Synchro 6: \\Kyl\projects\27069\TRAFFIC\Synchro FUIS\Build\Back\27069_Glenisle_Back_FUIS_BLD_SAT.sy7

File Edit Transfer Options Optimize Help

4 Glen Head Road & Route 107

Signing Window (F5)

Options >

Controller Type:

Unsignalized

Max v/c Ratio: 0.49
Int. Delay: 4.5
Int. LOS:
ICU: 61.2%
ICU LOS: B

SIGNING WINDOW	EBL	EBR	NBL	NBT	SBT	SBR
Lanes and Sharing (#RL)						
Traffic Volume (vph)	5	232	179	414	461	39
Sign Control	Stop	—	—	Free	Free	—
Median Type	None	—	—	None	None	—
Median Width (vehs)	—	—	—	—	—	—
Right Turn Channelized	—	None	—	None	—	None
Critical Gap, tC (s)	6.4	6.2	4.1	—	—	—
Follow Up Time, tF (s)	3.5	3.3	2.2	—	—	—
Volume to Capacity Ratio	0.49	0.49	0.19	0.26	0.32	0.32
Control Delay (s)	18.4	18.4	9.3	0.0	0.0	0.0
Level of Service	C	C	A	A	A	A
Queue Length 95th (ft)	67	67	17	0	0	0

Synchro 6: \\Wyli\projects\27069\IMFFIC\Synchro FEIS\Build\Back\27069_Glenisle_Back_FEIS_BLD_SAT.sy7

File Edit Transfer Options Optimize Help

7 Back Road & Glen Cove Avenue

Options >

Controller Type:

Unsignalized

Max v/c Ratio: 0.73
Int. Delay: 13.4
Int. LOS: B
ICU: 54.4%
ICU LOS: A

SIGNING WINDOW	WBL	WBR	NBT	NBR	SBL	SBT
Lanes and Sharing (#RL)						
Traffic Volume (vph)	168	302	150	106	343	156
Sign Control	Yield	—	Stop	—	—	Yield
Median Type	None	—	None	—	—	None
Median Width (vehs)	—	—	—	—	—	—
Right Turn Channelized	—	Yield	—	Yield	—	None
Critical Gap, tC (s)	—	—	—	—	—	—
Follow Up Time, tF (s)	—	—	—	—	—	—
Volume to Capacity Ratio	0.30	0.29	0.24	0.10	0.73	0.73
Control Delay (s)	11.5	7.5	9.9	6.6	20.3	20.3
Level of Service	B	A	A	A	C	C
Queue Length 95th (ft)	—	—	—	—	—	—

Synchro 6: \\Nyli\projects\27069\TRAFFIC\Synchro FEIS\Build\Brewster\27069_Glenisle_FEIS_BLD_SAT.sy7

File Edit Transfer Options Optimize Help

9 Herb Hill Road & Garvies Point Road/Dickson Street

Options >

Controller Type:

Unsignalized

Max v/c Ratio: 0.66
Int. Delay: 12.2
Int. LOS:
ICU: 52.4%
ICU LOS: A

SIGNING WINDOW	WBL	WBR	NBT	NBR	SBL	SBT
Lanes and Sharing (#RL)						
Traffic Volume (vph)	310	86	10	217	91	19
Sign Control	Stop	—	Free	—	—	Free
Median Type	None	—	None	—	—	None
Median Width (vehs)	—	—	—	—	—	—
Right Turn Channelized	—	None	—	None	—	None
Critical Gap, tC (s)	6.4	6.2	—	—	4.1	—
Follow Up Time, tF (s)	3.5	3.3	—	—	2.2	—
Volume to Capacity Ratio	0.66	0.66	0.15	0.15	0.07	0.07
Control Delay (s)	20.7	20.7	0.0	0.0	0.6	6.7
Level of Service	C	C	A	A	A	A
Queue Length 95th (ft)	124	124	0	0	6	6

Synchro 6 - [Woyth\Projects\27064\TRAFFIC\Synchro FHSW\Figures\Back\Configuration 8 Timing Changes\27064_Glenhdb_Back_FHS_BUDMIT_AM_Config.syf]

File Edit Transfer Options Optimize Help

4 Glen Head Road & Route 107

Options >

Controller Type:

Unsignalized

Max v/c Ratio: 0.90

Int. Delay: 11.2

Int. LOS:

ICU: 65.7%

ICU LOS: C

SIGNING WINDOW	EBL	EBR	NBL	NBT	SBT	SBR
Lanes and Sharing (#RL)						
Traffic Volume (vph)	0	319	282	614	717	25
Sign Control	Stop	--	--	Free	Free	--
Median Type	None	--	--	None	None	--
Median Width (vehs)	--	--	--	--	--	--
Right Turn Channelized	--	None	--	None	--	None
Critical Gap, tC (s)	--	6.2	4.1	--	--	--
Follow Up Time, tf (s)	--	3.3	2.2	--	--	--
Volume to Capacity Ratio	--	0.90	0.38	0.39	0.47	0.47
Control Delay (s)	--	59.0	12.2	0.0	0.0	0.0
Level of Service	--	F	B	A	A	A
Queue Length 95th (ft)	--	233	45	0	0	0

Synchro 6: \\wyh\projects\2/0691 RAFFC\Synchro FIS\Mitigation\Krewster\Garvies roundabout\2/069_Glenkirk_FIS_BLDG\RM17_AM.syz

File Edit Transfer Options Optimize Help

9 Herb Hill Road & Garvies Point Road/Dickson Street

Options >

Controller Type: Roundabout

SIGNING WINDOW	WBL	WBR	NBT	NBR	SBL	SBT
Lanes and Sharing (#RL)	Y					
Traffic Volume (vph)	357	31	5	206	163	30
Sign Control	Yield	—	Yield	—	—	Yield
Two Lane Exit	No	—	No	—	—	No
Right Turn Channelized	—	None	—	Free	—	None
Volume to Capacity Ratio	0.31	—	0.00	—	—	0.21

Max v/c Ratio: 0.31
Int. Delay:
Int. LOS:
ICU: 55.3%
ICU LOS: B

Inside Radius: 28
Outside Radius: 40
# of Lanes: 1
Speed Limit: 18
Inside Color:
Transparent

Synchro 6 - W:\syncprojects\72069\HAFHC\Synchro FHS\Mitigation\Back\Configuration 4 Timing Changes\72069_Glenwood_Back_FHS_BUDWIT_PM_Config.sy7

File Edit Transfer Options Optimize Help

4 Glen Head Road & Route 107

Options >

Controller Type:

Unsignalized

Max v/c Ratio: 0.66

Int. Delay: 5.9

Int. LOS:

ICU: 58.6%

ICU LOS: B

SIGNING WINDOW	EBL	EBR	NBL	NBT	SBT	SBR
Lanes and Sharing (#RL)						
Traffic Volume (vph)	0	263	265	552	628	43
Sign Control	Stop	—	—	Free	Free	—
Median Type	None	—	—	None	None	—
Median Width (vehs)	—	—	—	—	—	—
Right Turn Channelized	—	None	—	None	—	None
Critical Gap, tC (s)	—	6.2	4.1	—	—	—
Follow Up Time, tF (s)	—	3.3	2.2	—	—	—
Volume to Capacity Ratio	—	0.66	0.31	0.33	0.43	0.43
Control Delay (s)	—	27.7	11.0	0.0	0.0	0.0
Level of Service	—	D	B	A	A	A
Queue Length 95th (ft)	—	115	33	0	0	0

Synchro 6: \\Wyllworojects\27069\TRAFFIC\Synchro FFIS\Mitigation\Brewster\GarviesRoundabout\27069_Glenlake_FFIS_BLDGRMIT2_PM.syz

File Edit Transfer Options Optimize Help

9 Herb Hill Road & Garvies Point Road/Dickson Street

Options >

Controller Type: Roundabout

Max v/c Ratio: 0.31
Int. Delay:
Int. LOS:
ICU: 62.4%
ICU LOS: B

Inside Radius: 28
Outside Radius: 40
# of Lanes: 1
Speed Limit: 18
Inside Color:
Transparent

SIGNING WINDOW	WBL	WBR	NBT	NBR	SBL	SBT
Lanes and Sharing (#RL)						
Traffic Volume (vph)	267	117	28	381	69	10
Sign Control	Yield	—	Yield	—	—	Yield
Two Lane Exit	No	—	No	—	—	No
Right Turn Channelized	—	None	—	Free	—	None
Volume to Capacity Ratio	0.31	—	0.02	—	—	0.10

Synchro 6: W:\Wyl\projects\27069\TRAFFIC\Synchro 11\S\Mitigation\Build\Configuration II Timing Changes\27069_Glenlake_Back_1115_3LDMIT_SA1_Config.sy7

File Edit Transfer Options Optimize Help

4 Glen Head Road & Route 107

Options >

Controller Type:

Unsignalized

Max v/c Ratio: 0.45
Int. Delay: 4.2
Int. LOS:
ICU: 47.7%
ICU LOS: A

SIGNING WINDOW	EBL	EBR	NBL	NBT	SBT	SBR
Lanes and Sharing (#RL)						
Traffic Volume (vph)	0	232	179	414	461	39
Sign Control	Stop	—	—	Free	Free	—
Median Type	None	—	—	None	None	—
Median Width (veh)	—	—	—	—	—	—
Right Turn Channelized	—	None	—	None	—	None
Critical Gap, tC (s)	—	6.2	4.1	—	—	—
Follow Up Time, tF (s)	—	3.3	2.2	—	—	—
Volume to Capacity Ratio	—	0.45	0.19	0.26	0.32	0.32
Control Delay (s)	—	16.7	9.3	0.0	0.0	0.0
Level of Service	—	C	A	A	A	A
Queue Length 95th (ft)	—	58	17	0	0	0

Synchro 6: W:\Hi\projects\27069\TRAFFIC\Synchro FEIS\Mitigation\Brewster\Garvies\Roundabout\27069_Glendale_FEIS_BLDGRM172_SA1.syz

File Edit Transfer Options Optimize Help

9 Herb Hill Road & Garvies Point Road/Dickson Street

Options >

Controller Type: Roundabout

Max v/c Ratio: 0.31
Int. Delay:
Int. LOS:
ICU: 52.4%
ICU LOS: A

Inside Radius: 28
Outside Radius: 40
# of Lanes: 1
Speed Limit: 10
Inside Color:
Transparent

SIGNING WINDOW	WBL	WBR	NBT	NBR	SBL	SBT
Lanes and Sharing (#RL)						4
Traffic Volume (vph)	310	86	10	217	91	19
Sign Control	Yield	—	Yield	—	—	Yield
Two Lane Exit	No	—	No	—	—	No
Right Turn Channelized	—	None	—	Free	—	None
Volume to Capacity Ratio	0.31	—	0.01	—	—	0.11

Synchro 6: \\Nyh\projects\27069\TRAFFIC\Synchro FUS\Full Build\Back\27069_Glenhale_Back_FUS_FULLBLD_AM.syz

File Edit Transfer Options Optimize Help

4 Glen Head Road & Route 107

Options >

Controller Type:

Unsignalized

Max v/c Ratio: 0.99

Int. Delay: 14.6

Int. LOS:

ICU: 86.8%

ICU LOS: E

SIGNING WINDOW	EBL	EBR	NBL	NBT	SBT	SBR
Lanes and Sharing (#RL)						
Traffic Volume (vph)	1	319	282	639	757	25
Sign Control	Stop	—	—	Free	Free	—
Median Type	None	—	—	None	None	—
Median Width (vehs)	—	—	—	—	—	—
Right Turn Channelized	—	None	—	None	—	None
Critical Gap, tC (s)	6.4	6.2	4.1	—	—	—
Follow Up Time, tF (s)	3.5	3.3	2.2	—	—	—
Volume to Capacity Ratio	0.99	0.99	0.40	0.41	0.50	0.50
Control Delay (s)	81.0	81.0	12.6	0.0	0.0	0.0
Level of Service	F	F	B	A	A	A
Queue Length 95th (ft)	281	281	47	0	0	0

Synchro 6: \\Vyll\projects\27069\TRAFFIC\Synchro FEIS\Full Build\Back\27069_Glenisle_Back_FEIS_FULLBLD_AM.sy7

File Edit Transfer Options Optimize Help

7 Back Road & Glen Cove Avenue

Options >

Controller Type:

Unsignalized

Max v/c Ratio: 0.82
Int. Delay: 17.1
Int. LOS: C
ICU: 54.7%
ICU LOS: A

SIGNING WINDOW	WBL	WBR	NBT	NBR	SBL	SBT
Lanes and Sharing (#RL)						
Traffic Volume (vph)	217	228	113	93	327	213
Sign Control	Yield	—	Stop	—	—	Yield
Median Type	None	—	None	—	—	None
Median Width (vehs)	—	—	—	—	—	—
Right Turn Channelized	—	Yield	—	Yield	—	None
Critical Gap, tC (s)	—	—	—	—	—	—
Follow Up Time, tF (s)	—	—	—	—	—	—
Volume to Capacity Ratio	0.37	0.21	0.19	0.09	0.82	0.82
Control Delay (s)	12.6	7.0	9.9	6.5	26.3	26.3
Level of Service	B	A	A	A	D	D
Queue Length 95th (ft)	—	—	—	—	—	—

Synchro 6: \\tyli\projects\27069\TRAFFIC\Synchro FEIS\Full Build\Brewster\27069_Glenkle_FEIS_FULLBLD_AM.sy7

File Edit Transfer Options Optimize Help

9 Herb Hill Road & Garvies Point Road/Dickson Street

Options >

Controller Type:

Unsignalized

Max v/c Ratio: 1.56
Int. Delay: 134.3
Int. LOS:
ICU: 76.7%
ICU LOS: D

SIGNING WINDOW	WBL	WBR	NBT	NBR	SBL	SBT
Lanes and Sharing (#RL)						
Traffic Volume (vph)	403	44	5	406	185	30
Sign Control	Stop	—	Free	—	—	Free
Median Type	None	—	None	—	—	None
Median Width (vehs)	—	—	—	—	—	—
Right Turn Channelized	—	None	—	None	—	None
Critical Gap, tC (s)	6.4	6.2	—	—	4.1	—
Follow Up Time, tF (s)	3.5	3.3	—	—	2.2	—
Volume to Capacity Ratio	1.56	1.56	0.26	0.26	0.18	0.18
Control Delay (s)	290.6	290.6	0.0	0.0	1.6	7.9
Level of Service	F	F	A	A	A	A
Queue Length 95th (ft)	807	807	0	0	16	16

Synchro 6: \\Wyli\projects\77069\TRAFFIC\Synchro FFS\FullBuild\Back\77069_Glenisle_Back_FFS_FULLBLD_PM.sy7

File Edit Transfer Options Optimize Help

4 Glen Head Road & Route 107

Options >

Controller Type: Unsignalized

Max v/c Ratio: 0.88
Int. Delay: 10.7
Int. LOS:
ICU: 79.1%
ICU LOS: D

SIGNING WINDOW	EBL	EBR	NBL	NBT	SBT	SBR
Lanes and Sharing (#RL)						
Traffic Volume (vph)	9	263	265	593	666	43
Sign Control	Stop	—	—	Free	Free	—
Median Type	None	—	—	None	None	—
Median Width (vehs)	—	—	—	—	—	—
Right Turn Channelized	—	None	—	None	—	None
Critical Gap, tC (s)	6.4	6.2	4.1	—	—	—
Follow Up Time, tF (s)	3.5	3.3	2.2	—	—	—
Volume to Capacity Ratio	0.08	0.88	0.32	0.36	0.45	0.45
Control Delay (s)	60.2	60.2	11.3	0.0	0.0	0.0
Level of Service	F	F	B	A	A	A
Queue Length 95th (ft)	210	210	35	0	0	0

Synchro 6: \\Wyt\projects\27069\TRAFFIC\Synchro FEIS\Full Build\Back\27069_Glenisle_Back_FEIS_FULLBLD_PM.sy7

File Edit Transfer Options Optimize Help

7 Back Road & Glen Cove Avenue

Options >

Controller Type:

Unsignalized

Max v/c Ratio: 0.74
Int. Delay: 13.9
Int. LOS: B
ICU: 61.0%
ICU LOS: B

SIGNING WINDOW	WBL	WBR	NBT	NBR	SBL	SBT
Lanes and Sharing (#RL)						
Traffic Volume (vph)	261	336	230	202	270	181
Sign Control	Yield	—	Stop	—	—	Yield
Median Type	None	—	None	—	—	None
Median Width (vehs)	—	—	—	—	—	—
Right Turn Channelized	—	Yield	—	Yield	—	None
Critical Gap, tC (s)	—	—	—	—	—	—
Follow Up Time, tF (s)	—	—	—	—	—	—
Volume to Capacity Ratio	0.47	0.31	0.39	0.20	0.74	0.74
Control Delay (s)	14.4	7.6	12.3	7.0	22.1	22.1
Level of Service	B	A	B	A	C	C
Queue Length 95th (ft)	—	—	—	—	—	—

Synchro 6: \\kyli\projects\27069\TRAFFIC\Synchro FEIS\Full Build\Brewster\27069_Glenisle_FEIS_FULLBLD_PM.sy7

File Edit Transfer Options Optimize Help

9 Herb Hill Road & Garvies Point Road/Dickson Street

Options >

Controller Type:

Unsignalized

Max v/c Ratio: 1.48
Int. Delay: 116.4
Int. LOS:
ICU: 88.4%
ICU LOS: E

SIGNING WINDOW	WBL	WBR	NBT	NBR	SBL	SBT
Lanes and Sharing (#RL)						
Traffic Volume (vph)	475	140	28	573	110	10
Sign Control	Stop	—	Free	—	—	Free
Median Type	None	—	None	—	—	None
Median Width (vehs)	—	—	—	—	—	—
Right Turn Channelized	—	None	—	None	—	None
Critical Gap, tC (s)	6.4	6.2	—	—	4.1	—
Follow Up Time, tF (s)	3.5	3.3	—	—	2.2	—
Volume to Capacity Ratio	1.48	1.48	0.38	0.38	0.13	0.13
Control Delay (s)	251.1	251.1	0.0	0.0	1.2	8.7
Level of Service	F	F	A	A	A	A
Queue Length 95th (ft)	860	860	0	0	11	11

Synchro 6: W:\yl\projects\27069\TRAFFIC\Synchro FEIS\Full Build\Back\27069_Glenhfo_Back_FEIS_FULLBLD_SA1.sy7

File Edit Transfer Options Optimize Help

4 Glen Head Road & Route 107

Options >

Controller Type:

Unsignalized

Max v/c Ratio: 0.51
Int. Delay: 4.6
Int. LOS:
ICU: 62.4%
ICU LOS: B

SIGNING WINDOW	EBL	EBR	NBL	NBT	SBT	SBR
Lanes and Sharing (#RL)						
Traffic Volume (vph)	5	232	179	441	484	39
Sign Control	Stop	—	—	Free	Free	—
Median Type	None	—	—	None	None	—
Median Width (veh s)	—	—	—	—	—	—
Right Turn Channelized	—	None	—	None	—	None
Critical Gap, tC (s)	6.4	6.2	4.1	—	—	—
Follow Up Time, tF (s)	3.5	3.3	2.2	—	—	—
Volume to Capacity Ratio	0.51	0.51	0.19	0.28	0.33	0.33
Control Delay (s)	19.3	19.3	9.4	0.0	0.0	0.0
Level of Service	C	C	A	A	A	A
Queue Length 95th (ft)	71	71	18	0	0	0

Synchro 6: \\Yth\projects\27069\TRAFFIC\Synchro FULL\Full Build\Back\27069_Glenisle_Back_FULL FULL BLD_SAT.sy7

File Edit Transfer Options Optimize Help

7 Back Road & Glen Cove Avenue

Options >

Controller Type:

Unsignalized

Max v/c Ratio: 0.76
Int. Delay: 14.2
Int. LOS: B
ICU: 56.1%
ICU LOS: B

SIGNING WINDOW	WBL	WBR	NBT	NBR	SBL	SBT
Lanes and Sharing (#RL)						
Traffic Volume (vph)	168	302	168	106	343	171
Sign Control	Yield	—	Stop	—	—	Yield
Median Type	None	—	None	—	—	None
Median Width (vehs)	—	—	—	—	—	—
Right Turn Channelized	—	Yield	—	Yield	—	None
Critical Gap, tC (s)	—	—	—	—	—	—
Follow Up Time, tF (s)	—	—	—	—	—	—
Volume to Capacity Ratio	0.31	0.29	0.27	0.10	0.76	0.76
Control Delay (s)	11.7	7.5	10.3	6.6	22.0	22.0
Level of Service	B	A	B	A	C	C
Queue Length 95th (ft)	—	—	—	—	—	—

Synchro 6: \\kyli\projects\27069\TRAFFIC\Synchro FFIS\FullBuild\Brewster\27069_Glenlale_FFIS_FULLBLD_SAT.sy7

File Edit Transfer Options Optimize Help

9 Herb Hill Road & Garvies Point Road/Dickson Street

Options >

Controller Type:

Unsignalized

Max v/c Ratio: 1.06
Int. Delay: 44.8
Int. LOS:
ICU: 68.6%
ICU LOS: C

SIGNING WINDOW	WBL	WBR	NBT	NBR	SBL	SBT
Lanes and Sharing (#RL)						
Traffic Volume (vph)	447	102	10	330	103	19
Sign Control	Stop	—	Free	—	—	Free
Median Type	None	—	None	—	—	None
Median Width (vehs)	—	—	—	—	—	—
Right Turn Channelized	—	None	—	None	—	None
Critical Gap, tC (s)	6.4	6.2	—	—	4.1	—
Follow Up Time, tF (s)	3.5	3.3	—	—	2.2	—
Volume to Capacity Ratio	1.06	1.06	0.22	0.22	0.09	0.09
Control Delay (s)	80.9	80.9	0.0	0.0	0.8	7.2
Level of Service	F	F	A	A	A	A
Queue Length 95th (ft)	428	428	0	0	8	8

Synchro 6: \\kyfi\projects\27069\TRAFFIC\Synchro FEIS\FullBuildMitigated\Back\Config_Timing\27069_Glenwood_Back_FEIS_FULLBLDMIT_AM_Config.syn

File Edit Transfer Options Optimize Help

4 Glen Head Road & Route 107

Options >

Controller Type:

Unsignalized

Max v/c Ratio: 0.96
Int. Delay: 13.0
Int. LOS:
ICU: 67.8%
ICU LOS: C

SIGNING WINDOW	EBL	EBR	NBL	NBT	SBT	SBR
Lanes and Sharing (#RL)						
Traffic Volume (vph)	0	319	282	639	757	25
Sign Control	Stop	—	—	Free	Free	—
Median Type	None	—	—	None	None	—
Median Width (veh/s)	—	—	—	—	—	—
Right Turn Channelized	—	None	—	None	—	None
Critical Gap, tC (s)	—	6.2	4.1	—	—	—
Follow Up Time, tF (s)	—	3.3	2.2	—	—	—
Volume to Capacity Ratio	—	0.96	0.40	0.41	0.50	0.50
Control Delay (s)	—	71.4	12.6	0.0	0.0	0.0
Level of Service		F	B	A	A	A
Queue Length 95th (ft)	—	262	47	0	0	0

Synchro 6: \\Wyo\projects\27069\TRAFFIC\Synchro\US\Full\Mitigated\Brewster\GarviesRoundabout\27069_Glenisle_FUS_FULLBLDGRWITZ_AM.syt

File Edit Transfer Options Optimize Help

9 Herb Hill Road & Garvies Point Road/Dickson Street

Options >

Controller Type: Roundabout

SIGNING WINDOW	WBL	WBR	NBT	NBR	SBL	SBT
Lanes and Sharing [#RL]						
Traffic Volume [vph]	463	44	5	406	105	30
Sign Control	Yield	—	Yield	—	—	Yield
Two Lane Exit	No	—	No	—	—	No
Right Turn Channelized	—	None	—	Free	—	None
Volume to Capacity Ratio	0.42	—	0.00	—	—	0.26

Max v/c Ratio: 0.42
Int. Delay:
Int. LOS:
ICU: 51.9%
ICU LOS: A

Inside Radius: 28
Outside Radius: 40
# of Lanes: 1
Speed Limit: 18
Inside Color:
Transparent

Synchro 6 - W:\Synchro projects\270659\TRAFFIC\Synchro FEIS\FULLBLDMIT\Signalized\Back\Config_Timing\270659_Glenwood_Back_FEIS_FULLBLDMIT_PM_Config.sy7

File Edit Transfer Options Optimize Help

4 Glen Head Road & Route 107

Options >

Controller Type:

Unsignalized

Max v/c Ratio: 0.69
Int. Delay: 6.2
Int. LOS:
ICU: 60.6%
ICU LOS: B

SIGNING WINDOW	EBL	EBR	NBL	NBT	SBT	SBR
Lanes and Sharing (#RTL)						
Traffic Volume (vph)	0	263	265	593	666	43
Sign Control	Stop	--	--	Free	Free	--
Median Type	None	--	--	None	None	--
Median Width (veh)	--	--	--	--	--	--
Right Turn Channelized	--	None	--	None	--	None
Critical Gap, tC (s)	--	6.2	4.1	--	--	--
Follow Up Time, tF (s)	--	3.3	2.2	--	--	--
Volume to Capacity Ratio	--	0.69	0.32	0.36	0.45	0.45
Control Delay (s)	--	31.2	11.3	0.0	0.0	0.0
Level of Service		D	B	A	A	A
Queue Length 95th (ft)	--	120	35	0	0	0

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File Edit Transfer Options Optimize Help

9 Herb Hill Road & Garvies Point Road/Dickson Street

Options >

Controller Type: Roundabout

SIGNING WINDOW	WBL	WBR	NBT	NBR	SBL	SBT
Lanes and Sharing (#RL)						4
Traffic Volume (vph)	475	140	28	573	110	10
Sign Control	Yield	—	Yield	—	—	Yield
Two Lane Exit	No	—	No	—	—	No
Right Turn Channelized	—	None	—	Free	—	None
Volume to Capacity Ratio	0.49	—	0.02	—	—	0.14

Max v/c Ratio: 0.49
Int. Delay:
Int. LOS:
ICU: 49.8%
ICU LOS: A

Inside Radius: 28
Outside Radius: 40
# of Lanes: 1
Speed Limit: 18
Inside Color:
Transparent:

Synchro 6: \\Wphl\projects\72069\TRAFFIC\Synchro 11\SIMULIBUILD\Mitigated\Back\Config_Timing\72069_Glenbrie_Back_FES_FULLBUILDMIT_SAT_Config.sy7

File Edit Transfer Options Optimize Help

4 Glen Head Road & Route 107

Options >

Controller Type:

Unsignalized

Max v/c Ratio: 0.46
Int. Delay: 4.2
Int. LOS:
ICU: 48.9%
ICU LOS: A

SIGNING WINDOW	EBL	EBR	NBL	NBT	SBT	SBR
Lanes and Sharing (#RL)						
Traffic Volume (vph)	0	232	179	441	494	39
Sign Control	Stop	—	—	Free	Free	—
Median Type	None	—	—	None	None	—
Median Width (vehs)	—	—	—	—	—	—
Right Turn Channelized	—	None	—	None	—	None
Critical Gap, tC (s)	—	6.2	4.1	—	—	—
Follow Up Time, tF (s)	—	3.3	2.2	—	—	—
Volume to Capacity Ratio	—	0.46	0.19	0.28	0.33	0.33
Control Delay (s)	—	17.4	9.4	0.0	0.0	0.0
Level of Service		C	A	A	A	A
Queue Length 95th (ft)	—	61	18	0	0	0

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File Edit Transfer Options Optimize Help

9 Herb Hill Road & Garvies Point Road/Dickson Street

Options >

Controller Type:

Roundabout

SIGNING WINDOW	WBL	WBR	NBT	NBR	SBL	SBT
Lanes and Sharing (#RL)						
Traffic Volume (vph)	447	102	10	330	103	19
Sign Control	Yield	—	Yield	—	—	Yield
Two Lane Exit	No	—	No	—	—	No
Right Turn Channelized	—	None	—	Free	—	None
Volume to Capacity Ratio	0.43	—	0.01	—	—	0.14

Max v/c Ratio: 0.43

Int. Delay:

Int. LOS:

ICU: 44.8%

ICU LOS: A

Inside Radius: 28

Outside Radius: 40

# of Lanes: 1

Speed Limit: 18

Inside Color:

Transparent