George W. Nickelson, P.E.

Traffic Engineering • Transportation Planning

July 8, 2008

Mr. Kris Pigman The Pigman Companies 2481 Sunrise Blvd., Suite 200 Gold River, CA 95670

Subject:

Traffic Analysis for the Proposed Greenwood Business Park Project in the Napa

Airport Industrial Area (NAIA) of Napa County

Dear Mr. Pigman:

I am pleased to provide this traffic analysis for the proposed Greenwood Business Park project in the NAIA. The analysis reflects input received from County staff and is consistent with prior traffic studies in the area.

The proposed development would involve a primarily warehouse type facility (with some ancillary office space) on the south side of Airport Boulevard west of Devlin Road (see Figure 1). Our study has focused on the project's effects on three nearby intersections and the project's share of the future volumes at those intersections. We have also assessed the project's access and internal circulation.

The existing traffic conditions have been based on available count data at State Route 29 (SR 29)/Airport Boulevard-SR 12 and new PM peak commute period traffic counts at Airport Boulevard/Gateway Drive and Airport Boulevard/Devlin Road. (1)(2) Cumulative intersection traffic volumes have been derived from an areawide study conducted for the entire NAIA. (3)

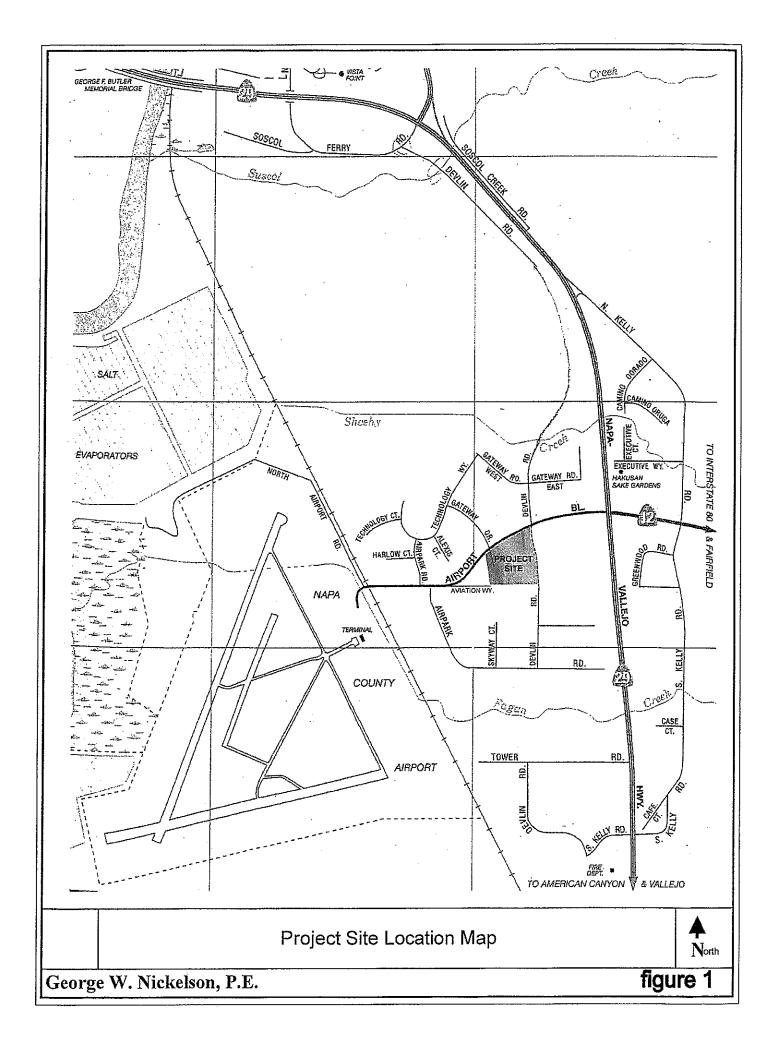
1. ROADWAY NETWORK AND EXISTING TRAFFIC FLOW CONDITIONS

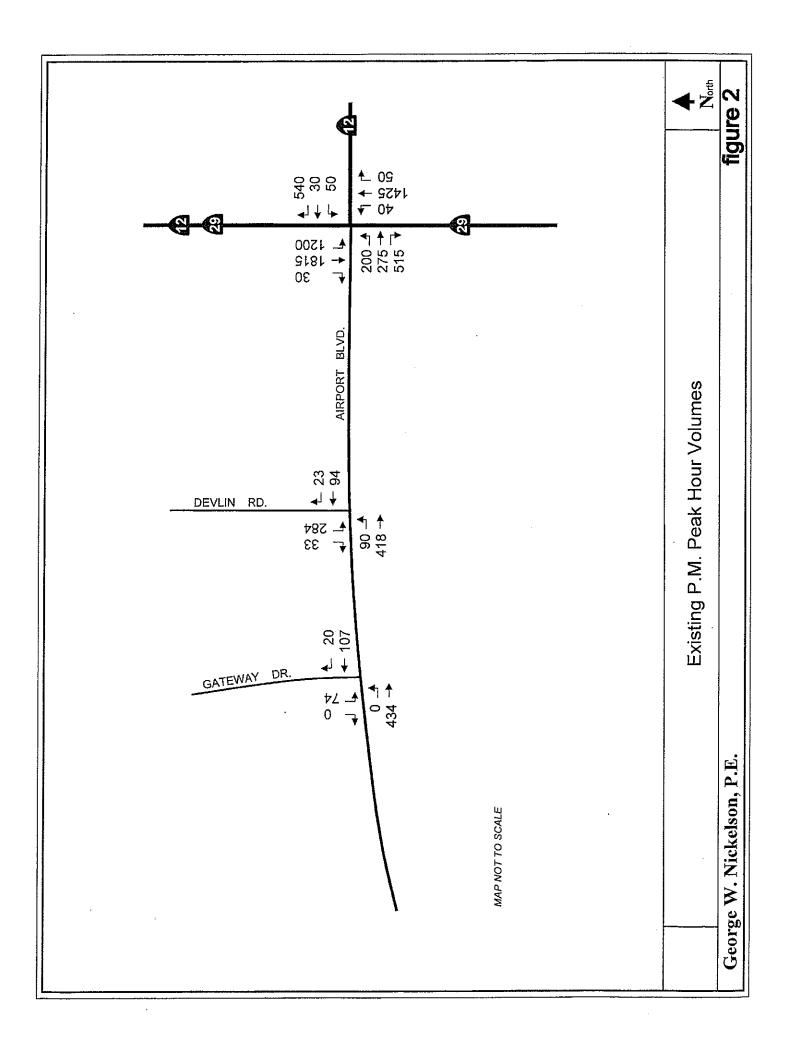
The project site is located on the south side of Airport Boulevard west of Devlin Road, about 1/4 mile west of State Route 29 (SR 29). Airport Boulevard is a four-lane roadway providing the primary east-west access for the NAIA development. Devlin Road is a four-lane north-south roadway that will eventually extend throughout the NAIA. With the proposed Greenwood Business Park development, Devlin would be built from Airport Boulevard south along the project's easterly frontage to the road's current terminus, completing an important part of the Devlin Road corridor.

The study intersections are as follows:

- SR 29/Airport Boulevard-SR 12 (traffic signal)
- Airport Boulevard/Devlin Road (traffic signal)
- Airport Boulevard/Gateway Drive (Gateway Drive controlled by a stop sign)

The existing PM peak hour intersection volumes are shown in Figure 2.





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As shown in Table 1, the existing intersection operations are a very stable LOS "C" or better (LOS definitions and calculations are attached as appendices). The intersection of Airport/Gateway has also been evaluated regarding the potential need for a traffic signal. Based on Caltrans standards, the PM peak hour volumes do not meet the minimum thresholds at which a traffic signal could be warranted (signal warrant graph attached as an appendix). (4)

2. PROJECT TRIP GENERATION/TRAFFIC EFFECTS

a. Project Trip Generation and Distribution

The project site is currently a vacant parcel within the NAIA. The site has no current trip generation. Three buildings would be constructed on the site with a total building area of 378,891 sq.ft. (the site plan is attached as an appendix). About 92% of the buildings' area (348,070 sq.ft.) would be devoted to low intensity warehouse/distribution uses and about 8% (30,821 sq.ft.) would be used as office/administrative space. Although the expected uses are primarily low intensity warehouse, Napa County has requested that a conservative "worst case" traffic analysis assume "Industrial Park" land uses.

Based on "Industrial Park" trip rates compiled by the Institute of Transportation Engineers (ITE), the project would generate the following PM peak commute hour trips ⁽⁵⁾:

• 378,891 sq.ft. @ 0.86/1,000 = 326 PM peak trips; 68 in/258 out.

The project trips have been distributed onto the roadway network consistent with traffic flow patterns at the study intersections. The specific assignment of project trips has also considered the parking and driveway locations identified on the site plan.

b. Project Effects on Existing Traffic Conditions

The development would include a connection of Devlin Road from Airport Boulevard south to its current terminus at Aviation Way. With this connection, existing development located south of Airport Boulevard and west of Devlin Road would have another link with Airport Boulevard (traffic now uses Aviation Way and Airpark Road to access Airport Boulevard). This connection is part of the planned NAIA improvements, and will benefit traffic circulation in the entire area.

We have counted the PM peak hour traffic at the Airport Boulevard intersections with Aviation Way and Airpark Road and estimated a proportion of that traffic that would divert to the new Devlin Road connection. This traffic diversion and the addition of project trips are reflected in Figure 3.

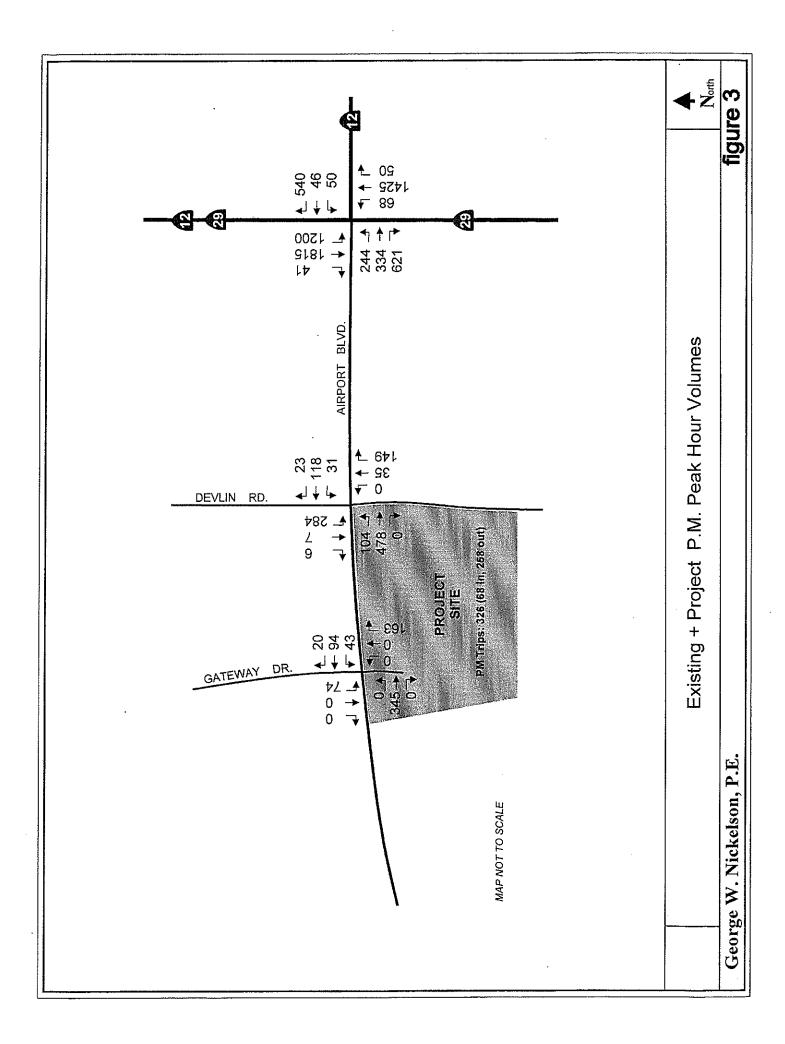
As outlined in Table 1, the diversion of existing traffic to Airport/Devlin and the addition of project

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TABLE 1
EXISTING AND PROJECTED PM PEAK HOUR
INTERSECTION OPERATIONS

Intersection		Service (LOS)/ s of Delay
	Existing	Existing + Project
Airport Boulevard/	LOS "B"/	LOS "C"/
Gateway Drive ⁽¹⁾	13.9 sec.	22.9 sec.
Airport Boulevard/	LOS "B"/	LOS "B"/
Devlin Road	10.9 sec.	17.7 sec.
SR 29/Airport	LOS "C"/	LOS "D"/
Boulevard-SR 12	32.2 sec.	40.2 sec.

(1) The LOS conditions refer to delays experienced by Gateway Drive traffic turning onto Airport Boulevard.



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trips would result in some degradation of the study intersections' existing operation. However, all of the intersections' LOS would be acceptable.

The PM peak hour volumes at Airport/Gateway would not meet the minimum thresholds at which a traffic signal would be warranted (signal warrant graph attached as an appendix).

Projected volumes at Airport/Gateway have been used to determine appropriate left turn lengths on the Airport Boulevard approaches. Although this analysis has focused on PM peak commute hour conditions, the highest inbound left turn volume would occur during the AM peak commute hour. Based on ITE trip rates (and assuming an Industrial Park use), the project would generate the following AM peak commute hour trips⁽⁶⁾:

• 378,891 sq.ft. @ 0.84/1,000 = 318 AM peak trips; 261 in/57 out.

This analysis has estimated that about 63% of the project trips (or 164 inbound left turns) would use the driveway opposite Gateway Drive. Based on Caltrans design guidelines, left turn lanes at an unsignalized location should have sufficient storage for two minutes of volume or 5-6 vehicles. Assuming a 6 vehicle inbound left turn queue with a "worst case" assumption that half of the vehicles are trucks, about 225 feet of left turn storage would be required (3 x 25 feet and 3 x 50 feet). The project site plan shows a left turn lane about 250 feet in length, exceeding the calculated queue. The existing eastbound left turn lane is about 130 feet in length. The eastbound left turn volumes are extremely low (no eastbound left turns were counted during the PM peak commute hour), and this existing lane design is satisfactory.

3. PROJECT EFFECTS ON CUMULATIVE TRAFFIC CONDITIONS

a. Cumulative Traffic Projections

The cumulative traffic flows at the study intersections have been derived from PM peak hour projections prepared for an areawide study of the Napa Airport Industrial Area (NAIA). Those projections were derived from the Napa County travel demand model. Because the projections represent buildout of the entire area, a certain level of development on the project site would be reflected in the cumulative volumes.

The NAIA study's cumulative projections were based on an assumed continuation of the low intensity warehouse type development that has been completed in the area. Based on the existing NAIA trip characteristics, the proposed Greenwood Business Park project would generate 76 PM peak hour trips (378,891 sq.ft. @ 0.20/1,000). The very conservative assumption of an Industrial Park use would generate 326 PM peak hour trips, and the "project" would therefore result in 250 additional PM peak hour trips.

b. Cumulative Traffic Conditions

The NAIA cumulative traffic projections also reflect completion of various roadway improvements. The primary improvement within the NAIA would be the completion of Devlin Road as a 3-4 lane arterial from Soscol Ferry Road south throughout the entire NAIA. Traffic signals would also be installed at Airport/Airpark (west of the project) and at Devlin/Soscol Ferry. The primary external improvement would be construction of an interchange at SR 29/Airport Boulevard-SR 12.

As indicated in Table 2, all the study intersections would operate at acceptable levels (LOS "D" or better) with cumulative traffic growth. As noted in Table 2, with the planned interchange at SR 29/Airport Boulevard-SR 12, a specific intersection LOS calculation would not be applicable.

The addition of project trips (beyond the NAIA assumed low intensity warehouse use) would result in some degradation of intersection operations. However, the intersections' LOS would remain at acceptable levels.

With both the cumulative and cumulative + project scenarios, the PM peak hour volumes at Airport/Gateway would be below the minimum thresholds at which a signal could be warranted (signal warrant graphs are attached as appendices).

As a part of the NAIA, the project is subject to the "Airport Industrial Area Traffic Impact Fee", currently \$3,551 per PM peak hour trip. By paying this fee (calculated on the basis of trip generation of the actual planned development land uses), the project would be contributing a "fair share" toward the areawide roadway improvements. However, the project would be building a portion of Devlin Road, a key improvement identified within the NAIA, and it would be appropriate for the project to receive a fee credit as a result of this roadway construction.

4. SITE ACCESS/INTERNAL CIRCULATION

The proposed project would have two driveways, one on Airport Boulevard opposite Gateway Drive and one on Devlin Road about 550 feet south of Airport Boulevard. These driveways would provide ample access opportunities for the traffic generation of the project. As noted above, the westbound Airport Boulevard approach at Gateway Drive would be modified to include a left turn lane to accommodate access into the project site.

The site plan has been designed to accommodate inbound and outbound truck traffic at both the Gateway Drive and Devlin Road driveways. The internal drive aisles have been designed to accommodate Caltrans standard tractor/trailer truck turn paths.

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TABLE 2
CUMULATIVE PROJECTIONS OF PM PEAK HOUR
INTERSECTION OPERATIONS

Intersection	Cumulative ⁽¹⁾	Cumulative + Project ⁽²⁾
Airport Boulevard/	LOS "C"/	LOS "D"/
Gateway Drive ⁽³⁾	16.5 sec.	26.0 sec.
Airport Boulevard/	LOS "C"/	LOS "C"/
Devlin Road	29.3 sec.	32.7 sec.
SR 29/Airport Boulevard-SR 12	N.A. ⁽⁴⁾	N.A. ⁽⁴⁾

- (1) The cumulative traffic projections include trips generated by buildout of vacant parcels. The cumulative projections would therefore already include trip generation from the proposed project site assuming lower intensity warehouse type development.
- (2) The "project" conditions reflect the added trips generated by an assumed Industrial Park development vs. the NAIA study's assumed lower intensity warehouse type development.
- (3) The LOS condition refers to delays experienced by Gateway Drive traffic turning onto Airport Boulevard.
- (4) The year 2030 buildout conditions would reflect an interchange at this location an intersection LOS calculation would not be applicable.

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5. CONCLUSIONS

As a part of the NAIA, the project is subject to the "Airport Industrial Area Traffic Impact Fee", currently \$3,551 per PM peak hour trip. However, the project would be building a portion of Devlin Road, a key improvement identified within the NAIA, and it would be appropriate for the project to receive a fee credit as a result of this roadway construction.

With the diversion of traffic to this new connection and the addition of project trips, the study intersections' operation would remain acceptable (LOS "D" or better). With the addition of project trips (beyond the NAIA assumed low intensity warehouse use) to cumulative volumes, the intersections' LOS would remain at acceptable levels.

In all of the analysis scenarios, the PM peak hour volumes at Airport/Gateway would be below the minimum threshold at which a traffic signal could be warranted. A new westbound left turn lane would be constructed on Airport Boulevard at the proposed Gateway Drive access. This proposed left turn lane (and the existing eastbound left turn lane) would have adequate storage for the anticipated peak hour volumes.

The site plan has been designed to accommodate inbound and outbound truck traffic at both the Gateway Drive and Devlin Road driveways. The internal drive aisles have been designed to accommodate Caltrans standard tractor/trailer truck turn paths.

I trust that this report responds to the needs of Napa County. Please call me with any questions or comments.

Sincerely.

George W. Nickelson, P.E.

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References:

- (1) Mark D. Crane, P.E., Traffic Report Panattoni Napa Corporate Center Phase 2, April 15, 2008.
- (2) George W. Nickelson, P.E., traffic counts conducted on June 11, 2008.
- (3) Omni-Means, Ltd., Roadway Improvement Fee (RIF) Study, County of Napa, Napa Airport Industrial Area, (Administrative Draft Report), October 2005.
- (4) Caltrans, California Manual on Uniform Traffic Control Devices for Streets and Highways, September 26, 2006.
- (5) ITE, Trip Generation 7th Edition, 2003.
- (6) ITE, ibid.
- (7) Caltrans, Guidelines for Reconstruction of Intersections, August, 1985.
- (8) Omni-Means, Ltd. Ibid...

APPENDICES

- LOS Definitions
- LOS Calculations
- Signal Warrant Graphs for Airport/Gateway
 - Site Development Plan

LEVEL OF SERVICE DEFINITIONS

LEVEL OF SERVICE	SIGNALIZED INTERSECTIONS	UNSIGNALIZED INTERSECTIONS*
"A"	Uncongested operations, all queues clear in a single-signal cycle. (Average stopped delay less than 10 seconds per vehicle; V/C less than or = 0.60).	Little or no delay. (Average delay of ≤ 10 seconds)
"B" ·	Uncongested operations, all queues clear in a single cycle. (Average delay of 10-20 seconds; V/C=0.61-0.70).	Short traffic delays. (Average delay of >10 and ≤15 secs.)
"C"	Light congestion, occasional backups on critical approaches. (Average delay of 20-35 seconds; V/C=0.71-0.80).	Average traffic delay. (Average delay of >15 and ≤25 secs.)
"D"	Significant congestion of critical approaches but intersection functional. Cars required to wait through more than one cycle during short peaks. No long queues formed. (Average delay of 35-55 seconds; V/C=0.81-0.90).	Long traffic delays for some approaches. (Average delay of >25 and ≤35 secs.)
"E"	Severe congestion with some long standing queues on critical approaches. Blockage of intersection may occur if traffic signal does not provide for protected turning movements. Traffic queue may block nearby intersection(s) upstream of critical approach(es). (Average delay of 55-80 seconds; V/C=0.91-1.00).	Very long traffic delays for some approaches. (Average delay of >35 and ≤50 secs.)
"F"	Total breakdown, stop-and-go operation. (Average delay in excess of 80 seconds; V/C of 1.01 or greater).	Extreme traffic delays for some approaches (intersection may be blocked by external causesdelays >50 seconds).

^{*} Level of Service refers to delays encountered by certain stop sign controlled approaches. Other approaches may operate with little delay.

Source: Transportation Research Board, Highway Capacity Manual, 2000.

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Delay (s)	86.1	70.2), <mark>'0.6</mark> .		61.1	flux bure of the latter in take to be	175.9	47.7	24.3	#42.8	14 <u>.</u> 3	0.0
Level of Service	F	E	Α	F	E	A	F	D	C	D	B ≫aanoon	Α
Approach Delay (s)		36.4°			17.5			50.3			25.4	\$1958 X 3758
Approach LOS		D			В			D			C	
Intersection Summary												
HCM Average Control De		varia p o rtiž Stagada	32.5	H	CM Lev	el of Se	rvice	45-98-98-07-7-7-7-7-7-7-7-7-7-7-7-7-7-7-7-7-7-7	С	matro de la contrata-	South And State to	destruction (Co
HCM Volume to Capacity			0.95			服養 的				国联系	学生工程	\$ 1. \$ C
Actuated Cycle Length (s		tulogitoreans voites	99.8		market and the second	st time		ROSSI (Prost Votes)	16.0	: M \$11152KJAJ\$6JC	::1.4 50 4 25 -9-4	owen the Bri
Intersection Capacity Util	ızation	i sidazir ⁱ	37.4%	, JC	¿U Leve	l of Sen	/ice		. E	ng 11 Ji		K
Analysis Period (min)	on an anga is (1881-1981)	sangstage and not	15	CONTEST CONTRACT	.a.c.::\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\	70 4880 ATT 11 1 1896	Section in the sectio	PROMESTIC SE	Sau Strathail	maka (sentet bro	uniar escola	\$3.000 03 0000
c Critical Lane Group			門等語為			7年19年代					的政治學	

	٠	→	*	•	4	1	4	†	<i>p</i>	\	+	4
Movement	EBL	EBT	EBR	WBL	WBT.	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	· record and a services	† }	um corrector	الإ دور در دور دور دور دور دور دور دور دور د	ተቡ	o de la composition	acceptable strict to othe	4	se ang compensation (1941)	it Burvertue sus	₽	majer entri in inc
Sign Control Grade	ă bă	Free 0%	VSG.	Mari f 1 A	Free 0%			Stop			Stop 0%	
Volume (veh/h)	i 0	345	0	43	94	. 20	§: i.k 0∈	0:	163 ∮	: 74 i	0	
Peak Hour Factor	0.92 0	0.92	0.92	0.92	0.92 102	0.92	0.92	0.92	0.92 177	0.92 180	0.92	0.92
Hourly flow rate (vph) Pedestrians	is at Vâ	375	. 0	47		22	0,	,0		, gu	, 0	<u></u> 0
Lane Width (ft)	TOTAL						i ryw		Y B	影響影		X J
Walking Speed (ft/s) Percent Blockage	an destásia	ann (rober er		a Walanga Sa	10.000000	rues como			Sovers State (4)			andrasys:
Right turn flare (veh)	269 July			e Nilliani (Mann			Alyprodesic s			Messar.
Median type								None		ÿ} (∴ ¢F	Raised	2464
Median storage veh) Upstream signal (ft)		. S			852		700			ne de la compa	0	en e
pX, platoon unblocked				\$ (5 1 .53 2 (51)	UUZ							
vC, conflicting volume	124	1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 -		375			520	592	188	571	582	62
vC1, stage 1 conf vol vC2, stage 2 conf vol			1778 74		7.	- 2016E34		M. 3.29		207 365	207 375	
vCu, unblocked vol	124		1 114 3	375			520	592	188	571	582	62
tC, single (s)	ੁੰ 4.1 ਹ	A TOTAL STATE		4.1			7.5	6.5	6.9	7.5	6.5	(6.9
tC, 2 stage (s) tF (s)	· 2.2			2.2			3.5	4.0	3.3	6.5 3.5	5.5 4.0	3.3
p0 queue free %	100			96			100	100	78	71	100	100
cM capacity (veh/h)	1461			1180			426	4 01	823	280	348	990
Direction, Lane#	EB1	EB 2	EB3	WB 1	WB2	WB3	NB 1	SB1	SB 2			
Volume Total Volume Left	ें 0 0	(250 0	125 0	47 47	- 68 0	56 0	177 0	80 80	0 0		1544	
Volume Right	0	. O	0	70 70	· 0	_	177	∵	`			
cSH	1700	1700	1700	1180	1700	1700	823	280	1700	/#100473127	N. 20 8 A 42	Signal
Volume to Capacity Queue Length 95th (ft)	0.00	ି0.15 0	0.07 0	0.04 3	0.04	0.03 0	0.22 20	0.29 29	0.00 0		108431	
Control Delay (s)	€0.0 s	0.0	0.0	8.2		0.0	10.6	22.9	0.0	n Te i mini La como de	AND MINER AND THE R	
Lane LOS				A			B	C	A	is a select as		8 11-215 (5-43 <u>5</u> 2)
Approach Delay (s) Approach LOS	0.0			2.2.			10.6 B	22.9 C				1.75
Intersection Summary	-7											
Average Delay		****	5.1	*		to also and the color	and the second s	on the second	The state of the s	and the second second	Acceptable Medical Control of the Co	180
Intersection Capacity Uti	lization		40.4% 15	rikoh le	CU Leve	el of Ser	vice		-yn A i	191	14. juli	
Analysis Period (min)	dan manasari 186	er ja ververe	10			er er er er) I 82					
The state of the s	upper ne na timo timo	a 48 a 19 €5	er seen een er ekker it stektig.	aran kana dari dari dari dari dari dari dari dar	Robert on Albert 7.8	* 16 k · · - 6881 2.22	er some en a sset te b	41.435.31.94	mil A south suggests.		11 GE 11 J. 18 J.	garantan'i Br

	٠	→	*	€"	4	*	*	†	<i>></i>	\	1	4
Movement	EBL,	EBT	EBR	WBL	WBT	,WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ች	ት ጉ		ሻ	ሳ ሱ		ች	ት }		ايزايز	<u>ተ</u> ነ	
Ideal Flow (vphpl)	.1900		1900	1900		1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	- Appropriate Court	4.0	4.0			4.0		4.0	4.0	
Lane Util. Factor	1,00	0.95	ani ija	1.00	0.95	37		0.95	31811000	0.97	0.95	
Frt	1.00	1.00		1.00	0.98			0.88	mercon conservation	1.00	0.93	STATE FOR THE STATE OF THE
Fit Protected	₃ 0.95	1.00		0.95	1.00			1.00		0.95	1.00	
Satd. Flow (prot)	1770	3539	- was A (de les	1770	3452	one was a state of the	officer the text of St. St. St.	3109	35 4 ×25 × 1151-11.5	3433	3291	estar estar estar
Fit Permitted	0.95	∮1.00 §		0.47	1.00		自身形象	1,00		0.95	1.00	MAT N
Satd. Flow (perm)	1770	3539		877	3452		4 . 7 · : 0.6 · · _ 116 · ·	3109		3433	3291	F-0.0 X 000 C 25
Volume (vph)	104	47,8	. 0	31	118	23	µ, _, 0 ∦,	35	149	284	uu AEZA	. 6
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (yph)	ij 113	520	0	34	128	25	Ď.	38	(162) 0	309)	8	7
RTOR Reduction (vph)	0	0	0	0	21 132	O Mario	0 0	141 59	0 (0)	0 309	5 10	0 0
Lane Group Flow (vph)	113	. 520	, O	34),) I3Z	in the U.S.	Care And Maria	. 59	Sign, U.S		35. 77 J.U.S	u, u
Turn Type	Prot	MERTINEN INC.	elist de diction (*)	Perm	L VI	Marchael (1860)	Perm	v : 121 4 113	ngarise.	Split 6	§ 6`	
Protected Phases	edian.I	en dan	An Andre				2	, C A.	141,13	nie in de	, ii. υ₁	
Permitted Phases		3.24 T A18		8 8.5	8.5	14E - 17 - 18	 40.50	6.6	3078 115763	16.2	16.2	
Actuated Green, G (s) Effective Green, g (s)	4.6 4.6	17.1% 17.1		8.5	8.5	kwa sa	R NOTE TO	6.6	1.42 / 12 / 1.45 E	16.2	16.2	
Actuated g/C Ratio	0.09	0.33	era, contratadas	0.16	0.16		X51843 Y	0.0 0.13		0.31	0.31	10.003.44
Clearance Time (s)	4.0	4.0	38117 LEIN	4.0	4.0	and district	35141 HUNS1831	4.0	0015 Me Me	4.0	4.0	56471 5 344
Vehicle Extension (s)	3.0	3.0		3.0	3.0°		37 T 12 K	3.0		· 3.0	3.0	16.4
Lane Grp Cap (vph)	157	1166		144	565	*** HT (\$1) & -112, 1-412		395		1072	1027	
v/s Ratio Prot	c0.06				0.04			c0.02		c0.09	0.00	18/5/3
v/s Ratio Perm	nitad engeleg	(୧୯୭୬ ମଧ୍ୟ ଓ ଡ଼	696 (\$ 5 d) 1-6 1-6	0.04	ing state instabl	er mare construence.	Se 2021@ \$ 4.5 1	Eriggio (1985) (1987) - Salto o del 1990 (government of the second	18 = 2 - 7 - 2 - 1 - 1 - 1	The state of the Shape of State	and the same
v/c Ratio	0.72	0.45		0.24	0,23			0.15		0.29	0.01	
Uniform Delay, d1	23.0	13.7	0000 COM (18) CO.	18.9	18.9	· ·		20.1		13.5	12.3	
Progression Factor	1.00	1.00		1.00	1.00			1.00		1.00	1.00	
Incremental Delay, d2	14.6	0.3		0.8	0.2			0.2	** ^ **	0.7	0.0	nato e proceso
Delay (s)	37.6	13.9		19.7	19.1			20.3		14.2	12.3	
Level of Service	D	В	Adresia V. S. W.	В	В	en ongover, graven osti je	metal-casea	C	1974 1015 1994 -	В	B	In the second
Approach Delay (s)		18.2			19.2			20.3			14.1	
Approach LOS		В			В			С			В	
Intersection Summary			1									
HCM Average Control D		referencia dos Personas a	17.7	H	ICM Le	vel of Se	rvice	n ing personal talah di a	В	(金数)李6特。)		21.327-77-7-794
HCM Volume to Capacit			0.35					pelon di l	12.0	gia en est	A. I.	的机械
Actuated Cycle Length (en en en en en en en	51.9			ost time			1∠.U ########	Astriatus a	en en en e	erene en
Intersection Capacity Ut	ilization	起其複合	43.8%	的 · · · · · · · · · · · · · · · · · · ·	U Leve	el of Ser	vice	1.121086-17	e. Ais	NO EN EN		15年16年
Analysis Period (min)	uan en an	/在据书记念教材館	15	in tā vitu kili	51:81889-8381 F	eriolis (in Widel	DŽALENIA	88 13 110 EE				\$49 KE\$
c Critical Lane Group	4. 图 图 图 图 图 图 图 图 图 图 图 图 图 图 图 图 图 图 图		複製的		erranger	主義導作的	是關係的學術	的科学等	部的特別的		可發調等	多所则是 参照的

	<u></u>	→	`	•	+	4	*	†	<i>p</i>	/	↓	4
Movement	EBL.	EBT	EBR	. WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ሻ	44	ř	ች	†	7	ጘ	<u>ተተተ</u>	#	ሻሻ	ተ ተ	*
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900°	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util Factor	0.91	0.91%	1.00	1.00	1.00	1.00	1,00	0.91	1.00	× 0.97	0.95	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	0.99	1,00	0.95	1.00	1.00	0.95	1.00	1,00	0.95	1.00	1.00
Satd. Flow (prot)	1610	3365	1583	1770	1863	1583	1770	5085	1583	3433	3539	1583
Flt Permitted	∮0.95	0,99	ି1.00∖	0.95	1:00	1.00	0.95	∄1.00∄	1:00	0.95	1.00	1.00
Satd. Flow (perm)	1610	3365	1583	1770	1863	1583	1770	5085	1583	3433	3539	1583
Volume (vph)	244	334	621	50	46	540	68	1425	50	1200	1815	41
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	257	352	654	53	48	568	72	1500	53	1263	ິ1911	₹ 43
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	31	0	0	0
Lane Group Flow (vph)	196	413	654	. 53	48	568	72	1500	, 22	1263	1911	43
Turn Type	Split		Free	Split		Free	Prot		Perm	Prot		Free
Protected Phases	4	4		8	. 8		5	2		影影发1 8	6	
Permitted Phases	gazigi est könggya	resigness a condu	Free	COST LOUIS - Lobert May	(No. 20 5) (N. 86, 80 c)	Free		belts and a fact	2			Free
Actuated Green G (s)	11.0	11.0	99.8	3.0	3.0	99.8	3.0	30.8	30.8	39.0	66.8	99,8
Effective Green, g (s)	11.0	11.0	99.8	3.0	3.0	99.8	3.0	30.8	30.8	39.0	66.8	99.8
Actuated g/O Ratio	0.11	0.11	1.00	0.03	0.03	1.00	0.03	0.31	0,31	0.39	0.67	1.00
Clearance Time (s)	4.0	4.0	a proportion of a proportion of	4.0	4.0	2.50	4.0	4.0	4.0	4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	.3.0	3.0	
Lane Grp Cap (vph)	177	371	1583	53	56	1583	53	1569	489	1342	2369	1583
v/s Ratio Prot	0.12	c0.12		c0.03	0.03		0.04	c0.29	Krist 214	c0.37	0.54	
v/s Ratio Perm	(A) (B) (A) (B) (B) (B) (B) (B) (B) (B) (B) (B) (B	ranger our of the statement of the	0.41	Carry william 1		0.36			0.01			0.03
v/c Ratio	1.11	1.11	0.41	1.00	0.86	0.36	1.36	0.96	0.04	0.94	0.81	0.03
Uniform Delay, d1	44.4	44.4	0.0	48.4	48.2	0.0	48.4	33.8	24.2	29.3	11.9	0.0
Progression Factor	1.00	1.00	1.00	1.00	1,00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	99.3	81.0	0.8	123.6	70.1	0.6	245.8	14.4	0.2	13.0	3.1	0.0
Delay (s)	143.7	125.4	0.8	172.0	118.3	0.6	294.2	48.3	24.4	42.3	14.9	0.0
Level of Service	F	F	Α	F	F	Α	F	D	С	D	В	Α
Approach Delay (s)		63.7			22.7		装件链	58.4	11/2-31/		25:5	
Approach LOS		Ε			С			Ε			С	
Intersection Summary	profession		177		100		7.7				77 15	977
HCM Average Control D			40.2		ICM Le	vel of Se	ervice		D			
HCM Volume to Capacit		a ka Tan	0.97			Alara Ar	有格 缩		SAMO.Y			
Actuated Cycle Length (110. 16 0.00,00 .4 4	99.8		Sum of l	ost time	(s)	Santasana in C	16.0	STORY CONTRACTOR	thus assumant ass	nt recorder en elegisk
Intersection Capacity Ut			89.3%			el of Ser) E		TOTAL SHEET	
	waan babab	\$1, 3 0,300,000,000,000	(cas	于元子也是指示证。	ದ್ಯಾಪ್ ಬ್ರಾಪ್ಟ್ಯನ್ನಿ	aga etterritättesäyli-	ar in contractive	ing on the Control of	, and the second distribution and the	A MARKET - MICHIGAN MERCEL		erioteanin Leinen
					- 2 W. C.							6万.4%
Intersection Capacity Ut Analysis Period (min) C. Critical Lane Group	ilzation		89.3% 15		CU Revi	aj ui Sei	VICE					(A. 19)

Intersection: 1: Airport Blvd. & Gateway Dr.

Movement	WB	NΒ	\$B						
Directions Served	L	LR	L						
Maximum Queue (ft)	44	82	75						
Average Queue (ft)	11	46	33		a Supra and Market and a start form of	Primary and the control of the contr	oren,	and the second of the second temperature of the	Constitution and the second
95th Queue (ft)	ં 35	73	61%	4年400年			14, 31, 194,		
Link Distance (ft)		961	W. C.	and a street beautiful service as an an	num Mer. Authorited agreement	. Come con considerations and the	C Make distance of the state	Dalmonto i Marti del como il magio de materio i cono	er er en en oar de combrete te com-
Upstream Blk Time (%):		201. 2							
Queuing Penalty (veh)	and the second second second	12 - North Witnessenge .	on dept. of the tenton of te	on interest in a contract of the	ng i chiad del deletto stellendo	aman and a sangle Marketing and Andrews and	muscoutura a agreem reforma	er e gala e e e armano, con altago	TER TOTAL SET SERVICE
Storage Bay Dist (ft)	150	237	150						外数的分类
Storage Blk Time (%)	ent condesemble to the transfer	erromenter, ia.	er which is the comment of the control of the	eza da erwadun Czilindok onto	andre statement of the section of	ska nni skara (kalifornia koma	erio el sel communicado, a	På er districtive viktim i krist i krist.	Li cultura businescen
Queuing Penalty (veh)					8-jun 1981	Sort Ale.			

Intersection: 2: Airport Blvd. & Devlin Rd.

Movement	/ EB	EB	EB	WB	WB	WB.	NB	NB :	SB	SB	SB	SB
Directions Served	L	T	TR	L	T	TR	Т	TR	L	L	Т	TR
Maximum Queue (ft)	139	110	131	73	80	68	/ 66°	116	99	132	21	32
Average Queue (ft)	60	63	69	20	40	24	21	47	41	66	1	4
95th Queue (ft)	108	103	110 🦿	55	75	54	.52	87	82.5	108	10	21
Link Distance (ft)	a la labana a compressione de	766	766		1210	1210	1074	1074	eren er a jorden av dags och	of Out to the case of Austrian	754	754
Upstream Blk Time (%)							1 0 0000001 1 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2			KOTSZIŁŚW REDIKC		
Queuing Penalty (veh)		- 2 to - 4 - 2 4 7 - 9 1 1 -		algorer to reserve a single	war on the least special	and moreover exist	* Findenbaren	aran aran aran sa	deleniero v. 1980		e at in 1885 e en recepto est	ungara n
Storage Bay Dist (ft)	300	g Krok		125				e gran	200	200		
Storage Blk Time (%)	CONTRACTOR OF THE STATE OF THE	do codest de como	ancor, and decorates	esta esta esta esta esta esta esta esta	ur angaran d an	read Appleach 22 is a con-	ta I translati i strati	o control serve to a til	SECTION SECTION SECTION	has die Kurasasamam	erron anne en r	20x 8/9701 th
Queuing Penalty (veh)			i Lu	All Mark								

Movement	: EB	EB,	EB.	EB	WB	WB.	WB.	NB	NB	NB	NB	NB
Directions Served	L	LT	T	R	L	Т	R	L	Т	Т	Ŧ	R
Maximum Queue (ft)	338	908	1042	645	140	150	212	275	616	568	514	224
Average Queue (ft)	272	545	564	363	45	45	117	98	368	343	291	58
95th Queue (ft)	394	957	1046	733	114	121	241	246	593	557	516 ₈	185
Link Distance (ft)		1210	1210			1398			1754	1754	1754	
Upstream Blk Time (%)				预度的								90:10
Queuing Penalty (veh)										e		
Storage Bay Dist (ft)	.⊒300 ∷			600	175		200	350		的种类的		200
Storage Blk Time (%)	18	56	19	0	2		1		13		26	0
Queuing Penalty (veh)	51	69	121	0	10		11.1	SP F	9		13	0

Intersection: 3: Airport Blvd. & Hwy. 29

Movement	. SB	SB	SB	SB		ing an entire sign		
Directions Served	L	L	T	T				
Maximum Queue (ft)	258	268	308	332				
Average Queue (ft)	180	197	161	166				
95th Queue (ft)	238	253	271	275				
Link Distance (ft)	4412 (44)		2269	2269				
Upstream Blk Time (%)	. : 선택에도 11 - 12 IS		17.85 TELES					
Queuing Penalty (veh)							 	
Storage Bay Dist (ft)	1000	1000		3/4/1/1		17/4		
Storage Blk Time (%)								
Queuing Penalty (veh)					(8/21/6/1975) (4/19/2 8 /4			

Nework Summary

Network wide Queuing Penalty: 274

	۶		7	•	4	1	4	1	<i>></i>	1	ţ	4
Movement	EBL	EBT	ĘBR	WBL	WBŢ	WBR.	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	r useen afrocons such	44	17 11. 21. 53. 45. 53. - A	Security Sec	4 }	e e stati, tudos de esce	andr Sancrathe	₽	e og ogentifika kan t	ነ)	eriele de la companya
Sign Control Grade	Q 4	Free 0%	n. 1 1 1 5 1	Zouk, a.	Free 0%			Stop- 0%		施马	Stop 0%	
Volume (veh/h):	- 0	345	0 🖁 🗓	10	157	i∮ 27∻	:: [0]	, O	ं 38≟	90	, i o	<i>ે</i> ં∷ 0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	, 0	375	Ç.	11	171	∑ 29	0	ું ું 0	41	98	0	. 0
Pedestrians Lane Width (ft)	3 3 7 3		10000	18.24	g a ns fals	减分 表示。			3階では	建 压放线		
Walking Speed (ft/s)	as, sala	::::::::::::::::::::::::::::::::::::::	Control (September)	entaria arch	256 (Access 150)	e A Algegri et e gyer tirtti did	gegradgi. Ustava Topp	and grant state	e transprise en	randria (d. 25 - 25)	arandas — e titologia, tent	entre i entre con
Percent Blockage	383					C PART						1994
Right turn flare (veh) Median type					i LW			None		影响(E)	Raised	1.5.19
Median storage veh)	The first of the second		y#*\1 = = 2 2	rionsa (c.	ACC S		minutal de la constitución de la c		(Partia de la celo		0	
Upstream signal (ft)					852				ly n			
pX, platoon unblocked vC, conflicting volume	200			375	Nava-1881		482	597	188	436	582	100
vC1, stage 1 conf vol	2 Z OG.		(2) (1) (1) (1) (1) (1) (1) (1) (1) (1) (1	All Control of the Control		- (3.11) (-)		eriginaliya (e partitudos	207	207	2, 2, 3, 2, 2
vC2; stage 2 conf vol		\$ 10 B	N. W. S			4.9	rollin.	i II		229	375	48654
vCu, unblocked vol tC, single (s)	200 4.1		5 71(12)	375 4.1	teggenetik		482 7.5	597 6.5	188 - 6.9	436 7.5	582 6.5	100 6.9
tC, 2 stage (s)				3,7572,48	i savalistaje	i e i i ve	ico e estante		iiik YiYa	6.5	5.5	
tF (s)	2.2			2.2	41 30 1	學學	્ર3.5∮	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100 1370	graniani ang		99 1180	Salara (New York)	Karra etektokok	100 464	100 411	95 ∐823	76 411	100 363	100 936
cM capacity (veh/h)				110000000			39.00 (45a,) (-10 (45) a	Antonio de consessos	and the consistency			200
Direction, Lane # Volume Total	EB 1	EB 2 250	EB 3	WB 1	WB 2	WB 3 86	NB 1 41	SB 1 98	SB 2 0		200 S	
Volume Left	0	230 0	روعا 0	11	0	0	्र 0	98	0			Mark Folk
Volume Right	0	i Ö	[]	, , , , 0	0	_29	41	. 0	0			710 10 10 10 10 10 10 10 10 10 10 10 10 10 10 10 1
cSH	1700	1700 0.15	1700 0.07	1180 0.01	1700 0.07	1700 0.05	823 0.05	411 0.24	1700 0.00			
Volume to Capacity Queue Length 95th (ft)	ି0.00 0	့ ပ.ျင _{့်} 0	0.0 <i>1</i> 0			0.03	4	23	0.00			
Control Delay (s)	0.0	0.0	0.0	8.1	0.0		9.6	16.5	[0.0]	(1885.8000) (1886.8000)	Mark Ball	
Lane LOS	or and		845 (1785) (1 7 85) (1886)	A	2-100 S-300 C		A ○ 9.6	C 16.5	A			200 13
Approach Delay (s) Approach LOS	0.0	N -4444 (5 Y		ું . U.4 ∜			о.е А	ig.ə C				
Intersection Summary					•							
Average Delay			2.9		-					Y		
Intersection Capacity Uti	lization	722	27.9%		CU Leve	el of Ser	vice		i > A			
Analysis Period (min)	en sent more	99(O.1-1986-1-11)	15	New (1890)	e tarone e contr	600 (82 (82 4)	nagastorores.	AUSSETTER	igi optideodd	(%) of 1/4 of 1/	-000 Maria	n compress
September 1995	E	38. S.	wildlight.	1 1 16				esta propinsi			Kindi Na 🔏	権を認

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Movement	EBL	EBT	EBR.	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ሻ	ት ጉ	2000	ች	ት ጮ		'n	† 1>		76 JA	^	
Ideal Flow (vphpl)	1900	1900	1900	1900	៊1900	1900	1900 i	1900	1900	1900		1900
Total Lost time (s)	4.0	4.0	TENEROUS S. WHE	4.0	4.0	er green and some	4.0	4.0	34-84 · · · · · · · · · · · · ·	4.0	4.0	7 - 24 - 5
Lane Util. Factor	1,00	0.95	# JA	1,00	0.95		1.00	0.95		0.97	0.95	
Frt	1.00	1.00		1.00	0.93		1.00	0.98	erician memorificación	1.00	0.98	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	3525	MENTS OF MARKS	1770	3309	ann ann ann an t-	1770	3461	s en a mont desert	3433	3456	iaké sinte t ilin
Fit Permitted	0.95	1.00		0.51	1.00	11 图象	0.17	1.00	g. 27g	0.95	1.00	
Satd. Flow (perm)	1770	3525	reconstruct a con-	951	3309	No 2x12166	308	3461	. 20 4 2 1 1 2 1 10	3433	3456	30000000000000000000000000000000000000
Volume (vph)	94	369	10	<u>54</u>	134	103	10	806	140	218	268	50
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	102	401	11	59	146	()1 <u>12</u>	11	876	/ 152 0	237	291	54
RTOR Reduction (vph)	0 	3 ********	0	0 - 59	95 163	0 	0 111	17 1011	0 0	0 237	19 326	0
Lane Group Flow (vph)	102	409	iga par U in	41.7644.7. 1.7440	103	grade Sel UI	. 122 3 1 . Ka 10 . 10 . 100 .	I U J I I	e e e e e e e e e e e e e e e e e e e	Split	320	. 10, 2, U,
Turn Type	Prot	445-67861 3 36	administration	Perm	14 JON 5 4	Mark Collins	Perm	Fernan S.5 13	SURFERING		· 6	ESV3555
Protected Phases Permitted Phases		erdor t e		. 16 / 16 / 18 8	12 00 20		2	alfolish top	A Paris		80 C Q	
Actuated Green, G (s)	· 4.5	19,1	3 340	10.6	10.6		24.2	24.2	100	16.3	16.3	
Effective Green, g (s)	4.5	19.1	- 10-20 (1 m - 10 m - 1	10.6	10.6		24.2	24.2		16.3	16.3	
Actuated g/C Ratio	:0.06	0.27		0.15	0.15		0.34	0.34		0.23	0.23	77.15 (S) (S) (S) (S)
Clearance Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	N 19459	4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3:0	3.0		3.0	3.0	
Lane Grp Cap (vph)	111	940	vanctummer 2.1 ft	141	490	nan baransa dari d	104	1170	ente describer property est	782	787	k podenina od 1997
v/s Ratio Prot	c0.06	c0.12			0.05			c0.29		0.07	c0.09	HUKU S
v/s Ratio Perm	atendo di escripto di co		diversity of an dat	0.06	1899 (124 (125 125 125 125	Lawrence of the constitution	0.04	ത്തിലായില്യാ		eren en mei	tan owntoer gree	CONDUCTO LONGO DE
v/c Ratio	0.92	0.44		0.42	0.33		0.11	0.86		0.30		
Uniform Delay, d1	33.4	21.8	arean etter	27.7	27.3	k.7 1:35000:57:7:58\$	16.3	22.2	Saccessia e	22.9	23.6	i säides västet
Progression Factor	1.00	1.00		1.00	1.00		1:00	1.00		ି1.00 1.0	1.00 1.6	
Incremental Delay, d2	59.7	0.3 22.1	0508008 0	2.0 29.7	0.4 27.7	2004 140 AND	0.4 16.7	6.8 29.0	Syrian in 19	23.9	25.2	telenanti
Delay (s)	93.1 F	Z <u>Z</u>	ding Q ig	. 29./- C	.44.7 C		, јо. <i>ј</i> В	29,0 C	4,500,000,000	્રિક્સ્કુ C	29.2 C	4645674.1
Level of Service Approach Delay (s)	r Sanakinishis	36:2	9.877.882 Total		28.1		500 500	28.9	december Na		24,7	148.454
Approach LOS		30.2 D			. 20.5 C			20.9 Č	3823	i di gaganian	C	58.5 41 5.554
• •	men a nerebi madik aktionerane	U		nava na salah na salah sa sa			energia en esta de la composición de la			menzatonakan ere		
Intersection Summary		100										
HCM Average Control Do		-15. (\$200)\$ \$	29.3	-	ICM Lev	el of Se	rvice	ana ana ana an	C	in Marcocki	agengtenkæ	OS CONTRACT
HCM Volume to Capacity			0:63		FAIR		(-)		12.0		New York	利斯物质
Actuated Cycle Length (s		\$44.55\\$65\c=\$	71.6			ost time		##\$51.53 2 755	12.0 B		902 3148 0.4	9
Intersection Capacity Util	ization.	数据, 电影	30.1% 15		יט reve	of Ser	vice %	Balton Grand			AVIOLES -	A GARAGE
Analysis Period (min)	Triffyx y 1.555	skie nt wiffe	15		richii wa mali	ar dente de la comp	ar en	hrs/d i ly zira	10000000	ndikasiya Vasikasiya		
c Critical Lane Group	學學學的		學是是新科	CONTRACTOR OF					社會學學學	位置任義的 8		

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ሻ	† }		፟	ተ ቕ		r memos er est hiroline	₩.	te metre cuides es	ሻ	þ	Caron Lines Co.
Sign Control		Free	漢子賞.		Free		加 斯斯克	Stop			Stop 0%	
Grade	958 - 889 - A CA	0% 345	3573 FA	43	0% 157		- 1.70°	0% ::0	163	90	∪% 12.07	1 0
Volume (veh/h)	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0,92
Hourly flow rate (vph)	U.32	375	0.02 0	47	171	29∜	° 0	0.00	177	98	7	0
Pedestrians	urazan rutu a	E ARTSTATISTIS	Marin Bar (GAC)	Sistema e e e proceso	eti arrolli zavog viski	Killer (1802) A Level (1904) 9 - 31	CANAL WAR TO	a, 2000 - 111 - 110 - 11		N 1-4 A 48 B . 17 A		ATT ATT ATT
Lane Width (ft)	手持续	经复数	1 發重。			Talkin.	量製造了			i i i		
Walking Speed (ft/s)	i i i neer om mannere tele	alan aketa nere sebati	e produkti ne sve steren	90° 08' 8 (5) 1 (5)	en er selemmenter skalle fræt	contAuroantial	ስና መሆራው ከ ያና እና	daul : 1 x 0.50¥152±4	ostraktikoski	46.87 4 5% (2.5.%)) 1170 2 (7)4(4), 107	U13778195JA19
Percent Blockage				while		8		i de de	美国大学	特别特别		
Right turn flare (veh) Median type		ENTEN SE		Z Speil				None		31675 -	Raised	
Median storage veh)	\$10.70 28 0.7			1277 (ST)	5.KA - CON 18	2000年7月日報日 別	y m 10 12 14 14 14 14 14 14 14 14 14 14 14 14 14	សស្ថារីវិធីទំបំ	an marketing	uran in and	0	ne na April
Upstream signal (ft)					852							
pX, platoon unblocked						o a side same of a s	t	and the second second districts.	eter i under der militi	. 51 <u>2.89</u> 219	ornoval užbulee	0.000004-02014
vC, conflicting volume	200			375		12.3	554	668	188	643	654	ા 100
vC1, stage 1 conf vol	in energia	terranica (1986)	enne en	LOW STEETS	ne de la companya de La companya de la co	1W 59 WES			學術學公司 2008	279 365	279 375	
vC2 stage 2 conf vol // vCu, unblocked vol	200			375	M) Min	eda o istoli	554	668	188	643	654	100
tC, single (s)	200 41		糖培养VI	T 4.1		TOTAL STATE	7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)	CHANGE TO SHOW		後編集の対象の作	independation of Edition of	aratan belmake	an an western de die	Managherine is a state of	Wedge, E.Andrine	The engineering of VE St.	6.5	5.5	era againe de l'es
tF(s)	2.2	3.清藤.香		2.2			3.5	4.0	ે 3.3	3,5	4.0	3.3
p0 queue free %	100	congress, septiment of the sec	ana matri	96	v medki fastapa sisi s	m150598.788.588	100	100	78	63	100	100
cM capacity (veh/h)	1370			1180			403	362	823	268	331	936
Direction, Lane#	EB1	EB2	EB3	WB 1	WB2	WB 3	NB 1	SB 1				
Volume Total	0	250	125	47	114) 86 ₀	177	98	0		\$P#.872	
Volume Left	0 %	0 ころころに	0 0	47 0	0 0	0 / 29	0 177	98 0	0 ***0	X 55111520		
Volume Right cSH	1700	0 1700	1700	1180	1700	1700	823	268	1700		基本公司主题是	等調料等
Volume to Capacity	0.00	0.15	0.07	0.04	0.07		0.22	0.37	0.00			
Queue Length 95th (ft)	0	0	0	3	0	0	20	40	0	14 print print toke 1	green a garren	Pr. 1870 3 4 7 1
Control Delay (s)	(0.0	0.0	0.0	8.2	0.0	0.0	10.6	26.0	0.0			
Lane LOS	or weeking the line of the	1133 56.6 5.30.55	om and artists of the	A ************************************	e regulation comme	~10 6 7/60-710-1	B	D	A erecentrations	-8 3:45 \$2: 5	র্ভারমিক র ঞ্জ	1885.JR
Approach Delay (s)			相望的数	1,5			10.6	26.0				
Approach LOS							· B	D	anning kanggar paga ya 72 kilan			*(;**::::::::::::::::::::::::::::::::::
Intersection Summary										¥ (1)		201
Average Delay	aalay oo Madaa oo ah oo ah	905/37 .5-25/37.5	5.4	erabetat a tre-	and the region of the region o	tings the second contract	dra on model (1918)	L 3 (\$500 or	ESTABLIS SECTION	era rawaran	rgeogypeus sa	1000 ASS
Intersection Capacity Ut	ilization	原源 译著			CU Leve	er of Ser	vice		<i>;</i> A;	(\$400)	Awar: E	
Analysis Period (min)	a uri os		15	igereat		urana H	e denina e	125 (S SS)	발경(1915) 191.	HOTEL	0 7 00 ESTA	1100
		to at his	Mak of		S SACLES	1 日本学学科		and the fi		·古史·歌译之:	entre despes	, 4 THE RE

	٠		\	*	· ·	4	<u>†</u>	<i>p</i>	1		4
Movement	EBL	EBT	EBR WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	*	↑ Ъ	*	^ }		ሻ	ት ጮ		أيوالي	ት ን	
Ideal Flow (vphpl)	1900	1900	1900 1900		1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0			4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	0.95	1.00			1.00	ે0,95⊹		0.97	0.95	
Frt	1.00	1.00	1.00		th chambons is with the	1.00	0.97	arrawa wan kalawa	1.00	0.97	Tari Kabulatan
Fit Protected	0.95	1.00	0.95			0.95	1.00	14411	0.95	1.00	1. E. E.
Satd. Flow (prot)	1770	3528	1770		terokatean	1770	3436 1.00	south althr	3433 0.95	3449 _1.00	·密语《公道》
Fit Permitted	0.95	1.00 3528	0.46 854	Haragara and Santa		0.16 290	3436		0.95 3433	3449	0.8935 3.
Satd. Flow (perm)	1770 118	3526 470	10 69		103		820	198	218	272	56
Volume (vph) Peak-hour factor, PHF	0.92	0.92	0.92 0.92		0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	128	511	0.32 0.32 11 75		○.32 ○ 112	111	891	215	237	296	61
RTOR Reduction (vph)	ر جران در 0	2 Y	0 0	to by the most of the control of the	0	0	26	0	0	21	0
Lane Group Flow (vph)	128		7 0 1 1 75		0		1080	0,4	. 237	336	ે ે 0
Turn Type	Prot	27,	Perm		·····	Perm			Split		
Protected Phases	7.7	4		8	7. 安特的特别 1. 我们们的	777,877	2	120 (120 7) and 70 2 000 [10] [10]		6	
Permitted Phases	· · · · · · · · · · · · · · · · · · ·	og ne zer ear erseg.	8			2					
Actuated Green, G (s)	6.0	21.4	11,4		t Marketa	25.7	25.7		16.1	16.1	
Effective Green, g (s)	6.0	21.4	11.4		angumpoment A - Na campa	25.7	25.7	980 PLN - 2087 2-20	16.1	16.1	いつきんてきんこう
Actuated g/C Ratio	0.08	0.28	0.15			0.34	0.34	30000000000000000000000000000000000000	0.21	0.21	
Clearance Time (s)	4.0	4.0	4.0		02円間4 5円(係),後	4.0 3.0	4.0 3.0	018#4-018#8#	4.0 3.0	4.0 3.0	Forther F
Vehicle Extension (s)	3.0	3.0	3.0			99	1174		735	738	
Lane Grp Cap (vph)	141 c0.07	1004 c0.15	129	505 0.06	25 in 2 in 1922	99	c0.31		0.07	7.36 c0,10	
v/s Ratio Prot v/s Ratio Perm	CO.U7	CU. IO	0.09	1 - 20-20 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 -		0.04	ر ا درانا		₃ υ.υ <i>τ</i>	CO. IO	gysyg alles
v/c Ratio	0.91	0.52	0.58		alon me	0.04	0.92	grafika aika	0.32	0.45	
Uniform Delay, d1	34.3	22.6	29.7	28.7		16.9	23.8	k veriliklisi wili.	24.9	25.7	18798-01-18
Progression Factor	1.00	1,00	1.00		y a siya	1.00	1.00		1,00	1.00	141as (6)
Incremental Delay, d2	48.6	0.5	6.5	0.5	ige ettivettiagi et	0.5	11.6	gr (* - 1190 ese	1.2	2.0	est a constituent
Delay (s)	82.9	23.0	36.2	29.2		17.4	35.4		26.1	27.7	
Level of Service	F	С	D	С		В	D	no a situa destinable o	C	С	. manaza a noral
Approach Delay (s)	History and the	34.8		30.6			35.2			27:1	
Approach LOS		С		С			D			С	
Intersection Summary			44	V							
HCM Average Control D				HCM Le	vel of Se	rvice		С			
HCM Volume to Capaci	ty ratio	物質達	0:69			1000000	KATINET.		X Peri		i di valve inc
Actuated Cycle Length (ost time		22410 A 27	12.0	and the second second	anti indiana indiana	\$500 may a to a serie a contac
Intersection Capacity Ut	ilization		The Report of the Comment of the Company of the Com	(CU Levi	el of Sen	vice		C			泛城等
Analysis Period (min)	titas sarsamtiks -	onelle Haarons III	15	Vindayi Nebel da Kara	a SAM ETAN	BODANIEN D	68000000000000000000000000000000000000	outeres	(表:10) 3時,和(数	giag a gana	odowio n
c Critical Lane Group		WE.							NAME OF	いる計画は	mereksinel Property

Intersection: 1: Airport Blvd. & Gateway Dr.

Movement	WB	NB⊸ S	В.,					
Directions Served	L	LR	L					
Maximum Queue (ft)	27	48 ∜ €	8					
Average Queue (ft)	2	23 3	6		•			
95th Queue (ft)	14	47 6 76	il i	7 (4 - 0 - 4 2 1	144	21:3:3:3:3:	in this is	
Link Distance (ft)		961				 		
Upstream Blk Time (%)		Sus s						
Queuing Penalty (veh)		•				 		_
Storage Bay Dist (ft)	÷150 ₫	i i i 15	04			7-00-0	成是在特别的	海拔引度增
Storage Blk Time (%)						 		
Queuing Penalty (veh)			i. Kapatasa	200 E		Asas Alla		

Intersection: 2: Airport Blvd. & Devlin Rd.

Movement	ËB	ΕB	EB	WB	WB	WB	NB "	NB	NB	SB	SB	SB
Directions Served	L	Т	TR	L	Т	TR	L	T	TR	L	L	T
Maximum Queue (ft)	133	137	120	96	ິ 81	131	32	308	290	81	115	130
Average Queue (ft)	67	79	66	37	47	50	5	193	186	42	61	70
95th Queue (ft)	128	117	108	77	. 80	96	24	278	280	73	96	∮113
Link Distance (ft)		766	766	energy of the second			ken	1074	1074	fot themselves or dealth and the	en mer som in, commen	754
Upstream Blk Time (%)			ana p									
Queuing Penalty (veh)	on and of the contract of the	Lower State State	same e a a se	esserve also	ing rooms og dook.	en weeking or companyors to	oughted forse	mento de mentomo	o como ostro e	ter in	kal gazako:	n t water, o k
Storage Bay Dist (ft)	∌ 300 ∮⊹			125			150			200	200	
Storage Blk Time (%)	.hoosea someonement on con-	- part of the specific parts	s various and lands of an insure	er, som in ample and	en demonstrativo (w. fe.)	eren e aen ennen en en	er, depart of the	13	- 1 - 2 thorat profit ive	META SUBSTITUTE OF SUSSESSES	5177551175111	Not care the store
Queuing Penalty (veh)	10000000000000000000000000000000000000					iner di		5-1	nd sa	医肠精动		

Intersection: 2: Airport Blvd. & Devlin Rd.

Movement	SB
Directions Served	TR
Maximum Queue (ft)	138
Average Queue (ft)	71
95th Queue (ft)	115
Link Distance (ft)	754
Upstream Blk Time (%	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 1: Airport Blvd. & Gateway Dr.

Movement	WB	NB.	SB				1 5 5 5 E		
Directions Served	L	LR	L	•					
Maximum Queue (ft)	44	75	95						
Average Queue (ft)	10	46	37			CONTRACTOR CONTRACTOR	LANGE OF THE STATE OF THE STATE OF	na tour and in this age.	, comment of the directions to lease
95th Queue (ft)	34	72	67		4 初期高級	经的证据证			ia a na
Link Distance (ft)		961		and another than the second of the	magnes of the NAME of the terror of the Same	no as amendar, the seal director	o a seconda escuela di usi e se	CONTRACTOR CATALOG COM	er . N., as far incoprise :
Upstream Blk Time (%)									
Queuing Penalty (veh)	an ann ann an an ann an ann an ann an an	ot. Heath on cont.	(1. 4 s	name of a dozenic complete.	iyahirdan kiri isin saharan basi Affiliatis.	2 - 2 - 15 - 102 FB 1800 27 - 1	Free Hydrodifferd A& Free Histories	ni estresi i zes vare in citto i	at differential participals
Storage Bay Dist (ft)	150	116	150		全一块 板	1. 例:他自	\$14.5 E	grade de la compansión de	
Storage Blk Time (%)	and the same of the same	we to meet an inter-	per addition to a result monthly the file	Characteristics of controls of	errege per verb de revenue e histori	กลางเรื่องเกตเลส สมมภ	ry mandy result and the edge, retaining	and the supplemental and the s	a met comment et decres com
Queding Penalty (veh)	Film.	ering.							

Intersection: 2: Airport Blvd. & Devlin Rd.

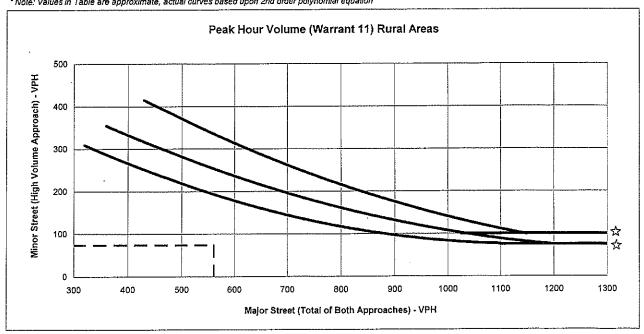
Movement	. EB	EB.	EB	WB	WB	WB∛	NB.	NB	NB ,	SB	SB	SB
Directions Served	L	T	TR	L	Т	TR	L	Т	TR	L	L	T
Maximum Queue (ft)	240	146	159	99	110	152	127	437	421	103	124	132
Average Queue (ft)	113	93	87	48	59	53	10	242	240	51	67	69
95th Queue (ft)	206	139	136⊹	90	, 98	100	63	369	372	.92	105	109
Link Distance (ft)		766	766					1074	1074	of the control of the mo-	our ear a life of our	754
Upstream Blk Time (%)		1 100				si kasili va kasili						
Queuing Penalty (veh)			. dollars . B			www three of	gryans si mana	nazania	8000 A.F., 45, 280	na Ballina - (Markija Nijela d	The War way	and the majoria
Storage Bay Dist (ft)	√300 ⊹			125	hous Si	ti ilikali	150		學, 20	∶200 ∂	200	
Storage Blk Time (%)				0	0	A R THIS WATE PROPERTY		24		eller of the Mariana and	communication with the	6 (1971)
Queuing Penalty (veh)				(, 0)	<u>`</u> 0		1 12 1 1 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	2				

Intersection: 2: Airport Blvd. & Devlin Rd.

Movement SB
Directions Served TR
Maximum Queue (ft) 137
Average Queue (ft) 76
95th Queue (ft) 125
Link Distance (ft) 754
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay-Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Both 1 Lane Approaches		2 or more Lane and One Lane Approaches		Both 2 or more Lane Approaches	
Major Street Total of Both Approaches	Minor Street High Volume Approach	Major Street Total of Both Approaches	Minor Street High Volume Approach	Major Street Total of Both Approaches	Minor Street High Volume Approach
370	280				
400	270	460	297	430	410
500	215	500	290	500	380
600	185	600	230	600	310
700	140	700	198	700	265
800	115	800	170	800	210
900	99	900	125	900	180
1000	85	1000	105	1000	140
1100	75	1100	90	1100	110
1200	75	1200	75	1150	100
1300	75	1300	75	1300	100

*Note: Values in Table are approximate, actual curves based upon 2nd order polynomial equation



☆ NOTE:

100 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR MINOR STREET APPROACH WITH TWO OR MORE LANES AND 75 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACHING WITH ONE LANE.

Intersection: Scenario:

Airport Blvd. / Gateway Drive Existing PM Peak Hour Conditions

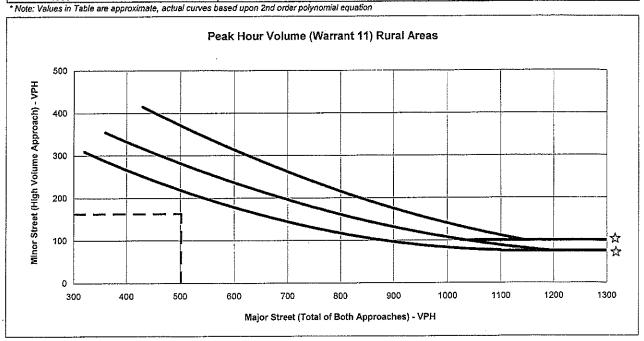
Minor St. Volume: Major St. Volume:

74 561

Warrant Met?:

No

Both 1 Lane Approaches		2 or more Lane and One Lane Approaches		Both 2 or more Lane Approaches	
Major Street Total of Both Approaches	Minor Street High Volume Approach	Major Street Total of Both Approaches	Minor Street High Volume Approach	Major Street Total of Both Approaches	Minor Street High Volume Approach
Bout Apploacties 1	Volume Approach	Don Approaches	Volumo / opprodom	- Dout rup rodono	70,000
370	280				
400	270	460	297	430	410
500	215	500	290	500	380
600	185	600	230	600	310
700	140	700	198	700	265
800	115	800	170	800	210
900	99	900	125	900	180
1000	85	1000	105	1000	140
1100	75	1100	90	1100	110
1200	75	1200	75	1150	100
1300	75	1300	75	1300	100



☆

NOTE:

100 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR MINOR STREET APPROACH WITH TWO OR MORE LANES AND 75 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACHING WITH ONE LANE.

Intersection:

Airport Blvd. / Gateway Drive

Scenario:

Existing+Project PM Peak Hour Conditions

Minor St. Volume:

163

Major St. Volume:

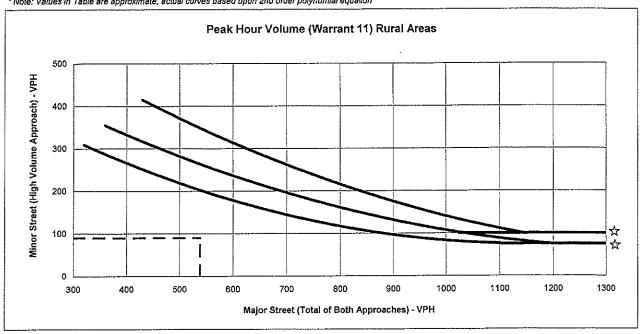
502

Warrant Met?:

No

Both 1 Lane Approaches		2 or more Lane and One Lane Approaches		Both 2 or more Lane Approaches	
Major Street Total of	Minor Street High	Major Street Total of	Minor Street High	Major Street Total of	Minor Street High
Both Approaches	Volume Approach	Both Approaches	Volume Approach	Both Approaches	Volume Approach
370	280				
400	270	460	297	430	410
500	215	500	290	500	380
600	185	600	230	600	310
700	140	700	198	700	265
800	115	800	170	800	210
900	99	900	125	900	180
1000	85	1000	105	1000	140
1100	75	1100	90	1100	110
1200	75	1200	75	1150	100
1300	75	1300	75	1300	100

* Note: Values in Table are approximate, actual curves based upon 2nd order polynomial equation



垃 NOTE:

100 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR MINOR STREET APPROACH WITH TWO OR MORE LANES AND 75 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACHING WITH ONE LANE.

Intersection: Scenario:

Airport Blvd. / Gateway Drive

Minor St. Volume:

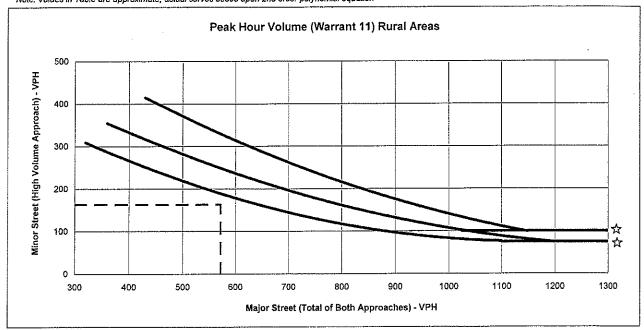
Cumulative PM Peak Hour Conditions

Major St. Volume: Warrant Met?:

90 539 No

Both 1 Lane Approaches		2 or more Lane and One Lane Approaches		Both 2 or more Lane Approaches	
Major Street Total of	Minor Street High	Major Street Total of	Minor Street High	Major Street Total of	Minor Street High
Both Approaches	Volume Approach	Both Approaches	Volume Approach	Both Approaches	Volume Approach
370	280				
400	270	460	297	430	410
500	215	500	290	500	380
600	185	600	230	600	310
700	140	700	198	700	265
800	115	800	170	800	210
900	99	900	125	900	180
1000	85	1000	105	1000	140
1100	75	1100	90	1100	110
1200	75	1200	75	1150	100
1300	75	1300	75	1300	100

* Note: Values in Table are approximate, actual curves based upon 2nd order polynomial equation



☆ NOTE:

100 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR MINOR STREET APPROACH WITH TWO OR MORE LANES AND 75 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACHING WITH ONE LANE.

Intersection:

Scenario:

Airport Blvd. / Gateway Drive Cumulative+Project PM Peak Hour Conditions

Minor St. Volume:

163 572

Major St. Volume: Warrant Met?:

Nο

