

April 24, 2020

Mr. Bill Lo
Canterwood Properties, LLC
27127 Calle Arroyo, Suite 19110
San Juan Capistrano, CA 92675

SUBJECT: CANTERWOOD (TTM No. 37439) SUPPLEMENTAL TRAFFIC ASSESSMENT

Dear Mr. Bill Lo:

The following Supplemental Traffic Assessment has been prepared for the proposed Canterwood (TTM No. 37439) development (“Project”), which is located on the northeast corner of Leon Road and Craig Road in the County of Riverside, to address the comments prepared by the City of Menifee, dated March 23, 2020. Specifically, the City of Menifee’s comment at the intersection of Briggs Road and Scott Road indicates:

Briggs Rd / Scott Road analysis (all scenarios): The existing AM intersection conditions analysis at the intersection shows failure which is not how the intersection operates in the field. A re-creation of the intersection in Synchro determined that Synchro reports LOS F if a through/left turn lane and a right turn lane was used. When a shared all-way lane was used, Synchro reported LOS B. Although a defacto right turn lane can be used in the northbound approach, to reflect the actual field conditions (better LOS), change the lane configuration in the northbound approach to an all-way lane.

In addition, the City of Menifee has provided the traffic signal timing worksheets for the intersection of Briggs Road and Scott Road, which has been utilized for the revised analysis (see Attachment A).

The peak hour intersection operations analysis results for the intersection of Briggs Road and Scott Road is shown on Table 1 for each analysis scenario and has been updated based on the updated traffic signal timing and intersection geometrics for the northbound approach. As shown on Table 1, the intersection of Briggs Road and Scott Road is anticipated to operate at acceptable levels of service (LOS) for all analysis scenarios. Operations analysis worksheets for all analysis scenarios are provided in Attachment B. As such, the following recommended improvements at the intersection of Briggs Road and Scott Road which were previously identified in the Canterwood (Tentative Tract Map No. 37439) Traffic Impact Analysis (revised April 6, 2020) are no longer necessary:

- Restriping the northbound approach to accommodate a left turn lane and shared through-right turn lane.

TABLE 1: SUMMARY OF INTERSECTION ANALYSIS

#	Intersection/Scenario	Traffic Control ³	Intersection Approach Lanes ¹												Delay ² (secs.)		Level of Service	
			Northbound			Southbound			Eastbound			Westbound			AM	PM	AM	PM
			L	T	R	L	T	R	L	T	R	L	T	R				
8	Briggs Rd. / Scott Rd.																	
	- Existing	TS	0	1	0	0	1	1	1	2	0	1	2	1	12.6	13.6	B	B
	- E+P (Phase 1)	TS	0	1	0	0	1	1	1	2	0	1	2	1	12.8	14.0	B	B
	- E+P (Phase 2)	TS	0	1	0	0	1	1	1	2	0	1	2	1	12.9	14.4	B	B
	- EAP (2021)	TS	0	1	0	0	1	1	1	2	0	1	2	1	13.3	14.7	B	B
	- EAP (2025)	TS	0	1	0	0	1	1	1	2	0	1	2	1	14.3	16.5	B	B
	- EAPC (2021)	TS	0	1	0	0	1	1	1	2	0	1	2	1	18.4	25.5	B	C
	- EAPC (2025)	TS	0	1	0	0	1	1	1	2	0	1	2	1	26.8	51.7	C	D

¹ When a right turn is designated, the lane can either be striped or unstriped. To function as a right turn lane there must be sufficient width for right turning vehicles to travel outside the through lanes.

L = Left; T = Through; R = Right

² Per the Highway Capacity Manual (6th Edition), overall average intersection delay and level of service are shown for intersections with a traffic signal or all-way stop control. For intersections with cross street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown.

³ TS = Traffic Signal

If you have any questions, please contact me directly at (949) 336-5982.

Respectfully submitted,

URBAN CROSSROADS, INC.



Charlene So, PE
 Associate Principal

ATTACHMENT A
TRAFFIC SIGNAL TIMING SHEETS: BRIGGS ROAD & SCOTT ROAD

INTERSECTION: Men-Scott/Briggs 7258

Last Database Change: 2/25/2016 9:43

N/S Street Name: Briggs

E/W Street Name: Scott

Group Assignment: NONE

Field Master Assignment: NONE

System Reference Number: 35

Change Record			
Change	By	Date	Change

Notes:

Drop Number	1	<C+0+0>
Zone Number		<C+0+1>
Area Number	2	<C+0+2>
Area Address	35	<C+0+3>
QuicNet Channel	COM1:	(QuicNet)

Communication Addresses

Manual Plan	14	<C+A+1>
Manual Offset		<C+B+1>

Max Initial	20	<F+0+E>
Red Revert	3.0	<F+0+F>
All Red Start	6.0	<F+C+0>

Start / Revert Times

Row	Phase Names ---->	Phase							
		1	2	3	4	5	6	7	8
0	Ped Walk	0	7	0	7	0	7	0	7
1	Ped FDW	0	16	0	24	0	20	0	21
2	Min Green	5	6	0	6	5	6	0	6
3	Type 3 Limit	0	0	0	0	0	0	0	0
4	Added Initial	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5	Veh Extension	2.0	4.0	0.0	3.0	2.0	4.0	0.0	3.0
6	Max Gap	2.0	4.0	0.0	3.0	2.0	4.0	0.0	3.0
7	Min Gap	2.0	4.0	0.0	3.0	2.0	4.0	0.0	3.0
8	Max Limit	25	45	0	35	25	45	0	35
9	Max Limit 2	0	0	0	0	0	0	0	0
A	-----	0	0	0	0	0	0	0	0
B	Call To Phase	0	0	0	0	0	0	0	0
C	Reduce By	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
D	Reduce Every	3.6	5.5	0.0	0.0	0.0	0.0	0.0	0.0
E	Yellow Change	2.0	5.5	0.0	5.2	3.6	3.0	5.5	4.5
F	Red Clear	1.0	1.0	0.0	1.0	1.0	1.0	0.0	1.0

<F Page>

Phase Timing - Bank 1

Row	Phase	Value
0	RR-1 Delay	0
1	RR-1 Clear	0
2	EV-A Delay	0
3	EV-A Clear	1
4	EV-B Delay	0
5	EV-B Clear	1
6	EV-C Delay	0
7	EV-C Clear	1
8	EV-D Delay	0
9	EV-D Clear	1
A	RR-2 Delay	0
B	RR-2 Clear	0
C	View EV Delay	---
D	View EV Clear	---
E	View RR Delay	---
F	View RR Clear	---

<F Page>

Preempt Timing

Row	Phase	Value
0	Permit	12_456_8
1	Red Lock	
2	Yellow Lock	
3	Min Recall	2_6
4	Ped Recall	
5	View Set Peds	-----
6	Rest In Walk	
7	Red Rest	
8	Dual Entry	4_8
9	Max Recall	
A	Soft Recall	
B	Max 2	
C	Cond. Service	
D	Man Cntrl Calls	
E	Yellow Start	1_5
F	First Phases	2_6

<F Page>

Phase Functions

Manual Plan
 0 = Automatic
 1-9 = Plan 1-9
 14 = Free
 15 = Flash

Manual Offset
 0 = Automatic
 1 = Offset A
 2 = Offset B
 3 = Offset C

INTERSECTION: Men-Scott/Briggs 7258

Row	Column Numbers ---->	1	2	3	4	5	6	7	8	9
0	Cycle Length	100	100	100	100	100	100	100	100	100
1	Phase 1 - ForceOff	65	65	65	65	65	65	65	65	65
2	Phase 2 - ForceOff	0	0	0	0	0	0	0	0	0
3	Phase 3 - ForceOff	25	25	25	25	25	25	25	25	25
4	Phase 4 - ForceOff	40	40	40	40	40	40	40	40	40
5	Phase 5 - ForceOff	65	65	65	65	65	65	65	65	65
6	Phase 6 - ForceOff	0	0	0	0	0	0	0	0	0
7	Phase 7 - ForceOff	25	25	25	25	25	25	25	25	25
8	Phase 8 - ForceOff	40	40	40	40	40	40	40	40	40
9	Ring Offset	0	0	0	0	0	0	0	0	0
A	Offset 1	0	0	0	0	0	0	0	0	0
B	Offset 2	0	0	0	0	0	0	0	0	0
C	Offset 3	0	0	0	0	0	0	0	0	0
D	Permissive	12	12	12	12	12	12	12	12	12
E	Hold Release	255	255	255	255	255	255	255	255	255
F	Zone Offset	0	0	0	0	0	0	0	0	0

Coordination

<C Page>

Row	Plan	5	6	7	8	9
0	Plan 1 - Sync	2	6			
1	Plan 2 - Sync	2	6			
2	Plan 3 - Sync	2	6			
3	Plan 4 - Sync	2	6			
4	Plan 5 - Sync	2	6			
5	Plan 6 - Sync	2	6			
6	Plan 7 - Sync	2	6			
7	Plan 8 - Sync	2	6			
8	Plan 9 - Sync	2	6			
9	Coord Ped *					
A	NEMA Hold					
B						
C						
D						
E						
F						

Sync Phases

<C Page>

Row	Plan	5	6	7	8	9
0	Plan 1 - Sync	2	6			
1	Plan 2 - Sync	2	6			
2	Plan 3 - Sync	2	6			
3	Plan 4 - Sync	2	6			
4	Plan 5 - Sync	2	6			
5	Plan 6 - Sync	2	6			
6	Plan 7 - Sync	2	6			
7	Plan 8 - Sync	2	6			
8	Plan 9 - Sync	2	6			
9	Coord Ped *					
A	NEMA Hold					
B						
C						
D						
E						
F						

Force-Off Adjust for Ped Service

<C+D+F>

Row	Column Numbers ---->	E
0	Exclusive Phases	
1	RR-1 Clear Phases	
2	RR-2 Clear Phases	
3	RR-2 Limited Service	
4	Prot / Perm Phases	
5	Overlap A - Green Omnit	
6	Overlap B - Green Omnit	
7	Overlap C - Green Omnit	
8	Overlap D - Green Omnit	
9	Overlap Yellow Flash	
A	EV-A Phases	2 5
B	EV-B Phases	4 8
C	EV-C Phases	1 6
D	EV-D Phases	4 8
E	Extra 1 Config. Bits	1
F	IC Select (Interconnect)	

Configuration

<E Page>

Row	Column Numbers ---->	F
0	RR Overlap A - Phases	
1	RR Overlap B - Phases	
2	RR Overlap C - Phases	
3	RR Overlap D - Phases	
4	Ped 2P	2
5	Ped 6P	6
6	Ped 4P	4
7	Ped 8P	8
8	Yellow Flash Phases	
9	Overlap A - Phases	
A	Overlap B - Phases	
B	Overlap C - Phases	
C	Overlap D - Phases	
D	Restricted Phases	
E	Assign 5 Outputs	

Configuration

<E Page>

Row	Column Numbers ---->	F
0	Free Lag	2 4 6 8
1	Plan 1 - Lag	2 4 6 8
2	Plan 2 - Lag	2 4 6 8
3	Plan 3 - Lag	2 4 6 8
4	Plan 4 - Lag	2 4 6 8
5	Plan 5 - Lag	2 4 6 8
6	Plan 6 - Lag	2 4 6 8
7	Plan 7 - Lag	2 4 6 8
8	Plan 8 - Lag	2 4 6 8
9	Plan 9 - Lag	2 4 6 8
A	Coord Max *	
B	Coord Lag *	
C		
D		
E		
F		

Lag Phases

<C Page>

- Force-Off Adjust for Ped Service** <C+D+F>
- Transition Type** <C+D+D>
- Transition Type
 0 = Shortway
 Non-zero = Lengthen
- IC Select Flags
 1 =
 2 = Modem
 3 = 7-Wire Slave
 4 = Flash / Free
 5 =
 6 = Simplex Master
 7 = 7-Wire Master
 8 = Offset Interrupter
- Assign 5 Outputs (Ped Loadswitch Yellows)
 1 = Right Turn Overlap
 2 = TOD Outputs
 3 = EV Beacon - Steady
 4 = EV Beacon - Flashing
 5 = Special Event Outputs
 6 = Phase 3 & 7 Ped
 7 = Advanced Warning Sign
 8 =

INTERSECTION: Men-Scott/Briggs 7258

Row	Time	Plan	Offset	Day of Week	Time	Plan	Offset	Day of Week	Time	Plan	Offset	Day of Week	Time	Plan	Offset	Day of Week	Row
0	00:00	0	0		00:00	0	0		00:00	0	0		00:00	0	0		0
1	00:00	0	0		00:00	0	0		00:00	0	0		00:00	0	0		1
2	00:00	0	0		00:00	0	0		00:00	0	0		00:00	0	0		2
3	00:00	0	0		00:00	0	0		00:00	0	0		00:00	0	0		3
4	00:00	0	0		00:00	0	0		00:00	0	0		00:00	0	0		4
5	00:00	0	0		00:00	0	0		00:00	0	0		00:00	0	0		5
6	00:00	0	0		00:00	0	0		00:00	0	0		00:00	0	0		6
7	00:00	0	0		00:00	0	0		00:00	0	0		00:00	0	0		7
8	00:00	0	0		00:00	0	0		00:00	0	0		00:00	0	0		8
9	00:00	0	0		00:00	0	0		00:00	0	0		00:00	0	0		9
A	00:00	0	0		00:00	0	0		00:00	0	0		00:00	0	0		A
B	00:00	0	0		00:00	0	0		00:00	0	0		00:00	0	0		B
C	00:00	0	0		00:00	0	0		00:00	0	0		00:00	0	0		C
D	00:00	0	0		00:00	0	0		00:00	0	0		00:00	0	0		D
E	00:00	0	0		00:00	0	0		00:00	0	0		00:00	0	0		E
F	00:00	0	0		00:00	0	0		00:00	0	0		00:00	0	0		F

TOD Coordination
<9 Key with C+D+9=0>

TOD Function
<7 Key>

<D Page>

Holiday # 1
TOD Coordination
<9 Key with C+D+9=1>

Holiday # 2
TOD Coordination
<9 Key with C+D+9=2>

Holiday # 3
TOD Coordination
<9 Key with C+D+9=3>

I.O.D. Functions

- 0 = Permitted Phases
- 1 = Red Lock
- 2 = Yellow Lock
- 3 = Veh Min Recall
- 4 = Ped Recall
- 5 =
- 6 = Rest In Walk
- 7 = Red Rest
- 8 = Double Entry
- 9 = Veh Max Recall
- A = Veh Soft Recall
- B = Maximum 2
- C = Conditional Service
- D = Free Lag Phases
- E = Bit 1 - Local Override
- Bit 2 - Phase Bank 2
- Bit 3 - Phase Bank 3
- Bit 4 - Disable Detector
- OFF Monitor
- Bit 7 - Detector Count Monitor
- Bit 8 - Real Time Split Monitor
- F = Output Bits 1 thru 4

Plan Select

- 1 thru 9 = Coordination
- Plan 1 thru 9
- 14 or E = Free
- 15 or F = Flash

Offset Select

- A = Offset A
- B = Offset B
- C = Offset C

Month Select

- 1 = January
- 2 = February
- 3 = March
- 4 = April
- 5 = May
- 6 = June
- 7 = July
- 8 = August
- 9 = September
- A = October
- B = November
- C = December

Row
A
B
C

Day	Year	Month
0	0	0
0	0	0
0	0	0

Holiday Dates

<8 Key>

Holiday # 1 Date	Holiday # 2 Date	Holiday # 3 Date
0	0	0
0	0	0
0	0	0

Day of Week

Row	1	3	Delay	Carry-over	Detector Name	332 Input File	Detector Number
0	0.0	0.0	I-1	14			
1	0.0	0.0	I-2U	1			
2	0.0	0.0	I-2L	5			
3	0.0	0.0	I-3U	21			
4	0.0	0.0	I-3L	25			
5	0.0	0.0	I-4	9			
6	0.0	0.0	I-5	16			
7	0.0	0.0	I-6U	3			
8	0.0	0.0	I-6L	7			
9	0.0	0.0	I-7U	23			
A	0.0	0.0	I-7L	27			
B	0.0	0.0	I-8	11			
C	0.0	0.0	I-9U	18			
D	0.0	0.0	I-9L	20			
E	---	---	---	---			
F	---	---	---	---			

Row	A	B	C	D	9
Overlap A	0.0	0.0	0.0	0.0	Green Clear
Overlap B	0.0	0.0	0.0	0.0	
Overlap C	0.0	0.0	0.0	0.0	
Overlap D	0.0	0.0	0.0	0.0	

<F Page>

Row	A	B	C	D
Load-Switch #	0	0	0	0
Yellow Change	0.0	0.0	0.0	0.0
Red Clear	0.0	0.0	0.0	0.0

<D Page>

Row	A	B	C	D	E	F
Detector Numbers	1	2	3	4	5	6
1	9	10	11	12	--	--
2	13	14	15	16	17	18
3	21	22	23	24	--	--
4	25	26	27	28	--	--
5	234	5678	1234	5678	1234	5678
6	234	5678	1234	5678	1234	5678
7	234	5678	1234	5678	1234	5678
8	234	5678	1234	5678	1234	5678

<D Page>

Note: Initialized data is for all detectors to be active (ie, all flag bits set). A Detector which is "not flagged", will not be active as a Phase Detector, and WILL NOT call or extend its associated phase. It will still function as a System Detector.

Row	2	4	Delay	Carry-over	Detector Name	332 Input File	Detector Number
0	0.0	0.0	J-1	13			
1	0.0	0.0	J-2U	2			
2	0.0	0.0	J-2L	6			
3	0.0	0.0	J-3U	22			
4	0.0	0.0	J-3L	26			
5	0.0	0.0	J-4	10			
6	0.0	0.0	J-5	15			
7	0.0	0.0	J-6U	4			
8	0.0	0.0	J-6L	8			
9	0.0	0.0	J-7U	24			
A	0.0	0.0	J-7L	28			
B	0.0	0.0	J-8	12			
C	0.0	0.0	J-9U	17			
D	0.0	0.0	J-9L	19			
E	---	---	---	---			
F	---	---	---	---			

Row	0	1	2	3	4	5	6	7	8
System Det. # 1	0	0	0	0	0	0	0	0	0
System Det. # 2	0	0	0	0	0	0	0	0	0
System Det. # 3	0	0	0	0	0	0	0	0	0
System Det. # 4	0	0	0	0	0	0	0	0	0
System Det. # 5	0	0	0	0	0	0	0	0	0
System Det. # 6	0	0	0	0	0	0	0	0	0
System Det. # 7	0	0	0	0	0	0	0	0	0
System Det. # 8	0	0	0	0	0	0	0	0	0

<D Page>

Phase Number	0	<F+C+1>
Time Before Yellow	0.0	<F+C+3>
Phase Number	0	<F+D+1>
Time Before Yellow	0.0	<F+D+3>
Long Failure	0.0	<F+0+6>
Short Failure	0.0	<F+0+7>
Power Cycle Correction	0.0	(Default = 0.5)
Disable Parity	0	<D+B+0>

Max ON (minutes)	5	<D+A+E>
Max OFF (minutes)	60	<D+A+F>

Detector Failure Monitor

Detector Delay & Carryover <D Page>

INTERSECTION: Men-Scott/Briggs 7258

Row	Column Numbers ---->									Phase							
	1	2	3	4	5	6	7	8		1	2	3	4	5	6	7	8
0	Phase Names ---->																
0	Ped Walk	0	7	0	7	0	7	0	7	0	7	0	7	0	7	0	7
1	Ped FDW	0	10	0	10	0	10	0	10	0	10	0	10	0	10	0	10
2	Min Green	3	7	3	7	3	7	3	7	3	7	3	7	3	7	3	7
3	Type 3 Limit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	Added Initial	0.0	1.2	0.0	1.2	0.0	1.2	0.0	1.2	0.0	1.2	0.0	1.2	0.0	1.2	0.0	1.2
5	Veh Extension	0.5	3.5	0.5	3.5	0.5	3.5	0.5	3.5	0.5	3.5	0.5	3.5	0.5	3.5	0.5	3.5
6	Max Gap	0.5	5.0	0.5	5.0	0.5	5.0	0.5	5.0	0.5	5.0	0.5	5.0	0.5	5.0	0.5	5.0
7	Min Gap	0.5	2.0	0.5	2.0	0.5	2.0	0.5	2.0	0.5	2.0	0.5	2.0	0.5	2.0	0.5	2.0
8	Max Limit	17	40	17	40	17	40	17	40	17	40	17	40	17	40	17	40
9	Max Limit 2	30	70	30	70	30	70	30	70	30	70	30	70	30	70	30	70
A	-----	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B	Call To Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C	Reduce By	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
D	Reduce Every	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
E	Yellow Change	3.0	4.0	3.0	4.0	3.0	4.0	3.0	4.0	3.0	4.0	3.0	4.0	3.0	4.0	3.0	4.0
F	Red Clear	0.0	0.5	0.0	1.0	0.0	0.5	0.0	1.0	0.0	0.5	0.0	1.0	0.0	0.5	0.0	1.0

Phase Timing - Bank 2 <F Page>

Row	Column Numbers ---->									Phase							
	1	2	3	4	5	6	7	8		1	2	3	4	5	6	7	8
0	Phase Names ---->																
0	Ped Walk	0	7	0	7	0	7	0	7	0	7	0	7	0	7	0	7
1	Ped FDW	0	10	0	10	0	10	0	10	0	10	0	10	0	10	0	10
2	Min Green	3	7	3	7	3	7	3	7	3	7	3	7	3	7	3	7
3	Type 3 Limit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	Added Initial	0.0	1.2	0.0	1.2	0.0	1.2	0.0	1.2	0.0	1.2	0.0	1.2	0.0	1.2	0.0	1.2
5	Veh Extension	0.5	3.5	0.5	3.5	0.5	3.5	0.5	3.5	0.5	3.5	0.5	3.5	0.5	3.5	0.5	3.5
6	Max Gap	0.5	5.0	0.5	5.0	0.5	5.0	0.5	5.0	0.5	5.0	0.5	5.0	0.5	5.0	0.5	5.0
7	Min Gap	0.5	2.0	0.5	2.0	0.5	2.0	0.5	2.0	0.5	2.0	0.5	2.0	0.5	2.0	0.5	2.0
8	Max Limit	17	40	17	40	17	40	17	40	17	40	17	40	17	40	17	40
9	Max Limit 2	30	70	30	70	30	70	30	70	30	70	30	70	30	70	30	70
A	-----	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B	Call To Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C	Reduce By	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
D	Reduce Every	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
E	Yellow Change	3.0	4.0	3.0	4.0	3.0	4.0	3.0	4.0	3.0	4.0	3.0	4.0	3.0	4.0	3.0	4.0
F	Red Clear	0.0	0.5	0.0	1.0	0.0	0.5	0.0	1.0	0.0	0.5	0.0	1.0	0.0	0.5	0.0	1.0

Phase Timing - Bank 3 <F Page>

Row	Delay Only ---->	Column Numbers ---->									Phase								
		7	8	9	A	B	C	D	E	F	7	8	9	A	B	C	D	E	F
0	Time Dwell	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1	Hold	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
2	Force Off	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
3	Vehicle Call	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
4	Permit Phases	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
5	Ped Omnit	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
6	Output	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
7	Permit Phases	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
8	Ped Omnit	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
9	Output	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
A	Limited Service Int. ---->	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
B	Permit Phases	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
C	Ped Omnit	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
D	Output	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
E	Permit Phases	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
F	Ped Omnit	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---

Special Event Schedule <C Page with F+9+F=22>

Row	Column Numbers ---->									Phase							
	1	2	3	4	5	6	7	8		1	2	3	4	5	6	7	8
0	Phase Names ---->																
0	Ped Walk	0	7	0	7	0	7	0	7	0	7	0	7	0	7	0	7
1	Ped FDW	0	10	0	10	0	10	0	10	0	10	0	10	0	10	0	10
2	Min Green	3	7	3	7	3	7	3	7	3	7	3	7	3	7	3	7
3	Type 3 Limit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	Added Initial	0.0	1.2	0.0	1.2	0.0	1.2	0.0	1.2	0.0	1.2	0.0	1.2	0.0	1.2	0.0	1.2
5	Veh Extension	0.5	3.5	0.5	3.5	0.5	3.5	0.5	3.5	0.5	3.5	0.5	3.5	0.5	3.5	0.5	3.5
6	Max Gap	0.5	5.0	0.5	5.0	0.5	5.0	0.5	5.0	0.5	5.0	0.5	5.0	0.5	5.0	0.5	5.0
7	Min Gap	0.5	2.0	0.5	2.0	0.5	2.0	0.5	2.0	0.5	2.0	0.5	2.0	0.5	2.0	0.5	2.0
8	Max Limit	17	40	17	40	17	40	17	40	17	40	17	40	17	40	17	40
9	Max Limit 2	30	70	30	70	30	70	30	70	30	70	30	70	30	70	30	70
A	-----	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B	Call To Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C	Reduce By	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
D	Reduce Every	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
E	Yellow Change	3.0	4.0	3.0	4.0	3.0	4.0	3.0	4.0	3.0	4.0	3.0	4.0	3.0	4.0	3.0	4.0
F	Red Clear	0.0	0.5	0.0	1.0	0.0	0.5	0.0	1.0	0.0	0.5	0.0	1.0	0.0	0.5	0.0	1.0

<--- Limited Service Interval (Set Dwell = 255)

ATTACHMENT B
INTERSECTION OPERATIONS ANALYSIS WORKSHEETS

EXISTING CONDITIONS

Timings
8: Briggs Rd. & Scott Rd.

Canterwood (TTM No. 37439) (JN 11302)

04/22/2020

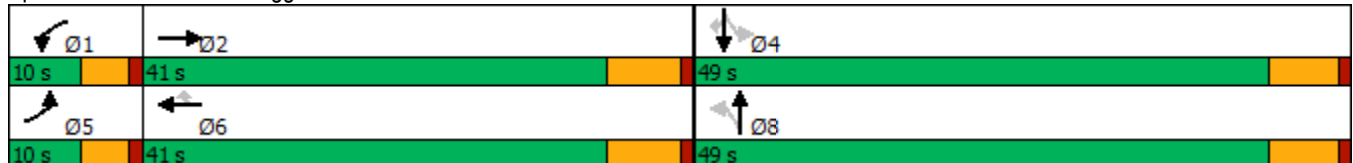


Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	10	382	6	478	6	226	4	16	14	49
Future Volume (vph)	10	382	6	478	6	226	4	16	14	49
Turn Type	Prot	NA	Prot	NA	Perm	Perm	NA	Perm	NA	Perm
Protected Phases	5	2	1	6			8		4	
Permitted Phases					6	8		4		4
Detector Phase	5	2	1	6	6	8	8	4	4	4
Switch Phase										
Minimum Initial (s)	5.0	6.0	5.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Minimum Split (s)	9.6	29.5	9.6	34.5	34.5	45.2	45.2	37.8	37.8	37.8
Total Split (s)	10.0	41.0	10.0	41.0	41.0	49.0	49.0	49.0	49.0	49.0
Total Split (%)	10.0%	41.0%	10.0%	41.0%	41.0%	49.0%	49.0%	49.0%	49.0%	49.0%
Yellow Time (s)	3.6	5.5	3.6	5.5	5.5	5.2	5.2	5.2	5.2	5.2
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0		0.0	0.0
Total Lost Time (s)	4.6	6.5	4.6	6.5	6.5		6.2		6.2	6.2
Lead/Lag	Lead	Lag	Lead	Lag	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes					
Recall Mode	None	Min	None	Min	Min	None	None	None	None	None

Intersection Summary

Cycle Length: 100
 Actuated Cycle Length: 49.5
 Natural Cycle: 90
 Control Type: Actuated-Uncoordinated

Splits and Phases: 8: Briggs Rd. & Scott Rd.



HCM 6th Signalized Intersection Summary
8: Briggs Rd. & Scott Rd.

Canterwood (TTM No. 37439) (JN 11302)

04/22/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	382	222	6	478	6	226	4	10	16	14	49
Future Volume (veh/h)	10	382	222	6	478	6	226	4	10	16	14	49
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	10	390	181	6	488	3	231	4	6	16	14	16
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	23	727	333	14	1073	478	488	8	8	326	244	386
Arrive On Green	0.01	0.31	0.31	0.01	0.30	0.30	0.24	0.24	0.24	0.24	0.24	0.24
Sat Flow, veh/h	1781	2368	1084	1781	3554	1585	1265	32	33	761	1000	1585
Grp Volume(v), veh/h	10	291	280	6	488	3	241	0	0	30	0	16
Grp Sat Flow(s),veh/h/ln	1781	1777	1675	1781	1777	1585	1330	0	0	1762	0	1585
Q Serve(g_s), s	0.2	5.3	5.4	0.1	4.4	0.1	6.2	0.0	0.0	0.0	0.0	0.3
Cycle Q Clear(g_c), s	0.2	5.3	5.4	0.1	4.4	0.1	6.7	0.0	0.0	0.5	0.0	0.3
Prop In Lane	1.00		0.65	1.00		1.00	0.96		0.02	0.53		1.00
Lane Grp Cap(c), veh/h	23	545	514	14	1073	478	504	0	0	570	0	386
V/C Ratio(X)	0.43	0.53	0.54	0.42	0.46	0.01	0.48	0.00	0.00	0.05	0.00	0.04
Avail Cap(c_a), veh/h	245	1564	1475	245	3129	1395	1684	0	0	1919	0	1731
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	19.2	11.3	11.3	19.3	11.1	9.6	13.9	0.0	0.0	11.4	0.0	11.3
Incr Delay (d2), s/veh	4.5	1.2	1.3	7.0	0.4	0.0	0.7	0.0	0.0	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	1.4	1.4	0.1	1.1	0.0	1.4	0.0	0.0	0.1	0.0	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	23.7	12.4	12.6	26.4	11.5	9.6	14.6	0.0	0.0	11.4	0.0	11.4
LnGrp LOS	C	B	B	C	B	A	B	A	A	B	A	B
Approach Vol, veh/h		581			497			241				46
Approach Delay, s/veh		12.7			11.7			14.6				11.4
Approach LOS		B			B			B				B
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	4.9	18.5		15.7	5.1	18.3		15.7				
Change Period (Y+Rc), s	4.6	6.5		6.2	4.6	6.5		6.2				
Max Green Setting (Gmax), s	5.4	34.5		42.8	5.4	34.5		42.8				
Max Q Clear Time (g_c+I1), s	2.1	7.4		2.5	2.2	6.4		8.7				
Green Ext Time (p_c), s	0.0	4.6		0.2	0.0	4.2		1.3				

Intersection Summary

HCM 6th Ctrl Delay	12.6
HCM 6th LOS	B

Timings
8: Briggs Rd. & Scott Rd.

Canterwood (TTM No. 37439) (JN 11302)

04/22/2020

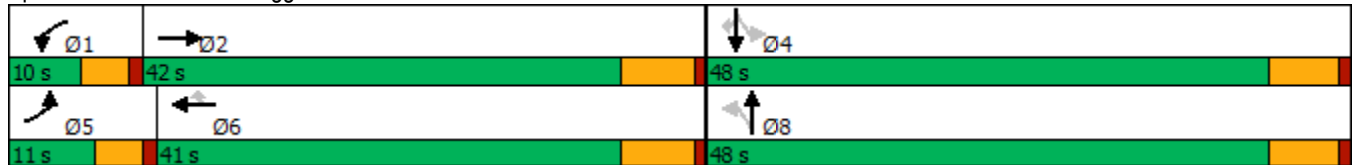


Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	20	458	2	428	9	248	13	5	24
Future Volume (vph)	20	458	2	428	9	248	13	5	24
Turn Type	Prot	NA	Prot	NA	Perm	Perm	NA	NA	Perm
Protected Phases	5	2	1	6			8	4	
Permitted Phases					6	8			4
Detector Phase	5	2	1	6	6	8	8	4	4
Switch Phase									
Minimum Initial (s)	5.0	6.0	5.0	6.0	6.0	6.0	6.0	6.0	6.0
Minimum Split (s)	9.6	29.5	9.6	34.5	34.5	45.2	45.2	37.8	37.8
Total Split (s)	11.0	42.0	10.0	41.0	41.0	48.0	48.0	48.0	48.0
Total Split (%)	11.0%	42.0%	10.0%	41.0%	41.0%	48.0%	48.0%	48.0%	48.0%
Yellow Time (s)	3.6	5.5	3.6	5.5	5.5	5.2	5.2	5.2	5.2
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	4.6	6.5	4.6	6.5	6.5		6.2	6.2	6.2
Lead/Lag	Lead	Lag	Lead	Lag	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes				
Recall Mode	None	Min	None	Min	Min	None	None	None	None

Intersection Summary

Cycle Length: 100
 Actuated Cycle Length: 54.6
 Natural Cycle: 90
 Control Type: Actuated-Uncoordinated

Splits and Phases: 8: Briggs Rd. & Scott Rd.



HCM 6th Signalized Intersection Summary
8: Briggs Rd. & Scott Rd.

Canterwood (TTM No. 37439) (JN 11302)

04/22/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	20	458	238	2	428	9	248	13	7	0	5	24
Future Volume (veh/h)	20	458	238	2	428	9	248	13	7	0	5	24
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	22	492	224	2	460	6	267	14	5	0	5	6
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	48	830	376	5	1155	515	499	18	6	0	487	412
Arrive On Green	0.03	0.35	0.35	0.00	0.33	0.33	0.26	0.26	0.26	0.00	0.26	0.26
Sat Flow, veh/h	1781	2377	1076	1781	3554	1585	1319	69	25	0	1870	1585
Grp Volume(v), veh/h	22	367	349	2	460	6	286	0	0	0	5	6
Grp Sat Flow(s),veh/h/ln	1781	1777	1677	1781	1777	1585	1413	0	0	0	1870	1585
Q Serve(g_s), s	0.5	7.6	7.6	0.0	4.5	0.1	8.3	0.0	0.0	0.0	0.1	0.1
Cycle Q Clear(g_c), s	0.5	7.6	7.6	0.0	4.5	0.1	8.4	0.0	0.0	0.0	0.1	0.1
Prop In Lane	1.00		0.64	1.00		1.00	0.93		0.02	0.00		1.00
Lane Grp Cap(c), veh/h	48	620	585	5	1155	515	524	0	0	0	487	412
V/C Ratio(X)	0.46	0.59	0.60	0.41	0.40	0.01	0.55	0.00	0.00	0.00	0.01	0.01
Avail Cap(c_a), veh/h	256	1415	1335	216	2749	1226	1488	0	0	0	1753	1486
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	21.4	11.9	11.9	22.2	11.7	10.2	15.4	0.0	0.0	0.0	12.2	12.2
Incr Delay (d2), s/veh	2.6	1.3	1.4	19.1	0.3	0.0	0.9	0.0	0.0	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	2.1	2.0	0.0	1.2	0.0	2.1	0.0	0.0	0.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	24.0	13.2	13.3	41.3	12.0	10.2	16.2	0.0	0.0	0.0	12.2	12.3
LnGrp LOS	C	B	B	D	B	B	B	A	A	A	B	B
Approach Vol, veh/h		738			468			286				11
Approach Delay, s/veh		13.6			12.1			16.2				12.3
Approach LOS		B			B			B				B
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	4.7	22.1		17.8	5.8	21.0		17.8				
Change Period (Y+Rc), s	4.6	6.5		6.2	4.6	6.5		6.2				
Max Green Setting (Gmax), s	5.4	35.5		41.8	6.4	34.5		41.8				
Max Q Clear Time (g_c+I1), s	2.0	9.6		2.1	2.5	6.5		10.4				
Green Ext Time (p_c), s	0.0	5.9		0.0	0.0	3.9		1.5				

Intersection Summary

HCM 6th Ctrl Delay	13.6
HCM 6th LOS	B

E+P (PHASE 1) CONDITIONS

Timings
8: Briggs Rd. & Scott Rd.

Canterwood (TTM No. 37439) (JN 11302)

04/22/2020

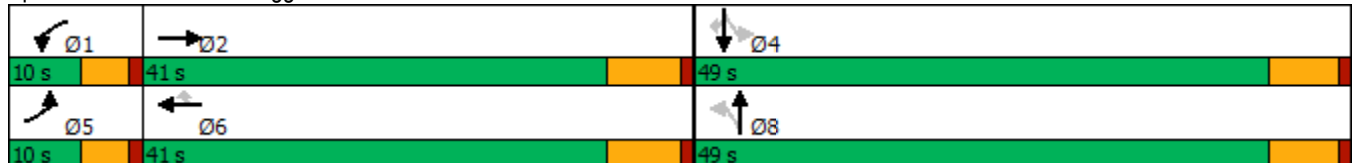


Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	10	423	6	599	6	226	4	16	14	49
Future Volume (vph)	10	423	6	599	6	226	4	16	14	49
Turn Type	Prot	NA	Prot	NA	Perm	Perm	NA	Perm	NA	Perm
Protected Phases	5	2	1	6			8		4	
Permitted Phases					6	8		4		4
Detector Phase	5	2	1	6	6	8	8	4	4	4
Switch Phase										
Minimum Initial (s)	5.0	6.0	5.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Minimum Split (s)	9.6	29.5	9.6	34.5	34.5	45.2	45.2	37.8	37.8	37.8
Total Split (s)	10.0	41.0	10.0	41.0	41.0	49.0	49.0	49.0	49.0	49.0
Total Split (%)	10.0%	41.0%	10.0%	41.0%	41.0%	49.0%	49.0%	49.0%	49.0%	49.0%
Yellow Time (s)	3.6	5.5	3.6	5.5	5.5	5.2	5.2	5.2	5.2	5.2
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0		0.0	0.0
Total Lost Time (s)	4.6	6.5	4.6	6.5	6.5		6.2		6.2	6.2
Lead/Lag	Lead	Lag	Lead	Lag	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes					
Recall Mode	None	Min	None	Min	Min	None	None	None	None	None

Intersection Summary

Cycle Length: 100
 Actuated Cycle Length: 51
 Natural Cycle: 90
 Control Type: Actuated-Uncoordinated

Splits and Phases: 8: Briggs Rd. & Scott Rd.



HCM 6th Signalized Intersection Summary
8: Briggs Rd. & Scott Rd.

Canterwood (TTM No. 37439) (JN 11302)

04/22/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	423	222	6	599	6	226	4	10	16	14	49
Future Volume (veh/h)	10	423	222	6	599	6	226	4	10	16	14	49
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	10	432	181	6	611	3	231	4	6	16	14	16
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	23	798	331	14	1140	508	479	7	8	321	241	384
Arrive On Green	0.01	0.33	0.33	0.01	0.32	0.32	0.24	0.24	0.24	0.24	0.24	0.24
Sat Flow, veh/h	1781	2448	1016	1781	3554	1585	1265	30	33	768	995	1585
Grp Volume(v), veh/h	10	312	301	6	611	3	241	0	0	30	0	16
Grp Sat Flow(s),veh/h/ln	1781	1777	1687	1781	1777	1585	1328	0	0	1763	0	1585
Q Serve(g_s), s	0.2	5.9	6.0	0.1	5.8	0.1	6.5	0.0	0.0	0.0	0.0	0.3
Cycle Q Clear(g_c), s	0.2	5.9	6.0	0.1	5.8	0.1	7.0	0.0	0.0	0.5	0.0	0.3
Prop In Lane	1.00		0.60	1.00		1.00	0.96		0.02	0.53		1.00
Lane Grp Cap(c), veh/h	23	579	550	14	1140	508	495	0	0	562	0	384
V/C Ratio(X)	0.43	0.54	0.55	0.42	0.54	0.01	0.49	0.00	0.00	0.05	0.00	0.04
Avail Cap(c_a), veh/h	236	1501	1426	236	3003	1339	1615	0	0	1843	0	1662
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	20.0	11.3	11.3	20.2	11.4	9.4	14.6	0.0	0.0	11.9	0.0	11.8
Incr Delay (d2), s/veh	4.5	1.1	1.2	7.0	0.6	0.0	0.7	0.0	0.0	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	1.6	1.5	0.1	1.4	0.0	1.5	0.0	0.0	0.2	0.0	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	24.5	12.4	12.5	27.2	11.9	9.4	15.3	0.0	0.0	11.9	0.0	11.9
LnGrp LOS	C	B	B	C	B	A	B	A	A	B	A	B
Approach Vol, veh/h		623			620			241				46
Approach Delay, s/veh		12.6			12.1			15.3				11.9
Approach LOS		B			B			B				B
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	4.9	19.8		16.1	5.1	19.6		16.1				
Change Period (Y+Rc), s	4.6	6.5		6.2	4.6	6.5		6.2				
Max Green Setting (Gmax), s	5.4	34.5		42.8	5.4	34.5		42.8				
Max Q Clear Time (g_c+I1), s	2.1	8.0		2.5	2.2	7.8		9.0				
Green Ext Time (p_c), s	0.0	4.9		0.2	0.0	5.3		1.3				

Intersection Summary

HCM 6th Ctrl Delay	12.8
HCM 6th LOS	B

Timings
8: Briggs Rd. & Scott Rd.

Canterwood (TTM No. 37439) (JN 11302)

04/22/2020

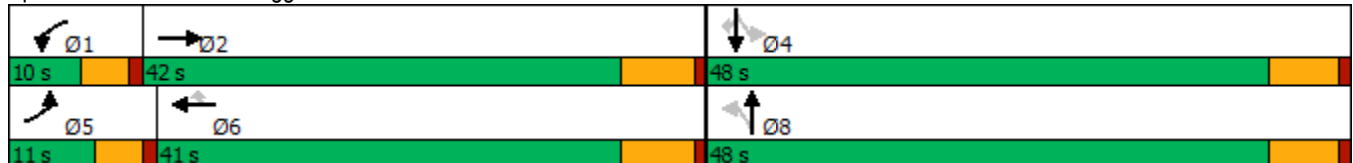


Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	20	595	2	508	9	248	13	5	24
Future Volume (vph)	20	595	2	508	9	248	13	5	24
Turn Type	Prot	NA	Prot	NA	Perm	Perm	NA	NA	Perm
Protected Phases	5	2	1	6			8	4	
Permitted Phases					6	8			4
Detector Phase	5	2	1	6	6	8	8	4	4
Switch Phase									
Minimum Initial (s)	5.0	6.0	5.0	6.0	6.0	6.0	6.0	6.0	6.0
Minimum Split (s)	9.6	29.5	9.6	34.5	34.5	45.2	45.2	37.8	37.8
Total Split (s)	11.0	42.0	10.0	41.0	41.0	48.0	48.0	48.0	48.0
Total Split (%)	11.0%	42.0%	10.0%	41.0%	41.0%	48.0%	48.0%	48.0%	48.0%
Yellow Time (s)	3.6	5.5	3.6	5.5	5.5	5.2	5.2	5.2	5.2
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	4.6	6.5	4.6	6.5	6.5		6.2	6.2	6.2
Lead/Lag	Lead	Lag	Lead	Lag	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes				
Recall Mode	None	Min	None	Min	Min	None	None	None	None

Intersection Summary

Cycle Length: 100
 Actuated Cycle Length: 59.9
 Natural Cycle: 90
 Control Type: Actuated-Uncoordinated

Splits and Phases: 8: Briggs Rd. & Scott Rd.



HCM 6th Signalized Intersection Summary
8: Briggs Rd. & Scott Rd.

Canterwood (TTM No. 37439) (JN 11302)

04/22/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	20	595	238	2	508	9	248	13	7	0	5	24
Future Volume (veh/h)	20	595	238	2	508	9	248	13	7	0	5	24
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	22	640	224	2	546	6	267	14	5	0	5	6
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	47	1004	351	5	1298	579	479	18	6	0	479	406
Arrive On Green	0.03	0.39	0.39	0.00	0.37	0.37	0.26	0.26	0.26	0.00	0.26	0.26
Sat Flow, veh/h	1781	2582	903	1781	3554	1585	1319	69	25	0	1870	1585
Grp Volume(v), veh/h	22	440	424	2	546	6	286	0	0	0	5	6
Grp Sat Flow(s),veh/h/ln	1781	1777	1708	1781	1777	1585	1413	0	0	0	1870	1585
Q Serve(g_s), s	0.6	9.9	9.9	0.1	5.7	0.1	9.2	0.0	0.0	0.0	0.1	0.1
Cycle Q Clear(g_c), s	0.6	9.9	9.9	0.1	5.7	0.1	9.3	0.0	0.0	0.0	0.1	0.1
Prop In Lane	1.00		0.53	1.00		1.00	0.93		0.02	0.00		1.00
Lane Grp Cap(c), veh/h	47	691	664	5	1298	579	503	0	0	0	479	406
V/C Ratio(X)	0.47	0.64	0.64	0.41	0.42	0.01	0.57	0.00	0.00	0.00	0.01	0.01
Avail Cap(c_a), veh/h	232	1284	1234	196	2496	1113	1350	0	0	0	1591	1349
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	23.6	12.2	12.2	24.5	11.7	9.9	17.1	0.0	0.0	0.0	13.6	13.6
Incr Delay (d2), s/veh	2.7	1.4	1.5	19.2	0.3	0.0	1.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	2.8	2.7	0.0	1.5	0.0	2.4	0.0	0.0	0.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	26.2	13.6	13.6	43.6	12.0	9.9	18.1	0.0	0.0	0.0	13.6	13.7
LnGrp LOS	C	B	B	D	B	A	B	A	A	A	B	B
Approach Vol, veh/h		886			554			286				11
Approach Delay, s/veh		13.9			12.1			18.1				13.7
Approach LOS		B			B			B				B
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	4.7	25.6		18.8	5.9	24.4		18.8				
Change Period (Y+Rc), s	4.6	6.5		6.2	4.6	6.5		6.2				
Max Green Setting (Gmax), s	5.4	35.5		41.8	6.4	34.5		41.8				
Max Q Clear Time (g_c+I1), s	2.1	11.9		2.1	2.6	7.7		11.3				
Green Ext Time (p_c), s	0.0	7.2		0.0	0.0	4.7		1.5				

Intersection Summary

HCM 6th Ctrl Delay	14.0
HCM 6th LOS	B

E+P (PHASE 2) CONDITIONS

Timings
8: Briggs Rd. & Scott Rd.

Canterwood (TTM No. 37439) (JN 11302)

04/22/2020

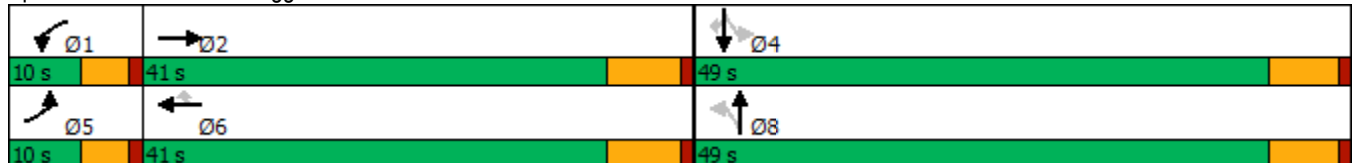


Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	10	455	6	698	6	226	4	16	14	49
Future Volume (vph)	10	455	6	698	6	226	4	16	14	49
Turn Type	Prot	NA	Prot	NA	Perm	Perm	NA	Perm	NA	Perm
Protected Phases	5	2	1	6			8		4	
Permitted Phases					6	8		4		4
Detector Phase	5	2	1	6	6	8	8	4	4	4
Switch Phase										
Minimum Initial (s)	5.0	6.0	5.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Minimum Split (s)	9.6	29.5	9.6	34.5	34.5	45.2	45.2	37.8	37.8	37.8
Total Split (s)	10.0	41.0	10.0	41.0	41.0	49.0	49.0	49.0	49.0	49.0
Total Split (%)	10.0%	41.0%	10.0%	41.0%	41.0%	49.0%	49.0%	49.0%	49.0%	49.0%
Yellow Time (s)	3.6	5.5	3.6	5.5	5.5	5.2	5.2	5.2	5.2	5.2
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0		0.0	0.0
Total Lost Time (s)	4.6	6.5	4.6	6.5	6.5		6.2		6.2	6.2
Lead/Lag	Lead	Lag	Lead	Lag	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes					
Recall Mode	None	Min	None	Min	Min	None	None	None	None	None

Intersection Summary

Cycle Length: 100
 Actuated Cycle Length: 53.8
 Natural Cycle: 90
 Control Type: Actuated-Uncoordinated

Splits and Phases: 8: Briggs Rd. & Scott Rd.



HCM 6th Signalized Intersection Summary
8: Briggs Rd. & Scott Rd.

Canterwood (TTM No. 37439) (JN 11302)

04/22/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	455	222	6	698	6	226	4	10	16	14	49
Future Volume (veh/h)	10	455	222	6	698	6	226	4	10	16	14	49
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	10	464	181	6	712	3	231	4	6	16	14	16
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	23	893	346	14	1250	557	465	6	8	313	237	381
Arrive On Green	0.01	0.36	0.36	0.01	0.35	0.35	0.24	0.24	0.24	0.24	0.24	0.24
Sat Flow, veh/h	1781	2504	969	1781	3554	1585	1264	27	33	778	986	1585
Grp Volume(v), veh/h	10	328	317	6	712	3	241	0	0	30	0	16
Grp Sat Flow(s),veh/h/ln	1781	1777	1696	1781	1777	1585	1323	0	0	1765	0	1585
Q Serve(g_s), s	0.2	6.4	6.5	0.1	7.1	0.1	7.0	0.0	0.0	0.0	0.0	0.3
Cycle Q Clear(g_c), s	0.2	6.4	6.5	0.1	7.1	0.1	7.6	0.0	0.0	0.5	0.0	0.3
Prop In Lane	1.00		0.57	1.00		1.00	0.96		0.02	0.53		1.00
Lane Grp Cap(c), veh/h	23	634	605	14	1250	557	479	0	0	550	0	381
V/C Ratio(X)	0.43	0.52	0.52	0.42	0.57	0.01	0.50	0.00	0.00	0.05	0.00	0.04
Avail Cap(c_a), veh/h	220	1399	1336	220	2799	1248	1503	0	0	1721	0	1549
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	21.5	11.1	11.1	21.6	11.5	9.2	15.8	0.0	0.0	12.8	0.0	12.8
Incr Delay (d2), s/veh	4.6	0.9	1.0	7.1	0.6	0.0	0.8	0.0	0.0	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	1.7	1.6	0.1	1.8	0.0	1.7	0.0	0.0	0.2	0.0	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	26.0	12.1	12.1	28.7	12.1	9.2	16.6	0.0	0.0	12.9	0.0	12.8
LnGrp LOS	C	B	B	C	B	A	B	A	A	B	A	B
Approach Vol, veh/h		655			721			241				46
Approach Delay, s/veh		12.3			12.2			16.6				12.9
Approach LOS		B			B			B				B
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.0	22.1		16.7	5.2	21.9		16.7				
Change Period (Y+Rc), s	4.6	6.5		6.2	4.6	6.5		6.2				
Max Green Setting (Gmax), s	5.4	34.5		42.8	5.4	34.5		42.8				
Max Q Clear Time (g_c+I1), s	2.1	8.5		2.5	2.2	9.1		9.6				
Green Ext Time (p_c), s	0.0	5.2		0.2	0.0	6.3		1.3				

Intersection Summary

HCM 6th Ctrl Delay	12.9
HCM 6th LOS	B

Timings
8: Briggs Rd. & Scott Rd.

Canterwood (TTM No. 37439) (JN 11302)

04/22/2020

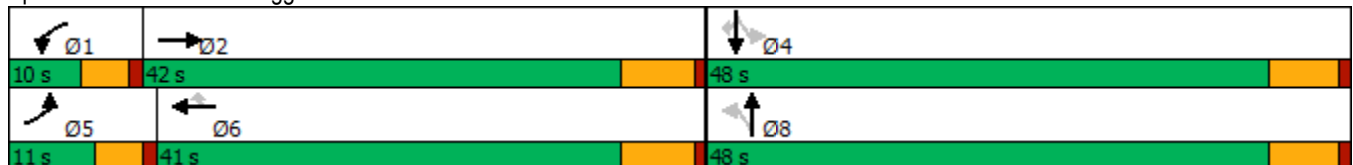


Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	20	705	2	573	9	248	13	5	24
Future Volume (vph)	20	705	2	573	9	248	13	5	24
Turn Type	Prot	NA	Prot	NA	Perm	Perm	NA	NA	Perm
Protected Phases	5	2	1	6			8	4	
Permitted Phases					6	8			4
Detector Phase	5	2	1	6	6	8	8	4	4
Switch Phase									
Minimum Initial (s)	5.0	6.0	5.0	6.0	6.0	6.0	6.0	6.0	6.0
Minimum Split (s)	9.6	29.5	9.6	34.5	34.5	45.2	45.2	37.8	37.8
Total Split (s)	11.0	42.0	10.0	41.0	41.0	48.0	48.0	48.0	48.0
Total Split (%)	11.0%	42.0%	10.0%	41.0%	41.0%	48.0%	48.0%	48.0%	48.0%
Yellow Time (s)	3.6	5.5	3.6	5.5	5.5	5.2	5.2	5.2	5.2
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	4.6	6.5	4.6	6.5	6.5		6.2	6.2	6.2
Lead/Lag	Lead	Lag	Lead	Lag	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes				
Recall Mode	None	Min	None	Min	Min	None	None	None	None

Intersection Summary

Cycle Length: 100
 Actuated Cycle Length: 62.7
 Natural Cycle: 90
 Control Type: Actuated-Uncoordinated

Splits and Phases: 8: Briggs Rd. & Scott Rd.



HCM 6th Signalized Intersection Summary
8: Briggs Rd. & Scott Rd.

Canterwood (TTM No. 37439) (JN 11302)

04/22/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	20	705	238	2	573	9	248	13	7	0	5	24
Future Volume (veh/h)	20	705	238	2	573	9	248	13	7	0	5	24
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	22	758	224	2	616	6	267	14	5	0	5	6
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	47	1129	334	5	1400	625	465	17	6	0	473	401
Arrive On Green	0.03	0.42	0.42	0.00	0.39	0.39	0.25	0.25	0.25	0.00	0.25	0.25
Sat Flow, veh/h	1781	2704	799	1781	3554	1585	1319	69	25	0	1870	1585
Grp Volume(v), veh/h	22	498	484	2	616	6	286	0	0	0	5	6
Grp Sat Flow(s),veh/h/ln	1781	1777	1727	1781	1777	1585	1412	0	0	0	1870	1585
Q Serve(g_s), s	0.6	12.0	12.0	0.1	6.7	0.1	10.0	0.0	0.0	0.0	0.1	0.2
Cycle Q Clear(g_c), s	0.6	12.0	12.0	0.1	6.7	0.1	10.1	0.0	0.0	0.0	0.1	0.2
Prop In Lane	1.00		0.46	1.00		1.00	0.93		0.02	0.00		1.00
Lane Grp Cap(c), veh/h	47	742	721	5	1400	625	489	0	0	0	473	401
V/C Ratio(X)	0.47	0.67	0.67	0.41	0.44	0.01	0.59	0.00	0.00	0.00	0.01	0.01
Avail Cap(c_a), veh/h	215	1192	1158	182	2317	1033	1253	0	0	0	1477	1252
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	25.4	12.5	12.5	26.3	11.8	9.8	18.6	0.0	0.0	0.0	14.8	14.8
Incr Delay (d2), s/veh	2.8	1.5	1.6	19.2	0.3	0.0	1.1	0.0	0.0	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	3.5	3.4	0.0	1.9	0.0	2.7	0.0	0.0	0.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	28.2	14.0	14.0	45.6	12.1	9.8	19.7	0.0	0.0	0.0	14.8	14.8
LnGrp LOS	C	B	B	D	B	A	B	A	A	A	B	B
Approach Vol, veh/h		1004			624			286				11
Approach Delay, s/veh		14.3			12.1			19.7				14.8
Approach LOS		B			B			B				B
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	4.7	28.6		19.6	6.0	27.4		19.6				
Change Period (Y+Rc), s	4.6	6.5		6.2	4.6	6.5		6.2				
Max Green Setting (Gmax), s	5.4	35.5		41.8	6.4	34.5		41.8				
Max Q Clear Time (g_c+I1), s	2.1	14.0		2.2	2.6	8.7		12.1				
Green Ext Time (p_c), s	0.0	8.1		0.0	0.0	5.3		1.5				

Intersection Summary

HCM 6th Ctrl Delay	14.4
HCM 6th LOS	B

EAP (2021) CONDITIONS

Timings
8: Briggs Rd. & Scott Rd.

Canterwood (TTM No. 37439) (JN 11302)

04/22/2020

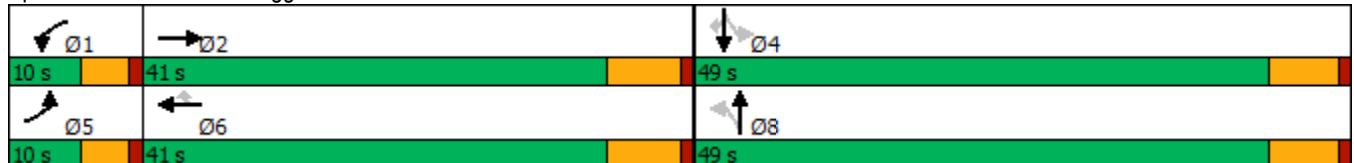


Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	11	446	6	628	6	240	4	17	15	52
Future Volume (vph)	11	446	6	628	6	240	4	17	15	52
Turn Type	Prot	NA	Prot	NA	Perm	Perm	NA	Perm	NA	Perm
Protected Phases	5	2	1	6			8		4	
Permitted Phases					6	8		4		4
Detector Phase	5	2	1	6	6	8	8	4	4	4
Switch Phase										
Minimum Initial (s)	5.0	6.0	5.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Minimum Split (s)	9.6	29.5	9.6	34.5	34.5	45.2	45.2	37.8	37.8	37.8
Total Split (s)	10.0	41.0	10.0	41.0	41.0	49.0	49.0	49.0	49.0	49.0
Total Split (%)	10.0%	41.0%	10.0%	41.0%	41.0%	49.0%	49.0%	49.0%	49.0%	49.0%
Yellow Time (s)	3.6	5.5	3.6	5.5	5.5	5.2	5.2	5.2	5.2	5.2
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0		0.0	0.0
Total Lost Time (s)	4.6	6.5	4.6	6.5	6.5		6.2		6.2	6.2
Lead/Lag	Lead	Lag	Lead	Lag	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes					
Recall Mode	None	Min	None	Min	Min	None	None	None	None	None

Intersection Summary

Cycle Length: 100
 Actuated Cycle Length: 52.2
 Natural Cycle: 90
 Control Type: Actuated-Uncoordinated

Splits and Phases: 8: Briggs Rd. & Scott Rd.



HCM 6th Signalized Intersection Summary
8: Briggs Rd. & Scott Rd.

Canterwood (TTM No. 37439) (JN 11302)

04/22/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	11	446	236	6	628	6	240	4	11	17	15	52
Future Volume (veh/h)	11	446	236	6	628	6	240	4	11	17	15	52
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	11	455	195	6	641	3	245	4	7	17	15	19
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	26	807	343	14	1159	517	486	6	9	328	252	405
Arrive On Green	0.01	0.33	0.33	0.01	0.33	0.33	0.26	0.26	0.26	0.26	0.26	0.26
Sat Flow, veh/h	1781	2429	1033	1781	3554	1585	1259	25	36	779	985	1585
Grp Volume(v), veh/h	11	332	318	6	641	3	256	0	0	32	0	19
Grp Sat Flow(s),veh/h/ln	1781	1777	1684	1781	1777	1585	1320	0	0	1764	0	1585
Q Serve(g_s), s	0.3	6.6	6.7	0.1	6.3	0.1	7.3	0.0	0.0	0.0	0.0	0.4
Cycle Q Clear(g_c), s	0.3	6.6	6.7	0.1	6.3	0.1	7.9	0.0	0.0	0.6	0.0	0.4
Prop In Lane	1.00		0.61	1.00		1.00	0.96		0.03	0.53		1.00
Lane Grp Cap(c), veh/h	26	591	560	14	1159	517	502	0	0	579	0	405
V/C Ratio(X)	0.43	0.56	0.57	0.42	0.55	0.01	0.51	0.00	0.00	0.06	0.00	0.05
Avail Cap(c_a), veh/h	225	1432	1358	225	2865	1278	1533	0	0	1763	0	1585
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	20.9	11.7	11.8	21.1	11.9	9.7	15.0	0.0	0.0	12.1	0.0	12.0
Incr Delay (d2), s/veh	4.2	1.2	1.3	7.1	0.6	0.0	0.8	0.0	0.0	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	1.8	1.7	0.1	1.7	0.0	1.7	0.0	0.0	0.2	0.0	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	25.1	12.9	13.1	28.2	12.4	9.7	15.8	0.0	0.0	12.1	0.0	12.1
LnGrp LOS	C	B	B	C	B	A	B	A	A	B	A	B
Approach Vol, veh/h		661			650			256				51
Approach Delay, s/veh		13.2			12.6			15.8				12.1
Approach LOS		B			B			B				B
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	4.9	20.7		17.1	5.2	20.5		17.1				
Change Period (Y+Rc), s	4.6	6.5		6.2	4.6	6.5		6.2				
Max Green Setting (Gmax), s	5.4	34.5		42.8	5.4	34.5		42.8				
Max Q Clear Time (g_c+I1), s	2.1	8.7		2.6	2.3	8.3		9.9				
Green Ext Time (p_c), s	0.0	5.3		0.2	0.0	5.6		1.4				

Intersection Summary

HCM 6th Ctrl Delay	13.3
HCM 6th LOS	B

Timings
8: Briggs Rd. & Scott Rd.

Canterwood (TTM No. 37439) (JN 11302)

04/22/2020

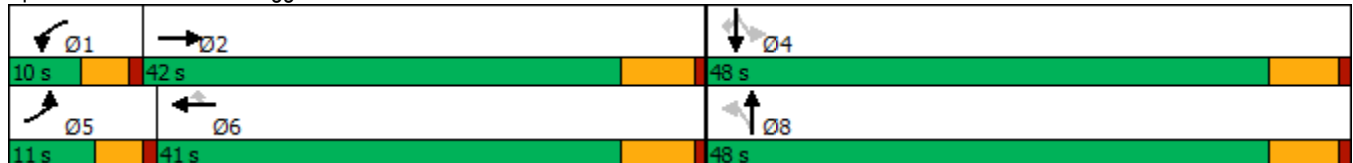


Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	21	623	2	534	10	263	14	5	25
Future Volume (vph)	21	623	2	534	10	263	14	5	25
Turn Type	Prot	NA	Prot	NA	Perm	Perm	NA	NA	Perm
Protected Phases	5	2	1	6			8	4	
Permitted Phases					6	8			4
Detector Phase	5	2	1	6	6	8	8	4	4
Switch Phase									
Minimum Initial (s)	5.0	6.0	5.0	6.0	6.0	6.0	6.0	6.0	6.0
Minimum Split (s)	9.6	29.5	9.6	34.5	34.5	45.2	45.2	37.8	37.8
Total Split (s)	11.0	42.0	10.0	41.0	41.0	48.0	48.0	48.0	48.0
Total Split (%)	11.0%	42.0%	10.0%	41.0%	41.0%	48.0%	48.0%	48.0%	48.0%
Yellow Time (s)	3.6	5.5	3.6	5.5	5.5	5.2	5.2	5.2	5.2
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	4.6	6.5	4.6	6.5	6.5		6.2	6.2	6.2
Lead/Lag	Lead	Lag	Lead	Lag	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes				
Recall Mode	None	Min	None	Min	Min	None	None	None	None

Intersection Summary

Cycle Length: 100
 Actuated Cycle Length: 61.7
 Natural Cycle: 90
 Control Type: Actuated-Uncoordinated

Splits and Phases: 8: Briggs Rd. & Scott Rd.



HCM 6th Signalized Intersection Summary
8: Briggs Rd. & Scott Rd.

Canterwood (TTM No. 37439) (JN 11302)

04/22/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	21	623	253	2	534	10	263	14	7	0	5	25
Future Volume (veh/h)	21	623	253	2	534	10	263	14	7	0	5	25
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	23	670	240	2	574	7	283	15	5	0	5	7
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	48	1018	364	5	1324	591	486	19	6	0	500	423
Arrive On Green	0.03	0.40	0.40	0.00	0.37	0.37	0.27	0.27	0.27	0.00	0.27	0.27
Sat Flow, veh/h	1781	2564	918	1781	3554	1585	1319	70	23	0	1870	1585
Grp Volume(v), veh/h	23	464	446	2	574	7	303	0	0	0	5	7
Grp Sat Flow(s),veh/h/ln	1781	1777	1705	1781	1777	1585	1412	0	0	0	1870	1585
Q Serve(g_s), s	0.7	11.1	11.1	0.1	6.3	0.1	10.3	0.0	0.0	0.0	0.1	0.2
Cycle Q Clear(g_c), s	0.7	11.1	11.1	0.1	6.3	0.1	10.4	0.0	0.0	0.0	0.1	0.2
Prop In Lane	1.00		0.54	1.00		1.00	0.93		0.02	0.00		1.00
Lane Grp Cap(c), veh/h	48	705	677	5	1324	591	511	0	0	0	500	423
V/C Ratio(X)	0.47	0.66	0.66	0.41	0.43	0.01	0.59	0.00	0.00	0.00	0.01	0.02
Avail Cap(c_a), veh/h	220	1215	1166	185	2361	1053	1276	0	0	0	1506	1276
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	24.9	12.8	12.8	25.8	12.2	10.3	17.8	0.0	0.0	0.0	14.0	14.0
Incr Delay (d2), s/veh	2.7	1.5	1.6	19.2	0.3	0.0	1.1	0.0	0.0	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	3.2	3.1	0.0	1.8	0.0	2.8	0.0	0.0	0.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	27.6	14.3	14.3	45.0	12.5	10.3	18.9	0.0	0.0	0.0	14.0	14.0
LnGrp LOS	C	B	B	D	B	B	B	A	A	A	B	B
Approach Vol, veh/h		933			583			303				12
Approach Delay, s/veh		14.6			12.6			18.9				14.0
Approach LOS		B			B			B				B
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	4.7	27.1		20.1	6.0	25.8		20.1				
Change Period (Y+Rc), s	4.6	6.5		6.2	4.6	6.5		6.2				
Max Green Setting (Gmax), s	5.4	35.5		41.8	6.4	34.5		41.8				
Max Q Clear Time (g_c+I1), s	2.1	13.1		2.2	2.7	8.3		12.4				
Green Ext Time (p_c), s	0.0	7.5		0.0	0.0	5.0		1.6				

Intersection Summary

HCM 6th Ctrl Delay	14.7
HCM 6th LOS	B

EAP (2025) CONDITIONS

Timings
8: Briggs Rd. & Scott Rd.

Canterwood (TTM No. 37439) (JN 11302)

04/22/2020

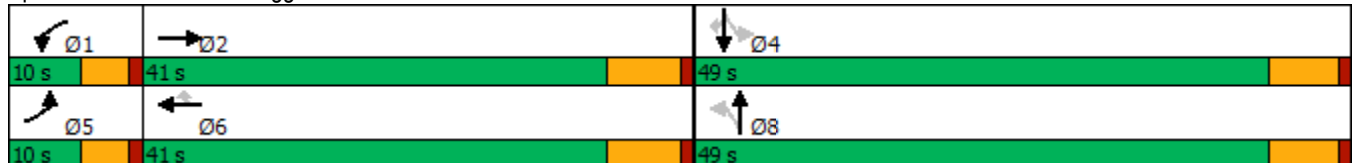


Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	11	512	7	769	7	260	5	18	16	56
Future Volume (vph)	11	512	7	769	7	260	5	18	16	56
Turn Type	Prot	NA	Prot	NA	Perm	Perm	NA	Perm	NA	Perm
Protected Phases	5	2	1	6			8		4	
Permitted Phases					6	8		4		4
Detector Phase	5	2	1	6	6	8	8	4	4	4
Switch Phase										
Minimum Initial (s)	5.0	6.0	5.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Minimum Split (s)	9.6	29.5	9.6	34.5	34.5	45.2	45.2	37.8	37.8	37.8
Total Split (s)	10.0	41.0	10.0	41.0	41.0	49.0	49.0	49.0	49.0	49.0
Total Split (%)	10.0%	41.0%	10.0%	41.0%	41.0%	49.0%	49.0%	49.0%	49.0%	49.0%
Yellow Time (s)	3.6	5.5	3.6	5.5	5.5	5.2	5.2	5.2	5.2	5.2
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0		0.0	0.0
Total Lost Time (s)	4.6	6.5	4.6	6.5	6.5		6.2		6.2	6.2
Lead/Lag	Lead	Lag	Lead	Lag	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes					
Recall Mode	None	Min	None	Min	Min	None	None	None	None	None

Intersection Summary

Cycle Length: 100
 Actuated Cycle Length: 56.8
 Natural Cycle: 90
 Control Type: Actuated-Uncoordinated

Splits and Phases: 8: Briggs Rd. & Scott Rd.



HCM 6th Signalized Intersection Summary
8: Briggs Rd. & Scott Rd.

Canterwood (TTM No. 37439) (JN 11302)

04/22/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	11	512	255	7	769	7	260	5	11	18	16	56
Future Volume (veh/h)	11	512	255	7	769	7	260	5	11	18	16	56
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	11	522	214	7	785	4	265	5	7	18	16	23
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	25	905	369	17	1289	575	481	6	9	329	260	426
Arrive On Green	0.01	0.37	0.37	0.01	0.36	0.36	0.27	0.27	0.27	0.27	0.27	0.27
Sat Flow, veh/h	1781	2461	1005	1781	3554	1585	1254	24	33	804	966	1585
Grp Volume(v), veh/h	11	376	360	7	785	4	277	0	0	34	0	23
Grp Sat Flow(s),veh/h/ln	1781	1777	1689	1781	1777	1585	1310	0	0	1769	0	1585
Q Serve(g_s), s	0.3	8.3	8.4	0.2	8.8	0.1	9.1	0.0	0.0	0.0	0.0	0.5
Cycle Q Clear(g_c), s	0.3	8.3	8.4	0.2	8.8	0.1	9.8	0.0	0.0	0.7	0.0	0.5
Prop In Lane	1.00		0.59	1.00		1.00	0.96		0.03	0.53		1.00
Lane Grp Cap(c), veh/h	25	653	621	17	1289	575	497	0	0	589	0	426
V/C Ratio(X)	0.44	0.58	0.58	0.42	0.61	0.01	0.56	0.00	0.00	0.06	0.00	0.05
Avail Cap(c_a), veh/h	197	1255	1193	197	2510	1119	1334	0	0	1554	0	1389
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	23.9	12.4	12.4	24.1	12.7	9.9	16.9	0.0	0.0	13.3	0.0	13.2
Incr Delay (d2), s/veh	4.3	1.1	1.2	6.3	0.7	0.0	1.0	0.0	0.0	0.0	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	2.4	2.3	0.1	2.5	0.0	2.3	0.0	0.0	0.2	0.0	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	28.2	13.5	13.6	30.3	13.4	10.0	17.9	0.0	0.0	13.3	0.0	13.3
LnGrp LOS	C	B	B	C	B	A	B	A	A	B	A	B
Approach Vol, veh/h		747			796			277				57
Approach Delay, s/veh		13.8			13.5			17.9				13.3
Approach LOS		B			B			B				B
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.1	24.5		19.3	5.3	24.2		19.3				
Change Period (Y+Rc), s	4.6	6.5		6.2	4.6	6.5		6.2				
Max Green Setting (Gmax), s	5.4	34.5		42.8	5.4	34.5		42.8				
Max Q Clear Time (g_c+I1), s	2.2	10.4		2.7	2.3	10.8		11.8				
Green Ext Time (p_c), s	0.0	6.0		0.2	0.0	6.9		1.5				

Intersection Summary

HCM 6th Ctrl Delay	14.3
HCM 6th LOS	B

Timings
8: Briggs Rd. & Scott Rd.

Canterwood (TTM No. 37439) (JN 11302)

04/22/2020

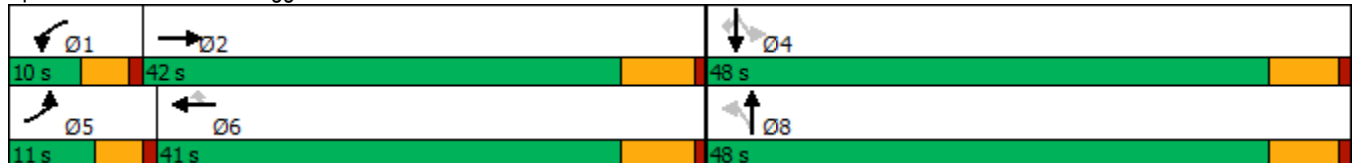


Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBT	SBR
Lane Configurations	↙	↕	↙	↕	↗		↕	↕	↗
Traffic Volume (vph)	23	773	2	637	10	285	15	6	28
Future Volume (vph)	23	773	2	637	10	285	15	6	28
Turn Type	Prot	NA	Prot	NA	Perm	Perm	NA	NA	Perm
Protected Phases	5	2	1	6			8	4	
Permitted Phases					6	8			4
Detector Phase	5	2	1	6	6	8	8	4	4
Switch Phase									
Minimum Initial (s)	5.0	6.0	5.0	6.0	6.0	6.0	6.0	6.0	6.0
Minimum Split (s)	9.6	29.5	9.6	34.5	34.5	45.2	45.2	37.8	37.8
Total Split (s)	11.0	42.0	10.0	41.0	41.0	48.0	48.0	48.0	48.0
Total Split (%)	11.0%	42.0%	10.0%	41.0%	41.0%	48.0%	48.0%	48.0%	48.0%
Yellow Time (s)	3.6	5.5	3.6	5.5	5.5	5.2	5.2	5.2	5.2
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	4.6	6.5	4.6	6.5	6.5		6.2	6.2	6.2
Lead/Lag	Lead	Lag	Lead	Lag	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes				
Recall Mode	None	Min	None	Min	Min	None	None	None	None

Intersection Summary

Cycle Length: 100
 Actuated Cycle Length: 68.8
 Natural Cycle: 90
 Control Type: Actuated-Uncoordinated

Splits and Phases: 8: Briggs Rd. & Scott Rd.



HCM 6th Signalized Intersection Summary
8: Briggs Rd. & Scott Rd.

Canterwood (TTM No. 37439) (JN 11302)

04/22/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	23	773	273	2	637	10	285	15	8	0	6	28
Future Volume (veh/h)	23	773	273	2	637	10	285	15	8	0	6	28
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	25	831	262	2	685	7	306	16	6	0	6	10
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	51	1145	361	5	1439	642	483	19	7	0	524	444
Arrive On Green	0.03	0.43	0.43	0.00	0.40	0.40	0.28	0.28	0.28	0.00	0.28	0.28
Sat Flow, veh/h	1781	2659	838	1781	3554	1585	1312	69	26	0	1870	1585
Grp Volume(v), veh/h	25	555	538	2	685	7	328	0	0	0	6	10
Grp Sat Flow(s),veh/h/ln	1781	1777	1720	1781	1777	1585	1406	0	0	0	1870	1585
Q Serve(g_s), s	0.8	15.6	15.7	0.1	8.6	0.2	13.1	0.0	0.0	0.0	0.1	0.3
Cycle Q Clear(g_c), s	0.8	15.6	15.7	0.1	8.6	0.2	13.3	0.0	0.0	0.0	0.1	0.3
Prop In Lane	1.00		0.49	1.00		1.00	0.93		0.02	0.00		1.00
Lane Grp Cap(c), veh/h	51	765	740	5	1439	642	509	0	0	0	524	444
V/C Ratio(X)	0.49	0.73	0.73	0.41	0.48	0.01	0.64	0.00	0.00	0.00	0.01	0.02
Avail Cap(c_a), veh/h	189	1044	1011	159	2030	905	1093	0	0	0	1294	1097
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	28.9	14.2	14.3	30.1	13.2	10.7	20.5	0.0	0.0	0.0	15.7	15.7
Incr Delay (d2), s/veh	2.8	2.2	2.2	19.3	0.3	0.0	1.4	0.0	0.0	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	4.9	4.8	0.1	2.6	0.0	3.7	0.0	0.0	0.0	0.1	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	31.7	16.4	16.5	49.4	13.6	10.8	21.9	0.0	0.0	0.0	15.7	15.8
LnGrp LOS	C	B	B	D	B	B	C	A	A	A	B	B
Approach Vol, veh/h		1118			694			328				16
Approach Delay, s/veh		16.8			13.7			21.9				15.7
Approach LOS		B			B			C				B
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	4.8	32.5		23.1	6.3	31.0		23.1				
Change Period (Y+Rc), s	4.6	6.5		6.2	4.6	6.5		6.2				
Max Green Setting (Gmax), s	5.4	35.5		41.8	6.4	34.5		41.8				
Max Q Clear Time (g_c+I1), s	2.1	17.7		2.3	2.8	10.6		15.3				
Green Ext Time (p_c), s	0.0	8.3		0.0	0.0	5.9		1.7				

Intersection Summary

HCM 6th Ctrl Delay	16.5
HCM 6th LOS	B

EAPC (2021) CONDITIONS

Timings
8: Briggs Rd. & Scott Rd.

Canterwood (TTM No. 37439) (JN 11302)

04/22/2020

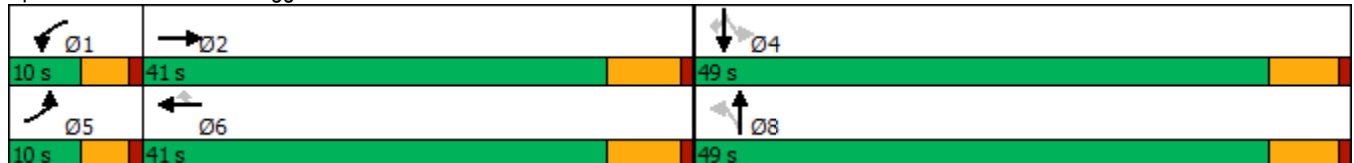


Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	89	762	9	917	24	240	4	48	15	227
Future Volume (vph)	89	762	9	917	24	240	4	48	15	227
Turn Type	Prot	NA	Prot	NA	Perm	Perm	NA	Perm	NA	Perm
Protected Phases	5	2	1	6			8		4	
Permitted Phases					6	8		4		4
Detector Phase	5	2	1	6	6	8	8	4	4	4
Switch Phase										
Minimum Initial (s)	5.0	6.0	5.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Minimum Split (s)	9.6	29.5	9.6	34.5	34.5	45.2	45.2	37.8	37.8	37.8
Total Split (s)	10.0	41.0	10.0	41.0	41.0	49.0	49.0	49.0	49.0	49.0
Total Split (%)	10.0%	41.0%	10.0%	41.0%	41.0%	49.0%	49.0%	49.0%	49.0%	49.0%
Yellow Time (s)	3.6	5.5	3.6	5.5	5.5	5.2	5.2	5.2	5.2	5.2
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0		0.0	0.0
Total Lost Time (s)	4.6	6.5	4.6	6.5	6.5		6.2		6.2	6.2
Lead/Lag	Lead	Lag	Lead	Lag	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes					
Recall Mode	None	Min	None	Min	Min	None	None	None	None	None

Intersection Summary

Cycle Length: 100
 Actuated Cycle Length: 71.2
 Natural Cycle: 90
 Control Type: Actuated-Uncoordinated

Splits and Phases: 8: Briggs Rd. & Scott Rd.



HCM 6th Signalized Intersection Summary
8: Briggs Rd. & Scott Rd.

Canterwood (TTM No. 37439) (JN 11302)

04/22/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↕		↖	↕	↖		↕			↕	↖
Traffic Volume (veh/h)	89	762	236	9	917	24	240	4	11	48	15	227
Future Volume (veh/h)	89	762	236	9	917	24	240	4	11	48	15	227
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	91	778	195	9	936	21	245	4	7	49	15	198
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	116	1209	303	21	1335	596	405	7	8	466	130	451
Arrive On Green	0.07	0.43	0.43	0.01	0.38	0.38	0.28	0.28	0.28	0.28	0.28	0.28
Sat Flow, veh/h	1781	2815	705	1781	3554	1585	1030	26	30	1285	457	1585
Grp Volume(v), veh/h	91	491	482	9	936	21	256	0	0	64	0	198
Grp Sat Flow(s),veh/h/ln	1781	1777	1743	1781	1777	1585	1085	0	0	1742	0	1585
Q Serve(g_s), s	3.2	13.7	13.7	0.3	14.1	0.5	12.7	0.0	0.0	0.0	0.0	6.4
Cycle Q Clear(g_c), s	3.2	13.7	13.7	0.3	14.1	0.5	14.4	0.0	0.0	1.6	0.0	6.4
Prop In Lane	1.00		0.40	1.00		1.00	0.96		0.03	0.77		1.00
Lane Grp Cap(c), veh/h	116	763	749	21	1335	596	420	0	0	596	0	451
V/C Ratio(X)	0.78	0.64	0.64	0.44	0.70	0.04	0.61	0.00	0.00	0.11	0.00	0.44
Avail Cap(c_a), veh/h	153	973	955	153	1946	868	888	0	0	1185	0	1077
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	29.0	14.2	14.2	30.9	16.7	12.4	22.0	0.0	0.0	16.7	0.0	18.4
Incr Delay (d2), s/veh	12.6	1.3	1.4	5.3	1.0	0.0	1.4	0.0	0.0	0.1	0.0	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	4.3	4.3	0.2	4.6	0.2	3.2	0.0	0.0	0.6	0.0	2.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	41.6	15.5	15.5	36.3	17.6	12.5	23.4	0.0	0.0	16.8	0.0	19.1
LnGrp LOS	D	B	B	D	B	B	C	A	A	B	A	B
Approach Vol, veh/h		1064			966			256				262
Approach Delay, s/veh		17.7			17.7			23.4				18.6
Approach LOS		B			B			C				B
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.3	33.6		24.1	8.7	30.2		24.1				
Change Period (Y+Rc), s	4.6	6.5		6.2	4.6	6.5		6.2				
Max Green Setting (Gmax), s	5.4	34.5		42.8	5.4	34.5		42.8				
Max Q Clear Time (g_c+I1), s	2.3	15.7		8.4	5.2	16.1		16.4				
Green Ext Time (p_c), s	0.0	7.5		1.0	0.0	7.6		1.6				

Intersection Summary

HCM 6th Ctrl Delay	18.4
HCM 6th LOS	B

Timings
8: Briggs Rd. & Scott Rd.

Canterwood (TTM No. 37439) (JN 11302)

04/22/2020

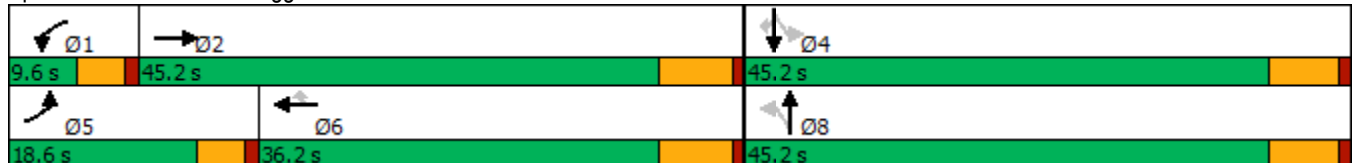


Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	214	1004	4	908	19	263	14	10	5	153
Future Volume (vph)	214	1004	4	908	19	263	14	10	5	153
Turn Type	Prot	NA	Prot	NA	Perm	Perm	NA	Perm	NA	Perm
Protected Phases	5	2	1	6			8		4	
Permitted Phases					6	8		4		4
Detector Phase	5	2	1	6	6	8	8	4	4	4
Switch Phase										
Minimum Initial (s)	5.0	6.0	5.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Minimum Split (s)	9.6	29.5	9.6	34.5	34.5	45.2	45.2	37.8	37.8	37.8
Total Split (s)	18.6	45.2	9.6	36.2	36.2	45.2	45.2	45.2	45.2	45.2
Total Split (%)	18.6%	45.2%	9.6%	36.2%	36.2%	45.2%	45.2%	45.2%	45.2%	45.2%
Yellow Time (s)	3.6	5.5	3.6	5.5	5.5	5.2	5.2	5.2	5.2	5.2
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0		0.0	0.0
Total Lost Time (s)	4.6	6.5	4.6	6.5	6.5		6.2		6.2	6.2
Lead/Lag	Lead	Lag	Lead	Lag	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes					
Recall Mode	None	Min	None	Min	Min	None	None	None	None	None

Intersection Summary

Cycle Length: 100
 Actuated Cycle Length: 84.7
 Natural Cycle: 100
 Control Type: Actuated-Uncoordinated

Splits and Phases: 8: Briggs Rd. & Scott Rd.



HCM 6th Signalized Intersection Summary
8: Briggs Rd. & Scott Rd.

Canterwood (TTM No. 37439) (JN 11302)

04/22/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	214	1004	253	4	908	19	263	14	11	10	5	153
Future Volume (veh/h)	214	1004	253	4	908	19	263	14	11	10	5	153
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	230	1080	240	4	976	16	283	15	9	11	5	145
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	270	1402	310	9	1203	536	415	17	10	402	169	451
Arrive On Green	0.15	0.48	0.48	0.01	0.34	0.34	0.28	0.28	0.28	0.28	0.28	0.28
Sat Flow, veh/h	1781	2892	640	1781	3554	1585	1142	61	36	1135	594	1585
Grp Volume(v), veh/h	230	661	659	4	976	16	307	0	0	16	0	145
Grp Sat Flow(s),veh/h/ln	1781	1777	1755	1781	1777	1585	1239	0	0	1729	0	1585
Q Serve(g_s), s	9.7	23.4	23.7	0.2	19.2	0.5	17.7	0.0	0.0	0.0	0.0	5.5
Cycle Q Clear(g_c), s	9.7	23.4	23.7	0.2	19.2	0.5	18.2	0.0	0.0	0.5	0.0	5.5
Prop In Lane	1.00		0.36	1.00		1.00	0.92		0.03	0.69		1.00
Lane Grp Cap(c), veh/h	270	861	851	9	1203	536	443	0	0	571	0	451
V/C Ratio(X)	0.85	0.77	0.77	0.42	0.81	0.03	0.69	0.00	0.00	0.03	0.00	0.32
Avail Cap(c_a), veh/h	325	896	885	116	1375	613	726	0	0	909	0	806
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	31.7	16.2	16.3	38.0	23.2	17.0	26.4	0.0	0.0	19.8	0.0	21.6
Incr Delay (d2), s/veh	14.5	4.2	4.5	10.7	3.7	0.0	2.0	0.0	0.0	0.0	0.0	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.8	8.4	8.4	0.1	7.4	0.2	4.9	0.0	0.0	0.2	0.0	1.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	46.2	20.5	20.8	48.7	26.8	17.0	28.3	0.0	0.0	19.8	0.0	22.0
LnGrp LOS	D	C	C	D	C	B	C	A	A	B	A	C
Approach Vol, veh/h		1550			996			307				161
Approach Delay, s/veh		24.4			26.8			28.3				21.8
Approach LOS		C			C			C				C
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.0	43.7		28.0	16.2	32.5		28.0				
Change Period (Y+Rc), s	4.6	6.5		6.2	4.6	6.5		6.2				
Max Green Setting (Gmax), s	5.0	38.7		39.0	14.0	29.7		39.0				
Max Q Clear Time (g_c+I1), s	2.2	25.7		7.5	11.7	21.2		20.2				
Green Ext Time (p_c), s	0.0	8.2		0.5	0.1	4.7		1.6				

Intersection Summary

HCM 6th Ctrl Delay	25.5
HCM 6th LOS	C

EAPC (2025) CONDITIONS

Timings
8: Briggs Rd. & Scott Rd.

Canterwood (TTM No. 37439) (JN 11302)

04/22/2020

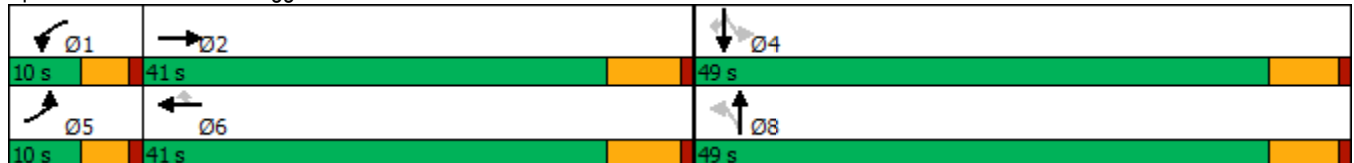


Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	116	933	11	1154	30	260	5	60	16	289
Future Volume (vph)	116	933	11	1154	30	260	5	60	16	289
Turn Type	Prot	NA	Prot	NA	Perm	Perm	NA	Perm	NA	Perm
Protected Phases	5	2	1	6			8		4	
Permitted Phases					6	8		4		4
Detector Phase	5	2	1	6	6	8	8	4	4	4
Switch Phase										
Minimum Initial (s)	5.0	6.0	5.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Minimum Split (s)	9.6	29.5	9.6	34.5	34.5	45.2	45.2	37.8	37.8	37.8
Total Split (s)	10.0	41.0	10.0	41.0	41.0	49.0	49.0	49.0	49.0	49.0
Total Split (%)	10.0%	41.0%	10.0%	41.0%	41.0%	49.0%	49.0%	49.0%	49.0%	49.0%
Yellow Time (s)	3.6	5.5	3.6	5.5	5.5	5.2	5.2	5.2	5.2	5.2
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0		0.0	0.0
Total Lost Time (s)	4.6	6.5	4.6	6.5	6.5		6.2		6.2	6.2
Lead/Lag	Lead	Lag	Lead	Lag	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes					
Recall Mode	None	Min	None	Min	Min	None	None	None	None	None

Intersection Summary

Cycle Length: 100
 Actuated Cycle Length: 79.9
 Natural Cycle: 90
 Control Type: Actuated-Uncoordinated

Splits and Phases: 8: Briggs Rd. & Scott Rd.



HCM 6th Signalized Intersection Summary
8: Briggs Rd. & Scott Rd.

Canterwood (TTM No. 37439) (JN 11302)

04/22/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	116	933	255	11	1154	30	260	5	12	60	16	289
Future Volume (veh/h)	116	933	255	11	1154	30	260	5	12	60	16	289
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	118	952	214	11	1178	28	265	5	8	61	16	261
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	122	1306	293	24	1415	631	392	6	9	508	124	497
Arrive On Green	0.07	0.45	0.45	0.01	0.40	0.40	0.31	0.31	0.31	0.31	0.31	0.31
Sat Flow, veh/h	1781	2884	647	1781	3554	1585	964	18	29	1357	396	1585
Grp Volume(v), veh/h	118	586	580	11	1178	28	278	0	0	77	0	261
Grp Sat Flow(s),veh/h/ln	1781	1777	1754	1781	1777	1585	1012	0	0	1753	0	1585
Q Serve(g_s), s	5.2	21.2	21.3	0.5	23.5	0.9	18.6	0.0	0.0	0.0	0.0	10.7
Cycle Q Clear(g_c), s	5.2	21.2	21.3	0.5	23.5	0.9	21.0	0.0	0.0	2.4	0.0	10.7
Prop In Lane	1.00		0.37	1.00		1.00	0.95		0.03	0.79		1.00
Lane Grp Cap(c), veh/h	122	805	795	24	1415	631	407	0	0	632	0	497
V/C Ratio(X)	0.97	0.73	0.73	0.45	0.83	0.04	0.68	0.00	0.00	0.12	0.00	0.52
Avail Cap(c_a), veh/h	122	805	795	122	1557	694	664	0	0	971	0	861
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	36.6	17.6	17.6	38.6	21.3	14.5	26.9	0.0	0.0	19.4	0.0	22.2
Incr Delay (d2), s/veh	70.3	3.6	3.7	4.9	4.0	0.0	2.0	0.0	0.0	0.1	0.0	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.5	7.8	7.7	0.2	8.9	0.3	4.6	0.0	0.0	0.9	0.0	3.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	106.9	21.2	21.3	43.4	25.3	14.6	28.9	0.0	0.0	19.5	0.0	23.1
LnGrp LOS	F	C	C	D	C	B	C	A	A	B	A	C
Approach Vol, veh/h		1284			1217			278				338
Approach Delay, s/veh		29.1			25.2			28.9				22.2
Approach LOS		C			C			C				C
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.7	42.2		30.9	10.0	37.9		30.9				
Change Period (Y+Rc), s	4.6	6.5		6.2	4.6	6.5		6.2				
Max Green Setting (Gmax), s	5.4	34.5		42.8	5.4	34.5		42.8				
Max Q Clear Time (g_c+I1), s	2.5	23.3		12.7	7.2	25.5		23.0				
Green Ext Time (p_c), s	0.0	6.6		1.2	0.0	5.8		1.7				

Intersection Summary

HCM 6th Ctrl Delay	26.8
HCM 6th LOS	C

Timings
8: Briggs Rd. & Scott Rd.

Canterwood (TTM No. 37439) (JN 11302)

04/22/2020

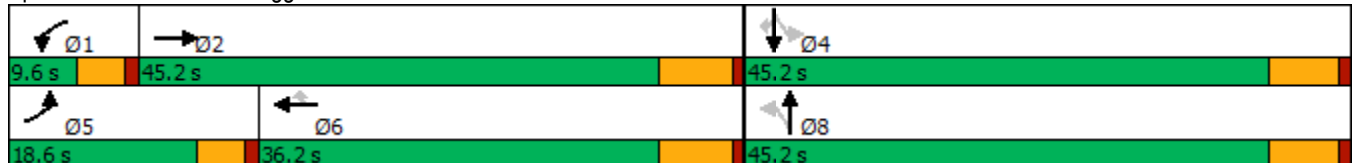


Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	280	1281	5	1135	23	285	15	13	6	198
Future Volume (vph)	280	1281	5	1135	23	285	15	13	6	198
Turn Type	Prot	NA	Prot	NA	Perm	Perm	NA	Perm	NA	Perm
Protected Phases	5	2	1	6			8		4	
Permitted Phases					6	8		4		4
Detector Phase	5	2	1	6	6	8	8	4	4	4
Switch Phase										
Minimum Initial (s)	5.0	6.0	5.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Minimum Split (s)	9.6	29.5	9.6	34.5	34.5	45.2	45.2	37.8	37.8	37.8
Total Split (s)	18.6	45.2	9.6	36.2	36.2	45.2	45.2	45.2	45.2	45.2
Total Split (%)	18.6%	45.2%	9.6%	36.2%	36.2%	45.2%	45.2%	45.2%	45.2%	45.2%
Yellow Time (s)	3.6	5.5	3.6	5.5	5.5	5.2	5.2	5.2	5.2	5.2
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0		0.0	0.0
Total Lost Time (s)	4.6	6.5	4.6	6.5	6.5		6.2		6.2	6.2
Lead/Lag	Lead	Lag	Lead	Lag	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes					
Recall Mode	None	Min	None	Min	Min	None	None	None	None	None

Intersection Summary

Cycle Length: 100
 Actuated Cycle Length: 87.8
 Natural Cycle: 120
 Control Type: Actuated-Uncoordinated

Splits and Phases: 8: Briggs Rd. & Scott Rd.



HCM 6th Signalized Intersection Summary
8: Briggs Rd. & Scott Rd.

Canterwood (TTM No. 37439) (JN 11302)

04/22/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↗	↕		↖	↕	↗		↕			↖	↗
Traffic Volume (veh/h)	280	1281	273	5	1135	23	285	15	13	13	6	198
Future Volume (veh/h)	280	1281	273	5	1135	23	285	15	13	13	6	198
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	301	1377	262	5	1220	21	306	16	11	14	6	193
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	282	1454	273	12	1192	532	417	18	12	433	174	493
Arrive On Green	0.16	0.49	0.49	0.01	0.34	0.34	0.31	0.31	0.31	0.31	0.31	0.31
Sat Flow, veh/h	1781	2987	560	1781	3554	1585	1090	57	39	1171	560	1585
Grp Volume(v), veh/h	301	811	828	5	1220	21	333	0	0	20	0	193
Grp Sat Flow(s),veh/h/ln	1781	1777	1770	1781	1777	1585	1186	0	0	1731	0	1585
Q Serve(g_s), s	14.0	38.1	40.0	0.2	29.7	0.8	23.3	0.0	0.0	0.0	0.0	8.5
Cycle Q Clear(g_c), s	14.0	38.1	40.0	0.2	29.7	0.8	23.9	0.0	0.0	0.7	0.0	8.5
Prop In Lane	1.00		0.32	1.00		1.00	0.92		0.03	0.70		1.00
Lane Grp Cap(c), veh/h	282	865	862	12	1192	532	447	0	0	608	0	493
V/C Ratio(X)	1.07	0.94	0.96	0.43	1.02	0.04	0.74	0.00	0.00	0.03	0.00	0.39
Avail Cap(c_a), veh/h	282	865	862	101	1192	532	604	0	0	802	0	698
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	37.3	21.4	21.9	43.8	29.4	19.8	29.6	0.0	0.0	21.2	0.0	23.9
Incr Delay (d2), s/veh	73.0	17.5	21.8	9.0	32.2	0.0	3.4	0.0	0.0	0.0	0.0	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	11.3	17.0	18.6	0.1	16.4	0.3	6.5	0.0	0.0	0.3	0.0	3.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	110.3	38.9	43.7	52.8	61.6	19.9	33.0	0.0	0.0	21.3	0.0	24.4
LnGrp LOS	F	D	D	D	F	B	C	A	A	C	A	C
Approach Vol, veh/h		1940			1246			333				213
Approach Delay, s/veh		52.0			60.9			33.0				24.1
Approach LOS		D			E			C				C
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.2	49.6		33.7	18.6	36.2		33.7				
Change Period (Y+Rc), s	4.6	6.5		6.2	4.6	6.5		6.2				
Max Green Setting (Gmax), s	5.0	38.7		39.0	14.0	29.7		39.0				
Max Q Clear Time (g_c+I1), s	2.2	42.0		10.5	16.0	31.7		25.9				
Green Ext Time (p_c), s	0.0	0.0		0.7	0.0	0.0		1.6				

Intersection Summary

HCM 6th Ctrl Delay	51.7
HCM 6th LOS	D