, a minimum 70% passing 3/4-inch sieve, a maximum 30% passing the No. 200 sieve, and a maximum Plasticity Index of 10.
Site Grading Fill	Placed over larger areas to raise the site grade. Imported sandy to gravelly soil, with a maximum particle size of 6 inches, a minimum 70% passing 3/4-inch sieve, and a maximum 50% passing No. 200 sieve, and a maximum Plasticity Index of 15.
Non-Structural Fill	Placed below non-structural areas, such as landscaping. On-site soils or imported soils, with a maximum particle size of 8 inches, including silt soils not containing excessive amounts of degradable/organic material (see discussion below).
Stabilization Fill	Placed to stabilize soft areas prior to placing structural fill and/or site grading fill. Coarse angular gravels and cobbles 1 inch to 8 inches in size. May also use 1.5- to 2.0-inch gravel placed on stabilization fabric, such as Mirafi RS280i, or equivalent (see <b>Section 6.6</b> ).

On-site silt soils are not suitable for use as structural or site grading fill, but may be used as non-structural fill. Note that these silt soils are moisture-sensitive, which means they are inherently more difficult to work with in proper moisture conditioning (they are very sensitive to changes in moisture content), requiring very close moisture control during placement and compaction. This will be very difficult, if not impossible, during wet and cold periods of the year.

All fill material should be approved by a CMT geotechnical engineer prior to placement.

#### **6.4 Fill Placement and Compaction**

The various types of compaction equipment available have their limitations as to the maximum lift thickness that can be compacted. For example, hand operated equipment is limited to lifts of about 4 inches and most "trench compactors" have a maximum, consistent compaction depth of about 6 inches. Large rollers, depending on soil and moisture conditions, can achieve compaction at 8 to 12 inches. The full thickness of each lift should be compacted to at least the following percentages of the maximum dry density as determined by ASTM D-698 (or AASHTO⁴ T-99) in accordance with the following recommendations:

LOCATION	TOTAL FILL THICKNESS (FEET)	MINIMUM PERCENTAGE OF MAXIMUM DRY DENSITY
Beneath an area extending at least 4 feet beyond the perimeter of structures, and below flatwork and pavement (applies to structural fill and site grading fill) extending at least 2 feet beyond the perimeter	0 to 5	95
Site grading fill outside area defined above	0 to 5	90
Utility trenches within structural areas	-	95



⁴ American Association of State Highway and Transportation Officials

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LOCATION	TOTAL FILL THICKNESS (FEET)	MINIMUM PERCENTAGE OF MAXIMUM DRY DENSITY				
Roadbase and subbase	-	95				
Non-structural fill	0 to 5	85				

Structural fills greater than 5 feet thick are not anticipated at the site. For best compaction results, we recommend that the moisture content for structural fill/backfill be within 2% of optimum. Field density tests should be performed on each lift as necessary to verify that proper compaction is being achieved.

#### 6.5 Utility Trenches

For the bedding zone around the utility, we recommend utilizing sand bedding fill material that meets current APWA⁵ requirements.

All utility trench backfill material below structurally loaded facilities (foundations, floor slabs, flatwork, parking lots/drive areas, etc.) should be placed at the same density requirements established for structural fill in the previous section.

Most utility companies and local governments are requiring Type A-1a or A-1b (AASHTO Designation) soils (sand/gravel soils with limited fines) be used as backfill over utilities within public rights of way, and the backfill be compacted over the full depth above the bedding zone to at least 95% of the maximum dry density as determined by AASHTO T-99 (ASTM D-698). The natural silt soils at this site do not meet these specifications.

Where the utility does not underlie structurally loaded facilities and public rights of way, on-site fill and natural soils may be utilized as trench backfill above the bedding layer, provided they are properly moisture conditioned and compacted to the minimum requirements stated above in **Section 6.4**.

#### 6.6 Stabilization

The natural silt soils at this site may become susceptible to rutting and pumping. The likelihood of disturbance or rutting and/or pumping of the existing natural soils is a function of the moisture content of the soil, the load applied to the surface, and the frequency of the load. Consequently, rutting and pumping can be minimized by avoiding concentrated traffic, minimizing the load applied to the surface by using lighter equipment and/or partial loads, by working in drier times of the year, or by providing a working surface for the equipment. Rubber-tired equipment particularly, because of high pressures, promotes instability in moist/wet, soft soils.

If rutting or pumping occurs, traffic should be stopped and the disturbed soils should be removed and replaced with stabilization material. Typically, a minimum of 18 inches of the disturbed soils must be removed to be effective. However, deeper removal is sometimes required.



⁵ American Public Works Association

To stabilize soft subgrade conditions (if encountered), a mixture of coarse, clean, angular gravels and cobbles and/or 1.5- to 2.0-inch clean gravel should be utilized. Often the amount of gravelly material can be reduced with the use of a geotextile fabric such as Mirafi RS280i, or equivalent. Its use will also help avoid mixing of the subgrade soils with the gravelly material. After excavating the soft/disturbed soils, the fabric should be spread across the bottom of the excavation and up the sides a minimum of 18 inches. Otherwise, it should be placed in accordance with the manufacturer's recommendation, including proper overlaps. The gravel material can then be placed over the fabric in compacted lifts as described above.

#### **7.0 FOUNDATION RECOMMENDATIONS**

The following recommendations have been developed on the basis of the previously described project characteristics, the subsurface conditions observed in the field and the laboratory test data, as well as common geotechnical engineering practice.

#### 7.1 Foundation Recommendations

Based on our geotechnical engineering analyses, the proposed structures may be supported upon conventional spread and/or continuous wall foundations placed on suitable, undisturbed natural soils or on structural fill extending to suitable natural soils. Footings may be designed using a net bearing pressure of 1,500 psf if placed on suitable, undisturbed, natural soils or 2,000 psf if placed on a minimum 18 inches of structural fill. In no case shall the footings bear partially on natural soils and partially on structural fill.

The term "net bearing pressure" refers to the pressure imposed by the portion of the structure located above lowest adjacent final grade, thus the weight of the footing and backfill to lowest adjacent final grade need not be considered. The allowable bearing pressure may be increased by 1/3 for temporary loads such as wind and seismic forces.

We also recommend the following:

- 1. Exterior footings subject to frost should be placed at least 30 inches below final grade.
- 2. Interior footings not subject to frost should be placed at least 18 inches below grade.
- 3. Continuous footing widths should be maintained at a minimum of 16 inches.
- 4. Spot footings should be a minimum of 24 inches wide.

#### 7.2 Installation

Under no circumstances shall foundations be placed on undocumented fill, topsoil with organics, sod, rubbish, construction debris, other deleterious materials, frozen soils, or within ponded water.

Deep, large roots may be encountered where trees and larger bushes are located or were previously located at the site; such large roots should be removed. If unsuitable soils are encountered, they must be completely removed and replaced with properly compacted structural fill. Excavation bottoms should be examined by a CMT geotechnical engineer to confirm that suitable bearing soils have been exposed.

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All structural fill should meet the requirements for such, and should be placed and compacted in accordance with **Section 6** above. The width of structural replacement fill below footings should be equal to the width of the footing plus 1 foot for each foot of fill thickness. For instance, if the footing width is 2 feet and the structural fill depth beneath the footing is 2 feet, the fill replacement width should be 4 feet, centered beneath the footing.

The minimum thickness of structural fill below footings should be equivalent to one-third the thickness of structural fill below any other portion of the foundations. For example, if the maximum depth of structural fill is 6 feet, all footings for the new structure should be underlain by a minimum 2 feet of structural fill.

#### 7.3 Estimated Settlement

Foundations designed and constructed in accordance with our recommendations could experience some settlement, but we anticipate that total settlements of footings founded as recommended above will not exceed 1 inch, with differential settlements on the order of 0.5 inches over a distance of 25 feet. We expect approximately 50% of the total settlement to initially take place during construction.

#### 7.4 Lateral Resistance

Lateral loads imposed upon foundations due to wind or seismic forces may be resisted by the development of passive earth pressures and friction between the base of the footings and the supporting soils. In determining frictional resistance, a coefficient of 0.30 for natural silt soils or 0.40 for structural fill, may be utilized for design. Passive resistance provided by properly placed and compacted structural fill may be considered equivalent to a fluid with a density of 400 pcf. A combination of passive earth resistance and friction may be utilized if the passive earth pressure component is divided by 1.5. If using the seismic condition, the passive earth pressure component should be divided by 1.1.

#### 8.0 FLOOR SLABS

Floor slabs may be established upon suitable, undisturbed, natural soils or on structural fill extending to suitable natural soils (same as for foundations). Under no circumstances shall floor slabs be established directly on any topsoil, non-engineered fills, loose or disturbed soils, sod, rubbish, construction debris, other deleterious materials, frozen soils, or within ponded water.

In order to facilitate curing of the concrete, we recommend that floor slabs be directly underlain by at least 4 inches of "free-draining" fill, such as "pea" gravel or 3/4-inch quarters to 1-inch minus, clean, gap-graded gravel. To help control normal shrinkage and stress cracking, the floor slabs should have the following features:

- 1. Adequate reinforcement for the anticipated floor loads with the reinforcement continuous through interior floor joints;
- 2. Frequent crack control joints; and
- 3. Non-rigid attachment of the slabs to foundation walls and bearing slabs.

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#### 9.0 DRAINAGE RECOMMENDATIONS

It is important to the long-term performance of foundations and floor slabs that water not be allowed to collect near the foundation walls and infiltrate into the underlying soils. We recommend the following:

- 1. All areas around the structure should be sloped to provide drainage away from the foundations. We recommend a minimum slope of 6 inches in the first 10 feet away from the structure. This slope should be maintained throughout the lifetime of the structure.
- 2. All roof drainage should be collected in rain gutters with downspouts designed to discharge at least 10 feet from the foundation walls or well beyond the backfill limits, whichever is greater.
- 3. Adequate compaction of the foundation backfill should be provided. We suggest a minimum of 90% of the maximum laboratory density as determined by ASTM D-698. Water consolidation methods should not be used under any circumstances.
- 4. Landscape sprinklers should be aimed away and maintained a distance of at least 4 feet, from the foundation walls. The sprinkling systems should be designed with proper drainage and be well-maintained. Over watering should be avoided.
- 5. Other precautions that may become evident during construction.

#### **10.0 PAVEMENTS**

All pavement areas must be prepared as discussed above in **Section 6.1**. Under no circumstances shall pavements be established over topsoil, non-engineered fills (if encountered), loose or disturbed soils, sod, rubbish, construction debris, other deleterious materials, frozen soils, or within ponded water.

We anticipate the natural silt soils will exhibit fair pavement support characteristics when saturated or nearly saturated. Based on our laboratory testing experience with similar soils, our pavement design is based upon an R-Value of 35 for the natural silt soils. Given the projected traffic as discussed above in **Section 1.3**, the following pavement sections are recommended:

	PAVEMENT SECTION THICKNESS (inches)									
MATERIAL	PARKING AREA	S/DRIVEWAYS	LOCAL STREETS							
Asphaltic Concrete (AC)	3	-	4 (2 lifts)							
Portland Cement (PCCP)	-	5								
Aggregate Base Course (ABC)	6	4	8							
Total Thickness	9	9	12							

Aggregate Base Course (ABC) should conform to City of Sedona or Coconino County specifications, or to ADOT Class 2 Aggregate Base. Material meeting our specification for structural fill can be used for subbase. ABC and



subbase materials should be compacted as recommended above in **Section 6.4**. Asphalt material generally should conform to APWA requirements.

If the pavement will be subjected to construction traffic, we should be notified to provide additional recommendations. All pavement surfaces should be properly graded, so that good drainage off the surface and away from the edge of pavement is maintained. For better protection against frost damage, a thicker ABC layer may be considered.

#### **11.0 QUALITY CONTROL**

We recommend that CMT be retained as part of a comprehensive quality control testing and observation program. With CMT onsite we can help facilitate implementation of our recommendations and address, in a timely manner, any subsurface conditions encountered which vary from those described in this report. Without such a program CMT cannot be responsible for application of our recommendations to subsurface conditions which may vary from those described herein. This program may include, but not necessarily be limited to, the following:

#### **11.1 Field Observations**

Observations should be completed during all phases of construction such as site preparation, foundation excavation, structural fill placement, and concrete placement.

#### 11.2 Fill Compaction

Compaction testing by CMT is required for all structural supporting fill materials. Maximum Dry Density (Standard Proctor, ASTM D-698) tests should be requested by the contractor immediately after delivery of any fill materials. The maximum density information should then be used for field density tests on each lift as necessary to ensure that the required compaction is being achieved.

#### 11.3 Excavations

All excavation procedures and processes should be observed by a geotechnical engineer from CMT or his representative. In addition, for the recommendations in this report to be valid, all backfill and structural fill placed in trenches and all pavements should be density tested by CMT. We recommend that freshly mixed concrete be tested by CMT in accordance with ASTM designations.

#### **12.0 LIMITATIONS**

The recommendations provided herein were developed by evaluating the information obtained from the subsurface explorations and soils encountered therein. The exploration logs reflect the subsurface conditions only at the specific location at the particular time designated on the logs. Soil and ground water conditions may differ from conditions encountered at the actual exploration locations. The nature and extent of any variation in the



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explorations may not become evident until during the course of construction. If variations do appear, it may become necessary to re-evaluate the recommendations of this report after we have observed the variation.

Our professional services have been performed, our findings obtained, and our recommendations prepared in accordance with generally accepted geotechnical engineering principles and practices. This warranty is in lieu of all other warranties, either expressed or implied.

We appreciate the opportunity to be of service to you on this project. If we can be of further assistance or if you have any questions regarding this project, please do not hesitate to contact us at (602) 241-1097. To schedule materials testing, please call (602) 241-1097.

# **APPENDIX**

SUPPORTING DOCUMENTATION





Jordan Townhomes								H	B-1						
Jordan Road, Sedona								epth: epth:	rks)	Job #: 3106					
£	U			,pe		Blow	rs (N)	(%	/(pcf)	Gra	adat	ion	Att	erb	erg
Depth (f	GRAPHI LOG	Soil Description		Sample Ty	Sample #		Total	Moisture (°	Dry Density	Gravel %	Sand %	Fines %	LL	ΡL	□
0		Reddish Brown Sandy SILT with some Gravel (ML)	damp, hard												
2 -					1	25 42 30	72	64		10.3	29.9	59.8	0	0	0
4 -															
6 -		Reddish Brown SANDSTONE (Silt with Sand (ML))			2	50/5"	100								
			damp, nard												
8 -															
10 -					3	50/1"	100								
12 -															
14 -	-														
		END AT 15'													
16 -	-														
18 -															
20 -															
- 22															
	_														
24 -															
26 -	-														
28															
Rem	arks [.]	Groundwater not encountered during drilling													

G

ORATORIES

Coordinates: 34.8763°, -111.7607° Surface Elev. (approx): 4379

CMTE

В

Equipment: Hollow-Stem Auger Automatic Hammer, Wt=140 lbs, Drop=30" Excavated By: RCS Drilling Logged By: Hank Belliston Page: 1 of 1 Figure:

2

#### **Jordan Townhomes B-2** Bore Hole Log Total Depth: 15' Date: 1/10/22 Jordan Road, Sedona Water Depth: (see Remarks) Job #: 3106 Gradation Atterberg Blows (N) Dry Density(pcf) Sample Type GRAPHIC LOG Moisture (%) Depth (ft) Sample # Soil Description % % % Gravel Fines ⁶ Sand ⁶ Total Η Ч Б 0 Reddish Brown Sandy SILT with some Gravel (ML) damp, hard 8 2 4 12 32 7.9 14.8 33.4 51.8 0 0 0 4 8 5 22 55 5.7 4.8 20.2 75 0 0 0 6 Reddish Brown SANDSTONE (Silt with Sand (ML)) 33 damp, hard 8 10 6 50/2" 100 12 14 END AT 15' 16 18 20 22 24 26 28 Remarks: Groundwater not encountered during drilling

Coordinates: 34.8768°, -111.7601° Surface Elev. (approx): 4381

BO

А

ТО

R

Equipment: Hollow-Stem Auger Automatic Hammer, Wt=140 lbs, Drop=30" Excavated By: RCS Drilling Logged By: Hank Belliston Page: 1 of 1

E S

R

Figure:

### Jordan Townhomes

#### Jordan Road, Sedona

Key to Symbols

Date: 1/10/22

Figure:

Job #: 3106

(1)	(2)													Gradetion Attorborg								
$\bigcirc$			(:	3)			0	0	BIOMS	5(TN)	J		Gra	Gen		All	erb	erg				
Depth (ft)	GRAPHIC LOG	S	oil Desc	ription			Sample Type	Sample #		Total	Moisture (%)	Dry Density(pcf)	Gravel %	Sand %	Fines %	   	PL	Ы				
		COLUMN DESCRIPTIONS																				
	Depth (ft.): [ (including gro Graphic Log (see below	Depth (feet) below the ground surface       Gradation: Percentages of Gravel, Sand and Fines (Silt/Clay), obtained from lab test results of soil passing the No. 4 and No. 200 sieves.         g: Graphic depicting type of soil encountered bw).       Atterberg: Individual descriptions of Atterberg Tests are as follows:         ption: Description of soils encountered       Individual descriptions of Atterberg Tests are as follows:													lab							
	including Uni	fied Soil Classifi	cation Symbol (s	see below).		plastic to li	quid	l beha	avior.	ater	conte	entat	whici	i a so	li chai	iges ii	om					
	Sample Type interval show	<u>e:</u> Type of soil sa n; sampler syml	ample collected ools are explaine	at depth ed below-right.		<u>PL = Pla</u> liquid to pla	stic astic	Limit beha	<u>t (%):</u> V avior.	Vater	⁻ cont	tent a	t whic	h a so	oil cha	nges f	rom					
	Sample #: C collected dur	onsecutive num ing field explorat	bering of soil sai ion.	mples		PI = Plas exhibits pla	ticit astic	<b>y Ind</b> prop	l <b>ex (%)</b> erties (	<u>:</u> Rar (= Liq	nge o Juid L	f wate .imit -	er con Plast	tent a ic Lim	t whic it).	h a so	oil					
	Blows: Num increments, u	ber of blows to a ising a 140-lb ha	idvance samplei ammer with 30" (	r in 6" drop.		S	RAT	IFICAT	ION		мс	DIFIE	RS	M	DISTUR		TENT					
	Total Blows	Number of blow	vs to advance sa	ampler the		Description	Thi	cknes	6S			Trace	6	)ry: Ab	sence	of mois	sture,					
	Moisture (%	<ul> <li>increments.</li> <li>Water content</li> </ul>	of soil sample r	neasured in		Seam Lense	Up Up	to ½ ii to 12	nch inches			<5% Some		dusty, dry to the touch.								
	laboratory (p	ercentage of dry	weight of samp	le).		Layer	Gre	ater th	han 12 i	n.		5-12%	te	touch, but no visible water.								
	Dry Density	(pcf): The dry d ounds per cubic	ensity of a soil n foot).	neasured in		Occasional Frequent	1 o Mo	r less re thai	per foot	foot		With > 12%	<b>Saturated:</b> Visible water,									
	2.0	•	,		····quom		o tria	po			.270	g	groundwater.									
	MA	JOR DIVISI	ONS	SYMBOLS		TYP		AL D	ESC		ΠΟΝ	NS										
cs)		GRAVELS	GRAVELS	GW	•••	Little or No	Fines	aveis, S Sravel	Gravel-	Sanu	d Mix	tures		SAMPLER SYMBOLS								
SN		The coarse fraction	(< 5% fines)	GP		Little or No	Fine	S	5, Olave	a-Oan		Block Sample										
N		retained on No. 4 sieve.	WITH FINES	GM		Silty Gravel	s, Gr	avel-S	Sand-Sil	t Mixtu	ures				Bul	k/Bad S	Samr	ble				
STE	SOILS		( ≥ 12% fines)	GC	[]]	Clayey Grav	ravels, Gravel-Sand-Clay M					es	Modified Califo				Califo	rnia				
SΥ	More than 509 of material is	⁶ SANDS	CLEAN SANDS	SW		Well-Graded Sands, Gravelly Sands, Little or No       X       Si         Fines       3.         Poorly-Graded Sands, Gravelly Sands, Little or       D         No Fines       0								Sar 3.5'	npler ' OD, 2	2.42"	ID					
ION	larger than No 200 sieve size	^{0.} The coarse ^{9.} fraction	(< 5% fines)	SP											D&I Roc	M Sam	pler					
CAT		passing through	SANDS WITH FINES	SM		Silty Sands,	Silty Sands, Sand-Silt Mixtures								Sta	ndard	_					
SIFIC		No. 4 sieve.	( ≥ 12% fines)	SC		Clayey San	ds, S	and-C	Clay Mix	tures					Per Spo	etratio on Sa	n Spl mplei	lit r				
ASS				ML		Inorganic Si Clayey Fine	lts a San	nd Ve ds or	ry Fine S Clayey S	Sands Silts w	s, Silty /ith SI	/ or ight		$\square$	Thii (Sh	n Wall elby Tu	ube)					
CL	FINE-	SILTS A Liquid Limit	ND CLAYS less than 50%	CL		Inorganic Cl Gravelly Cla	lays iys, S	of Low Sandy	v to Mec Clays, \$	lium F Silty C	Plastic Clays,	city, Lean										
OIL	SOILS			OL	8' 8' 8' 8' 1 6' 6' 6' 6' 6' 6' 6' 6' 6' 1 6' 6' 6' 6' 6' 6' 1 6' 6' 6' 6' 6' 1 6' 6' 6' 6' 6' 1 6' 6' 6' 6' 6' 6' 1 6' 6' 6' 6' 6' 6' 1 6' 6' 6' 6' 6' 6' 6' 6' 6' 6' 6' 6' 6'	Organic Silts and Organic Silty Clays o f Low Plasticity																
S CI	More than 509 of material is		ND CLAYS	MH		Inorganic Si Sand or Silt	lts, N y Soi	/licacio ils with	ous or D n Plastic	iatom ity (El	naciou lastic	ıs Fine Silts)	9	w	ATER	SYMBOL						
E	smaller than N 200 sieve size	. Liquid Limi	t greater than	СН		Inorganic C	ays	of Hig	h Plasti	city, F	at Cla	iys			End	countered						
N		5	U 70	OH		Organic Silt High Plastic	s ano ity	d Orga	anic Cla	ys of I	Mediu	im to		÷ ▼	Wa Mea	'ater Level leasured Water						
	HIGH	HIGHLY ORGANIC SOILS     PT     Peat, Humus, Swamp Soils with High Organic     Level       Contents     (see Remark											el arks on Logs)									

Note: Dual Symbols are used to indicate borderline soil classifications (i.e. GP-GM, SC-SM, etc.). 1. The results of laboratory tests on the samples collected are shown on the logs at the respective sample depths.

2. The subsurface conditions represented on the logs are for the locations specified. Caution should be exercised if interpolating between or extrapolating beyond the exploration locations.

3. The information presented on each log is subject to the limitations, conclusions, and recommendations presented in this report.

