Appendix 2 Traffic Impact Analysis (Crane Transportation Group)

TRAFFIC REPORT **HEADWATERS**

August 6, 2008

Prepared for: Headwaters Development Co., LLC

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6.

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I. INTRODUCTION

This report has been prepared at the request of the Headwaters Development Company, LLC (Headwaters) to detail the expected circulation impacts due to a proposed winery warehousing development adjacent to the Napa County Airport. The project would contain 645,000 square feet of facilities and would be built and in full operation by year 2010. The project site is located west of State Route 29 (S.R.29) within the Napa County Airport Industrial Park Specific Plan area, west of the future southerly extension of Devlin Road to the south of South Kelly Road and south of an existing railroad line. Access would be gained via the future Devlin Road extension. May 2007 AM and PM peak period traffic counts have been conducted at all major intersections in the project vicinity to determine existing traffic volumes as well as the existing vehicle mix. Near term project impacts have been determined for year 2010 traffic conditions. while long term horizon project impacts have been determined for year 2030 traffic conditions. Measures have then been proposed, where needed, to mitigate any existing operational problems as well as to mitigate any near and long term horizon unacceptable operation both with and without the proposed project. The previously proposed nearby Panattoni Napa Airport Corporate Center - Phases 1 & 2 have been assumed completed and in operation as part of both 2010 and 2030 Base Case conditions for the Headwaters project.

II. SUMMARY OF FINDINGS

A. EXISTING CONDITIONS

The circulation system providing access to the Headwaters site is currently operating at LOS D or better with the following exception.

 The two-lane section of Jameson Canyon Road at the Napa/Solano County line is currently operating at LOS E during PM commute peak hour conditions.

Needed Improvement:

Jameson Canyon Road should be widened to a four-lane divided highway.

B. YEAR 2010 BASE CASE (WITHOUT PROJECT) OPERATING CONDITIONS

 By 2010, the following intersections providing access to the Headwaters site will be operating at LOS E or poorer, while the following roadway segment will be operating at LOS F.

¹ For ease of reference in this report, "Napa County Airport Industrial Park Specific Plan" area is shortened to "Airport Industrial Park" or "Specific Plan" area.

In addition, the left turn lane on the northbound S.R.29 approach to South Kelly Road should be lengthened from 250 up to at least 400 feet (and preferably 450 feet).

D. PROJECT IMPACTS

- The proposed 645,000-square-foot winery warehouse project would be expected to generate about 1,100 daily two-way trips (550 inbound and 550 outbound), with 65 inbound and 39 outbound trips during the AM peak hour, and 32 inbound and 65 outbound trips during the PM peak hour.
- The project would produce one significant intersection level of service impact by 2010: at the S.R.29/South Kelly Road intersection during the PM peak hour. The project would also produce one significant level of service impact by 2030: at the S.R.29/Green Island Road/Newell Road intersection in American Canyon, where PM peak operation would change from LOS D to LOS E.
- The project would not be expected to produce any significant merge impacts by 2010 at either the Green Island Road or Paoli Loop Road ramp connections to S.R.29 in American Canyon. In addition, the project would not provide any significant impact to Jameson Canyon Road in 2010 or 2030.
- The project would produce a significant 95th percentile queuing impact by 2010. During the AM peak hour, queuing in the left turn lane on the northbound S.R.29 approach to South Kelly Road would extend beyond available storage. Between 2010 and 2030 the project would continue producing a significant 95th percentile queuing impact in the left turn lane on the northbound S.R.29 approach to South Kelly Road. In addition, before 2030 the project would be producing a significant queuing impact in the right turn lane on the southbound S.R.29 approach to South Kelly Road.

E. PROJECT MITIGATIONS

1. Year 2010

a. S.R.29/South Kelly Road

1. The Headwaters project should provide a fair share contribution towards improvements recommended for South Kelly Road as part of the Panattoni Phases 1 & 2 developments. This includes construction of an additional lane on the eastbound approach to S.R.29 when needed between 2010 and 2030. Theoretical projections indicate mitigated LOS D PM peak hour operation of the S.R.29/South Kelly Road intersection in 2010, and LOS D operation in 2030 with six lanes on S.R.29. However, there potentially will be a period after 2010 and before the widening of S.R.29 from four to six lanes when the intersection will be operating at LOS E or F. Provision of an additional lane on the eastbound South Kelly Road intersection approach would improve operation, accommodate vehicle queuing on the eastbound intersection approach and provide an overall area traffic

IV. EXISTING CIRCULATION SYSTEM

A. ROADWAYS

Roadways providing access to the site are briefly described below. Intersection geometrics and control are shown on Figure 3.

The State Route 29 (S.R.29) highway runs in a north-south direction between Vallejo and American Canyon to the south, and the City of Napa and other Napa County communities to the north. In the project site vicinity it has two travel lanes in each direction, separated by a grass and dirt median. As shown on Figure 3, within Napa County it has separate left turn lanes at its signalized intersection with South Kelly Road and separate left and right turn lanes at its signalized intersections with Airport Boulevard/Jameson Canyon Road (S.R.12). The posted speed limit in the site vicinity is 55 miles per hour in both directions. S.R.29 is also designated S.R.12 north of Jameson Canyon Road.

South Kelly Road is a 34-foot-wide, two-lane roadway with narrow shoulders from Devlin Road to S.R.29. The west leg of the Devlin Road/South Kelly Road intersection is the entrance/exit to a Waste Transfer Station. South Kelly Road continues east and north of S.R.29 to Jameson Canyon Road and changes names to North Kelly Road to the north of Jameson Canyon Road.

Devlin Road is a 48-foot-wide, three-lane roadway that extends south of Tower Road (an east-west roadway within the Airport Industrial Park) about one half mile to a dead-end at South Kelly Road. It has one lane in each direction and a center two-way left turn lane that transitions to an exclusive left turn lane at the Tower Road and South Kelly Road intersections. Numerous businesses front or have access to Devlin Road. Devlin Road is planned to eventually be extended as a north-south three- to four-lane arterial roadway through the Airport Industrial Park between Soscol Ferry Road and Green Island Road (see Planned Improvements, below).

B. VOLUMES

Napa County staff requested analysis at the following locations for this study.

- S.R.12-29/Jameson Canyon Road (S.R.12)/Airport Boulevard (Napa County)
- Jameson Canyon Road (S.R.12)/North Kelly Road-South Kelly Road (Napa County)
- S.R.29/South Kelly Road (Napa County)
- S.R.29/Green Island Road-Paoli Loop Road hook ramps (American Canyon)
- S.R.29/Napa Junction Road intersection (American Canyon)

Traffic counts were conducted by Crane Transportation Group at the following Napa County locations in May 2007.

- S.R.12-29/Jameson Canyon Road (S.R.12)/Airport Boulevard: May 23, 2007
- Jameson Canyon Road (S.R.12)/North Kelly Road-South Kelly Road: May 22, 2007

² Southbound S.R.29 at the Airport Boulevard intersection has two left turn lanes.

with deceleration, acceleration, stopping, and moving up in the queue. Table 2 summarizes the relationship between delay and LOS for unsignalized intersections.

2. Minimum Acceptable Operation

a. County of Napa

Based upon criteria established in the County's New General Plan, LOS D is the poorest acceptable operation during peak traffic periods at the signalized intersections analyzed within Specific Plan Area for this study.

b. City of American Canyon

The City of American Canyon uses LOS D as the poorest acceptable operation at signalized or unsignalized intersections.

3. Existing Operation

Tables 3 and 4 show existing operation at analyzed intersections for AM and PM peak hour conditions, respectively. As shown, all intersections are operating at LOS D or better during the AM and PM peak hours. This result includes the recently completed (September 2007) signalization of the S.R.29/Napa Junction Road intersection.

D. MERGE ANALYSIS AT S.R.29/GREEN ISLAND ROAD & S.R.29/PAOLI LOOP ROAD

1. Methodology

On-ramp merge operation from the Green Island Road and Paoli Loop Road Hook Ramps to S.R.29 has been evaluated using planning level methodology contained in the *Year 2000 Highway Capacity Manual*. Level of service is dependent upon both vehicle speed as well as vehicle density (in passenger cars per lane per mile) in the merge area.

2. Minimum Acceptable Operation

Caltrans' Guide for the Preparation of Traffic Impacts Studies (December 2002) is intended to provide a consistent basis for evaluating traffic impacts to state facilities. Caltrans endeavors to maintain a target LOS at the transition between LOS C and LOS D... on state highway facilities; however, Caltrans acknowledges that this may not always be feasible and recommends that the lead agency consult with Caltrans to determine the appropriate target LOS.³

³ California Department of Transportation, December 2002, Caltrans Guide for the Preparation of Traffic Impact Studies.

3. Existing Operation

Table 7 shows that currently, Jameson Canyon Road at the Napa/Solano county line is operating at level of service E (LOS E) conditions during the AM peak hour and at LOS F conditions during the PM peak hour.

G. PLANNED IMPROVEMENTS

1. Near Term Improvements (to be completed by 2010)

a. County of Napa

There are no near term capacity improvements planned by Napa County or Caltrans along Jameson Canyon Road nor at any of the S.R.29 or S.R.12 intersections within Napa County evaluated for this study. However, South Kelly Road between S.R.29 and Devlin Road will be widened from two to three lanes as part of the Panattoni Phase 1 development. This new lane will be striped midblock as a continuous two-way left turn lane, and as standard left turn pockets on the approaches to S.R.29 and Devlin Road. In addition, right-of-way will be reserved along the south side of South Kelly Road between S.R.29 and Devlin Road for provision of an exclusive right turn lane on the eastbound approach to S.R.29. The Panattoni Phase 2 development will be providing a 200- to 250-foot right turn lane on the eastbound South Kelly Road approach to S.R.29 within this right-of-way.

b. City of American Canyon

Minor geometric improvements are planned at the Green Island Road and Paoli Loop Road connections to S.R.29.5

2. Long Term Improvements (to be completed by 2030)

a. County of Napa

The Napa County Board of Supervisors has adopted a resolution listing planned improvements for the Airport Industrial Park for local roadways and state highway. New development projects within the Specific Plan area are required to contribute to these improvements according to a mitigation fee schedule tied to PM peak hour vehicle trips generated by new projects. Listed projects that affect roadways analyzed in this report are improvements to Devlin Road (construction of extensions and widenings).

Devlin Road is ultimately planned to be a continuous road between Soscol Ferry Road (on the north) and Green Island Road (on the south). The section between Soscol Ferry Road and

⁴ Mr. John Ponte, Napa County Transportation Planning Agency (April 2008) and Mr. Drew Lander, Napa County Public Works Department (April 2008).

Omni Means, Inc. (September 2007).

⁶ County Board of Supervisors Resolution Number 90-152, adjusted by Resolution Number 98-117, adopting a traffic mitigation fee for new development projects in the Airport Industrial Park Specific Plan.

- S.R.29 will have three through lanes each direction from the Jameson Canyon intersection to south of the Green Island Road/Newell Road intersection.
- Jameson Canyon Road will be widened to four lanes.

V. YEAR 2010 BASE CASE (WITHOUT PROJECT) CONDITIONS

A. VOLUMES

The Headwaters project is planned to be constructed and occupied by the year 2010. For this reason, year 2010 ambient Base Case (without project) volumes were developed for analysis purposes using a straight line growth projection between existing volumes and year 2030 projections from the County's South County Corridor Alternative 5 Traffic Model. Adjustments were then made to reflect recently approved projects such as the Hanna Court Warehouses in American Canyon as well as the Montalcino and Gateway projects in Napa County, which would add more traffic to select through and turn movements at specific intersections than the straight line growth rate would produce. In addition, traffic from the proposed Panattoni Napa Airport Corporate Center Phases 1 & 2 winery warehousing development (south of South Kelly Road and both east and west of the future southerly extension of Devlin Road) was included in the 2010 Base Case projections. Resultant 2010 Base Case AM and PM peak hour volumes are presented in **Figures 6** and **7**, respectively.

B. OPERATING CONDITIONS AND NEEDED IMPROVEMENT

1. Intersection Operation

Tables 3 and 4 show year 2010 Base Case (without project) AM and PM peak hour operating conditions at analyzed intersections. As shown, during the AM and PM peak hours all analyzed intersections would be operating at or better than LOS D, with the following exceptions.

AM Peak Hour

- S.R.29/Jameson Canyon Road (S.R.12)/Airport Boulevard: LOS E
- S.R.29/Napa Junction Road: LOS E

PM Peak Hour

• S.R.29//South Kelly Road: LOS E

Needed Improvement:

S.R.29/Napa Junction Road intersection: No improvement in operation would be possible until the widening of S.R.29 to six lanes through the intersection or completion or Newell Road as an alternate north-south route to S.R.29. Neither improvement is planned by 2010.

VI. YEAR 2030 BASE CASE (WITHOUT PROJECT) CONDITIONS

A. VOLUMES

Year 2030 Base Case AM and PM peak hour traffic volumes for all analysis intersections except S.R.29/Napa Junction Road (in American Canyon) have been obtained from the County's South County Corridor traffic model (Alternative 5). The South County Corridor model is consistent with the earlier traffic model developed for the County's General Plan update. Year 2030 volumes at the S.R.29/Napa Junction Road intersection have been obtained from traffic modeling projections supplied by the City of American Canyon's traffic engineering consultant Omni Means, Inc. These projections have been balanced with those at the S.R.29/Green Island Road-Newell Road intersection. Based upon input of County Planning staff, the 2030 traffic needs projections did not include traffic from the Panattoni Napa Airport Corporate Center Phase 1 or Phase 2 developments nor the Headwaters development. However, volumes from the Panattoni Phases 1 & 2 developments have been added into the 2030 Base Case projections. Resultant 2030 Base Case (without Phase 2) AM and PM peak hour volumes are presented in Figures 8 and 9.

B. OPERATING CONDITIONS AND NEEDED IMPROVEMENTS

1. Intersection Operation

Tables 3 and 4 show year 2030 Base Case AM and PM peak hour operating conditions at analyzed intersections, while Figure 10 presents approach geometrics and control at all analyzed intersections. As shown, all analyzed intersections are projected to be operating at LOS D or better in 2030. This includes the S.R.12-29 ramp intersections with Jameson Canyon Road-Airport Boulevard at the new diamond interchange, as well as at the new S.R.29/Green Island Road-Newell Road signalized intersection. However, the S.R.29/South Kelly Road intersection may experience LOS E or F operation at some point between 2010 and 2030 before S.R.29 is widened from four to six lanes in the project vicinity.

Needed Improvement:

S.R.29/South Kelly Road intersection: Provide an exclusive right turn lane on the eastbound South Kelly Road intersection approach. Construction of this right turn lane should be included in the area-wide set of circulation system improvements for the Napa Airport Industrial Area. Construction of a 200- to 250-foot right turn lane has been recommended as an improvement to be provided by the Panattoni Phase 2 development.

2. 95th Percentile Vehicle Queuing at the S.R.29/South Kelly Road Intersection

Table 6 shows that as development occurs within the Airport Industrial Park, the 95th percentile storage demand in the left turn lane on the northbound S.R.29 approach to South Kelly Road will be exceeding storage capacity during the AM peak hour, while the southbound right turn lane

- If 95th percentile queuing in the turn lanes on the S.R.29 approaches to South Kelly Road are operating within the available storage distance and the addition of project traffic increases queuing beyond available storage, the impact is considered significant and would require mitigation.
- If Base Case volumes on Jameson Canyon Road change from LOS E to LOS F
 operation with the addition of project traffic, the impact is significant and would
 require mitigation.
- If Base Case traffic volumes on Jameson Canyon Road are already operating at LOS F conditions, an increase in traffic of 1 percent or more due to the project is considered to be significant and would require mitigation.
- If, in the opinion of the EIR registered traffic engineer, certain project-related traffic changes would substantially increase safety concerns, the impact is considered significant and would require mitigation.
- If 95th percentile Base Case queuing in the turn lanes on the S.R.29 approaches to South Kelly Road already exceed available storage, an increase in traffic of 1 percent or more in the turn lane due to the project is considered significant and would require mitigation.

VIII. PROJECT TRIP GENERATION

Table 8 shows that the proposed Headwaters 645,000-square-foot winery warehouse project would generate about 1,100 daily two-way trips (550 inbound and 550 outbound), with 65 inbound and 39 outbound trips during the AM peak hour and 32 inbound and 65 outbound trips during the PM peak hour. Trip rates are based upon recent trip generation surveys of four winery warehouse facilities at the Napa Airport Industrial Park by Crane Transportation Group. Trip rates utilized reflect peak seasonal activity at the warehouses. Appendix A provides results of the winery warehouse trip generation surveys.

IX. PROJECT TRIP DISTRIBUTION

Table 9 shows project trip distribution based upon existing turn movements at the S.R.29/Tower, S.R.29/South Kelly and S.R.12-29/Airport Boulevard intersections. The project traffic increment distributed to the near term horizon 2010 roadway network is presented in Figure 11, while the project traffic increment distributed to the long term horizon year 2030 roadway network is presented in Figure 12. Year 2010 Base Case + Project AM and PM peak hour traffic volumes are presented in Figures 13 and 14, while year 2030 Base Case + Project AM and PM peak hour traffic volumes are presented in Figures 15 and 16.

4. Jameson Canyon Road Operation

AM Peak Hour

Table 7 shows that project traffic would increase volumes less than 1% (0.9%) along the two-lane section of Jameson Canyon Road, which would be experiencing Base Case LOS F operation.

This would be a less than significant impact.

PM Peak Hour

Table 7 shows that project traffic would increase volumes by less than 1% (0.8%) along the two-lane section of Jameson Canyon Road, which would be experiencing Base Case LOS F operation.

This would be a less than significant impact.

B. YEAR 2030

1. Intersection Level of Service

Tables 3 and 4 show that the proposed project would not change LOS D or better Base Case operation to LOS E or F conditions at any analyzed location, with the exception of the S.R.29/Green Island Road/Newell Road signalized intersection, where the project would change PM peak hour operation from LOS D to LOS E. The S.R.29/South Kelly Road intersection would be operating at LOS C during the AM peak hour and LOS D during the PM peak hour. (This result includes the planned third travel lanes in each direction on S.R.29 through the intersection by 2030.)

There would be a significant impact at the S.R.29/Green Island Road/Newell Road intersection.

It should be noted, however, that the S.R.29/South Kelly Road intersection may experience LOS E or F PM peak hour operation sometime after 2010 before S.R.29 has been widened to six lanes through the intersection. The proposed project would increase year 2030 PM peak hour volumes by 0.6 percent at this location, which would be considered a less than significant impact.

2. 95th Percentile Queuing in the S.R.29 Turn Lanes Approaching South Kelly Road

Table 6 shows that the addition of project traffic would further increase 95th percentile AM peak hour vehicle queuing beyond available storage in the left turn lane on the northbound S.R.29 approach to South Kelly Road (from 265 up to a 95th percentile queue of 275 feet with only 250

b. The Headwaters project should provide a fair share contribution to lengthening of the left turn lane on the northbound S.R.29 approach to South Kelly Road (from 250 feet up to at least 450 feet).

B. YEAR 2030

1. S.R.29/Green Island Road/Newell Road

a. The Headwaters project should provide a right turn lane on the northbound S.R.29 approach to the Green Island Road/Newell Road intersection. Although project traffic would not use this particular lane, this would be the lowest cost alternative to improve operating conditions back to LOS D operation.

Resultant Base Case + Project 2030 Operation: PM Peak Hour: LOS D - 53.7 seconds control delay

2. S.R.29/South Kelly Road

b. The Headwaters project should provide a fair share contribution to lengthening of the left turn lane on the northbound S.R.29 approach to South Kelly Road (from 250 feet up to at least 450 feet). In addition, the project should lengthen the right turn on the southbound S.R.29 approach to South Kelly Road from 50 up to at least 100 feet.

XII. COMPARISON OF HEADWATERS IMPACTS & MITIGATIONS TO THOSE OF THE BERINGER WINE ESTATES DEVLIN ROAD PROJECT IN 1999

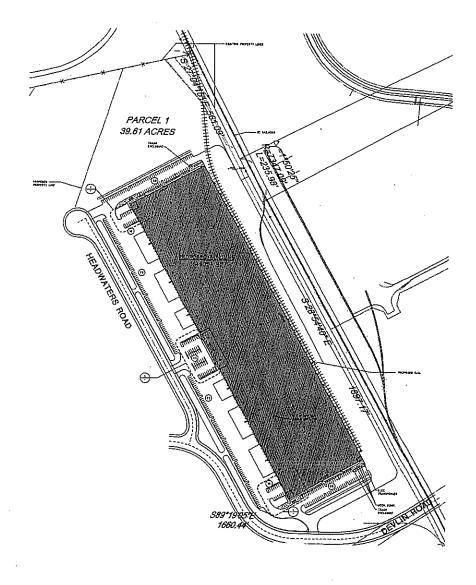
A 1,424,400-square-foot warehousing, bottling, fermenting, shipping and receiving facility for Beringer Wine Estates (BWE) was approved for the project site in the year 1999. Weekday AM and PM peak hour circulation impacts were determined for the years 2005 and 2015. The following impacts were determined to be significant.

A. YEAR 2005

IMPACT 1: The length of the left turn lane on the northbound S.R.29 approach to South Kelly Road will not be long enough to accommodate the expected vehicle queuing.

MITIGATION 1: Lengthen the turn lane from 250 up to 375 feet.

Figures



Napa Headwaters Traffic Study



Figure 2 Site Plan

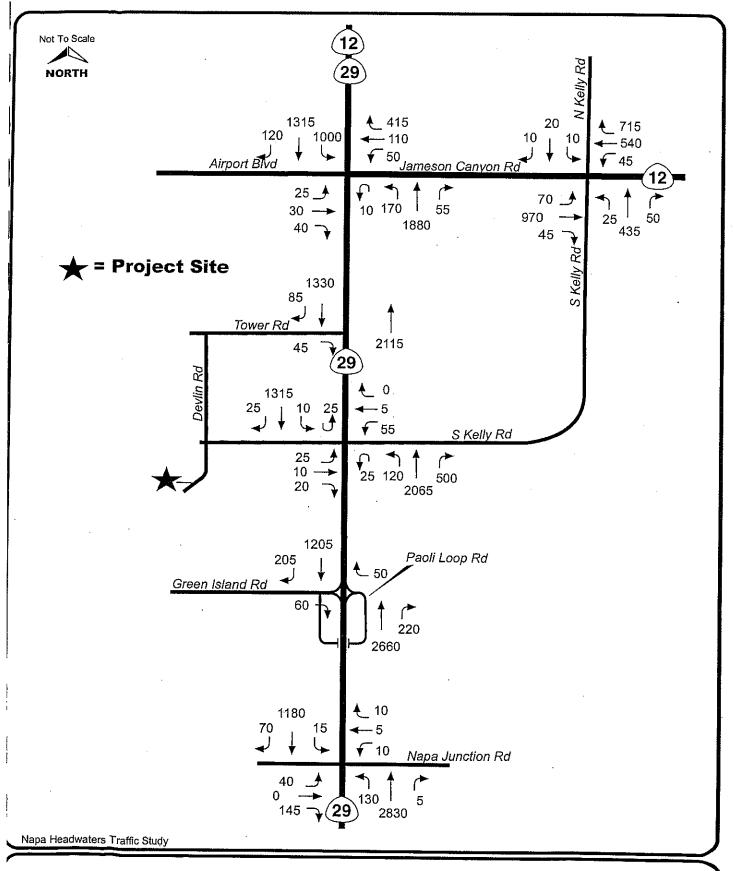




Figure 4
Existing (Year 2007)
AM Peak Hour Volumes

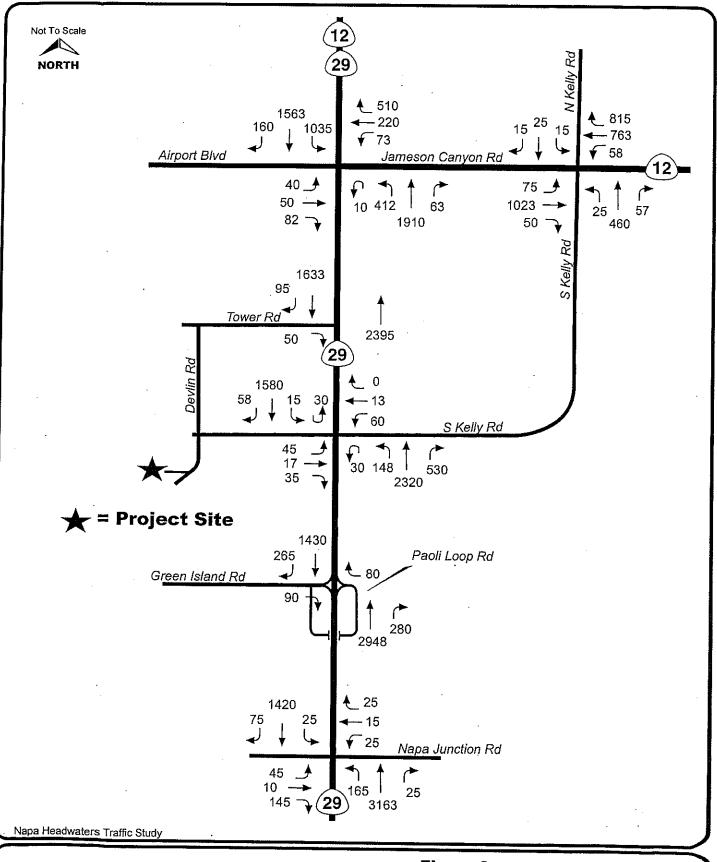




Figure 6
Near Term (Year 2010) Base Case
AM Peak Hour Volumes

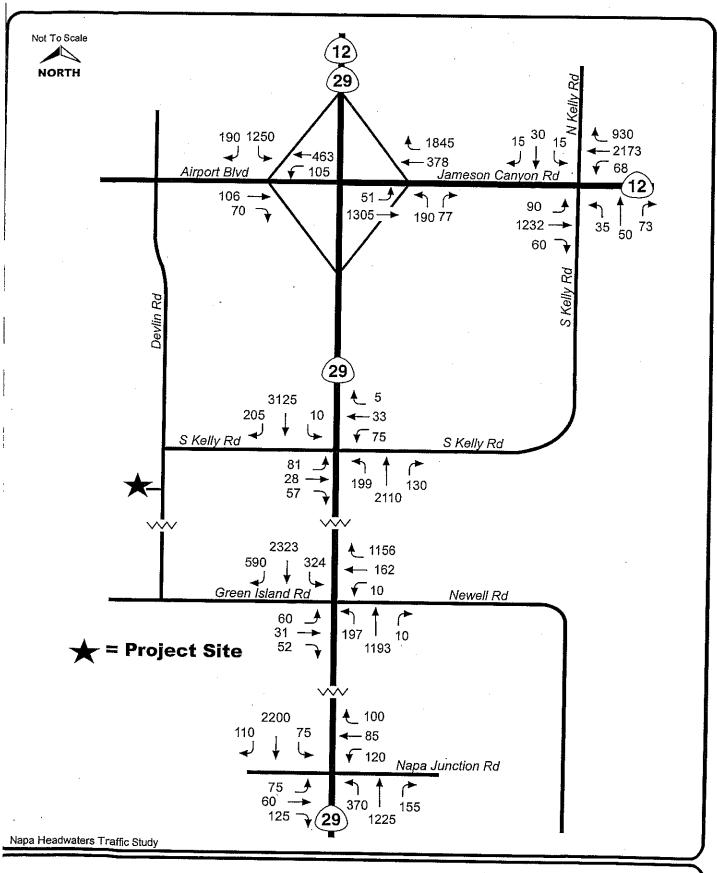
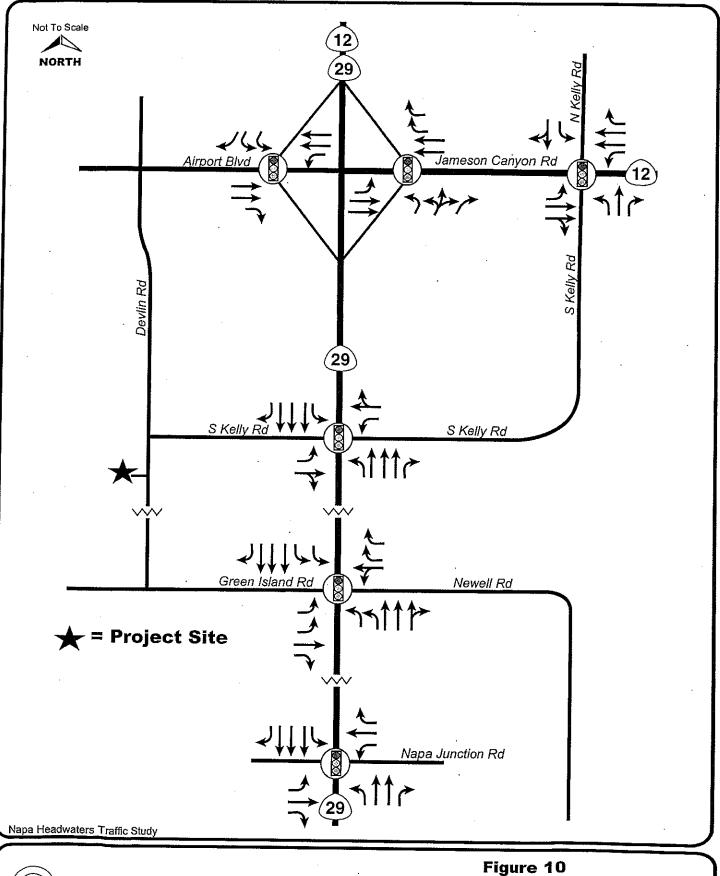


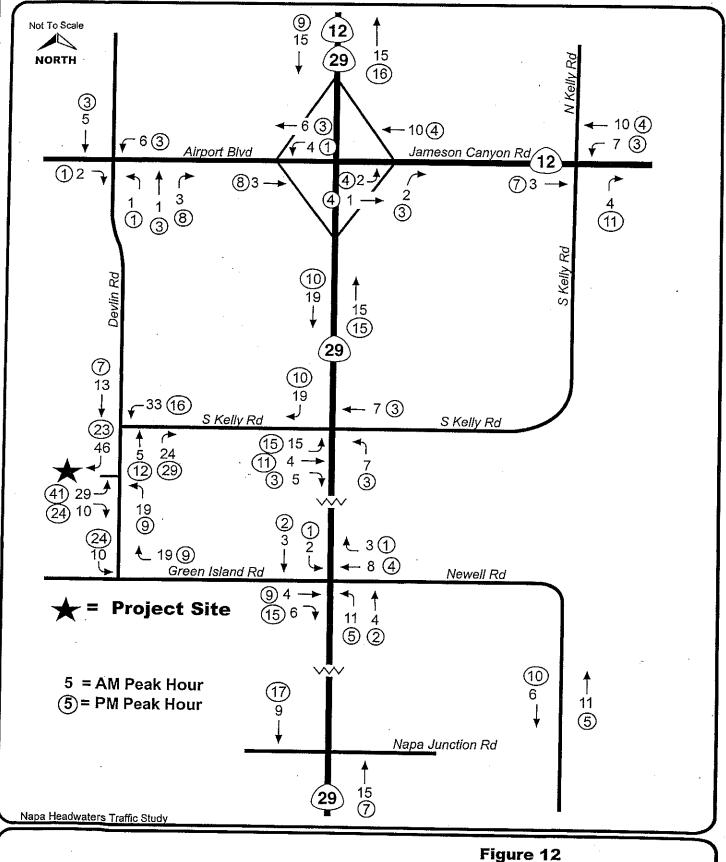


Figure 8
Year 2030 Base Case
AM Peak Hour Volumes





Year 2030 Intersection
Lane Geometrics and Control





Year 2030 AM and PM Peak Hour Project Traffic Increment

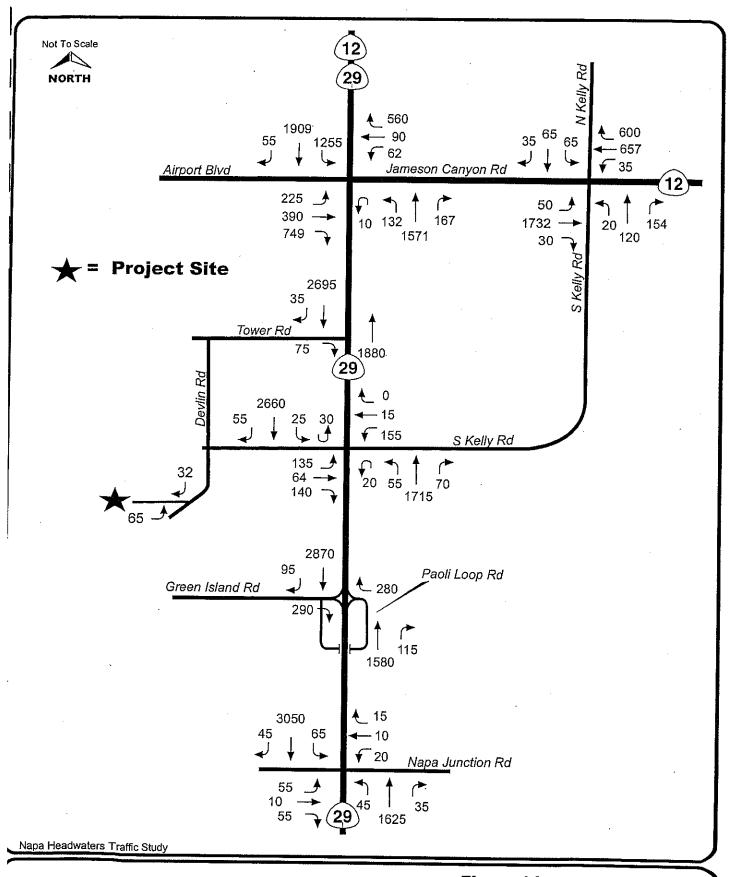




Figure 14
Near Term (Year 2010) Base Case + Project
PM Peak Hour Volumes

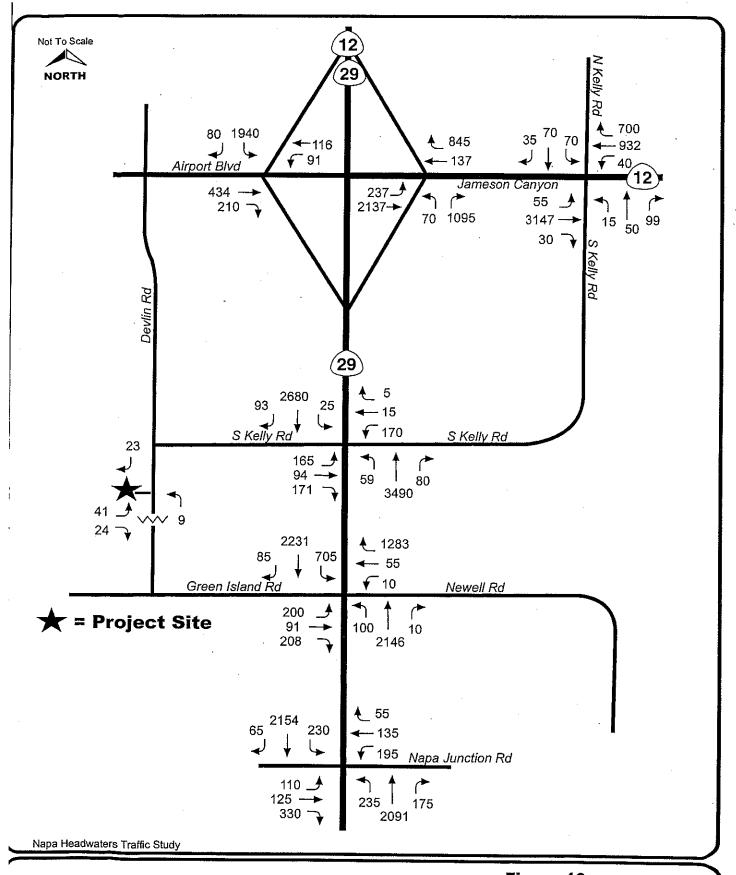




Figure 16 Year 2030 Base Case + Project PM Peak Hour Volumes

Table 1
SIGNALIZED INTERSECTION LOS CRITERIA

Level of Service	Description	Average Control Delay (Seconds Per Vehicle)
A	Operations with very low delay occurring with favorable progression and/or short cycle lengths.	< 10.0
В	Operations with low delay occurring with good progression and/or short cycle lengths.	10.1 to 20.0
С	Operations with average delays resulting from fair progression and/or longer cycle lengths. Individual cycle failures begin to appear.	20.1 to 35.0
D	Operations with longer delays due to a combination of unfavorable progression, long cycle lengths, and/or high volume-to-capacity (V/C) ratios. Many vehicles stop and individual cycle failures are noticeable.	35.1 to 55.0
E	Operations with high delay values indicating poor progression, long cycle lengths, and high V/C ratios. Individual cycle failures are frequent occurrences. This is considered to be the limit of acceptable delay.	55.1 to 80.0
F	Operation with delays unacceptable to most drivers occurring due to oversaturation, poor progression, or very long cycle lengths.	> 80.0

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

Table 2
UNSIGNALIZED INTERSECTION LOS CRITERIA

Level of Service	DESCRIPTION	Average Control Delay (Seconds Per Vehicle)
A	Little or no delays	< 10.0
В	Short traffic delays	10.1 to 15.0
С	Average traffic delays	15.1 to 25.0
D	Long traffic delays	25.1 to 35.0
Е	Very long traffic delays	35.1 to 50.0
F	Extreme traffic delays with intersection capacity exceeded (for an all-way stop), or with approach/turn movement capacity exceeded (for a side street stop controlled intersection)	> 50.0

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

Table 4

INTERSECTION LEVEL OF SERVICE PM PEAK HOUR

·		YEAI	R 2010	YEA	R 2030
LOCATION	EXISTING	BASE CASE	BASE CASE + PROJECT	BASE CASE	BASE CASE + PROJECT
S.R.29/Jameson Canyon Rd.(S.R.12)/Airport Blvd. (Signal)	D-31.8 ⁽¹⁾	D-47.4	D-50.6		
Jameson Canyon Rd. (S.R.12)/North Kelly Rd./South Kelly Rd. (Signal)	B-16.6 ⁽¹⁾	B-19.3	B-19.3	B-18.9	B-19.5
S.R.29/South Kelly Rd. (Signal)	D-38.3 ⁽¹⁾	E-69.7 .	E-71.4	D-41.7	D-45.2 .
S.R.29/Napa Junction Rd. (Signal)	C-25.5 ⁽¹⁾	D-47.2 ⁽¹⁾	D-48.4	D-50.7	D-51.0
YEAR 2030				<u></u>	
Diamond Interchange at S.R.12-29/Jameson Canyon Rd.					
Airport Blvd./S.R.12-29 Southbound On-Off Ramps (Signal)				C-22.6 ⁽¹⁾	C-22.9
Jameson Canyon Rd (S.R.12)/S.R.12-29 Northbound On-Off Ramps (Signal)				D-35.8 ⁽¹⁾	D-35.8
S.R.29/Green Island Rd./Newell Rd. (Signal)				D-54.9 ⁽¹⁾	E-55.2

Year 2000 Highway Capacity Manual Analysis Methodology

Signalized level of service – average control delay in seconds.

Side Street Stop Sign controlled level of service – average delay in seconds – eastbound approach/westbound approach.

Table 6

TURN LANE 95TH PERCENTILE QUEUE LENGTHS ON THE S.R.29 APPROACHES TO SOUTH KELLY ROAD

AM PEAK HOUR

		YEA	AR 2010	YE	AR 2030
	EXISTING	BASE CASE	BASE CASE + PROJECT	BASE CASE	BASE CASE + PROJECT
Northbound S.R.29	Left Turn Lane				
Storage	250'	250'	250'	250'	250'
Demand	136	200	256	265	275
Southbound S.R. Rig	ht Turn Lane				
Storage	50'	50'	50'	50'	50'
Demand	13	24	37	51	54

PM PEAK HOUR

		YEA	AR 2010	YE	AR 2030
	EXISTING	BASE CASE	BASE CASE + PROJECT	BASE CASE	BASE CASE + PROJECT
Northbound S.R.29	Left Turn Lane			<u> </u>	
Storage	250'	250'	250'	250'	250'
Demand	82	183	217	93	131
Southbound S.R. Rig	ht Turn Lane				
Storage	50'	50'	50'	50'	50'
Demand	8 -	18	24	33	38

HEADWATERS PROJECT TRIP GENERATION

Table 8

		DAILY 2-W	AY TRIPS		AM PEAK HOUR	HOUR			PM PEA	PM PEAK HOUR	
·	SIZE	(INBD + OU	OUTBD)	INBOUND	UND	GNUOSTUO	OUND	INBOUND	CINIC	OUTB	OUTBOUND
USE	(SQ.FT.)	RATE	VOL	RATE	· VOL	RATE	VOL	RATE	VOL	RATE	NOL
Vinery Warehouse	645,000	1.70	1098	.10	99	90°	39	.05	32	.10	65

Trip Rate Source: Crane Transportation Group, surveys at four winery warehouses in the Napa Airport Industrial Park, July 2007, factored to reflect peak season of warehouse trucking activity. Compiled by: Crane Transportation Group

Table 9

PROJECT TRAFFIC DISTRIBUTION

	AM PEA	AM PEAK HOUR	PM PEAK HOUR	K HOUR
	IN	OUT	Z.	OUT
S.R.29 South of South Kelly Road	40%	35%	35%	40%
S.R.29 North of Jameson Canyon Road	35%	45%	45%	30%
Jameson Canyon Road East of North Keily Road/South Keily Road	25%	20%	20%	30%
TOTAL	100%	100%	100%	100%

Appendix A

February 11, 2008

Mr. Douglas Pope Napa Industrial, LLC c/o Headwaters Development Co., LLC 50 Fullerton Court, Suite 203 Sacramento, CA 95825

RE: DETERMINATION OF AM & PM PEAK HOUR TRIP RATES FOR WINERY WAREHOUSES IN THE NAPA INDUSTRIAL PARK – HEADWATERS

Dear Doug:

At your request, Crane Transportation Group has conducted a study to determine the AM and PM peak hour trip generation rates that would be reflective of expected peak traffic activity at new high-cube winery warehouse buildings in the Napa Airport Industrial Park. This data may be incorporated into the traffic study for your proposed Napa Airport Industrial Park Headwaters Development, which will be located along the west side of Devlin Road when it is extended to the south of South Kelly Road. Work tasks have included weekday AM and PM peak period surveys at four existing winery warehouses and determination of average trip rates for the proposed warehouses reflective of maximum AM and PM peak hour traffic activity. A projection has then been made of the expected traffic activity resulting from 650,000 square feet of winery warehouse activity at your Headwaters project in Napa.

I. RESULTS OF SURVEYS OF EXISTING WEEKDAY AM AND PM PEAK HOUR TRAFFIC AT FOUR COMPARABLE WINERY WAREHOUSE FACILITIES

Weekday AM peak period (7:00-900) and PM peak period (4:00-6:00) traffic counts were conducted by Crane Transportation Group in June or July 2007 at four winery warehouse facilities acceptable to the County: Cal Wine Transport, 660 Airpark Boulevard (Napa County); Biagi Brothers, 787 Airpark Boulevard (Napa County); Biagi Brothers, 770 Skyway (Napa County); and Biagi Brotheres., 50/80 Technology Court (Napa County). Traffic count resutls, by hour, are presented in **Table 1**. **Table 2** presents the resultant mid summer AM and PM peak hour raw trip rates for each of the surveyed winery warehouses, while **Table 3** presents the resultant seasonally adjusted trip rates reflecting peak (pre-Christmas) trip activity at the winery warehouses with 100 percent building occupancy.

Appendix A Table 1

SURVEY RESULTS OF EXISTING AM & PM PEAK PERIOD TRAFFIC ACTIVITY AT 4 WINERY WAREHOUSES IN THE NAPA INDUSTRIAL PARK JUNE/JULY 2007

			AM PEA	AM PEAK HOUR				PM PE	PM PEAK HOUR		
WAREHOUSE	Œ	INBOUND TRIPS	IPS	OO	OUTBOUND TRIPS	RIPS	INBOUN	INBOUND TRIPS	OIL	OTTENTION TOTOS	rpc
FACILITY	AUTO	TRUCK*	TOTAL	AUTO	TRUCK*	TOTAL	AUTO TRUCK*	CK* TOTAL	AUTO	TRUCK*	TOTAL
Cal Wine Transport, 660 Airpark	Airpark									**************************************	70.7
(119,430 sq.ft.)	•					•					
7:00-8:00 AM	11	3	14	1		2					
8:00-9:00 AM	4	7	9	∞	ž Z	1 2					
4:00-5:00 PM			0774451				3	4	15	C	1.1
5:00-6:00 PM								-		۷ ٥	``
Biagi Bros., 770 Skyway								,	7		7
(101,200 sq.ft.)											
7:00-8:00 AM	0	1	1	0	0	0					
8:00-9:00 AM	33		4	-	'n	4	• •				
4:00-5:00 PM							0	4	2	-	
5:00-6:00 PM									ŋ -	٦, ٢	4 (
Biagi Bros., 787 Airpark								7	, , , , , , , , , , , , , , , , , , ,	7	
(377,000 sq.ft.)											,
7:00-8:00 AM	14	7	21	3	5	8				-	
8:00-9:00 AM	12	12	24	4	7	111					
4:00-5:00 PM							3	12	13		171
5:00-6:00 PM								7	3 0	+ 0	17
Biagi Bros., 50/80 Technology Court	logy Cour	4						+		0	1.1
(400,000 sq.ft.)		•									
7:00-8:00 AM	4	2	9	0	4	4				-	
8:00-9:00 AM	1	5	9	3		4	-				
4:00-5:00 PM							1 0		2		"
5:00-6:00 PM							1	-	3 6	- C	
									1	>	1

* Also includes truck cab only.
Source: Crane Transportation Group

2/11/08 Napa Airport Industrial Park – Headwaters MARK D. CRANE, P.E. • CRANE TRANSPORTATION GROUP

Appendix A Table 3

TRIP GENERATION RATES

YEAR 2007 COUNT DATA ADJUSTED TO REFLECT 100% BUILDING OCCUPANCY WINERY WAREHOUSES IN THE NAPA INDUSTRIAL PARK AND PEAK SEASON ACTIVITY

	-		AM PEA	AM PEAK HOUR			PM PFAK HOUD	KHOID	
		Z	INBOUND	LOO .	OUTBOUND	2	INROTIND		FDOTIVID
			TO A TOTAL				2001	00	GVIDOGIAD
LOCATION	SIZE	TRIPS	1000 SO.FT.	TRIPS	RATE/ TRIPS 1000 SO FT	TPIPE	RATE/		RATE/
Cal Wing Therese	0000000			2	1000 001 1.	CIMIT	TOUR SQ.F. I.	IKIFS	1000 SQ. FT.
660 Aimort	119,430 sq.ft.	7]	.18	6	80.	9	.05	26	.22
ovo rampana									
Blagi Bros.	101,200 sq.ft.	S	.05	5	0.5	9	70	L.	
770 Skyway	•			,	?)	90.	n	c).
Biagi Bros	377 000 22 4	47	1.3						
1017 101	71. he ood: 11.	÷	ÇŢ.	77	90:	20	90:	4	
/8/ Aupark									71.
Biagi Bros.	400.000 sq.ft.		03	=	03	c	0.1	,	
50/80 Technology Court		ę ł			co.	7	10.	•	.02
Α									i
Average			.10		90.		.05		10
									21.

TECHNICAL APPENDIX Capacity Worksheets

	<i>></i>	-	7	•		4	*	†	<i>/</i> *	1	↓	4
Movement 4	" EBL		EBR.	WBL	WBT,	WBR	NBL	NBT.	NBR	SBL	SBT	SBR
Lane Configurations	`	44		ሻ	^	7	ሻ	<u>ተ</u> ተተ	7	777	ተተ	7
Volume (vph)	- 4 7 200	275	515	50	30	540	.40	1425	;°± 50;	1200	1815	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s) Lane Util, Factor	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Frt	0.91 1.00	0.91 1:00	1.00 0.85	1.00 1.00	1.00	1.00	1.00	0.91	1.00	0.97	0.95	1.00
FIt Protected	0.95	0.99	1.00	0.95	1.00 1.00	0.85 .1.00	1,00 0.95	1,00 1.00	0.85	1,00	1.00	0.85
Said. Flow (prot)	1610	3366	1583	1770	1863	1583	0.95 1770	5085	1.00 1583	0.95 3433	1.00 3539	1.00
Flt Permitted	0.95	0.99	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	3339 1.00	1583 1.00
Satd. Flow (perm)	1610	3366	1583	1770	1863	1583	1770	5085	1583	3433	3539	1583
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)	211	289	542	53	32	568	42	1500	53	1263	1911	32
RTOR Reduction (voh)	0	0	0	0	0	0	0	0	36	0	0	0
Lane Group Flow (vph)	162	338	542	53	32	568	42	1500	17	1263	1911	32
Turn Type	Split		Free	Split		Free	Prot		Perm	Prot	Anna In bender	Free
Protected Phases	4	4		8	8		5	2	ral sylic	1	6	
Permitted Phases	rang power and the second		Free	150 Million de la maria	The Both of the Control of the Contr	Free			2		5446.C.Zanz/990-wg4.j.22	Free
Actuated Green, G (s)	11.0	11,0	100.0	3.2	3.2	100.0	3.2	31.6	31.6	38.2	66,6	100.0
Effective Green, g (s)	11.0	11.0	100.0	3.2	3.2	100.0	3.2	31.6	31.6	38.2	66.6	100.0
Actuated g/C Ratio Clearance Time (s)	0.11	0.11	1.00	0.03	0.03	1.00	0.03	0.32	0.32	0.38		1.00
Vehicle Extension (s)	4.0 3.0	4.0 3.0		4.0 3.0	4.0 3.0		4.0	4.0	4.0	4.0	4.0	DOMESTIC PRODUCTIONS
Lane Grp Cap (vph)	177	370	1583	ა.ს 57		4500	3.0	3.0	3.0	3.0	3.0	
v/s Ratio Prot	c0.10	0.10	1083	c0.03	60 0.02	1583	57	1607	500	1311	2357	1583
v/s Ratio Perm	CO. 10	U.10	0.34	00.03	0.02	0.36	0.02	c0,29		c0.37	0.54	
V/c Ratio	0.92	0.91	0.34	0.93	0.53	0.36	0.74	0.93	0.01 0.03	0.96	0.81	0.02
Uniform Delay, d1	44.0	44.0	0.0	48,3	47.7	0.0	48.0	33.2	23.6	30.2	12.1	0,02 0.0
Progression Factor	1.00	1.00	1.00	0,81	0.83	1.00	1.00	1.00	1.00	1.00	1.00	1,00
Incremental Delay, d2	43.8	26.3	0.6	79.2	6.8	0.5	38.8	11.4	0.1	16.8	3.2	0.0
Delay (s)	87.8	70.3	0,6	118.4	46.3	0.5	86.8	44.6	23.8	47.0	15.3	0.0
Level of Service	F	E	Α	F	D	Α	F	D	С	D	В	A
Approach Delay (s)		36.8			12:3			45.0			27.6	
Approach LOS		D			В	and to common and administration of the or other to	managed constitutions of a	D	PERSONAL LIBERRY AND PA	2004 M. P. S.	C	
Intersection Summary	7											
HCM Average Control Delay	,		31.8	HC	Milevel	of Service		S. C. S.	С	(mark)		S 3 7 7 4
HCM Volume to Capacity ra			0.94			OI OUI NOC	****					
Actuated Cycle Length (s)	NAME AND ADDRESS OF THE LINES THE	a medicia e septido de policio de la como de	100.0	Sui	n of lost	time (s)			16.0			
Intersection Capacity Utilizat	ion		87.4%		Level of				Ē			7777
Analysis Period (min)	at the same and a same a same and a same	,	15			on the majority of the constitution of	a en reinski i stilledisk	energi (m. 19. skieli skieli)	10 ktili (17 t u gazak), k)			
c Critical Lane Group												
							and a management of a		an engagement tale (16)	······································	entra principalità	***************************************

	٨	>	7	√	~	•	4	†	*	\	Ţ	-√
Movement	EBL	EBT	EBR	WBL	WBT -	*WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ሻ	ef _			7>		ጎ	ተተ	7	ሻ	ተ ተ	7
Volume (vph)	80	40	85	140	5	- 0	40	1410	60	45	2360	15
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
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	0.95	1.00	1.00	0.95	1.00
Frt	1,00	0.90		1.00	1.00		1.00	1.00	0.85	1,00	1.00	0.85
Flt Protected	0.95	1.00	të Vend tograndi pulm	0.95	1.00	dread M. POET Harbook area in hit dreabel.	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1805	1664		1770	1900		1671	3574	1583	1805	3574	1615
Fit Permitted	0.95	1.00	netične stanica vsta vsta	0.95	1.00	መተቀየው የተረፈ እንደ የተረወ ነጻ	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1805		8428 Mule	1770	1900	las Gus	1671	3574	1583	1805	3574	1615
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)	84	42	89	147	5	0	42	1484	63	47	2484	16
RTOR Reduction (vph)	0	70	0	0	0	0	0	0	19	O C Sinch bil and muchan ri	0	2
Lane Group Flow (vph)	84	61	<u> </u>	147		0	42	1484	44	47	2484	14
Heavy Vehicles (%)	0%	8%	0%	2%	0%	0%	8%	1%	2%	0%	1%	0%
Turn Type Protected Phases	: Split			Split			Prot		Perm	Prot		Perm
Permitted Phases	4	4		8	8		5	2		1	6	*****************************
Actuated Green, G (s)	5.0	5.0	ALIPA INGRESIA	8.0	8.0	and the state of			2			6
Effective Green, g (s)	5.0	5.0		8.0	8.0		3.9 3.9	67.5	67.5	3.5	67.1	67.1
Actuated g/C Ratio	0.05	0.05		0.08	0.08		0.04	67,5	67.5	3.5	67.1	67.1
Clearance Time (s)	4:0	4.0	7	4,0	4.0		4.0	0.68 4,0	0.68 4.0	0.04 4.0	0.67 4.0	0.67 4.0
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	90	83		142	152		65	2412	1069	63	2398	1084
v/s Ratio Prot	c0.05	0.04	Mariatekia (1881)	c0.08	0.00	en canalization in	0.03	c0.42	1003	0.03	c0.69	1004
Vs Ratio Perm		Section 77						00.72	0.03	0.00	00.03	0.01
v/c Ratio	0.93	0.73	in constant	1.04	0.03		0.65	0.62	0.04	0.75	1.04	0.01
Uniform Delay, d1	47.3	46.8	TOTAL STATE OF	46.0	42.4		47.4	9.0	5.4	47.8	16.5	5.5
Progression Factor	1.00	1.00	OUD DO DECEMBER 1985 (4)	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	72.7	27.9		85.2	0.1		20,0	0.5	0.0	37.6	28.4	0.0
Delay (s)	120.0	74.7		131.2	42.5		67.3	9.5	5.4	85.4	44.9	5.5
Level of Service	F	E		F	D		Ë	A	A	F	D	Α
Approach Delay (s)	TTOO SEED AND LINES AND ADDRESS AND ADDRES	92.4	CTANA COM KINGA NAME	nationer or religions of more to	128.3			10.9			45.4	
Approach LOS	والمتالية والمتالية	ÆΕ.			F			В			D	
Intersection Summary			7.15				77 T 1 (2)					
HCM Average Control Delay			38.3	НС	M Level o	of Service			Ď	11 (1)	-	
HCM Volume to Capacity ratio	Ommune 6 or 2 des office b	NO. 1944 METALOGISHING	0.98	addition of the Edyley Square	Maria Sandania				a de la maria de la como de la co			
Actuated Cycle Length (s)			100.0	Šú	m of lost t	ime (s)			12.0	The same a same		
Intersection Capacity Utilization	n		90.3%		J Level of			A CONTRACTOR OF THE PROPERTY OF THE PERSON O	E	AND SECURITY	THE PERSON NAMED IN COLUMN	esser de la
Analysis Period (min)		Musulmen	15	1000	1		(5) (5) (5)					
c Critical Lane Group										so pagas Natio		

	<i>></i>	→	*	*	←	4	*	†	<i>p</i>	1	↓	4
Movement	- EBL	EBT	EBR	- WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT.	SBR
Lane Configurations	ħ	†	7	75	A	*	ካ	ት ተ	7	ጘ	^	*
Volume (vph)	45	0	. 25	10	5	10	30	1320	10	40	2705.	35
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	(12)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00		1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt	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		1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd, Flow (prot)	1770		1583	1770	1863	1583	1770	3539	1583	17.70	3539	1583
Flt Permitted	0.95		1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd: Flow (perm)	1770		1583	1770	1863	1583	1770	3539	1583	1770	3539	1583
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)	47	- 0	26	11	5	11	32	1389	11	42	2847	37
RTOR Reduction (vph)	0	0	25	0	0	11	0	0	2	0	0	6
Lane Group Flow (vph)	47	0	1	11	5	0	32	1389	- '	42-	2847	31
Turn Type	Prot		Perm	Prot		Perm	Prot		pm+ov	Prot		pm+ov
Protected Phases	7	4		3	8		5	2	· 3	5 1	- 6	7
Permitted Phases			4		- H	8		ner in reserve principle (Militaria) de	2	A. Selection Secondaria Servi	e ant new discovered Color of Marie	6
Actuated Green; G (s)	5.5		4.7	2.3	1,5	1,5	3.1	97.8	100.1	7.7	102.4	107.9
Effective Green, g (s)	5.5		4.7	2.3	1.5	1.5	3.1	97.8	100.1	7.7	102.4	107.9
Actuated g/C Ratio	0.04	-1	0:04	0,02	0.01	0.01	0.02	0.76	0.78	0.06	0.80	0.84
Clearance Time (s)	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Vehicle Extension (s)	3.0	3. 3. 61	3,0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	76		58	32	22	18	43	2693	1233	106	2820	1329
V/s Ratio Prot	c0.03			0.01	c0.00		c0,02	0.39	0.00	0.02	c0.80	0.00
v/s Ratio Perm	WWW.		c0.00			0.00			0.01	est since paras 27 million	e mode something the project of	0.02
v/c Ratio	0.62		0.02	0.34	0.23	0.01	0,74	0.52	0.01	0.40	1.01	0.02
Uniform Delay, d1	60.5	-	59.7	62.4	62.9	62.8	62.3	6.0	3.2	58.2	13.0	1.7
Progression Factor	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	14.1	OPENSOR PROPERTY.	0.1	6.3	5.2	0.2	50.5	0.2	0.0	2.4	19.3	0.0
Delay (s)	74.5		59.8	68.7	68.1	62,9	112.8	6.2	3,2	60.6	32,4	3.7
Level of Service	E	70.77 T 100 T 10007	E	Ε	Ε	E	F	A	Α	Е	С	Ā
Approach Delay (s)		69,3			66.2			8.6			32.4	
Approach LOS		Ε			Ε			Α			Ç	
Intersection Summary			11.74	值行业				11-7				
HCM Average Control Delay	ECN-ENTROPHOLOGICA	ecteryphysical centre	25.5	HC	M Level o	of Service	namen ariena		С			
HCM Volume to Capacity ratio			1.00									
Actuated Cycle Length (s)		יי באודע בין דון העביד	128.5		n of lost t		XX, 5007 647 (4 100 100 100 100 100 100 100 100 100 10		20.0			
ntersection Capacity Utilization	L		91.4%	ICL	Level of	Service			F			
Analysis Period (min)			15									

	۶	→	*	•		•	4	†	<i>></i>	/	ļ	4
Movement	EBL	₽ EBT	EBR	WBL	WBT	WBR /	/ NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ካ 70	^	7	ሻ	^	7	75	†	7*	7	1→	
Volume (vph)		970	45	45	. 540	715	25	435	50	10	20	10
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	the facilities of the said	4.0	4.0	4.0	4,0	4.0	6 G H
Lane Util, Factor	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Fit	1.00	1,00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.95	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1770	3539	1583	1770	1863	1583	1770	1863	1583	1770	1770	
Fit Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1770	3539	1583	1770		1583	1770	1863	1583	1770	1770	
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	75	1043	48	48	581	769	27	- 468	54	11	22	11
RTOR Reduction (vph)	0	0	0	0	0	291	0	0	27	0	7	0
Lane Group Flow (vph)	75	1043	48	48	581	478	27	468	27	11	26	0
Tum Type	Prot	NO CONTRACTOR OF CONTRACTOR	Perm	Prot	POSE/ATTENIA SA AMARIJANA	Perm	Prot	Mineral Browning on State of the Con-	Perm	Prot		
Protected Phases	7	4	فالشيفاء ا	3	8		5	2		1	6	
Permitted Phases	formanian in mission		4	fe monacountry of weavor	HE SERVED CAMPBASE	8	h Netterd for very drawn		2			
Actuated Green, G (s)	6.6	39.6	39.6	4.6	37.6	37.6	5.2	48.3	48.3	1.5	44.6	
Effective Green, g (s)	6.6	39.6	39.6	4.6	37.6	37.6	5.2	48.3	48.3	1.5	44.6	
Actuated g/C Ratio	0.06	0.36	0.36	0.04	0,34	0.34	0.05	0.44	0.44	0.01	0,41	
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	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	3.0	3.0	
Lane Grp Cap (vph)	106	1274	570	74	637	541	84	818	695	24	718	
v/s Ratio Prot	c0.04	0.29		0.03	c0.31		0.02	c0.25		c0.01	0.01	
v/s Ratio Perm			0.03	·) and court management to the court of	eranon carnomicologico	0.30			0.02			
V/c Ratio	0.71	0.82	0,08	0,65	0.91	-0.88	0.32	0.57	0.04	0.46	0.04	
Uniform Delay, d1	50.8	31.9	23.2	51.9	34.6	34.1	50.7	23.1	17.6	53.8	19.7	
Progression Factor	0.53	0.09	0,09	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	8.4	1.7	0.0	17.9	17.4	15.7	2.2	2.9	0.1	13.2	0.1	
Delay (s)	35.5	4.6	2.1	69.8	52.0	49.8	52.9	26.0	17.7	67.1	19.8	
Level of Service	D	A	Α	E	D	D	D	С	В	Ε	В	(Allen markets
Approach Delay (s)	diameter and the second	6.5			51.4			26.5			31.6	
Approach LOS		Α			D			С			С	
Intersection Summary						of the co	10.1		9 (* 1. °).	****		
HCM Average Control Delay	PARALONIUM MATERIAL		30.2	HC	M Level	of Service			С			
HCM Volume to Capacity ratio			0,69			715 000 000						
Actuated Cycle Length (s)	THE RESIDENCE OF THE PARTY OF T		110.0		m of lost t			remittational desirables	12.0			220000000000000000000000000000000000000
Intersection Capacity Utilizatio	n – 💮		81,0%	· JCU	Level of	Service			D			
Analysis Period (min)			15						ere sente sono establishe dell'illera		cardinario (2 Sillis)	
c Critical Lane Group			01/20				-			71		

2010 Base Case Level of Service AM & PM Peak Hours

	۶	→	7	*	4	*	4	†	*	>	↓	4
Movement		/ EBT	EBR.		WBT :	WBR-	NBL	a sus-conditions to a continue	40-1-17-17-17-17-18-18-18-18-18-18-18-18-18-18-18-18-18-	⊮ SBL	SBT	
Lane Configurations	\	þ 17	1707/77[1707/99]99504	*	ĵ.	o an state water was a state of	enter services.	ተ	7	ሻ	<u></u>	*
Volume (vph)	46		35	jak († 60 s	13	. 0	178	2320	· 530	45	1580	58
Ideal Flow (vphpi)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s) Lane Util, Factor	4.0	4.0		4.0	4.0		- 4.0	4.0	4.0	4:0	4.0	4.0
	1.00 1.00	1.00		1.00	1.00	e an a la companye de la companye d	1.00	0.95	1.00	1.00	0.95	1.00
Frit Fit Protected	0.95	0.90		1.00	1.00	ariā ja	1.00	1.00	0.85	1.00	1.00	0.85
Satd. Flow (prot)	0.95 1327	1.00 1329	INTERNIT	0.95	1.00	arana kana	0.95	1.00	1.00	0.95	1.00	1.00
Satd: Flow (plot)	0.95	Land that Property Similar		1612	1900		1612	3505	1599	1805	3505	1417
Satd. Flow (perm)	1327	1.00 1329	\$5/1900-700005T11	0.95	1.00	n ota m ootare	0.95	1.00	1.00	0.95	1.00	1.00
				, 1612	1900		1612	3505	1599	1805	3505	1417
Peak-hour factor, PHF Adj. Flow (vph)	0.93 49	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
RTOR Reduction (vph)	e will country of better any entire transfer or it is posited	18.	38	65	14	0	191	2495	570	48	1699	62
	0 49	36 20	0	0 65	0	0	0	0	119	0	O	14
aneiGroup⊧Flow (vph) ∃eavy Vehicles (%)	36%		Control of the state of the state of the state of the	A RESCRIPTION OF THE PARTY OF T	14	0	191	2495	451	48	1699	. 48
		63%	12%	12%	0%	0%	12%	3%	1%	0%	3%	14%
urn Type Protected Phases	Split	ika lika		Split			Prot		Perm	Prot		Perm
	4	4	GMCDCZMOCE MAJABIC	8	8	AMMARKAN PROGRAMMA	5	2	NA STATE A STATE OF THE PROPERTY OF THE PROPER	1	6	
ermitted Phases ctuated Green, G (s)									2			6
	4.0 4.0	4.0		4.0	4.0	KONSTSTSSSSSSSSS	13.7	62.1	62,1	3.1	51.5	51.5
ffective Green, g (s) ctuated g/C Ratio		4.0	. Ar desert	4,0	4.0		13.7	62.1	62.1	3,1	51.5	51.5
earance Time (s)	0.04 4:0	0.04 4.0	27 Tab 2000 taba	0.04	0.04	en e	0.15	0.70	0.70	0.03	0.58	0.58
ehicle Extension (s)	3.0	Contract Con		4.0	4.0		4.0	4.0	4.0	4.0	4,0	4.0
	3.0 60	3.0	Sine Sermonen	3.0	3.0	erundi krenin avenua et e	3.0	3.0	3.0	3.0	3.0	3.0
ane Grp Cap (vph)	A SAT TO SEE SHOW SEED AND THE MANIFESTERS IN	60	22.44	72	85		248	2440	1113	63	2024	818
's Ratio Prot 's Ratio Perm	c0.04	0.01.		c0.04	0.01		0.12	c0.71	and the second second as	0.03	c0.48	
/s Ratio Perm /c Ratio							بالداسدية		0.28			0.03
niform Delay, d1	0.82	0.33		0.90	0.16	CONSTRUCTOR STATES OF	0.77	1.02	0.41	0.76	0.84	0.06
rogression Factor	42.2	41.3		42.4	41.0	ALLES AND	36.2	13.6	5.7	42.7	15.5	8.2
icremental Delay, d2	1.00 55.6	1.00 3.2		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
elay (s)				73.0	0.9		13.7	24.2	0.2	41.2	3,2	0.0
evel of Service	97.8 F	44.5 D		115.5	41.9		49.9	37.7	6.0	83.9	18.7	8.3
pproach Delay (s)				F.,	D		D	D	A	_ F	В	Ā
pproach LOS	THE RESERVE OF THE	69.4		ensi Tenyangan	102.4		enera companione en	32.9	t. Aridorkostas varanas var	temorenia y manga a y m	20.1	
Phinari Fno	and the street, reading a line	E	للسلام وأراما			4-1-12-12-12		Ĉ			Ċ	
tersection Summary					7 - Herry (1872) - H	12077	777777	1711				
CM Average Control Delay			30.2	нс	M Level c	f Service			Ċ			2010/09/09
CM Volume to Capacity ra	lio		0.97	u de la company de la comp								
ctuated Cycle Length (s)	Same and the last		89.2	Sür	n of lost t	me (s)			12.0			
tersection Capacity Utilizat	ion	na na st ana siksilah basa ⁿ	87.5%		Level of				E			
nalysis Period (min)	****	Mark Control	15				NI CONTRACTOR		.			
Critical Lane Group	in is money the real of the Tark Tark Waller (1994)	e entre ver stat tillet bledt	mandeler i fari i filigi	altication of the control of the con			racioni applic					
F												

	عور	-	*	€	←	*	4	†	<i>></i>	\	 	4
Movement "	EBL.	EBT -	EBR	WBL	· WBT :	WBR+	NBL	NBT	NBR:	SBL	SBT	SBR
Lane Configurations	ሻ	<u></u>	<u>_</u>	*	ተ	ř	ጘ	十 个	7	ኣ	个 个	7
Volume (vph)	i) 45	10	145	25	15	25	165	3163	25	25	1420	75
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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	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	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Sald, Flow (prot)	1770	1863	1583	1770	1863	1583	1770	3539	1583	1770	3539	1583
FIt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Sald. Flow (perm)	1770	1863	1583	1770	1863	1583	1770	3539	1583	1,770	3539	1583
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	· 0.93
Adj. Flow (vph)	48	14	156	27	16	27	177	3401	27	27	1527	81
RTOR Reduction (vph)	0	0	152	0	0	26	0	0	5	0	0	23
Lane Group Flow (vph)	48	11	4	27	16	1	177	3401	22	27	1527	58
Turn Type	Prot	Navi Tilla albert flavorias care	Perm	Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases		4		3	8		5	2	4 医毛病		6	
Permitted Phases	SENSON LATERAL AS ADRES S estimate de	ASSET INTERNESSES, ANNA SIM	4			8	_		2	10.00 personal primarity?;	to an extended the second of t	6
Actuated Green, G (s)	4.0	4.0	4.0	3.1	3,1	3.1	19.3	122.2	122.2	3.1	106.0	106.0
Effective Green, g (s)	4.0	4.0	4.0	3.1	3.1	3.1	19.3	122.2	122.2	3.1	106.0	106.0
Actuated g/C Ratio	0.03	0.03	0.03	0.02	0.02	0.02	0,13	0,82	0.82	0.02	0.71	0.71
Clearance 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
Vehicle Extension (s)	3.0	3,0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	48 .	50	43	37	39	33	230	2914	1304	37	2528	1131
v/s Ratio Prot	c0.03	0.01		0.02	c0.01		c0.10	c0.96		0.02	0.43	
v/s Ratio Perm	*45.77.77.77	2 <i>0210-98</i> - 1 2400-112	0.00	** 525-#***************************	FP/SIDANIMAN Ordense	0.00			0.01			0.04
v/c Ratio	1.00	0.22	0.10	0.73	0.41	0.02	0.77	1.17	0.02	0.73	0,60	0.05
Uniform Delay, d1	72.2	70.7	70.4	72.2	71.7	71.2	62.4	13.1	2.3	72.2	10.7	6.3
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	129.9	. 2.2	1.0	52.2	6.9	0.2	14.3	79.3	0.0	52.2	0.4	0.0
Delay (s)	202.1	72.9	71.4	124.4	78.6	71,4	76.7	92.4	2.4	124.4	11.1	6.3
Level of Service	F	E	Ε	F	Е	Ε	E	F	A	F	В	Α
Approach Delay (s)	in a service and a service of	100.7		ne al la la	93,5			91.0			12.7	
Approach LOS		F			F			F			В	
Intersection Summary			1. J							***************************************		
HCM Average Control Delay			68.2	HC	M Level o	of Service			E			A STATE OF THE STA
HCM Volume to Capacity rati	io		1.14									
Actuated Cycle Length (s)			148.4		n of lost t		·		16.0			
Intersection Capacity Utilizati	on	1	09.9%	JOL	Level of	Service			H			
Analysis Period (min)	## Wild and a second		15				#1000 1 PA 1000 100 100 100 100 100 100 100 100 1	market seles beste selective (1 d	Security (Section)	e opposite de la compansa de la comp	aparatikan iliki	
c Critical Lane Group												ing in the same

	٨	→	*	•	+	*	4	†	<i>*</i>	\	↓	4
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR.	SBL	SBT	SBR
Lane Configurations	ሻ	ተተ	7	ሻ	†	7	ች	4	7	ሻ	^ }	
Volume (vph)	75	1023	50	56	763	815	25	460	57	15	25	15
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	
Lane Util, Factor	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	- AND THE REAL PROPERTY AND INC.
Fr.	1.00	1.00	0.85	1.00	1.00	0.85	1,00	1.00	0.85	1.00	0.94	10040564
FIt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1770 -	3539	1583	1770	1863	1583	1770	1863	1583	1770	1759	
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1770	3539	1583	1770	1863	1583	1770	1863	1583	1770	1759	
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	81	1100	54	60 ~	820 [876	27	495	61	16	27	. 16
RTOR Reduction (vph)	0	0	0	0	0	262	0	0	33	0	10	0
Lane Group Flow (vph)	81	1100	54	60	820	614	27	495	28	16	33	0
Turn Type	Prot	Maria (727) de propies	Perm	Prot	Titre stages as property early s	Perm	Prot	-	Perm	Prot		
Protected Phases	7.	4.	CONTRACTOR AND THE NAME OF	3.	. 8		5	2		1	6	
Permitted Phases	i Fiath		4	olio er è zir zany'ner	T TOTAL TERMINATE AND COME	8	i Pai Watertae kanasay	DK 200 From the strategy	2			
Actuated Green, G (s) Effective Green, g (s)	5.8 5.8	44.2	44.2	6.6	45.0	45.0	3.6	36,8	36.8	6.4	39.6	
Actuated g/C Ratio		44.2	44.2	6.6	45.0	45.0	3.6	36.8	36.8	6.4	39.6	Nette shirt almos us.
Clearance Time (s)	0.05	0.40	0.40	0.06	0.41	0.41	0.03	0.33	0.33	0.06	0.36	
Vehicle Extension (s)	4.0 3.0	4.0 3.0	4.0 3.0	4.0 3.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	***************
Lane Grp Cap (vph)					3.0	3,0	3.0	3,0	3.0	3.0	3,0	
	93 c0.05	1422 0.31	636	106	762	648	58	623	530	103	633	TIANGA TENADA I
v/s Ratio Perm	ເບ.ບວ	U.O.L	0.00	0.03	c0.44		0.02	c0,27	ania dia an	c0.01	0.02	
Vic Ratio	0.87	0.77	0.03 0.08	0.57	1,08	0.39 0.95			0.02		To Produce the Secret	oxide interests
Uniform Delay, d1	51.7	28.6	20.4	50.3	32.5	0.95 31.4	0.47	0.79	0.05	0.16	0.05	
Progression Factor	0.66	0.09	0.09	1.00	32.5 1.00	31.4 4.00	52.3 1.00	33.2	24.8	49.2	23.0	
Incremental Delay, d2	20.9	0.03	0.0	6.8	55.0	23.0	CONTRACTOR OF THE PARTY OF THE	1.00	1.00	1.00	1,00	220
Delay (s)	55.1	3.4	1.9	57.1	87.5	23.0 54.4	5.8 58.1	10.1 43.2	0.2 25.0	0.7	0.2	
Level of Service	E	у. д А	A	E	07.0 F	04,4 D	. 30, I E	43.Z D	and the state of t	49.9	23,1	أستست
Approach Delay (s)	-	6.7		L	70.0	U		42.0	C	D	C 30.4	
Approach LOS			ar tara		. 70.0 E			42.0 D			avena-and-thistophysical desired	
Intersection Summary					L			U			С	
HCM Average Control Delay			43.3	LIC	M.L. aural	£0			4 (4)			V 1
HCM Volume to Capacity ratio		TITLE STATE OF THE PARTY.	0.89	ПО	VI LEVEL C	of Service		an appearance	D			energy-
Actuated Cycle Length (s)			0.09 110.0		n of lost t	ima (a)		و فرو برو عدد				
Intersection Capacity Utilization			88.8%		Level of				16.0			
Analysis Period (min)			15	ייייי	revel ()	OCI VILLE			E			
c Critical Lane Group				Trenderine.	TO STORY		are the carrier		one kare en en en		Primary and the second	

	٨		7	*	4-	4.	1	†	/	\	↓	1
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT.	NBR	SBL	SBT	SBR
Lane Configurations	٦	<u>-</u> 4∱	7	ት ና	†	7	ነ	ተተ ተ	7	ሻሻ	^	7
Volume (vph)	. 225	390	746	58	65	560	140	1553	1.60	1255	1898	55
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s) 25 00 86	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
Fri 150 Principle	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	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd, Flow (prot)	1610	3379	1583	1770	1863	1583	1770.	5085	1583	3433	3539	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd Flow (perm)	1610	3379	1583	1770	1863	1583	1770	5085	1583	3433	3539	1583
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) RTOR Reduction (vph)	237	411	785	61	68	589	147	1635	168	1321	1998	58
Lane Group Flow (vph)	0 209	0 439	0	0	0	0	0	0	58	0	0	0
		439	785	61	. 68	589	147	1635	110	1321	1998	58
Turn Type Protected Phases	Split 4		Free	Split		Free	Prot	TO THE STREET	Perm	Prot	Control of the second beauty of	Free
Permitted Phases	4	4	Karina.	8	. 8		5	2	Same work over the second	1	6	
Actuated Green, G (s)	17.0	17.0	Free 130.0	5.0	F 0	Free			2	laterature e caracteria	than in everywork	Free
Effective Green, g (s)	17.0	17.0	130.0	5.0 5.0	5.0	130.0 130.0	12.7	42.0 4	42.0	50.0	79.3	130.0
Actuated g/C Ratio	0.13	0,13	1.00	0.04	5.0 0.04	1.00	12.7 0.10	42.0 0.32	42.0	50.0	79.3	130.0
Clearance Time (s)	4.0	4.0	1.00	4.0	4.0	1,00	4.0	0.32 4.0	0.32	0.38	Particle residence (Carlot	1.00
Vehicle Extension (s)	3.0	3.0		TARREST CONTRACTOR NO.	3.0		3.0	4.0 3.0	4.0 3.0	4.0 3.0	4.0	SST COM
Lane Grp Cap (vph)	211	442	1583	68	72	1583	173	1643			3.0	
v/s Ratio Prot	0.13	c0.13	1000	0.03	c0.04	1000	0.08	c0.32	511	1320	2159	1583
v/s Ratio Perm	in complete property		0.50	J.00		0.37	U.U0	.00.3Z	0.07	c0.38	0.56	
V/c Ratio	0.99	0.99	0.50	0.90	0.94	0.37	0.85	1.00	0.07	1,00	0.93	0.04
Uniform Delay, d1	56.4	56.4	0.0	62.2	62.4	0.0	57.7	43.9	32.0	40.0	22.7	0.04
Progression Factor	1.00	1,00	1.00	0.61	0.61	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	59.1	40.8	1.1	62.5	74.6	0.5	30.2	21.1	1.0	25.0	8.3	0.0
Delay (s)	115.5	97.3	1.1	100.5	112.6	0.5	88.0	65.0	33.0	65.0	31.0	0.0
Level of Service	F	F	Α	F	F	A	F	E	C	E	C	A
Approach Delay (s)		47.3		Service (Co.)	19.6	100	florida (64.0		-	43.7	
Approach LOS		D			В	A COMMENT OF THE PARTY OF THE P		E	and the second		D	Salara Jares
Intersection Summary	T.											The Control of the
HCM Average Control Delay	o pode si processi processi se	<u> </u>	47.4	HC	Milouol	of Service			louist			
HCM Volume to Capacity ratio	Y The second	THE THEFT	1.00	IIC	IVI LEVE: (JI Selvice			D			TO THE STATE OF
Actuated Cycle Length (s)			130.0	Sur Sur	m of lost i	ime (c)			400			
Intersection Capacity Utilization	n		94,1%		Level of				16.0 F			
Analysis Period (min)			15		v revel di	OCIVICE		3.5 ZZ (20)	, C	en with a star of the st		
c Critical Lane Group	F 44.6							u an marin		nyminanas en en en		
Commence of the second	and Carlotte History		Composite of the Composite of		and the second	a) seeks as a property		Marie Sten		e a santalia		Santa d

,	•	>	*	*	-	•	4	†	~	\	↓	1
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ሻ	1•		ΪŠ	Ĥ		ሻ	ተተ	7	ነ	^	7
Volume (voh)	65	21	50	- 60	20	0	204	2320	530	45	1580	90
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	24/11/5	4.0	4.0	ro al gr	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	1.00	o presidente de secuelos	1.00	1.00		1.00	0.95	1.00	1.00	0.95	1.00
F/L	1.00	0.89		1.00	1.00		1.00	1.00 -	0.85	1,00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	Whidten Live Marke	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot) Flt Permitted	1327	1336	الفاطئة بالنبا	1612	1900		1612	3505	1599	1805	3505	1417
Satd, Flow (perm)	0.95 1327	1.00		0.95	1.00	erri eta erana mete	0.95	1.00	1.00	0.95	1.00	1.00
Peak-hour factor, PHF		1336		1612	1900		1612	3505	1599	1805	3505	1417
	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj:Flow (vph) RTOR Reduction (vph)	70 0	23	54	65	22	0	219	2495	570	48	1699	97
Lane Group Flow (vph)	70	51 26	0	0	0	0	0	0	107	0	0	19
Heavy Vehicles (%)	36%	63%	0	65:	22	0.0	219	2495	463	48	1699	78
Turn Type	Split	0376	12%	12%	0%	0%	12%	3%	1%	0%	3%	14%
Protected Phases	************************	ili alamani.		Split		علمان الكالة	. Prot _∵	rk <u>2</u> 604.úztá	Perm	Prot	basa e	Perm
Permitted Phases	4	4		8	8	ff%ds#Mkors#	5	2	(9)(00-10 -00-00-00-00-00-0	1	6	
Actuated Green, G (s)	6.0	6.0		4.0	4.0		40.0		2			. 6
Effective Green, g (s)	6.0	6.0		4.0	4.0		16.0	70.1	70.1	3.1	57.2	57.2
Actuated g/C Ratio	0.06	0.06	in the state of	0.04	0.04	AGO PANE	16.0 0.16	70.1	70.1	3.1	57.2	57.2
Clearance Time (s)	4.0	4.0		4.0	4.0	*****	4.0	0.71 4.0	0.71 4.0	0.03 4.0	0.58	0.58
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	4.0 3,0	4,0	4.0
Lane Grp Cap (vph)	80	81	10000	651	77	76 TEV 20	260	2477	1130	5.0 56	3.0	3.0
v/s Ratio Prot	c0.05	0.02	***************************************	c0.04	0.01	een Laizuung.	0.14	c0.71	, 1130	0.03	2021	817
v/s Ratio Perm		ur z mico ni mi	numerical de	7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7	5,01	rion de consti	0.14	(0,71	0,29	0.03	c0.48	A 00
v/c Ratio	0.88	0.32	edical desire test	1.00	0.29		0.84	1.01	0.41	0.86	0.84	0.06 0.10
Uniform Delay, d1	46.2	44.7		47.6	46.2		40,4	14.6	6.0	47.8	17,3	9,4
Progression Factor	1.00	1.00	P0/15/25/2016	1.00	1.00	oke ika ama	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	60.2	2.3		111.6	2.0	745 PP 115	21.2	19.9	0.2	70.1	3.3	0,1
Delay (s)	106.5	47.0	PA. 6 0000 01 1 107 T.J. (140 6 0 0	159.2	48.3		61.6	34.4	6.3	117.9	20.6	9.5
Level of Service	F	D		F	Ď		E	C	A	.,,,, <u>o</u>	20.0	Ä
Approach Delay (s)	to Salin Authorite annual ar in a la com-	75.3			131.2	Co. Carron Control Collects	Prime restrict regions	31.3			22.5	
Approach LOS		i E			F	7	60 BY 48	C			c	
Intersection Summary												
HCM Average Control Delay			31.1	UС	W Lavala	#0		<u> </u>		3.33861		31074
HCM Volume to Capacity ratio	2.((2.4222 <u>)</u>)		0.97	LEAST TO	M Level o	o Service			C	أستنيك سالا		
Actuated Cycle Length (s)	and the second second		99.2	Q ₁₁ ,	n of lost ti	me (n)			240 A	/		William Area
Intersection Capacity Utilization	on	}	33. <u>2</u> 37.7%		Level of				12.0			
Analysis Period (min)			15	100	FEAC! OI	OCIVICE			Ε	Tien Springer		and the same of th
c Critical Lane Group		× 172.52 2					. Santania			ini de de la composición dela composición de la composición de la composición de la composición de la composición dela composición de la c		
r	,		٧.									

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT'	NBR-	SBL	SBT	SBR
Lane Configurations	ሻ	个 个	7	ኝ	†	7.5	ኻ	†	7	ነ	ß	
Volume (vph)	75	1026	50	65	773	815	25	460	61	154	25	15
ldeal 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	
Lane Util. Factor	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	12174217
FA STATE OF THE ST	1.00	1.00	- 0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.94	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	XXXXXXXXXXXXX
Satd Flow (prot)	1770	3539	1583	1770	1863	1583	1770	1863	1583	. 1770	1759	47,177,17
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	410000000000000000000000000000000000000
Satd Flow (perm)	1770	3539	1583	1770	1863	1583	1770	1863	1583	1770	1759	
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	81	1103	· 54	70	831	876	27	495	66	16	27	16
RTOR Reduction (vph)	0	0	0	0	0	241	0	0	33	0	10	0
Lane Group Flow (vph)	81	1103	54	70	831	635	27.	495	33	16	33	Ő
Turn Type	Prot	PARTY AND INCOME AND ADDRESS OF THE PARTY OF	Perm	Prot		Perm	Prot		Perm	Prot		
Protected Phases	1. usi 16 7 10.	4	a state of	3	- 8		5-3	1 2	325	P 0 1	6	
Permitted Phases	er ale o l'enclore depresentations	- Brodovini - Wooden orden	4			8			2	*** X.55# *** . 100 \$ \$ \$ \$ \$ \$ \$	the state of the same suggests	*954604626
Actuated Green, G (s)	6.8	50.7	50.7	7.1	51.0	51.0	3.6	39.8	39.8	6.4	42.6	
Effective Green, g (s)	6.8	50.7	50.7	7.1	51.0	51.0	3.6	39.8	39.8	6.4	42.6	ELERGEANA, VECE
Actuated g/C Ratio	0.06	0.42	0.42	0.06	0,42	0.42	0.03	0.33	0.33	0.05	0.36	
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	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	3.0	3.0	
Lane Grp Cap (vph)	100	1495	669	105	792	673	53	618	525	94	624	
v/s Ratio Prot	0.05	c0.31		0.04	c0.45		0.02	c0.27	Series .	c0.01	0.02	50.00
v/s Ratio Perm	in jihanikan jar a merimpungan s ebagan	it Stimerry seery was	0.03			0.40			0.02	e a processe de richte a misse	i i kademi v kaj majoj drživej.	ene a mession (CS)
v/c Ratio	0.81	0.74	0.08	0.67	1.05	0.94	0.51	0.80	0.06	0.17	0.05	
Uniform Delay, d1	56.0	29.1	20.7	55.3	34.5	33.1	57.3	36.5	27.4	54.3	25.4	PARAGRAPHAN
Progression Factor	0,43	0.07	0.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	14.5	0.6	0.0	14.8	45.7	21.8	7.5	10.5	0.2	0.9	0.2	. 0 PLAT DIVING 1.75
Delay (s)	38.8	2.8	2.0	70,1	80.2	54.9	64.8	47,0	27.6	55.1	25.6	
Level of Service	D	Α	Α	E	F	D	Е	D	С	Ε	C	\$1000 to \$1
Approach Delay (s)	a da la	5.1			67.3			45.6			33.6	1
Approach LOS		Α			E			D			С	
Intersection Summary					67.00		e in the second	e kan ya s	ie e reige	STORE THE STATE		
HCM Average Control Delay			42.3	HC	Mileveli	of Service	8400	41 May 1 4 4 5 1	D		24400004400	
HCM Volume to Capacity ratio)		0.86		M LCVCI	JI OGIVICE			U			
Actuated Cycle Length (s)		أران والكافرة الوصائد	120.0	Sur	n of lost	lime (e)			12.0	. Zin zanegi. z		
Intersection Capacity Utilization	ח		88.8%		Level of				12.0 È			TOTAL TIME
Analysis Period (min)	. Alexenie e e e e e e e e e e e e e e e e e e		15	100	LOVE! U	OCITICE			L. C.			
c Critical Lane Group		en nessummer	,,,					************				
The second secon	MARCHE STATES	entera antica				1.45.PA.454		ALLES ALLES				

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Movement	Z EBL	EBT	EBR:	WBL	WBT	WBR	NBL	NBT	NBR	SEL	« SBT »	SBR
Lane Configurations	ሻ	4↑	7	ሻ	A	7#	ሻ	ተተተ	7	ካካ	^ ^	7
Volume (vph)	225	390	749	62	90	. 560	-142	1571	167	1255	1909	55
ldeal 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	
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
Fit	1.00	1,00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Fit Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Said. Flow (prot) = 10 10 15 15	1610	3379	1583	1770	1863	1583	1770	5085	1583	3433	3539	1583
Fit Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1610	3379	1583	1770	1863	1583	1770	5085	1583	3433	3539	1583
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)	237	411	788	65	95	589	149	1654	176	1321	2009	58
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	78	0	0	0
Lane Group Flow (vph)	209	439	788	65	95	589	149	1654	98	1321	2009	58
Turn Type	Split	er and the contract of the con	Free	Split		Free	Prot		Perm	Prot		Free
Protected Phases	4	4	1.24	8	8 💮	15 (41-5)	5	2	i in Succe	11	6	
Permitted Phases	\$502#33##A****e***.a.5	Kanada sanar-sanara	Free	rest state a communication of the communication of		Free			2			Free
Actuated Green, G (s)	15.0	15.0	120.0	6.0	6.0	120.0	11.1	39.0	39.0	44.0	71.9	120.0
Effective Green, g (s)	15.0	15.0	120.0	6.0	6.0	120.0	11.1	39.0	39.0	44.0	71.9	120.0
Actuated g/C Ratio	0.12	0.12	1.00	0.05	0.05	1.00	0.09	0.32	0.32	0.37	0.60	1.00
Clearance Time (s)	4.0	4.0	Sampas estados	4.0	4.0	pomo/cumi (# come temperature)	4.0	4.0	4.0	4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	i di ma	3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	201	422	1583	89	93	1583	164	1653	514	1259	2120	1583
Ws Ratio Prot	0.13	c0.13		0.04	c0.05	Manusian	0.08	c0.33		c0.38	0.57	16000
v/s Ratio Perm v/c Ratio			0.50	SOME SECTION SECTION AND ASSESSMENT	Seed appears on the company	0.37	: SPIS-rest hour operation was an	*******************************	0.06			0.04
	1.04	1.04	0.50	0.73	1.02	0.37	0.91	1,00	0.19	1,05	0.95	0.04
Uniform Delay, d1	52.5	52.5	0.0	56.2	57.0	0.0	53.9	40.5	29.2	38.0	22.3	0.0
Progression Factor	1,00	1.00	1.00	0.62	0.62	1.00	1,00	1.00	1.00	1.00	1,00	1.00
Incremental Delay, d2	74.3	54.7	1.1	20.6	87.0	0.5	44.2	22.3	0.8	39.3	10.6	0.0
Delay (s) Level of Service	126.8 F	107.2	1.1	55.6	122.2	0.5	98.1	62.8	30,0	77.3	32.9	0.0
Approach Delay (s)	Г	F 51.8	Α	E	F 20.7	<u> </u>	F	E	С	E	С	A
Approach LOS		01.0 D			a microscope de la composición de la c			62,5			49.7	
• •		U			С			E			D	
Intersection Summary	17	.1.									7	
HCM Average Control Delay			50.6	НС	M Level o	of Service			D			***************************************
HCM Volume to Capacity rati	0		1.03							- Chigana		
Actuated Cycle Length (s)	W		120.0		m of lost t		ocusania di VIII di C	araban padakan 1985	16.0	no all'organi di Ballilli	maleuver 1923	
Intersection Capacity Utilizati	on	10 (10 (10)	95.8%		J Level of			10.000000000000000000000000000000000000	F			
Analysis Period (min)	Militaramanua barrara		15			~~~~ ~~~ ~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	especial de la Section de la Contraction de la C	naveno sue diselventilistich fin	orana militari da da principal da Alexanda			AMERICAN PROPERTY AND ADDRESS
c Critical Lane Group												
	•							A Pro- Contraction of Street Contraction Con-	THE PARTY AND TO SEE FILE	Deco-co Charles or all angularists		ARPHIOTOTOL CO.

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT,	NBR	SBL	SBT	SBR
Lane Configurations	ች	f)		*1	7		ħ	十 个	7	ሻ	ተት	7
Volume (vph)	135	64	140.	155	15	Ō,	75	1715	70	. 55	2660	55
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	410		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	1.00	NG NOOTSUMERSIN JULIA	1.00	1.00		1.00	0.95	1.00	1.00	0.95	1.00
	1.00	0.90		1.00	1.00		1.00	1.00	0.85	1.00	1.00	0.85
Fit Protected	0.95	1.00	DSC STAGENGE AND A	0.95	1.00	MF000000000000000000000000000000000000	0.95	1.00	1.00	0.95	1.00	1.00
Satd: Flow (prot)	1805	1663		1770	1900		1671	3574	1583	1805	3574	1615
Flt Permitted	0.95	1.00	Safarens un generatura nom	0.95	1.00	by effection makes a services	0.95	1.00	1.00	0.95	1.00	1.00
Satd: Flow (perm)	1805	1663		1770	1900		1671	3574	1583	1805	3574	1615
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)	142	67.	147	163	16	0	79	1805	4 74	58	2800	58
RTOR Reduction (vph)	0	51	0	0	0	0	0	0	13	0	0	5
Lane Group Flow (vph)	142	163	0	163	16	0	79	1805	. 61	58	2800	53
Heavy Vehicles (%)	0%	8%	0%	2%	0%	0%	8%	1%	2%	0%	1%	0%
Turn Type	Split			Split		Service.	Prot		Perm	Prot 🛚	DOMESTIC	Perm
Protected Phases	4	4	TO 2000 AND COM	8	8	INT & thickness the reservoir	5	2		1	6	W P42-14-14-14-14
Permitted Phases						at alice.	91000		2			6
Actuated Green, G (s)	10.0	10.0	DENTIS MANAGER	11.0	11.0	Magazina da ang ang ang ang ang ang ang ang ang an	5.8	105.0	105.0	8.0	107.2	107.2
Effective Green, g (s) Actuated g/C Ratio	10.0	10.0		11.0	11.0	4	5,8	105.0	105.0	8.0	107.2	107.2
Clearance Time (s)	0.07 4.0	0.07		0.07	0.07	Total and the state of	0.04	0.70	0.70	0.05	0.71	0.71
Vehicle Extension (s)		4.0		4.0	4,0		4.0	4.0	4.0	4.0	4.0	4.0
	3.0 120	3.0	DESENTATION OF THE PARTY.	3.0	3.0	Astronomical States	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph) Vs Ratio Prot		111	and the same	130	139	ALIENSKI (1845)	65	2502	1108	96	2554	1154
Vis Ratio Perm	0.08	c0.10		c0.09	0.01		c0.05	0.51	TRANS TO ESTABLISH THE PERSONNELS AS	0.03	c0.78	
v/c Ratio	1.18	1.47	<u> </u>	4.05	0.40				0.04			0.03
Uniform Delay, d1	70.0	70.0		1.25	0.12		1.22	0.72	0.06	0.60	1.10	0.05
Progression Factor	1.00	1.00	\$2.00 L. 10.00	69.5 1.00	65.0		72,1	13.6	7,0	69.5	21.4	6.3
Incremental Delay, d2	139.7	251,9	er summerce:	162,4	1.00 0.4		1.00	0.80	0.46	1.00	1.00	1.00
Delay (s)	209.7	321.9		231.9	0.4 65,3		179.3	1.8	0.1	10.3	50,3	0,1
Level of Service	203.1	521.5 F		231.9 F	65.3 E		251.3	12.7	3.3	79.7	71.7	6.4
Approach Delay (s)		277.1	W. 2.2.2	and the same of the same of	217.0	***************************************	. F.	В	A	E	E	A
Approach LOS	15 14 15	Z//.			Z17.U			22.0	transpuryae	n - rustinis est passe	70.5	E FERROSPIROT NO
Part a personnel of the part of the person o	alle de la libration				Г.			C		<u> </u>	<u>E</u>	
Intersection Summary		t di an		100	75 VI.							
HCM Average Control Delay	ن د معلی بعدده	. See and the	71.4	HC	M Level o	f Service			E .	en de l'elemen		
HCM Volume to Capacity ratio)		1.14	***	TO COMPANY AND A STATE OF THE S				and the second of the second second	emericans and and the second		*0 =0.0 Squ(0)00
Actuated Cycle Length (s)			150.0		n of lost ti				16,0	5 - 15 m 140	(1) TO 10	See See
Intersection Capacity Utilization	on	1	04.1%	ICU	Level of	Service			G	AN EMPLOYED SECTION OF SECTION SECTIONS SECTION	- / W DO COMPANY & S. MINNEY	and the second second second
Analysis Period (min)			15								131,411,120	
c Critical Lane Group									Service Committee		man mangan sanatah keperapa	enady a verif

	*	→	*	•	4	4	*	†	<i>/</i> *	>	†	4
Movement	i) EBL	EBT	EBR	WBL	WBT	WBR	"NBL"	NBT	NBR	SBL	SBT	SBR
Lane Configurations	\	1>	awaan Iran urusan	ኝ	\$		*	^	7*	*	↑↑	7
Volume (vph)	135	64	140.	.⊪√155°	1,150	0	75	1715	70	55	2660	55
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	120	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	1.00	kitara en socionista sen	1.00	1.00	rentralements in	1.00	0.95	1.00	1.00	0.95	1.00
Fil	1.00	0.90	uni de la companya d	1.00	1.00		1.00	1.00	0.85	1.00	1.00	. 0.85
Fit Protected	0.95	1.00	versketer e	0.95	1.00	Suggest Market November	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1805	1663.		1770	1900		1671	3574	1583	1805	3574	1615
Satd: Flow (perm)	0.95 1805	1.00 1663	regioni selo	0.95	1.00	Filosophienes	0.95	1.00	1.00	0.95	1.00	1.00
				1770	1900		1671	3574	1583	1805	3574	1615
Peak-hour factor, PHF - Adj. Flow (vph)	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
RTOR Reduction (vph)	142	67	147	163	. 16	0	79	1805	74	58	2800	58
Lane Group Flow (vph)	0 142	51 163	0	0	0 #8284 6 788	0	0	0	13	0	0	5
Heavy Vehicles (%)	142 0%	103 8%	0%	163	16	0	79	1805	61	58	2800	53
Turn Type	Split	070	U76	2%	0%	0%	8%	1%	2%	0%	1%	0%
Protected Phases	214 0 2 2 2 2 2 4 2 4 2 4 2 4 2 4 2 4 2 4	ipumilitati (a		Split			Prot		Perm	Prot	49,86,50	Perm
Permitted Phases	4	4	C28512-01-11-11-11	8	8 12444	anonia	5	2	racarna arenteraren	1	6	CERSON STRANSSOR
Actuated Green, G (s)	10.0	10.0		14.0	and the state of the	STATE SERVICE AND A SERVICE			2			6
Effective Green g (s)	10.0	10.0		11.0	11.0		5.8	105.0	105.0	8.0	107.2	107.2
Actuated g/C Ratio	0.07	0.07		11.0	11.0	deen.	5.8	105.0	105.0	8.0	107.2	107.2
Clearance Time (s)	4.0	4:0		0.07 - 4.0 €	0.07 4.0	15:45:46	0.04	0.70	0.70	0.05	0,71	0.71
Vehicle Extension (s)	3.0	3.0	28.00.0	3.0	4.0 3.0		4.0	4.0	4.0	4.0	4.0	4.0
Lane Grp Cap (vph)	120	111	urigen papit og idt	130	139	Con Charles	3.0	3.0	3,0	3.0	3.0	3.0
v/s Ratio Prot	0.08	c0.10	Benedikan la	c0.09	0.01	dadan.	65	2502	1108	96	2554	1154
v/s Ratio Perm	0.00	00.10		UU.U9	0.01		c0.05	0.51	667	0.03	c0.78	
v/c Ratio	1.18	1.47		1.25	0.12	والمراجعين والمحمد	4 00	0.70	0.04	0.00		0.03
Uniform Delay, d1	70.0	70.0		69.5	65.0		1.22 72.1	0.72	0.06	0.60	1.10	0.05
Progression Factor	1.00	1.00	. Compres	1.00	1.00	onen e ozas	1.00	13,6 0,80	7.0	69.5	21.4	6.3
Incremental Delay, d2	139.7	251.9	Mariya Nazarası	162.4	0.4	To see the same	179.3	1.8	0.46 0.1	1.00 10.3	1.00	1.00
Delay (s)	209.7	321.9		231.9	65.3	antikologija, j	251.3	12.7	3.3	79.7	50.3 71.7	0.1
Level of Service	200.1	021.5 F	1.00	201.9 F	00.3 E		201.3 F	12.7 B	ა.ა Ā	79.7 E		6.4
Approach Delay (s)		277.1			217.0			22.0			E 70.5	Ą
Approach LOS		T. F			217.0 [] []	TOTAL STREET	Marian Maria	22.0 0	431 marks	. Modern was a same	70.5 F	NEW YORK
Practice and any organization of the state o				Albert in the second			91. Aliania)		and the San Carlo		Line Est	
Intersection Summary	<u> </u>		4.44	1	1 - 10 20 -		84 61 Ada					
HCM Average Control Delay			71.4	HC	M Level o	f Service			Ē		3.5	
HCM Volume to Capacity ration)		1.14	éficien concrete menor	and make concerns only a con-	Transfer or the second						un aut Kindus (Taljaighi
Actuated Cycle Length (s)			150.0		m of lost t				16.0			
Intersection Capacity Utilization	n Hendroen er	1	04.1%	ICU	J Level of	Service			G			
Analysis Period (min)			15								10000	
c Critical Lane Group												

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Movement	• EBL	EBT	EBR.	. WBL	WBT	WBR.	NBL	NBT.	NBR	SBL	SBT	SBR
Lane Configurations	ሻ	^	7	J,	†	7	ሻ	†	7	7	7→	
Volume (vph)	50.	1732	30	35	. 657	600	1 0 20 ₹	⊍ 120 ¥	154	65	□4. 65°	35
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	
Lane Util. Factor	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
FRANK	1.00	1.00	0,85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.95	anyo
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	lat managery out
Sald, Flow (prot) Flt Permitted	1770	3539	1583	1770	1863	1583	1770	1863	.1583	1770	,1764	
	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	trisk konstru v e ne en
Satd, Flow (perm)	1770	3539	1583	1770	1863	1583	1770	1863	1583	1770	1764	Sag 1
Peak-hour factor, PHF Adj. Flow (vph)	0.95 53	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
RTOR Reduction (vph)	ာ <u>၁</u> 0	CONTRACTOR SECURITY CONTRACTOR CO	32	37	692	632	21	. 126	162	68	68	37
Lane Group Flow (vph)	53	0 1823	0 32	0 37	0 692	320	0 21	0	131	0	15	0
Turn Type		1023			692	312		126	31	68	90	<u> </u>
Protected Phases	Prot	4	Perm	Prot		Perm	Prot	STATE OF THE STATE	Perm	Prot	MONTHS OF CONTRACT	POTTUS CARRE
Permitted Phases		4	4		8		5	2			6	
Actuated Green, G (s)	12.9	68,9	68.9	3.2	59.2	8 59.2	2.4	570	2			toki (oteyrak
Effective Green, g (s)	12.9	68.9	68.9	3.2	59.2	59.2 59.2	2.4 2.4	23.2 23.2	23.2 23.2	8.7	29.5	e di la
Actuated g/C Ratio	0.11	0.57	0.57	0.03	0.49	0.49	2.4 0.02 i	23.2 0.19	23.2 0.19	8.7 0.07	29.5 0.25	resiner
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	and the second of the	and the second second	2014
Vehicle Extension (s)	3.0	3.0	3.0	3,0	3.0	3.0	3.0	4.0 3.0	3.0	4.0 3.0	4.0 3.0	
Lane Grp Cap (vph)	190	2032	909	47	919	781	35	360	306	128	ა.⊍∌ 434	WEX.548
v/s Ratio Prot	0.03	c0.52		0.02	c0.37	MEESSA SEPTEMBER OF VE	0.01	c0.07		c0.04	434 0.05	
V/s Ratio Perm	**************************************		0.02		.00.00	0.20		UU,U1	0.02	CU.U4	บ.บอ	4.4.5
v/c Ratio	0.28	0.90	0.04	0.79	0.75	0.40	0.60	0.35	0.02	0.53	0.21	isaseon.
Uniform Delay, d1	49.3	22,4	11.1	58.1	24.5	19.2	58.3	41.9	39.8	53.7	36.0	
Progression Factor	0.57	0.18	0.16	1,00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	ns reprinte
Incremental Delay, d2	0.2	1.7	0.0	57.7	3.5	0.3	24.7	2.7	0.7	4.2	1.1	
Delay (s)	28.2	5.6	1,8	115.7	28.0	19.5	83.0	44.5	40.5	57.9	37.0	
Level of Service	С	Α	Α	F	С	В	F	D	D	Ę	D	NAME OF THE PARTY
Approach Delay (s)		6.2			26.5	AD MEDICAL		45.0	and the second	The state of the	45.2	0.80770 77771
Approach LOS		Α			С	TOWNS THE REPORT OF PRINTING OF THE	e-relief i filia merilifiya qayi	D	es permit fils 21 (to 2004) by	Kuran marka Pelebaran	D	enia consess
Intersection Summary												
HCM Average Control Delay			18.5	HC	M Level	of Service			В			and desired
HCM Volume to Capacity ratio			0.75									
Actuated Cycle Length (s)	endronent/(USS)	urani y dalak kenglik	120.0	Sur	n of lost t	ime (s)			16.0			
Intersection Capacity Utilization	de la B		71.0%		J Level of			107775277	10.0		Carrier Sal	(INCOME)
Analysis Period (min)	morestanis	enem akelen e sakelek 195	15		and the field of the	and the second	and the same of		anazi-ine.			annikasa
c Critical Lane Group												

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Movement	EBL	EBT	EBR	₩WBL.	-WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	44	†	7	ሻ	†	**	ት ነት	ተተጉ		ሻሻ	ተ ተተ	7
Volume (vph)	60	31	52.	្រី10 ខ	. 162	1.156	197	: 1193	10	324	2323	590
ldeal 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
Lane Util. Factor	0.97	1.00	1.00	1.00	1.00	0.88	0.97	0.91	Street of the Street and the street	0.97	0.91	1.00
Fr	1.00	1,00	0.85	1.00	1.00	0.85	1.00	1.00	a il a	1.00	1.00	0.85
Fit Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	TISIOTE THE	0.95	1.00	1.00
Satd. Flow (prot) Fit Permitted	3367 0.95	1827 1.00	1553 1.00	1736 0.95	1827	2733	3367	4981		3367	4988	1553
Satd, Flow (perm)	3367	1827	1553	0.95 1736	1.00 1827	1.00 2733	0.95 33 6 7	1.00 4981		0.95	1.00	1.00
Peak-hour factor, PHF	1.00	1.00	1.00	1.00				AMERICAN III AN ADVICE	4.00	3367	4988	1553
Adj. Flow (vph)	60	31	52	1.00	1.00 162	1.00 1156	1.00 197	1.00 1193	1.00 - 10	1.00 324	1.00	1.00
RTOR Reduction (vph)	0	0	50	0	102 0	58	0	1193	. 10	324 0	2323	590
Lane Group Flow (vph)	60	31	1 2 1 2 1 1 2 1 1 2 1 1 1 1 1 1 1 1 1 1	10:	162	1098	197	1202	Ü	324	0 2323	167 423
Turn Type	Split	estimation (Perm	Split	Z SIVE	pm+ov	Prot	IZUZ	. U	Prot	× 2020	
Protected Phases	4	4		- 8	8	piit (ov	5	2		FIUL 4	6	Perm
Permitted Phases			4			8	Mest 19	£			0_	6
Actuated Green, G (s)	3.2	3.2	3.2	8.0	8.0	30.5	5.2	20.3		22.5	37.6	37.6
Effective Green, g (s)	3.2	3.2	3.2	8.0	8.0	30.5	5.2	20.3		22.5	37.6	37.6
Actuated g/C Ratio	0.05	0.05	0.05	0.11	0,11	0,44	0.07	0.29		0.32	0.54	0.54
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	energe of the	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	3.0	3,0
Lane Grp Cap (vph)	154	84	71	198	209	1191	250	1444		1082	2679	834
v/s Ratio Prot	c0.02	0.02		0.01	0.09	c0.30	0.06	c0.24		0.10	c0.47	
v/s Ratio Perm	of get and larger we see line was received	nistis. I communication	0.00	A PROFESSION AND THE SECOND		0.11				A POOL AND A PARTY OF THE PARTY		0.27
Vc Ratio	0.39	0.37	0.03	0.05	0.78	0.92	0.79	0.83		0.30	0.87	0.51
Uniform Delay, d1	32.5	32.4	31.9	27.6	30.1	18.6	31.9	23.3		17.8	14.0	10.3
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		0.96	0.95	1.63
Incremental Delay, d2 Delay (s)	1.6 34.1	2.7 35.2	0.2 32.1	0.1 27.7	16.3	11.7	15.1	5.7	triich berantenen	0.1	1.4	0.7
Level of Service	<u></u>	్రం.z D	<u> </u>	:::41,100 :: C	46.4	30.3	46.9	29.0		17.2	14.8	17.6
Approach Delay (s)		33.6	· · · · · ·	U.	D 32.3	С	D	C 31.5		В	В	В
Approach LOS	enede energy po	C			- 52.5 C			an expension of a postant in the train			15.5	
								С	V-1-1-		В	
Intersection Summary			00.0	(1) (1) (1) (1) (1) (1) (1) (1) (1) (1)		- An - Conference of the Assessed To			1.00			
HCM Average Control Delay HCM Volume to Capacity rati		Participation of the State of t	23.3	HC	M Level	of Service			C	(CIN TOWN MONTH AND IN	50010 51000	
Actuated Cycle Length (s)	U		0.81 70.0		2000000000							
Intersection Capacity Utilizati	on		70.0 77.0%		n of lost				12.0			
Analysis Period (min)	UI I		77.0% 15	וטנ	Level o	Service			D			
c Critical Lane Group		Children and the state of	10									W. 1.2.2.1
Figure 1 and					Le Ette E. Ha	and the second						

	1		*	•	←	4	*	†	<i>></i>	1	↓	4
Movement and the second	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		^	ī	ሻ	^					ነ ነካ		7
Volume (vph)	1 0	109	70	109	469	Ō	Ö	เมลเดิง		1250	0.0	3 190
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			Mala Mala	in Pretty	4.0	· SPEKE	4 0
Lane Util. Factor		0.95	1.00	1.00	0.95	4 9 et 201 (n et 201 et 201 et 201 et 201	GATEL CORP. ACT THE CO.	gree, egitti virilati kurlada	A GRANDER CAL	0.97	4149444444	1.00
Fit Comments of the Comment of the C		1:00	0.85	1.00	1.00		2 / mg/r = 1772			1.00		0.85
Flt Protected	A-4-14-14-14-1-1-1-1-1-1-1-1-1-1-1-1-1-1	1.00	1.00	0.95	1.00	A 100 CO.	en a central services	I th min in though he	ACRES AND AND ACRES OF STR	0.95	ent i delle sere e e i i e e e	1.00
Satd. Flow (prot)		3471.	1553	1736	3471	i jaki jak	Gradust (4 (6)1, 142 (4)		3367		1553
Flt Permitted	is to A Sillings from a strain fee	1.00	1.00	0.95	1.00					0.95	#*** *** #####	1.00
Satd. Flow (perm)	Park telephone	3471	1553	1736	3471	· 原 · 国				3367		1553
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)	. 0	a 115	74	115	494	0	Ö	0 /5	0.0	1316	0	200
RTOR Reduction (vph)	0	0	66	0	0	0	0	0	0	0	0	54
Lane Group Flow (vph)	0	115	8	115	494	Ö	0	0	0.	1316	0	146
Turn Type	· wull-risk franketing weepstad	mates or granters of the	Perm	Prot	orthical and attention page		a de la companya de l			Prot		custom
Protected Phases	r suitare.	5.12. 4		3	8	10.000					is with	1215370
Permitted Phases	rdospischen Jewischen		4	ON A CONTRACT BURNETS	DEM STATES AND A COMM	o y San Jar on Ta nasa ya ya masa ya ka	(- Yan a laid the a t-t-	TELEGRAPHICA DE CO				6
Actuated Green, G (s)		7.1	7.15	7.9	19.0			- Cu At a		38.0		38.0
Effective Green, g (s)	77/43211W755W76W	7.1	7.1	7.9	19.0		ricero atmose a	feto consocietado de maio	Charles and a second	38.0	distant house of the little with min	38.0
Actuated g/C Ratio Clearance Time (s)		0.11	0,11	0.12	0.29	INLANE.		and the second	Mara sa E	0.58		0.58
Vehicle Extension (s)		4.0 3.0	4.0	4.0	4.0			TANETHUR BUTCH	TETERRORE (PART)	4.0	permonan filikes daga	4.0
			3.0	3,0	3.0			9 99 97 1 13	ALM SEL	3.0		3.0
Lane Grp Cap (vph) v/s Ratio Prot	e i de la transferant	379	170	211	1015		CONTRACTOR NUMBER OF THE	ያ የሚያ የሚያ የተመሰቀ ነገር መስፈት አመሪካ የሚ		1968	held a seri oni fra silvanos e a s	908
v/s Ratio Perm		0.03	0.04	0.07	c0.14	awalisa sa sa s	a de la composition.		and or construction	c0.39	1002406	tidad at
Wc Ratio		0.30	0.01 0.05	N FF					inderine er og in er	Strange - recorded	TIST FOR CONTRACTOR	0.09
Uniform Delay, d1		ე.გე 26.7	25.9	0.55	0.49	and the second	٠			0.67		0.16
Progression Factor		1:00	25.9 1.00	26.9 0.64	19.0 1.00				ATEROLOGICA (ASSOCIATE	9.2	ennografiskevære.	6.2
Incremental Delay, d2		0.5	0.1	2.8	0.4		i i i i i i i i i i i i i i i i i i i	i de particiones	4	1.00		1.00
Delay (s)		27.1	26.0	20.0	19.4			o scale estis mate		0.9 10.1		0.4
Level of Service	al tares of the control of the contr	antalian C	20.0 C	B	13.4 B							6.6
Approach Delay (s)		26.7			19.5			0.0		В	9.6	A
Approach LOS		C	4 SEC -8 SEC. 10 S	******	19.9 B	ensula energia		υ.υ Α			A'0	
					<i>U</i>			^			A	
Intersection Summary												
HCM Average Control Delay	Pri Art Art de dibrezentes	EUCTOR MATERIAL STOPP IN STAN	13.6	HO	M Level o	f Service			В			
HCM Volume to Capacity ratio			0.61									
Actuated Cycle Length (s)	TO STATE OF THE PERSONS		65.0		m of lost t		Majoramento o · · ·		8.0			on service south
Intersection Capacity Utilization	Dight to	69 HER 864	83.9%	ICU	J Level of	Service			- E			19,150
Analysis Period (min)	TÜNIŞEN ÇE UN KESA	NAMAKAN PERMEMEN	15	entrikingen en en en en en en	(1000)	ryktholografia anko seuene v 🕶	24 84 szpádYenneu	BANA delegandarian access	A Marian Maria A maria	the section of		
c Critical Lane Group				an in the same				10.77				1001116

	۶		•	€	+ -	1	4	†	<i>></i>	/		1
Movement 1955	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL*	SBT	SBR
Lane Configurations	ሻ	†	7	¥	^	7	ነኝ	个 个	7	ሻ	ተተተ	**************************************
Volume (vph)	75	60	125	-120	ii 85	100	370	1225	155	75	2200	110
ldeal 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 m	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.91	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	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd: Flow (prot)	1736	1827	1553	91 736 :	1827	1553	1736	3471	1553	1736	4988	1553
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1736	1827		1736	1827	1553	1736	3471	1553	1736	4988	1553
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	75	60	125	120	85	100	370	1225	155	75	2200	110
RTOR Reduction (vph)	0 75	0	9	0	0	76	0	0	46	0	0	42
Lane Group Flow (vph)		⁶ 160 ¹	116	120	85	- 24	370	1225	109	75	2200	68
Turn Type Protected Phases	Prot		pm+ov	Prot	ongrafished werenn steed	pm+ov	Prot	PRODUCTION COMPANY AND	pm+ov	Prot		pm+ov
Permitted Phases	7	4	, 5	_ં∈ 3⊥⊍	. 8	1	5	2	3	. 1	6	7
Actuated Green, G (s)	6.8	- A - A - A - A - A - A - A - A - A - A	4		ROMANIAN EN EN EN EN	8	CAR PAINT ON ENGINEER	(67%) (Proc. orași et la pope	2	CONTRACTOR SOCIALISMO	The state of the s	6
Effective Green, g (s)	6.8	4.0 4.0	24.8 24.8	7.8	5,0	12.0	20.8	56.8	64,6	7.0	43.0	49.8
Actuated g/G Ratio	0.07	0.04	24.8	7.8 0.09	5.0	12.0	20.8	56.8	64.6	7.0	43.0	49.8
Clearance Time (s)	4.0	4.0	4.0	emponether of the systems	0.05	0.13	0.23	0.62	0.71	0.08	0,47	0.54
Vehicle Extension (s)	3.0	3.0	3.0	4.0 3.0	4.0 3.0	4.0 3.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Grp Cap (vph)	129	80	420				3.0	3.0	3.0	3.0	3,0	3.0
Vs Ratio Prot	c0.04	0.03	420 0.06	148 c0.07	100	203	394	2152	1163	133	2342	912
v/s Ratio Perm	U.U4	_ U.U.	0.00	CU.U/	0.05	0.01	c0.21	0.35	0.01	0.04	c0.44	0.01
v/c Ratio	0.58	0.75	0.28	0.81	0.85	0.01 0.12	0.94	0.57	0.06			0.04
Uniform Delay, d1	41.0	43.3	26.3	41.2	42.9	35.1	0.94 34.8	0.57	0.09	0.56	0,94	0,07
Progression Factor	1.00	1.00	1.00	1,00	1.00	1.00	1,00	10.2 1.00	4.3 1.00	40.8	23.1	9.9
Incremental Delay, d2	6.5	32.0	0.4	27.4	45.4	0.3	29.9	0.3	0.0	1.00	1.00	1.00
Delay (s)	47.5	75.4	26.7	68.6	88.3	35.4	64.7	10.6	4,3	5.4 46.2	8.1 31.2	0.0
Level of Service	D	E	C	E	F	D	E YT.	10.0 B	4,0 A	40.2 D		10.0
Approach Delay (s)		43.9		-	63.2		<u> </u>	21.5	^	U	C 30.7	A
Approach LOS		D			E		an Carrent	C C	Para una una a		C	
Intersection Summary				The Table								
HCM Average Control Delay			20.4	110			11					
HCM Volume to Capacity ratio			30.1	HC	M Level	of Service		THE REPORT OF THE PERSON AND THE PE	C	tien observer regeree.	NATIONAL AND	and the second second
Actuated Cycle Length (s)	4.61.66.65.22.		0.91 91.6				and and					
Intersection Capacity Utilization	n (CONTRACTOR CONTRACTOR CONTRACTOR		n of lost				16.0			Marie V.H.dadolyman
Analysis Period (min)			86,3% ြ 15	IUU	revel 0	Service			Ε.			
c Critical Lane Group			10							Matri Langa it dae	NATE AND A STREET OF THE STREET	
Service Contraction Contractio	esta Cardina sull'on	Sales of the sales of the	AVILOLIA I	wische Wa l	Subjective	400233464	anada (San		المتقد فيه النقدة	Land March	LAGE OF EEL	

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Movement,	EBL	EBT	EBR	WBL.	WBT.	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ሻሻ	†	7	*	†	ተተ	ሻሻ	ተ ተ ኩ		ሻሻ	ተተተ	7
Volume (vph)	200	80	193	10	51	1282	95	2144	10	704	2229	85
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
Lane Util. Factor	0.97	1.00	1.00	1.00	1.00	0.88	0.97	0.91		0.97	0.91	1.00
Ent Cartain	1,00	1.00	c 0.85	1.00	1.00	0.85	1.00	1.00		1.00	1,00	0.85
Fit Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	dimensional and a concept of the	0.95	1.00	1.00
Satd: Flow (prot)	3433	1863	1583	1770	1863	2787	3433	5082		3433	5085	1583
Fit Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	TEX. STITUTE STEWNSON ACTOR	0.95	1.00	1.00
Satd Flow (perm)	3433	1863	1583	1770	1863	2787	3433	5082	KARPAN SERVE	3433	5085	1583
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph) RTOR Reduction (vph)	200	80	193	10	51	1282	95	2144	10	704	2229	85
Lane Group Flow (Vph)	0 200	0 80	36	0	0	1	0	1 ************************************	0	0 5 Tu The A B TO B S IN S	0	26
Turn Type	612. 7.181 1 1880	BU	157	10	51	1281	95	2153	0	704	2229	59
Protected Phases	Prot		pm+ov	Prot		pm+ov	Prot			Prot	Cultural content Suice State	Perm
Permitted Phases	is dia $I_{ m in}$	4	5 4	3	8	. 1	5	2		1 1	6	
Actuated Green, G (s)	7.0	13.4	23.2	0.8	7.2	8 57.2	9.8	III. FAKTO		en de la company de la comp	e servence	6
Effective Green, g (s)	7.0	13.4	23.2	0.8	7.2	57.2	9.8 9.8	53.0 53.0		50.0	93.2	93.2
Actuated g/C Ratio	0.05	0.10	0.17	0.01	0.05	0.43	9.o 0.07	0.40		50.0 0.38	93.2	93.2
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		∪.36 ⊕ 4.0	0.70	0.70
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3,0	3.0	3.0		3.0	4.0 3.0	4.0 3.0
Lane Grp Cap (vph)	180	187	276	11	101	1197	253	2022		1289	3558	
v/s Ratio Prot	c0.06	0.04	0.04	0.01	0.03	c0.40	0.03	c0.42		0.21		1108
v/s Ratio Perm		en visal kalimen	0.06			0.06	0.03	DO:4Z		U,Z J	U.94	0.04
v/c Ratio	1.11	0.43	0.57	0.91	0.50	1.07	0.38	1.06		0.55	0.63	0.04
Uniform Delay, d1	63.1	56.3	50.4	66.2	61.3	38.0	58.8	40.1		32.7	10.7	6.2
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	and the fire of	1.00	1.00	1.00
Incremental Delay, d2	100.0	1,6	2.7	217.6	3.9	46.9	0.9	39.9		0.5	0.3	0.0
Delay (s)	163.1	57.9	53.1	283.7	65.2	84.9	59.7	80.0		33.2	11.0	6.3
Level of Service	F	E	D	F	E	F	E	F		C	В	Ā
Approach Delay (s)		100.4			85.7			79.2		September 18	16.1	T-mracing
Approach LOS		F			F		and considerable and and	E	erne.comeque.com	SOM KANTSKANDERS (DIRECT	В	CANADA A COLUMNICA EN
Intersection Summary		1111						TARGET OF T	Contraction of	17, 17, 17		
HCM Average Control Delay			54.9	HC	Mievel	of Service	***		D		e de la companya de l	.ii
HCM Volume to Capacity rat			1.07	110	IN FEAGI	OI OCIVICE			U			i Granda
Actuated Cycle Length (s)			133.2	Sui	m of lost	time (s)			16.0			
Intersection Capacity Utilizat	ion	1	02.2%			f Service			G G	erre erre	v*Seathur Corc	
Analysis Period (min)			15	Paris series de la laciente des				a a resultable de la c		445344,2391554	ereleration to the	
c Critical Lane Group		ament on presi										
	artumeter (1424), ESSERVEN ASSESSORS		energy place (1)	u elektrik profisio								

	۶	→	7	•	4	4	1	†	<i>></i>	<u> </u>	↓	1
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		ተተ	7	75	ተተ				Application of the second	7474		7
Volume (vph)	0	426	210	90	113	(J. J. O		0	0 1	CAN Service St. Services Services	0.0	80
Ideal Flow (vphp!)	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	17.51	4.0
Lane Util. Factor	varioria parkarez esta	0.95	1.00	1.00	0.95					0.97	enne me em racida (de	1.00
Et	al a di	1.00	0.85	1.00	1.00	Bulletin.				1.00		0.85
Flt Protected	i skonnen eksperne	1.00	1.00	0.95	1.00	• 6-1 *** 7-0" **** , toy commonwer	* http://www.heeser.com/			0.95		1.00
Satd. Flow (prot) and the first Permitted		3539	1583	1770	3539			etraci.		3433		1583
Sald. Flow (perm)		1.00	1.00	0.95	1.00	o sersa region de Chema.	Takan makemban menang	f f SurvitalPatra espesa	MIT. No. N. F hard t prolamous our san	0.95		1.00
	4 00	3539	1583	1770	3539	STATE OF STATE	Light Control	South E.	Mark for	3433	is broke	1583
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph) RTOR Reduction (vph)	0	426	210	ii 90	113	i o	0 🖖	0	0	1940	0	80
Lane Group Flow (vph)	0 0	0 426	180	0	O Romatury ones	0	0		0	0	0	27
Turn Type	U S	420	30		113	0	0	- 0	0	1940	0	53
Protected Phases		4	Perm	Prot	(Trongram <u>u</u> res)		zet ette eksperiere er ge e	NA STATISTICS	nes ro nn an	Prot	(custom
Permitted Phases		4	1011 <u>105-</u> 28	11 3 C	8 1					1		
Actuated Green, G (s)		12.9	4 12.9	MELSE WAR	a de la companya de	en e	ST O ASS PERSONS	ni er eremeneren	CONTROL PARTE	n premior and annual enteres	A talana sa	6
Effective Green, g (s)		12.9	12.9	5.9	22.8	Par ar Julia de			والمتعادية	59.2	ينت العبيد	59.2
Actuated g/C Ratio		0,14	0.14	5.9 0.07	22.8 0.25			******		59.2	7000 7111 T. CONT.	59.2
Clearance Time (s)		4.0	4.0	4.0	4.0					0.66		0.66
Vehicle Extension (s)		3.0	3.0	3.0	3.0		egy barranses			4.0		4.0
Lane Grp Cap (vph)	THE SHAREST SECTION	507	227	116	897					3,0		3,0
V/s Ratio Prot		c0.12	221	c0.05	0.03	n chartens ver	e en	The state of the s	GH-TT-	2258	**************************************	1041
v/s Ratio Perm		NO. LEAST	0.02	CU.UJ	, U.U.				Alebari	c0.57		
√c Ratio		0.84	0.02	0.78	0.13					0.86		0.03
Uniform Delay, d1		37.5	33,7	41.4	25.9					12.1		0.05
Progression Factor		1.00	1.00	0.37	0.60		20.00 \$1.000 \$1.000			1.00		5.5 1.00
Incremental Delay, d2		11.9	0.3	26.9	0.1		and the same of the same of	A Tunabilities		3.5		0.1
Delay (s)		49.5	33.9	42.3	15.5					15.6	T TO THE STREET	5.5
Level of Service	a to a successive designation of the parties of	D	C	D	В					10.0 B		204200200000000000000000000000000000000
Approach Delay (s)		44.3			27.4	32 52 6 1	in the second	0.0		U	15.2	Α
Approach LOS	·	D	an and a second series	048404545 <u>747</u> 22445	С	, 141 (141 (141 (141 (141 (141 (141 (141	K.,475/4.15(24)	A	New John Co.		19. <u>2</u> B	illa la calacida
Intersection Summary				Y 11	Yanza i		**********			Miliolatoria disconocioni		History
HCM Average Control Delay		4.0	00.0									
HCM Volume to Capacity ratio			22.6	HC	M Level c	f Service			С	777807243253 8 37286	70 5 E1173390000000000000000000000000000000000	BPX1Chtstane
Actuated Cycle Length (s)			0.85 90.0									
intersection Capacity Utilization		Ta de	90.0 36.5%	Sur	n of lost t	me (s)			12.0			dittirgere.»
Analysis Period (min)		l)	30,5% 15		Level of	Service	11400		Н			
Critical Lane Group	dariatement en ing		CI				er e				*******	
	tica actuardo.	***************************************			a la chiar			ALCIE				

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		-	7	*	←	*	4	†	1	1	ļ	1
	e a EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	-NBR	SBL	SBT	SBR
Lane Configurations	ሻ	†	7	ሻ	^	7	ች	ተ ተ	*	ሻ	ተ ቀተ	7
Volume (vph)	110	125	330	195	135	55	235	2084	175	230	2137	65
ldeal 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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.91	1.00
Fri	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	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1770	1863	1583	1770	1863	1583	1770	3539	1583	1770	5085	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd, Flow (perm)	€ 51770£	1863	1583	1770	1863	1583	1770	3539	1583	1770	5085	1583
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1,00	1.00	1,00
Adj. Flow (vph)	110	125	330	195	135	55	235	2084	175	230	2137	65
RTOR Reduction (vph)	0	0	9	0	0	14	0	0	27	0	0	20
Lane Group Flow (vph)	110	125	321	195	135	41	235	2084	148	230	2137	45
Turn Type	Prot		pm+ov	Prot		pm+ov	Prot		pm+ov	Prot	- CIU	
Protected Phases	7	4	5	3	8	7	5	· 2	3	1	6	pm+ov
Permitted Phases	and a second second	er was enach and	4	erada a Terra		8 8			2			<u></u>
Actuated Green, G (s)	7.0	7.0	28.2	11.0	11.0	24.0	21.2	63.0	74.0	13.0	54.8	61.8
Effective Green, g (s)	7.0	7.0	28.2	11.0	11.0	24.0	21.2	63.0	74.0	13.0	54.8	61.8
Actuated g/C Ratio	0.06	0.06	0.26	0.10	0.10	0.22	0.19	0.57	0.67	0.12	0.50	0.56
Clearance 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
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	113	119	406	177	186	345	341	2027	1065	209	2533	889
Vs Ratio Prot	0.06	c0.07	0.15	c0.11	c0.07	0.01	0.13	c0.59	0.01	c0.13	0.42	0.00
v/s Ratio Perm			0.05	See State of		0.01			0.08			0.03
v/c Ratio	0.97	1.05	0.79	1.10	0.73	0.12	0.69	1,03	0.14	1.10	0.84	0.05
Uniform Delay, d1	51.4	51.5	38.1	49.5	48.0	34.5	41.3	23.5	6.5	48.5	23.9	10.9
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	75.7	96.7	10.1	97.5	13.1	0.2	5.7	27.6	0.1	91.7	3.6	0.0
Delay (s)	127.2	148.2	48.2	147.0	61.2	34.7	47.0	51.1	6.6	140.2	27.5	10.9
Level of Service	F	F	D	F	E	C	D	D	A	F	- <u> </u>	10.9
Approach Delay (s)	557	85.7			100.9			47.6		<u> </u>	37.7	D
Approach LOS	acia e eri centralistication	F		W. C.	F	department of the second	ورودادا فتحصد	D	Esterna Landon	4/2014/19/19	. <i>31.1</i> D	4b
Intersection Summary		· ·							\$50000 TOOLS		U Walio walio	
HCM Average Control Delay			50.7	en communication services	Milanal	-(0-					1, 10	
HCM Volume to Capacity rati			1.08	HU	w Level	of Service	ti tologo cens		D	y per gegronten t.c.	C. C	
Actuated Cycle Length (s)	V		110.0	C		ing a same of the		La Maria	an an area.	أسالها والمسائلة		
Intersection Capacity Utilizati	On	7	01.1%		n of lost Level of			Z***Z#******	20.0			(Modern trans
Analysis Period (min)	UI ZANIZZA		man a week search of \$400	انا	Level 0	Service			G			
Critical Lane Group		* \	15								TO TANGED STATE OF THE PARTY OF THE	Patern taterames
Connecting Clock												

2030 Base Case + Project Level of Service AM & PM Peak Hours

Permitted Phases Actuated Green, G (s) 5:0 37.9 28.9 28.9 19.1 19.1 19.1 Effective Green, g (s) 5.0 37.9 28.9 28.9 19.1 19.1 19.1		*	→	7	*	←	*	4	†	1	\	↓	4
Volume (vpi) 53 306 0 0 388 1845 190 0 79 0 0 0 10dal Flow (vphp) 1900	Movement	EBL	EBT	EBR*	WBL	- WBT	WBR	NBL	NBT	NBR :	SBL	SBT	SBR
Volume (vph)						ተተ	77	ሻ	4}	7			V. C.
Total Lost June (s)				0	+ 0	388	1845	- 190	0.	79	1 4 O	0	0
Lane UII, Factor 1,00 0,91 0,95 0,88 0,95 0,91 0,95 Fift: 100 1,00 1,00 1,00 0,85 1,00 0,95 0,96 1,00 Said, Flow (prot) 1736 4988 3471 2733 1649 1571 1475 FILP Protected 0,95 1,00 1,00 1,00 0,95 0,96 1,00 Said, Flow (perm) 1736 4988 3471 2733 1649 1571 1475 FILP emitted 0,95 0,95 0,95 0,95 0,95 0,96 1,00 Said, Flow (perm) 1736 4988 3471 2733 1649 1571 1475 Peak-hour factor, PHF 0,95 0,95 0,95 0,95 0,95 0,95 0,95 0,95				1900	1900						1900	1900	1900
Fit Protected 0.95 1.00 1.00 1.00 0.85 1.00 0.99 0.85 Fit Protected 0.95 1.00 1.00 1.00 0.95 0.96 1.00 Satid Flow (prot) 1.736 4988 347.1 2733 1649 1571 1475 Fit Permitted 0.95 1.00 1.00 1.00 0.95 0.96 1.00 Satid Flow (perm) 1736 4988 347.1 2733 1649 1571 1475 Fit Permitted 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95			and the second second second		rainum 150			406 #11/9/68/6/10/5/2005/201		وورانونيه بالمراشط ليقشك المحاضراء الأبا			
Fil Protected											NAME OF THE POST OF THE PARTY AND	STV FSSMS comprises are use	WORN OWN CHARM
Satic Flow (prot)				i dadad	Zu.		Section of the section of the second				Shardina	115 (0.46)	Bassi.
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Sald Flow (perm) 1736 4988 3471 2733 1649 1571 1475			reads (reads) 2004			A-1400 #27 #1000 \$750 \$	Character Control (Control (Co	Company Like Agent		Name of the Park of the Control			
Peakhour factor, PHF 0.95<												GUGGMISHIP	
Adj. Flow (yph)				ስ በፍ	0.05						0.05	0.05	
RTOR Reduction (vph)					STANDAR APERMAN FRANCE				STREET,				
Laine Group Flow (vph) 56 1375 0 0 408 1052 104 100 23 0 0 0 Turn Type Prot Prot Prot Prot Prot Perm Protected Phases 7 4 8 8 5 2 2 Permitted Phases 2 2 2 2 2 2 2 Actuated Green, g (s) 5.0 37.9 28.9 28.9 19.1 19.1 19.1 Actuated g/C Ratio 0.08 0.58 0.44 0.44 0.29 0.29 0.29 Clearance Time (s) 4.0 4.		COLUMN TO THE THE THE THE THE	manufacture (a) who was lab and	manage de la constitució de la company	The state of the s	egengaggeryk wereng (1) m	contra and some and	والمراشقة والمستحدمة والمتسامة	C 245 - S. C. T. 245	server commence and property	district the section of the party of the second	**X 2 ** ** * * * * * * * * * * * * * *	Principle as is "Ti
Turn Type											and the second second second second		•
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Actuated Green, G (s) 5.0 37.9 28.9 28.9 19.1 19.1 19.1 P.1 Effective Green, g (s) 5.0 37.9 28.9 28.9 19.1 19.1 19.1 19.1 Actuated g/C Ratio 0.08 0.58 0.44 0.44 0.29 0.29 0.29 0.29 0.29 0.29 0.29 0.29	Permitted Phases	s : Ander Enfolgere steads			ational page type		e inicasi			2			
Effective Green, g (s) 5.0 37.9 28.9 28.9 19.1 19.1 19.1 Actuated g/C Ratio 0.08 0.58 0.44 0.44 0.44 0.29 0.29 0.29 0.29 0.29 0.29 0.29 0.29	Actuated Green, G (s)	5.0	37.9			28.9	28.9	-191	19 1		OVERE VERNER	Torring the sea	MINICOM
Actuated g/C Ratio 0.08 0.58 0.44 0.44 0.29 0.29 0.29 0.29 Clearance Time (s) 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0			37.9	PERSONAL PROPERTY.	ringgening e pangkan periode in i	28.9	good to the second resemble to	SHOUSE CHARLES AND		FAR AND TO MOUNT OF MEMORY	A STREET, PARTIES		
Vehicle Extension (s) 3.0	Actuated g/C Ratio	0.08	0.58				0.44						
Lane Grp Cap (vph)					TO THOMPS IN THE PROPERTY OF		4.0	4.0	4.0	4.0			3444475 COS
## Approach LOS ## A B F B B B Approach LOS ## Approach LOS ## Approach LOS ## A Persection Summary ## CM Average Control Delay ## Approach Cyse Length (s) ## Approach Cyse Length (s)				10.0		3.0	3.0	3.0	3.0	3.0	1000		i in all
## Ratio Perm ### Concept							1215	485	462	433			
## Approach LOS A B F B B B B Approach LOS A C A B E B A A B E B A A B E B A A B E B A A B E B A A B E B A A B E B A A B E B A A B E B A A B E B A A B B A B B A A B B B A A B B B A B		0.03	c0.28			0.12	c0.38	0.06	c0.06	100 100 100	10.1	1. 5. 1	
Dinform Delay, d1		entroperate communication		en en en en en en en en							annesson or man bear story from	Ame (1999) 16973	COSTS CHATTER
Progression Factor 0.82 0.72 0.88 5.40 1.00 1.00 1.00		Section of the sectio		periodici natio	egiph (6)		ermonamon profestra 50°05°	0.21	0.22			911 (2.152)	
Delay (s) 25.3 5.7 10.0 89.8 17.5 17.5 16.7	Uniform Delay, d1			ini destina lancerare	Mondachh (1888) 4 deola a ce								~~~~
Delay (s)		Section of the second	والمرابعة والمنافعة		egas e considerada e considera	Service has appropriately with the Laboratory	CHARLES NO ASSESSMENT SERVICE.		CALENTA CONTRACTOR NEW				
Level of Service											Photophiki III wa dobie	v strive above a same	
Approach Delay (s) 6.5 76.0 17.3 0.0 Approach LOS A E B A Intersection Summary ICM Average Control Delay 47.4 HCM Level of Service D ICM Volume to Capacity ratio 0.57 Actuated Cycle Length (s) 65.0 Sum of lost time (s) 8.0 Intersection Capacity Utilization 83.9% ICU Level of Service E Analysis Period (min) 15		THE DESIGNATION OF PROPERTY AND ADDRESS.		يالعبانية			40,400,000,400,400,400,400,400	\$120,000 GM "132 GT F	AND SHOW ON HISTORY	44 ho 64 ho 62 h 65 h 65 h	1006		
Approach LOS A E B A Intersection Summary ICM Average Control Delay 47.4 HCM Level of Service D ICM Volume to Capacity ratio 0.57 Actuated Cycle Length (s) 65.0 Sum of lost time (s) 8.0 Intersection Capacity Utilization 83.9% ICU Level of Service E Analysis Period (min) 15	hard the commence has been been as a second	U			_		F	В		В	Materia estido de santo estado		\$1700/00/00/00/00/00/ore
Intersection Summary ICM Average Control Delay 47.4 HCM Level of Service D ICM Volume to Capacity ratio Octuated Cycle Length (s) Octuated Cycle Length			A STATE OF THE PERSON ASSESSED.						DATE RECORDS AND PROPERTY TO SERVICE				
ICM Average Control Delay 47.4 HCM Level of Service D ICM Volume to Capacity ratio 0.57 Actuated Cycle Length (s) 65.0 Sum of lost time (s) 8.0 Itersection Capacity Utilization 83.9% ICU Level of Service E Analysis Period (min) 15			A			E			В			Α	
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Actuated Cycle Length (s) 65.0 Sum of lost time (s) 8.0 Itersection Capacity Utilization 83.9% ICU Level of Service E Inalysis Period (min) 15		a verse (labelet beservive	S MOST CYT / TERM I MADE LANG.		HC	M Level	of Service	!		D			
ntersection Capacity Utilization 83.9% ICU Level of Service E unalysis Period (min) 15	HCM Volume to Capacity ratio							0.00				•	
analysis Period (min) 15												and commenced to the special deligible	renerate Medical (s). (g)
		n 🦠 🧂			ICU	J Level of	Service		100	E		New Property	
UNICAL Lane Group		en benediging og en en		15	re (Southern out of the section)	Statistici execusivemen	FeO(1980 &) (Edupo) v v v v v v v v v v v v v v v v v v v	MONTH IN MILE WAR					enry WARREST, C.A.S.
	с списа Lane Group	Victoria de la composición dela composición de la composición de la composición dela	Section of the sect		46.26.25.							n Dair	

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Movement I	EBL	ÉBT	EBR	- WBL	WBT	WBR /	NBL	NBT	NBR	SBL	∜ SBT₁	SBR
Lane Configurations	ransinis romani	1 ∍ 32	control consistence and the second	*	}	night palgriph polary maggrant gib 1	ሻ	<u>ተተተ</u>	7	7	ተተተ	7
Volume (vph)	. 96		62	75	40	jija 5.ji	206	2110	130	10	3125	224
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
Lane Util. Factor	1.00	1.00		1.00	1.00	ener Hatemen	1.00	0.91	1.00	1.00	0.91	1.00
Frt. Fit Protected	1.00	0,90	in mantiduc	1.00	0.98		1.00	1.00	0.85	1.00	1.00	0.85
Satd, Flow (prot)	0.95 1327	1.00 1323	Kiring and resident	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Fit Permitted	0.95			1612	1868	22.	1612	5036	1599	1612	5187	1615
Said Flow (perm)	0.95 1327	1.00 1323		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
			4.00	1612	1868		1612	5036	1599	1612	5187	16:15
Peak-hour factor, PHF Adj. Flow (vph)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
RTOR Reduction (vph)	96	32	62	75	40	5	206	2110	130	10	3125	224
	0 96	58 36	0	0 75	5	0	0	0	39	0	0	53
Lane Group Flow (vph) Heavy Vehicles (%)	36%		Ka - N= 2 W. A N S -		40	0	206	2110	91	. 10	3125	171
		63%	12%	12%	0%	0%	12%	3%	1%	12%	0%	0%
Turn Type Protected Phases	Split	400an		Split	اليداد		Prot		Perm	Prot		Perm
Protected Phases Permitted Phases	4	4		8	. 8	en e	5	2	ohtslage mirrore	1	6	TAN PROTOTO A PROGRAMMA SA
Actuated Green, G (s)			. Landinia						2			6
Effective Green, g (s)	6.0 6.0	6.0 6.0		5.0	5.0	Months bourseys	11.0	65.4	65.4	0.8	55.2	55.2
Actuated g/C Ratio	0.06	0.06	do kradina je	5.0	5.0	نڌ . بند . بند ان	11.0	65.4	65.4	0.8	55.2	55.2
Clearance Time (s)	4.0	4.0		0.05 4.0	0.05 4.0		0.12	0.70	0.70	0.01	0.59	0.59
Vehicle Extension (s)	3.0	3.0		4.0 3.0	4.0 3.0		4.0	4.0	4.0	4.0	4.0	4.0
Lane Grp Cap (vph)	3.0 85	85	VS-ACT ELLIPSEE				3.0	3.0	3.0	3.0	3.0	3.0
v/s Ratio Prot	c0.07	0.03		86	100		190	3534	1122	14	3072	957
v/s Ratio Perm	CU.U7	0.03		c0.05	0.02		c0.13	0.42		0.01	c0.60	entransier i de pole
v/c Ratio	1.13	0.42		0.07	0.40		4.00		0.06	-		0.11
Uniform Delay, d1	43.6	41.9	CONTRACTOR	0.87 43.8	0.40 42.7		1.08	0.60	0.08	0.71	1.02	0.18
Progression Factor	1.00	1.00		43.6 1.00	42.7 1.00		41.1	7.1	4.4	46.1	19:0	8.7
ncremental Delay, d2	136.9	3.4		56.9	2.6		1.00 89.5	1.00 0.3	1.00 0.0	1.00	1.00	1.00
Delay (s)	180.5	45.3		100.6	45.3	on the second second		(0) (0) (0) (0) (0) (0) (0) (0) (0) (0)	PERSONAL PROPERTY.	100.1	20.7	0.1
_evel of Service	100.3	40.0 D-4		100.0 F	45.3 D		130.6	7.4 A	4.4	146.2	39,7	8.8
Approach Delay (s)	e week to be	113.6			79.9		<u> </u>	17.6	A_	F	D	A
Approach LOS		110.0		Talen and the second	13.3 E	recognies.		17.0 R			38.0	
The second secon	WALL CONSIDERATION				San Sana			D		ر شر خار کی انتقال	j D	
ntersection Summary							100					1. Tal. 1.
ICM Average Control Delay			33.0	' HC	M Level o	of Service	discontinu		С			
ICM Volume to Capacity rati	io		1.03			49.400.00000000000000000000000000000000	· march conference of the second of the seco	armen en processo de la Colonia de Colonia d	energiisis kasilisis	reconstruit de la company	u mie seedstelfdeles	NACON SERVICE
Actuated Cycle Length (s)			93.2	Su	m of lost t	ime (s)			16.0	100 S W	77.71.	100
ntersection Capacity Utilizati	on		93.8%		J Level of		ere mener en settinghald illightet	managa sa mar biyo bar baba da iyi	F			440517111
Analysis Period (min)			15					1				
: Critical Lane Group								merena e partici sun se de la la sussi	an re-marked and resigned Callery St.	wane un sauranna ur hillad d		Section 2 Control

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NRI	NAT	NBR	QD["	SBT	CDG
Lane Configurations		^	7	ካ	^	is in Vive	in out of	994.1U153	ENAME:	<u>ነኝ ነ</u> ኝ	SE ODJE	SBR
Volume (vph)	. 0	109	70	109	469	0		0.	0.4	1250 (Ō.	190
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	1300	4.0
Lane Util. Factor	DESCRIPTION OF THE PERSON	0.95	1.00	1.00	0.95	200000000000000000000000000000000000000		-va .milaja,		0.97		1.00
Fri	C Manager	1.00	0.85	1.00	1.00		erere er vi			1.00	7	0.85
Fit Protected		1.00	1.00	0.95	1.00	**(***********************************	revoluir plantari	nneggeleel	ernere i bitt	0.95	Videous Video	1.00
Satd, Flow (prot)	era de la	3471	1553	1736	3471	40.00			NACES.	3367		1553
Flt Permitted		1.00	1.00	0.95	1.00	12000 A 12 PASS 11 SA 188	1000 - 1000 - 1000 - 1000 - 1000 - 1000 - 1000 - 1000 - 1000 - 1000 - 1000 - 1000 - 1000 - 1000 - 1000 - 1000 -	o-entiring	TT 1500 1500 1500 1500 1500 1500 1500 15	0.95	and the second	1.00
Satd: Flow (perm)		3471	1553	1736	3471			1.20	THE CONTRACT	3367	Taria de la compa	1553
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)	0	115	74	115	494	Ö	0	- 0.00 - 0.00	0.00		0.30	200
RTOR Reduction (vph)	0	0	66	0	0	0	0	0	0	0	0	48
Lane Group Flow (vph)	0	115	8	115	494	0	0.7	0	0	10 PM mm of management and are a	0	152
Turn Type			Perm	Prot					2015	Prot	and the same of the same of	custom
Protected Phases		4		3	8				104.715.7879	essentra	THE STREET, SHOWING THE CO.	Justoni
Permitted Phases			4	C1300 001 00 2000 0 21 21 21 21 21 21 21 21 21 21 21 21 21	TO SEE STATE OF THE SECOND							6
Actuated Green; G (s)		7,4	7.4	7.4	18.8					38.2	TN STREET OF	38.2
Effective Green, g (s)		7.4	7.4	7.4	18.8		ALL ALGORITHMS AND AND ADDRESS.	and the second s	esy beat lines	38.2		38.2
Actuated g/C Ratio		0.11	0.11	0.11	0.29				1.*************************************	0.59		0.59
Clearance Time (s)	el mobel minera a versación su manación con	4.0	4.0	4.0	4.0	A STATE OF THE PARTY OF THE PAR	CONTRACTOR CONTRACTOR CONTRACTOR		entre e a la constitue de la c	4.0		4.0
Vehicle Extension (s)	5 30 3 12 1	3.0	3.0	3.0	3,0		lenge de la		60.45.73	3.0	TO THE RE	3.0
Lane Grp Cap (vph)	~ ~ ~	395	177	198	1004					1979		913
v/s Ratio Prot		0.03		0.07	c0.14		and training		THE PERSON NAMED IN	c0.39		
v/s Ratio Perm	mili (i an ramanamustatum		0.01	A committee of the second of t	AND THE PERSONS IN COLUMN TO THE PERSONS IN CO	K POLINING E SHIELD SEA STATE SEASON	ALICA CARROLL CONTRACTORS	->************************************	(Pr. 97167), Ph. 191			0.10
v/c Ratio		0.29	0.05	0.58	0.49	10.00		100164		0.66		0.17
Uniform Delay, d1	Canicaman and Carro	26.4	25.7	27.3	19.1			TO COMPANY AND CONTRACT	e in version in the	9.1		6.1
Progression Factor		1.00	1.00	1.10	0.99		3. 3. Z. T. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1.		34 TV 193	1.00		1.00
Incremental Delay, d2	The St. of Control of the St. of	0.4	0.1	4.2	0.4		er->>seed those diffus	PATAKTA PORCAJ SEDIJA	a Paraka parakang Par	0.9		0.4
Delay (s)	1	26.8	25.8	34.2	19.2					9.9		6.5
Level of Service		С	С	С	₿.			**************************************	erosti e mellebiliko jore	Α		A
Approach Delay (s)		26.4			22.1		0.000	0.0			9.5	
Approach LOS	•	С			С			Α	errener () e. card () e. gas a sano	market manufacture and any	A	TO STREET STREET
Intersection Summary												
HCM Average Control Delay			14.2	HC	VI Level o	f Service	(a) (a) (b) (b) (b) (b) (c) (c) (c) (c) (c) (c) (c) (c) (c) (c		В			
HCM Volume to Capacity ratio		3 1 1 1 1 1 1 T 1 1 T 1 1 T 1 1 T 1 1 T 1 1 T 1 1 T 1 1 T 1 1 T 1	0.61	110	201610	CONTRACE		Charles and the second	D			
Actuated Cycle Length (s)	meneji <u>La</u> ran Para	MARINEL C	65.0	Sun	າ of lost ti				200	No. 200 Input		
Intersection Capacity Utilizatio	n	· · · · · · · · · · · · · · · · · · ·	3.9%	icii	Level of	no (a) Senice		145 A . 145	8.0 E			
Analysis Period (min)			15	Y	LUYGIUI	ooi vice			. E	Alexandria de la compansión de la compan		
c Critical Lane Group			10				en e		e se en	Programmer in		
A STATE OF THE STA				Sales - Secure and a com-	one and the			NAME AND DESCRIPTIONS	ور دار و عدو			

	۶		*	•	←	4	4	†	1	-	↓	4
Movement	// EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT.	- NBR	SBL	SBT	SBR
Lane Configurations	ሻ	† †}		ሻ	ተተ	7	ነ	<u>†</u>	7	ኻ	1>	
Volume (vph)	. 90	1235	⊈ 60	75	2183	930	35	50	77_	15	30	- 15
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	
Lane Util. Factor	1.00	0.91	rana karana menengan	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	
<u>Fri</u>	1.00	0.99	s farmina	u. 1.00 j	1.00	0.85	1.00	1,00	- 0.85	1.00	0:95	
Flt Protected	0.95	1.00	- transport	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	The second
Satd. Flow (prot)	1736	4953		1736	3471	1553	1736	1827	1553	1736	1736	
Flt Permitted	0.95	1.00	Carologogogo as	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	T I MANAGE AND CO.
Satd Flow (perm)	1736	4953		1736	3471	1553	1736.	1827	1553	1736	1736	
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)	95	1300	63	79	2298	979	37	53	81	161	32	16
RTOR Reduction (vph)	0	0	0	0	0	194	0	0	73	0	15	0
Lane Group Flow (vph)	95	1363	0	79	2298	785	37	53	. 8	16	33	0
Turn Type	Prot		A SEM ENGRADMAN	Prot	9~700+100+100+100+100-1 ₂	Perm	Prot		Perm	Prot		
Protected Phases	<u> </u>	4	(Elektrich)	3.5	8		5	2		1	6	
Permitted Phases		neri praka	\$5000000000000000000000000000000000000	a Print HARLING ROMENTHON	ence (entertainment) into	8	DPCLESSOPPORT		2			
Actuated Green, G (s)	8.2	86.1		8.9	86.8	86.8	7.2	12.6	12,6	6.4	11.8	
Effective Green, g (s)	8.2	86.1	el-cetatistatic	8.9	86.8	86.8	7.2	12.6	12.6	6.4	11.8	h.C/21-2-140120
Actuated g/C Ratio	0.06	0.66		0.07	0.67	0.67	0.06	0.10	0,10	0.05	0.09	addleres
Clearance Time (s)	4.0	4.0	COSTAGE PRO	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	Vinteration also provide
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	110	3280	SECTION CONT.	119	2318	1037	96	177	151	85	158	
V/s Ratio Prot	c0.05	0.28	adkas, e.	0.05	c0.66		c0.02	c0,03		0,01	0.02	
v/s Ratio Perm	0.00	*********				0.51	State of Contract of the Contract of Contr	MDSC NA CONTRACTOR	0.01	Charle dain's secretarian for years or a		
V/c Ratio	0.86	0.42		0,66	0.99	0.76	0.39	0.30	0.05	0.19	0.21	
Uniform Delay, d1	60.3 1.02	10.2		59.1	21.2	14.5	59.3	54.6	53.3	59.3	54.8	LEGIS BLANK CARA NI YOUR
Progression Factor	SOLETE TO PROCEED AND SOLETIONS	0.86		1.00	1.00	1.00	1.00	1.00	1.00	1,00	1.00	
Incremental Delay, d2 Delay (s)	44.2 105.8	0.1 8.9	testa e	13.1	16.6	3.2	2.6	4.3	0.7	1.1	3.0	E idealliche dass berein
Level of Service	A COMMUNICATION STREET, STREET	SERVICE SECTION AND SECTION SECTIONS		72.2	37.9	17.7	61.8	58.9	53.9	60.4	57.8	
Approach Delay (s)	., <u>F</u>	A 15.2		Ε	D	B	Ε	E	D	E	E	Shaf Attable Witness
Approach LOS	i gradita (ALL PROPERTY OF STREET STREET,	k izviku.		32.8		and the same is	57.2			58.5	
		В			С			Ε			Ε	
ntersection Summary		2.4		y zaga t an						er er e		
-ICM Average Control Delay	risati r ocean sodoren recepena y al-	TO CONTROL OF THE PARTY OF THE	28.9	HC	M Level	of Service	+		С			
ICM Volume to Capacity ratio	lai bi		0.82									
Actuated Cycle Length (s)	ed Carrier State Contraction	CONT. METERS. AMERICAN CONT.	130.0		n of lost				8.0	no en proporcionale del Calendo	A TOPOGRAPHIC ENGLISHED	
ntersection Capacity Utilizatio	n .		83.9%	ICL	Level of	Service			Ë			
Analysis Period (min)	ryene by hender one one of	Jerostin complexes without	15	Marine Research Complete					anger even mer speriorate per speriorate		TOTAL STATE OF THE	en egytet delperselskiplisiske
Critical Lane Group	and the second second											

	*	→	7	•	◄	A.	4	†	<i>/</i> *	\	+	4
Movement	EBL.	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ኝ	<u> ተ</u> ተተ	a politikar menumbangan ara menangan		ተ ተ	77	ሻ	4	7*			
Volume (vph)	237,	2137	0,,	. 0	137	845	70	0	1095	j., (0 s.	0	. N O
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	61 61 73		4.0	4.0	4.0	4.0	4.0	treje		
Lane Util, Factor	1.00	0.91	termentalistan	BEBERTERE BETER	0.95	0.88	0.95	0.91	0.95	ing 400 hannamang ana	MATERIAL SANS	gyri kyylinev mas
Fr	1.00	1.00	ani di dal	4444284491	1.00	0.85	1.00	0.85	0.85	erazieka.	:42.157.13	
Flt Protected Satd. Flow (prot)	0.95 1770	1.00 5085	Peranda a		1.00	1.00	0.95	1.00	1.00	North arteristical	a estable en ence	STEEP BUILDING AND AND
Fit Permitted	0.95	ູ ອບຄວ 1.00		and the second	3539	2787	1681	1443	1504			
Satd: Flow (perm)	1770	5085			1.00 3539	1.00	0.95	1.00	1.00	te transport	K 2 Maria di Albania	marringende
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	2787	1681	1443	1504		APA WELLER	
Adj. Flow (vph)	237	2137	1.00	1.00	1.00	1.00 845	1.00	1.00	1.00	1.00	1.00	1.00
RTOR Reduction (vph)	231 0	213 <i>1</i> 0	0 0	0	****************	629	70	. 0	1095	0	0	Õ
Lane Group Flow (vph)	237	2137			0 137	216	0 63	1 554	1 546	0	0 0	0 0
Turn Type	Prot	Z J U J	e group		- 101 (**)			- 234		0 ,	U	<u>U</u>
Protected Phases	7	4.			. 8	Perm	Prot	. Ž	Perm	r)		775.000
Permitted Phases		e e e	Cir Alles		0		9	<u></u> .	2			
Actuated Green, G (s)	15.0	42.0			23.0	23.0	40.0	40.0	40.0		7.600 JPV 3394	
Effective Green, g (s)	15.0	42.0			23.0	23.0	40.0	40.0	40.0			
Actuated g/C Ratio	0.17	0.47	***************************************		0.26	0.26	0.44	0.44	0.44	or total species		
Clearance Time (s)	4.0	4.0		and the contact	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			
Lane Grp Cap (vph)	295	2373			904	712	747	641	668	SLV 107 \$6553 V 9153		
Vs Ratio Prot	0,13	c0.42	al all and		0.04		0.04	c0.38	etcuring emineral (THE STREET	er e	
v/s Ratio Perm	A OLICA CALCADOR DOS DATA	E. SOL E-ALCORES, WILLIAM SOLVE CIT. A	MO ISSN BILLINGS TO GARAGE	AND	S AL VORONO COMMENSATIONS	0.08	as actornes		0.36			
V/c Ratio	0.80	0.90		9019	0,15	0.30	0.08	0.86	0.82			
Uniform Delay, d1	36.1	22.1		out the special in	25.9	27.0	14.4	22.5	21.8			
Progression Factor	0.81	0.66		(1)	1.02	2.84	1.00	1.00	1.00	יופו בעריים באו	TO COMPANY OF STREET	Name of
Incremental Delay, d2	9.3	2.7			0.1	0.2	0.0	11.6	10.7	e session of the sessions	ner severebrisk in March	W.5600702226
Delay (s)	38.4	17.3			26.4	76.9	14.5	34.2	32.5			
Level of Service	D	В	TOTAL STREET	~~~~~	С	E	В	С	С		00000000000000000000000000000000000000	C. P. C. S.
· Approach Delay (s)		19,4	1.1		69.9			32.3			0.0	100
Approach LOS		В			E			С			A	W-31400M-415 W-1, (C)4
Intersection Summary			7								•	100
HCM Average Control Delay			33.7	HCI	M Level	of Service			С	<u>-4-9-806-8-1-9-9</u>		
HCM Volume to Capacity ratio			0.88	110		or octation	***************************************		*	-		
Actuated Cycle Length (s)	a provincia		90.0	Sun	n of lost t	lime (s)			8.0			
Intersection Capacity Utilization	1	10	36.6%	ICI	Levelof	Service			3.0 H			
Analysis Period (min)		nantinaking distrik	15				Activities and the second				1000 1000	
c Critical Lane Group			anning and an arrange			The street of the	distillation by the	POTENTIAL PROPERTY AND IN				
The state of the s	ner gardenski paget (b	reach f. Hill McCollege Co.	r, parinteri dia kana	esanderen bestelle in					elindes en i			

	۶	→	*	*	4	4.	4	†	<i>></i>	7	ļ	1
Movement	THEBL.	EBT	EBR			WBR.		NBT	NBR	SBL		SBR
Lane Configurations	ች	þ	en e	ች	ĵ,	1323<0.000,900;c	ሻ	ተተተ	7	ሻ	ተተተ	7
Volume (vph)	165	94	171	170	15	*/d,5	59	3490	80	25	2680	93
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
Lane Util. Factor	1.00	1.00	egranders of the	1.00	1.00	ero, salvaneron pres	1.00	0.91	1.00	1.00	0.91	1.00
Ed San Carlo	1.00	0.90		1.00	0.96		rel 1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	HAVIII VIOLENIA	0.95	1.00	CPS West State Faces	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1805	1669		1770	1829	-	1671	5136	1583	1805	5136	1615
Flt Permitted	0.95	1.00	SWIGHTHERS	0.95	1.00	tratic transcription	0.95	1.00	1.00	0.95	1.00	1.00
Satd: Flow (perm)	1805	1669	educhi.	1770	1829	10-10-40	1671	5136	1583	1805	5136	1615
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	165	94	171	170	15	5	59	3490	80	25	2680	93
RTOR Reduction (vph)	0	47	0	0	5	0	0	0	11	0	0	17
Lane Group Flow (vph)	165	218	Ó	170	15	. 0	59	3490	69	25	2680	- 76
Heavy Vehicles (%)	0%	8%	0%	2%	0%	0%	8%	1%	2%	0%	1%	0%
Turn Type	Split		66 50	Split			Prot	College B	Perm	Prot		Perm
Protected Phases	4	4		8	8		5	2	- Participation and the	1	6	Mary San S. S. San Contracts
Permitted Phases									2			6
Actuated Green, G (s)	16.0	16.0		13.0	13.0		5.5	91.8	91.8	2.4	88.7	88.7
Effective Green, g (s)	16.0	16.0		13.0	13.0		5.5	91.8	91.8	2.4	88.7	88.7
Actuated g/C Ratio	0.11	0.11	wa-614	0.09	0.09		0.04	0.66	0.66	0.02	0.64	0.64
Clearance Time (s)	4.0	4.0		4.0	4.0		4.0	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	3.0
Lane Grp Cap (vph)	207	192		165	171	Salas S	66	3387	1044	31	3273	1029
√s Ratio Prot	0.09	c0.13		c0.10	0.01	na renewali teni retilibile	0.04	c0.68	Maria i mada a sada	0.01	c0.52	
//s Ratio Perm	6. 0152 B				n seed				0.04			0.05
//c Ratio	0.80	1.14		1.03	0.09	***************************************	0.89	1.03	0.07	0.81	0.82	0.07
Jniform Delay, d1	60.0	61.6		63.1	57.7		66.6	23.7	8.4	68.2	19,2	9.6
Progression Factor	1.00	1.00		1.00	1.00	* NATIONAL PROPERTY OF	1.00	1.00	1.00	1.00	1.00	1.00
ncremental Delay, d2	18.9	106.3		78.3	0.2		74.2	24.0	0.0	83.8	1.7	0.0
Delay (s)	78.9	167.9		141.4	57.9	a and a success of a success	140.7	47.7	8.5	152.0	20.8	9.6
evel of Service	É	F		F	Ě		F	' D	Ā	F	G	Ā
Approach Delay (s)		133.7	COLO POR POR SA BANGAR MACAMINES	# e-er-male \$1 (***********************************	132.6	AND DESCRIPTION OF THE PERSON	Aleka Kacas (desemble)	48.3			21.6	
Approach LOS		F		10.00	. F			Ď.			C	
ntersection Summary												
				706		, seeding	100	<u> </u>	grand i		9. W. Y.	er de grêde
ICM Average Control Delay		44	45.2	HC	M Level c	f Service			D		land per	
ICM Volume to Capacity rati	0	110.700	1.02			Michelmonia i processor		(MOSSING) ZIDAR KINAWA	COOK - 1970 And I almost of the Impairs	referent ber ber des eine en erzeiten, we den	Tele-Office Medicines a major of contrast.	MAI La Tancasana
Actuated Cycle Length (s)			139.2		m of lost t				12.0	and the second second		
ntersection Capacity Utilizati	DI)	1	02.3%	ICl	J Level of	Service	785.57800ez 800ez	organistical XII de Liga va din	G	on the order	**************************************	
nalysis Period (min)			15		ر کراد را دولانات سا					54 (
Critical Lane Group												1

Merge Level of Service AM & PM Peak Hours

```
Heavy vehicle adjustment, fHV
                                      0.980
                                                  0.980
Driver population factor, fP
                                      1.00
                                                  1.00
Flow rate, vp
                                      2856
                                                  57
                                                                       pcph
                       ___Estimation of V12 Merge Areas
                  L =
                                 (Equation 25-2 or 25-3)
                  ΕQ
                         1.000 Using Equation 0
                  FM
                  v = v (P) = 2856 pc/h
                          FM
                           ____Capacity Checks_
                           Actual
                                        Maximum
                                                        LOS F?
                           2913
                                        4700
                                                        No
      FO
                          2913
                                        4600
                                                        No
      R12
               __Level of Service Determination (if not F)_
Density, D = 5.475 + 0.00734 v + 0.0078 v - 0.00627 L =
                                                             24.1
                                                                     pc/mi/ln
          R
Level of service for ramp-freeway junction areas of influence C
                         ____Speed Estimation
Intermediate speed variable,
                                            M = 0.347
                                            S
Space mean speed in ramp influence area,
                                            S = 57.0
                                                        mph
Space mean speed in outer lanes,
                                           S = N/A
                                                        mph
                                            0
Space mean speed for all vehicles,
                                           S = 57.0
                                                        mph
```

```
Heavy vehicle adjustment, fHV
                                      0.980
                                                  0.980
Driver population factor, fP
                                      1.00
                                                  1.00
Flow rate, vp
                                      1294
                                                  68
                                                                       pcph
                        _Estimation of V12 Merge Areas_
                  L =
                                 (Equation 25-2 or 25-3)
                  ΕQ
                         1.000 Using Equation 0
                  FM
                  v = v (P) = 1294 pc/h
                   12 F
                             __Capacity Checks_
                          Actual
                                        Maximum
                                                       LOS F?
     v
                          1362
                                        4700
                                                       No
      FO
     v
                          1362
                                        4600
                                                       Νo
      R12
               __Level of Service Determination (if not F)___
Density, D = 5.475 + 0.00734 v + 0.0078 v - 0.00627 L =
                                                             12.0
                                                                     pc/mi/ln
          R
                             R
Level of service for ramp-freeway junction areas of influence B
                          ___Speed Estimation_
Intermediate speed variable,
                                           M = 0.291
                                            S
Space mean speed in ramp influence area,
                                           S = 58.3
                                                        mph
Space mean speed in outer lanes,
                                           S = N/A
                                                        mph
                                           0
Space mean speed for all vehicles,
                                           S = 58.3
                                                        mph
```

Flow rate, vp 1385 249 pcph _Estimation of V12 Merge Areas L = (Equation 25-2 or 25-3) ΕQ P = 1.000 Using Equation 0 FΜ v = v (P) = 1385 pc/h12 F FM____Capacity Checks_ Actual Maximum LOS F? 1634 4700 No FO 1634 4600 No R12 _Level of Service Determination (if not F)___ Density, D = 5.475 + 0.00734 v + 0.0078 v - 0.00627 L14.0 pc/mi/ln 12 Level of service for ramp-freeway junction areas of influence B Speed Estimation Intermediate speed variable, M = 0.295S Space mean speed in ramp influence area, S = 58.2R Space mean speed in outer lanes, S = N/Amph 0 Space mean speed for all vehicles, S = 58.2mph

0.980

1.00

0.980

1.00

Heavy vehicle adjustment, fHV

Driver population factor, fP

```
Heavy vehicle adjustment, fHV
                                     0.980
                                                0.980
Driver population factor, fP
                                     1.00
                                                1.00
Flow rate, vp
                                     2738
                                                261
                                                                     pcph
                      __Estimation of V12 Merge Areas_
                 L =
                                (Equation 25-2 or 25-3)
                  ΕQ
                        1.000 Using Equation 0
                  FM
                 v = v (P) = 2738
                                        pc/h
                          ____Capacity Checks
                          Actual
                                       Maximum
                                                     LOS F?
                          2999
                                       4700
                                                      No
     FO
                          2999
                                       4600
                                                      No
     R12
              __Level of Service Determination (if not F)
Density, D = 5.475 + 0.00734 v + 0.0078 v - 0.00627 L =
                                                           24.7 pc/mi/ln
                                        12
Level of service for ramp-freeway junction areas of influence C
                      ____Speed Estimation
Intermediate speed variable,
                                          M = 0.354
                                          S
Space mean speed in ramp influence area,
                                          S = 56.9
Space mean speed in outer lanes,
                                          S = N/A
                                                       mph
                                          0
Space mean speed for all vehicles,
                                          s = 56.9
                                                       mph
```

```
Driver population factor, fP
                                    1.00
                                               1.00
Flow rate, vp
                                    3165
                                               91
                                                                   pcph
                     ___Estimation of V12 Merge Areas__
                 L =
                               (Equation 25-2 or 25-3)
                 ΕQ
                       1.000 Using Equation 0
                 FM
                 v = v (P) = 3165 pc/h
                          ___Capacity Checks__
                         Actual
                                      Maximum
                                                    LOS F?
                         3256
                                                    No
     FO
                         3256
                                      4600
                                                    No
     R12
            ____Level of Service Determination (if not F)___
Density, D = 5.475 + 0.00734 v + 0.0078 v - 0.00627 L = 26.8 pc/mi/ln
                           R
                                 12 A
Level of service for ramp-freeway junction areas of influence C
                     _____Speed Estimation__
Intermediate speed variable,
                                         M = 0.377
                                         S
Space mean speed in ramp influence area,
                                         S = 56.3
Space mean speed in outer lanes,
                                         S = N/A
                                                     mph
                                         0
Space mean speed for all vehicles,
                                         S = 56.3
                                                     mph
```

0.980

0.980

Heavy vehicle adjustment, fHV

```
Heavy vehicle adjustment, fHV
                                      0.980
                                                  0.980
 Driver population factor, fP
                                      1.00
                                                  1.00
 Flow rate, vp
                                      3193
                                                  91
                                                                       pcph
                    _____Estimation of V12 Merge Areas__
                  L =
                                 (Equation 25-2 or 25-3)
                  EQ
                         1.000 Using Equation 0
                  FM
                  v = v (P) = 3193 pc/h
                  12 F FM
                           ____Capacity Checks_
                          Actual
                                        Maximum
                                                    LOS F?
                          3284
                                        4700
                                                       No
      FΟ
                          3284
                                        4600
                                                       No
      R12
               __Level of Service Determination (if not F)__
Density, D = 5.475 + 0.00734 v + 0.0078 v - 0.00627 L
                                                             27.0
                                                                     pc/mi/ln
Level of service for ramp-freeway junction areas of influence C
                          ___Speed Estimation
Intermediate speed variable,
                                           M = 0.380
                                            S
Space mean speed in ramp influence area,
                                           S = 56.3
                                                        mph
                                           R
Space mean speed in outer lanes,
                                           S = N/A
                                                        mph
Space mean speed for all vehicles,
                                          S = 56.3
                                                        mph
```

```
Heavy vehicle adjustment, fHV
                                      0.980
                                                  0.980
Driver population factor, fP
                                      1.00
                                                  1.00
Flow rate, vp
                                      1684
                                                  317
                                                                       pcph
                     ____Estimation of V12 Merge Areas
                  <u>r</u> =
                                 (Equation 25-2 or 25-3)
                  ΕQ
                         1.000 Using Equation 0
                  FΜ
                  v = v (P) = 1684
                                         pc/h
                          FM
                           ____Capacity Checks
                          Actual
                                        Maximum
                                                       LOS F?
                          2001
                                        4700
                                                       No
      FΟ
                          2001
                                        4600
                                                       No
      R12
               __Level of Service Determination (if not F)
Density, D = 5.475 + 0.00734 v + 0.0078 v - 0.00627 L =
                                                             16.9
                                                                     pc/mi/ln
Level of service for ramp-freeway junction areas of influence B
                          ___Speed Estimation
Intermediate speed variable,
                                           M = 0.304
                                            S
Space mean speed in ramp influence area,
                                            S = 58.0
                                                        mph
Space mean speed in outer lanes,
                                           S = N/A
                                                        mph
                                            0
Space mean speed for all vehicles,
                                           S = 58.0
                                                        mph
```

```
Heavy vehicle adjustment, fHV
                                      0.980
                                                 0.980
Driver population factor, fP
                                      1.00
                                                 1.00
Flow rate, vp
                                      1696
                                                 317
                                                                      pcph
                      ___Estimation of V12 Merge Areas__
                 L =
                                (Equation 25-2 or 25-3)
                  ΕQ
                         1.000 Using Equation 0
                  FΜ
                  v = v (P) = 1696 pc/h
                  12 F
                          FM
                           ____Capacity Checks__
                          Actual
                                       Maximum
                                                      LOS F?
                          2013
                                       4700
     FO
                          2013
                                       4600
                                                       No
     R12
              __Level of Service Determination (if not.F)
Density, D = 5.475 + 0.00734 v + 0.0078 v - 0.00627 L =
                                                            17.0
                                                                    pc/mi/ln
Level of service for ramp-freeway junction areas of influence B
                          ___Speed Estimation__
Intermediate speed variable,
                                           M = 0.305
                                           S
Space mean speed in ramp influence area,
                                           S = 58.0
                                                       mph
                                           R
Space mean speed in outer lanes,
                                          S = N/A
                                                       mph
Space mean speed for all vehicles,
                                          S = 58.0
                                                       mph
```

```
Heavy vehicle adjustment, fHV
                                     0.980
                                            0.980
Driver population factor, fP
                                              1.00
                                     1.00
Flow rate, vp
                                     1535
                                                102
                                                                     pcph
                      ___Estimation of V12 Merge Areas
                 L =
                                (Equation 25-2 or 25-3)
                  ΕQ
                        1.000 Using Equation 0
                  FM
                 v = v (P) = 1535 pc/h
                  12 F
                         FM
                          ____Capacity Checks___
                          Actual
                                       Maximum
                                                      LOS F?
                          1637
                                       4700
                                                      No
     FO
                         1637
                                       4600
                                                      No
      R12
             ___Level of Service Determination (if not F)___
Density, D = 5.475 + 0.00734 v + 0.0078 v - 0.00627 L =
                                                           14.1 pc/mi/ln
                            R
                                       12
Level of service for ramp-freeway junction areas of influence B
                     ____Speed Estimation
Intermediate speed variable,
                                          M = 0.296
Space mean speed in ramp influence area,
                                          S = 58.2
                                                      mph
                                          R
Space mean speed in outer lanes,
                                          S = N/A
                                                      mph
                                          0
Space mean speed for all vehicles,
                                          S = 58.2
                                                      mph
```

```
Heavy vehicle adjustment, fHV
                                      0.980
                                                 0.980
Driver population factor, fP
                                      1.00
                                                 1.00
Flow rate, vp
                                      1551
                                                 102
                                                                      pcph
                    ____Estimation of V12 Merge Areas_
                 L =
                                (Equation 25-2 or 25-3)
                  ΕQ
                 P = 1.000 Using Equation 0
                  ·FM
                 v = v (P) = 1551 pc/h
                  12 F
                         FM
                           ___Capacity Checks
                          Actual
                                                       LOS F?
                                       Maximum
                          1653
                                       4700
                                                       No
      FO
                          1653
                                     4600
                                                       Νo
      R12
              ___Level of Service Determination (if not F)___
Density, D = 5.475 + 0.00734 v + 0.0078 v - 0.00627 L =
                                                            14.2
                                                                 pc/mi/ln
         R
Level of service for ramp-freeway junction areas of influence B
                          ___Speed Estimation__
Intermediate speed variable,
                                           M = 0.296
Space mean speed in ramp influence area,
                                           S = 58.2
                                                       mph
Space mean speed in outer lanes,
                                           S = N/A
                                                       mph
                                           0
Space mean speed for all vehicles,
                                           S = 58.2
                                                       mph
```

```
Heavy vehicle adjustment, fHV
                                      0.980
                                                0.980
Driver population factor, fP
                                      1.00
                                                 1.00
Flow rate, vp
                                      3052
                                                 329
                                                                      pcph
                  ____Estimation of V12 Merge Areas
                 L =
                                 (Equation 25-2 or 25-3)
                  ΕQ
                        1.000 Using Equation 0
                  FM
                 v = v (P) = 3052 pc/h
                  12 F FM
                          ____Capacity Checks___
                          Actual
                                       Maximum
                                                      LOS F?
                          3381
                                      4700
                                                       No
      FΟ
                          3381
                                       4600
                                                       No
      R12
              Level of Service Determination (if not F)____
Density, D = 5.475 + 0.00734 \text{ v} + 0.0078 \text{ v} - 0.00627 \text{ L} = 27.6 pc/mi/ln}
Level of service for ramp-freeway junction areas of influence C
                         ____Speed Estimation
Intermediate speed variable,
                                           M = 0.390
                                           S
Space mean speed in ramp influence area,
                                           S = 56.0
                                                       mph
                                           R
Space mean speed in outer lanes,
                                           S = N/A
                                                       mph
                                           0
Space mean speed for all vehicles,
                                          s = 56.0
                                                       mph
```

```
Heavy vehicle adjustment, fHV
                                    0.980
                                                 0.980
Driver population factor, fP
                                     1.00
                                                 1.00
Flow rate, vp
                                     3081
                                                 329
                                                                     pcph
                       __Estimation of V12 Merge Areas_
                 L =
                                 (Equation 25-2 or 25-3)
                  ΕQ
                        1.000 Using Equation 0
                  FM
                 v = v (P) = 3081
                                        pc/h
                  12 F FM
                          ____Capacity Checks__
                          Actual
                                       Maximum
                                                      LOS F?
                          3410
                                       4700
                                                      No
     FΟ
                          3410
                                       4600
                                                      No
      R12
              __Level of Service Determination (if not F)___
Density, D = 5.475 + 0.00734 v + 0.0078 v - 0.00627 L =
                                                            27.8
                                                                   pc/mi/ln
                            R
                                  12
Level of service for ramp-freeway junction areas of influence C
                      _____Speed Estimation_
Intermediate speed variable,
                                          M = 0.394
                                           S
Space mean speed in ramp influence area,
                                          s = 55.9
                                                       mph
Space mean speed in outer lanes,
                                          S = N/A
                                                       mph
Space mean speed for all vehicles,
                                          S = 55.9
                                                       mph
```

David Reed

Phone: Fax: E-Mail:	:			
Two-Way Two-Lane Highway	Segment A	Analysis_	•	
Analyst DRR Agency/Co. CTG Date Performed 09/11/07 Analysis Time Period AM Peak Hour Highway SR 12 From/To Napa County Line Jurisdiction Napa Analysis Year Existing		. •		
Description Napa Panattoni				
Input Dat	.a	- deles		
Lane width 12.0 ft % Trucks Segment length 2.0 mi % Recrea Terrain type Level % No-pas Grade: Length mi Access p Up/down % Two-way hourly volume, V 2330 veh/h	r factor, and buse tional ve sing zone oints/mi	s hicles	0.92 5 1 100 2	% % % /mi
Directional split 56 / 44 %				
Average Travel S Grade adjustment factor, fG PCE for trucks, ET PCE for RVs, ER Heavy-vehicle adjustment factor, Two-way flow rate, (note-1) vp	1.00 2.0* 1.5* 0.948 2672	pc/h		
Highest directional split proportion (note-2 Free-Flow Speed from Field Measurement: Field measured speed, SFM Observed volume, Vf Estimated Free-Flow Speed:) 1496 - -	pc/h mi/h veh/h		
Base free-flow speed, BFFS Adj. for lane and shoulder width, fLS Adj. for access points, fA	55.0 1.3 0.5	mi/h mi/h mi/h	·	
Free-flow speed, FFS	53.2	mi/h		
Adjustment for no-passing zones, fnp Average travel speed, ATS	1.0 31.5	mi/h mi/h		

David Reed

			Fax:				
	_Two-Way	Two-Lane	Highway Se	egment A	nalysis		
Analyst	DRR						
Agency/Co.	CTG						
Date Performed		11/2007					
Analysis Time Peri	od PM	Peak Hou	r				
Highway	SR		_				
From/To	Nap	a County	Line				
Jurisdiction	Nap	_					
Analysis Year	-	sting					
Description Napa	Panattoni	,					
			Input Data				
Highway class Cla							
	4.0		Peak-hour	factor,	PHF	0.92	
Lane width	12.0 2.0	ft	% Trucks a	ind buse	s	5	윰
Segment length	2.0	mi	% Recreati	onal ve	hicles	1	B
Terrain type	Level		% No-passi	ng zone	S	100	ቼ
Grade: Length		mi.	Access poi	.nts/mi		2	/mi
Up/down		€ .					
		2820 / 42	veh/h %				
		/ 42	·•	ed	W4.		
Directional split	58	/ 42	8	ed	w		
Directional split Grade adjustment f PCE for trucks, ET	58 actor, fG	/ 42	8			·	
Directional split Grade adjustment f PCE for trucks, ET PCE for RVs, ER	58 actor, fG	/ 42 _Average	8	1.00		•	
Directional split Grade adjustment f PCE for trucks, ET PCE for RVs, ER Heavy-vehicle adju	58 actor, fG stment fac	/ 42 _Average	8	1.00		•	
Grade adjustment f PCE for trucks, ET PCE for RVs, ER Heavy-vehicle adju	actor, fG stment fac (note-1)	/ 42 _Average ctor,	% Travel Spe	1.00 2.0* 1.5* 0.948 3234	pc/h	•	
Grade adjustment f PCE for trucks, ET PCE for RVs, ER Heavy-vehicle adju	actor, fG stment fac (note-1)	/ 42 _Average ctor,	% Travel Spe	1.00 2.0* 1.5* 0.948 3234	pc/h pc/h	•	
Directional split Grade adjustment f PCE for trucks, ET PCE for RVs, ER Heavy-vehicle adju Two-way flow rate, Highest directiona Free-Flow Speed fre	58 actor, fG stment fac (note-1) v l split pr om Field N	/ 42 _Average ctor, p coportion	% Travel Spe	1.00 2.0* 1.5* 0.948 3234			
Two-way hourly vol Directional split Grade adjustment f PCE for trucks, ET PCE for RVs, ER Heavy-vehicle adju Two-way flow rate, Highest directiona Free-Flow Speed fre Field measured spee	actor, fG stment fac (note-1) v l split pr om Field Med, SFM	/ 42 _Average ctor, p coportion	% Travel Spe	1.00 2.0* 1.5* 0.948 3234			
Grade adjustment f PCE for trucks, ET PCE for RVs, ER Heavy-vehicle adju Two-way flow rate, Highest directiona Free-Flow Speed fre Field measured speed Observed volume, V	actor, fG stment fac (note-1) v 1 split pr om Field M ed, SFM f	/ 42 _Average ctor, p coportion	% Travel Spe	1.00 2.0* 1.5* 0.948 3234	pc/h		
Grade adjustment f PCE for trucks, ET PCE for RVs, ER Heavy-vehicle adju Two-way flow rate, Highest directiona Free-Flow Speed free Field measured speed Dbserved volume, V: Estimated Free-Flow	actor, fG stment fac (note-1) v 1 split pr om Field M ed, SFM f w Speed:	/ 42 _Average ctor, p coportion	% Travel Spe	1.00 2.0* 1.5* 0.948 3234 1876	pc/h mi/h		
Grade adjustment f PCE for trucks, ET PCE for RVs, ER Heavy-vehicle adju Two-way flow rate, Highest directiona Free-Flow Speed free Field measured speed Dbserved volume, V: Estimated Free-Flow Base free-flow speed	actor, fG stment fac (note-1) v l split pr om Field M ed, SFM f w Speed: ed, BFFS	/ 42 _Average ctor, vp roportion	% Travel Spe n (note-2)	1.00 2.0* 1.5* 0.948 3234 1876	pc/h mi/h veh/h mi/h		
Grade adjustment f PCE for trucks, ET PCE for RVs, ER Heavy-vehicle adju Two-way flow rate, Highest directiona Free-Flow Speed from Field measured speed Dbserved volume, Volu	stment fac (note-1) v l split pr om Field M ed, SFM f w Speed: ed, BFFS shoulder v	/ 42 _Average ctor, vp roportion	% Travel Spe n (note-2)	1.00 2.0* 1.5* 0.948 3234 1876	pc/h mi/h veh/h mi/h mi/h		
Grade adjustment for trucks, ET PCE for trucks, ET PCE for RVs, ER Heavy-vehicle adjustment for the second for	stment fac (note-1) v l split pr om Field M ed, SFM f w Speed: ed, BFFS shoulder v	/ 42 _Average ctor, vp roportion	% Travel Spe n (note-2)	1.00 2.0* 1.5* 0.948 3234 1876	pc/h mi/h veh/h mi/h	•	
Grade adjustment for trucks, ET PCE for trucks, ET PCE for RVs, ER Heavy-vehicle adjustment for the second for	actor, fG stment fac (note-1) v 1 split pr om Field M ed, SFM f w Speed: ed, BFFS shoulder v ints, fA	/ 42 _Average ctor, vp roportion	% Travel Spe n (note-2)	1.00 2.0* 1.5* 0.948 3234 1876	pc/h mi/h veh/h mi/h mi/h mi/h	•	
Grade adjustment f PCE for trucks, ET PCE for RVs, ER Heavy-vehicle adju Two-way flow rate, Highest directiona Free-Flow Speed fre Field measured speed Observed volume, V: Estimated Free-Flow	actor, fG stment fac (note-1) v 1 split pr om Field M ed, SFM f w Speed: ed, BFFS shoulder v ints, fA FS passing ze	/ 42 _Average ctor, /p roportion deasureme	% Travel Spe n (note-2) ent:	1.00 2.0* 1.5* 0.948 3234 1876	pc/h mi/h veh/h mi/h mi/h mi/h		

Phone: E-Mail:		Fax:				
	Two-Way Two-	Lane Highway S	Segment A	nalysis		
Analyst	DRR					
Agency/Co.	CTG					
Date Performed	09/11/0	7				
Analysis Time Peri	od AM Peak	Hour				
Highway	SR 12					
From/To		unty Line				
Jurisdiction	Napa	•				
Analysis Year		Base Case			•	
Description Headw	ater					
		Input Data	i		200	
Highway class Cla	ss 1					
Shoulder width	4.0 ft	Peak-hour	factor,	PHF	0.93	
Lane width	12.0 ft	% Trucks			5	8
Segment length	2.0 mi	% Recreat	ional ve	hicles	1	8
Parrain tuma	Level	9 No 225	ing zone	S	100	8
	DCACT	a no-pass				
Grade: Length	mi	Access po			2	/mi
Perrain type Grade: Length Up/down					2	/mi
Grade: Length Up/down Two-way hourly vol	mi % ume, V 2733	Access po			2	/mi
Grade: Length	mi % ume, V 273: 60 /	Access po	ints/mi		2	/mi
Grade: Length Up/down Two-way hourly volutional split Grade adjustment for	mi % ume, V 273: 60 / Ave	Access po l veh/h 40 %	ints/mi		2	/mi
Grade: Length Up/down Two-way hourly volutional split Grade adjustment for trucks, ET	mi % ume, V 273: 60 / Ave	Access po l veh/h 40 %	ints/mi		2	/mi
Grade: Length Up/down Two-way hourly volutional split Grade adjustment for for trucks, ET PCE for RVs, ER	mi % ume, V 2733 60 / Aver actor, fG	Access po l veh/h 40 % rage Travel Sp	ints/mi eed		2	/mi
Grade: Length Up/down Two-way hourly volutional split Grade adjustment for for trucks, ET PCE for RVs, ER Heavy-vehicle adjustment adjustme	mi % ume, V 2733 60 / Averactor, fG	Access po l veh/h 40 % rage Travel Sp	ints/mi eed		2	/mi
Grade: Length Up/down Two-way hourly volutional split Grade adjustment for trucks, ET CCE for trucks, ER Geavy-vehicle adjustment, The trucks and the trucks are the trucks are the trucks and the trucks are the trucks and the trucks are trucks	mi % ume, V 2733 60 / Averactor, fG stment factor, (note-1) vp	Access po	eed	pc/h	2	/mi
Grade: Length Up/down Two-way hourly volutional split Grade adjustment for trucks, ET PCE for trucks, ER Heavy-vehicle adjustment, Two-way flow rate,	mi % ume, V 2733 60 / Averactor, fG stment factor, (note-1) vp	Access po	eed		2	/mi
Grade: Length Up/down Two-way hourly volutional split Grade adjustment for trucks, ET PCE for trucks, ER Heavy-vehicle adjustment adjustmen	mi % ume, V 2733 60 / Averactor, fG stment factor, (note-1) vp l split propor	Access po	eed	pc/h	2	/mi
Grade: Length Up/down Two-way hourly volutional split Grade adjustment for trucks, ET CCE for RVs, ER Heavy-vehicle adjustment for the split adj	mi % ume, V 2733 60 / Averactor, fG stment factor, (note-1) vp l split propor	Access po	eed	pc/h pc/h	2	/mi
Grade: Length Up/down Two-way hourly volutional split Grade adjustment for trucks, ET CE for trucks, ET CE for RVs, ER Grade adjustment for trucks, ET CE for RVs, ER Grade adjustment for trucks, ET CE for RVs, ER Grade adjustment for trucks, ET CE for RVs, ER Grade adjustment for trucks, ET CE for RVs, ER Grade adjustment for trucks, ET CE for RVs, ER Grade adjustment for trucks, ET CE for RVs, ER Grade adjustment for trucks, ET CE for RVs, ER Grade adjustment for trucks, ET CE for RVs, ER Grade adjustment for trucks, ET CE for trucks, ET CE for trucks, ET CE for RVs, ER CE for RVs, E	mi % ume, V 2733 60 / Averactor, fG stment factor, (note-1) vp l split propor om Field Measu ed, SFM f	Access po	eed	pc/h pc/h mi/h	2	/mi
Grade: Length Up/down Two-way hourly volument of the contractional split Grade adjustment for trucks, ET PCE for trucks, ET PCE for RVs, ER Heavy-vehicle adjustment of the contractional special measured special measured special measured volume, Vistimated Free-Flow Statement of the contraction of	mi % ume, V 2733 60 / Averactor, fG stment factor, (note-1) vp l split propor om Field Measu ed, SFM f w Speed:	Access po	eed	pc/h pc/h	2	/mi
Grade: Length Up/down Two-way hourly volument of the continual split Grade adjustment for trucks, ET FOCE for trucks, ET FOCE for RVs, ER Heavy-vehicle adjustingly and the continual split Gree-Flow Speed from the continual speed speed beserved volume, Vistimated Free-Flow speed from the continuated free-Flow speed from the continuated free-Flow speed from the continuated free-Flow speed f	mi % ume, V 2733 60 / Aver actor, fG stment factor, (note-1) vp 1 split propor om Field Measu ed, SFM f w Speed: ed, BFFS	Access po	ints/mi eed	pc/h pc/h mi/h veh/h	2	/mi
Grade: Length Up/down Two-way hourly volutional split Grade adjustment for trucks, ET CE for trucks, ET CE for RVs, ER Leavy-vehicle adjustional Gree-Flow Speed from the company of the c	mi % ume, V 2733 60 / Aver actor, fG stment factor, (note-1) vp l split propor om Field Measu ed, SFM f w Speed: ed, BFFS shoulder width	Access po	eed	pc/h pc/h mi/h	2	/mi
Grade: Length Up/down Two-way hourly volutional split Grade adjustment for trucks, ET PCE for trucks, ET PCE for RVs, ER Heavy-vehicle adjustment for the second of the second for the sec	mi % ume, V 2733 60 / Aver actor, fG stment factor, (note-1) vp l split propor om Field Measu ed, SFM f w Speed: ed, BFFS shoulder width	Access po	eed	pc/h pc/h mi/h veh/h mi/h	2	/mi
Grade: Length Up/down Two-way hourly volutional split Grade adjustment for the control of the co	mi % ume, V 2733 60 / Aver actor, fG stment factor, (note-1) vp l split propor om Field Measu ed, SFM f w Speed: ed, BFFS shoulder width ints, fA	Access po	eed	pc/h pc/h mi/h veh/h mi/h mi/h	2	/mi
Grade: Length Up/down Two-way hourly volutional split Grade adjustment for the control of the	mi % ume, V 2733 60 / Aver actor, fG stment factor, (note-1) vp l split propor om Field Measu ed, SFM f w Speed: ed, BFFS shoulder width ints, fA	Access po	eed	pc/h pc/h mi/h veh/h mi/h mi/h mi/h	2	/mi
Grade: Length Up/down Two-way hourly volument of the continual split Grade adjustment for the continual split Gr	mi % ume, V 273: 60 / Aver actor, fG stment factor, (note-1) vp l split propor om Field Measu ed, SFM f w Speed: ed, BFFS shoulder width ints, fA FS passing zones,	Access po	eed	pc/h pc/h mi/h veh/h mi/h mi/h mi/h	2	/mi

```
Phone:
                                        Fax:
 E-Mail:
                   _Two-Way Two-Lane Highway Segment Analysis____
                        DRR
Analyst
Agency/Co.
                        CTG
Date Performed
                        07/04/08
Analysis Time Period
                       PM Peak Hour
Highway
                        SR 12
From/To
                        Napa County Line
Jurisdiction
                        Napa
Analysis Year
                        2010 Base Case
Description Headwater
                                  Input Data
Highway class Class 1
Shoulder width
                 4.0
                            ft
                                   Peak-hour factor, PHF
                                                               0.92
Lane width
                                   % Trucks and buses
                     12.0
                            ft
                                                               5
                                                                       ջ
Segment length
                    2.0
                             mi
                                   % Recreational vehicles
                                                               1
                                                                       용
Terrain type
                                   % No-passing zones
                    Level
                                                               100
                                                                       S.
Grade: Length
                             тi
                                   Access points/mi
                                                               2
                                                                       /mi
        Up/down
Two-way hourly volume, V
                            3218
Directional split 60 / 40
                          __Average Travel Speed___
Grade adjustment factor, fG
                                              1.00
PCE for trucks, ET
                                              2.0*
PCE for RVs, ER
                                              1.5*
Heavy-vehicle adjustment factor,
                                              0.948
Two-way flow rate, (note-1) vp
                                              36<del>9</del>0
                                                      pc/h
Highest directional split proportion (note-2) 2214
                                                      pc/h
Free-Flow Speed from Field Measurement:
Field measured speed, SFM
                                                      mi/h
Observed volume, Vf
                                                      veh/h
Estimated Free-Flow Speed:
Base free-flow speed, BFFS
                                              55.0
                                                      mi/h
Adj. for lane and shoulder width, fLS
                                              1.3
                                                      mi/h
Adj. for access points, fA
                                              0.5
                                                      mi/h
Free-flow speed, FFS
                                              53.2
                                                      mi/h
Adjustment for no-passing zones, fnp
                                                      mi/h
Average travel speed, ATS
                                                      mi/h
```

Phone: E-mail: Fax:

OPERATIONAL ANALYSIS

Analyst: Agency/Co:

DRR

Date:

CTG

Analysis Period: AM Peak Hour

07/04/08

Highway: From/To:

SR12

Napa/Solanio County line

FRE	E-FLOW SPE	ED		
Direction	1		2	
Lane width	12.0	ft	12.0	ft
Lateral clearance:				
Right edge	6.0	ft	6.0	ft
Left edge	6.0	ft	б.О	ft
Total lateral clearance	12.0	ft	12.0	ft
Access points per mile	3		3	
Median type	Undivid	ed	Undivid	ed
Free-flow speed:	Base.		Base	
FFS or BFFS	60.0	mph	60.0	mph
Lane width adjustment, FLW	0.0	mph	0.0	mph
Lateral clearance adjustment, FLC	0.0	mph	0.0	mph
Median type adjustment, FM	1.6	mph	1.6	mph
Access points adjustment, FA	0.8	mph	0.8	mph
Free-flow speed	57.7	mph	57.7	mph
	VOLUME			
Direction	1		2	
Volume, V	3171	vph	1320	vph
Peak-hour factor, PHF	0.95	V PII	0.95	v P11
Peak 15-minute volume, v15	834		347	
Trucks and buses	5	8	5	%
Recreational vehicles	1	8	1	%
Terrain type	Level	·	Level	· ·
Grade	0.00	8	0.00	8
Segment length	0.00	mi	0.00	mi
Number of lanes	2		2	
Driver population adjustment, fp	1.00		1.00	
Trucks and buses PCE, ET	1.5		1.5	
Recreational vehicles PCE, ER	1.2		1.2	
Heavy vehicle adjustment, fHV	0.974		0.974	
Flow rate, vp	1714	pcphpl	713	pcphpl

Phone: E-mail:

Fax:

_OPERATIONAL ANALYSIS

Analyst:

DRR

Agency/Co:

CTG

Date:

07/04/2008

Analysis Period: PM Peak Hour

Highway:

SR12

From/To:

Napa/Solanio County line

Jurisdiction:

Napa

Analysis Year:

2030 Base Case

Project ID:

Headwater

FRI	EE-FLOW SPE	ED		
Direction	1		2	
Lane width	12.0	ft	12.0	ft
Lateral clearance:				
Right edge	6.0	£t	6.0	ft
Left edge	6.0	ft	6.0	ft
Total lateral clearance	12.0	ft	12.0	ft
Access points per mile	3		3	
Median type	Undivid	ed	Undivid	.ed
Free-flow speed:	Base		Base	
FFS or BFFS	60.0	mph	60.0	mph
Lane width adjustment, FLW	0.0	mph	0.0	mph
Lateral clearance adjustment, FLC	0.0	mph	0.0	mph
Median type adjustment, FM	1.6	mph	1.6	mph
Access points adjustment, FA	0.8	mph	0.8	mph
Free-flow speed	57.7	mph	57.7	mph
	VOLUME			
Direction	1		2	
Volume, V	1665	vph	∠ 3298	
Peak-hour factor, PHF	0.95	νpπ	0.95	vph
Peak 15-minute volume, v15	438		868	
Trucks and buses	5	왕	5	0
Recreational vehicles	1	9 9	1	ક
Terrain type	Level	ъ	_	용
Grade	0.00	읔	Level	
Segment length	0.00	mi	0.00	₹
Number of lanes	2	#III T	0.00	mi
Driver population adjustment, fP	1.00		2	
Trucks and buses PCE, ET	1.5		1.00	
Recreational vehicles PCE, ER	1.5		1.5	1
Heavy vehicle adjustment, fHV	0.974		1.2	
Flow rate, vp	· =	1 7	0.974	, ,
, vp	899	pcphpl	1782	pcphpl
	RESULTS			

Queues AM & PM Peak Hours

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	partitibada desiribassos experimentos properes	-	Ŧ		```	ı			. *	•	
Lane Group	EBL	- EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Group Flow (vph)	70	77	65	22	219	2495	570	48	1699	97	
v/c Ratio	0.86	0.58	1.00	0.29	0.84	1.00	0.46	0.67	0.85	0.12	and with
Control Delay	115.5	37.7	161.8	56.1	67.1	33.6	3.3	88.7	22.8	6.1	TOTAL TO A BURNEST NOTE
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Total Delay	115.5	37.7	161.8	56.1	67.1	33.6	3.3	88.7	22.8	6.1	rementation appropri
Queue Length 50th (ft)	45	3 147	~43	5-14-5	136	~807	39	31	446	14	of file despite
Queue Length 95th (ft)	#131	#75	#132	39	#256	#1026	82	#91	558	37	ante mitalazzation
Internal Link Dist (ft)		1208	WATER BEEFE	195	. 11 1273 g	5905	The Market	100	1642		jugas majang Tabbagas <mark>maj</mark> ang
Turn Bay Length (ft)	. 150		100		250	no igner transmiss	150	250	a Washington	100	11 N 1 41 1 24 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
Base Capacity (vph)	81	132	65	77.	276	2497	1244	72	2018	835	i kulinging
Starvation Cap Reductn	Ō	0	Q	0	0	0	0	0	0	0	
Spillback Cap Reductn	0	0	T - 12 0 F	44 0 5	# 0 T	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	Ô	ABBUSTAN LANGUAGNAS (194
Reduced v/c Ratio	0.86	0.58	1.00	0.29	0.79	= 1.00	0.46	0.67	0.84	0.12	
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Intersection Summary

Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

^{# 95}th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

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Lane Group	EBL	EBT	WBL	WBT	NBL	NBT.	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	142	214	163	16	79	1805	74	58	2800	58
v/c Ratio	1.18	1.32	1.25	0.12	1.41	0.72	0.07	-0.52	1.09	
Control Delay	196.5	218.1	215.7	67.1	309.0	13.0	1.8	84.7	69.1	4.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	196.5	218.1	215.7	67.1	309.0	13.0	1.8	84.7	69.1	4.5
	~166	~218	~199	15	~105	559	10 × 0 ×	-56	~1615	
Queue Length 95th (ft)	#312	#392	#353	41	m#217	643	m13	106	#1725	24
Internal Link Dist (ft)		1208		195	7.77	5905		Color STEE	1642	1.27 See Except of the Section of th
Turn Bay Length (ft)	150		100		250		150	250		100
Base Capacity (vph)	120	162	130	139	56	2521	1129	120	2573	1168
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
	· - 0	0.	0	0	0	0	0.5	0	0	helosatarear
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.18	1.32	1,25	0.12	1.41	0.72	0.07	0.48	1.09	0.05

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m Volume for 95th percentile gueue is metered by upstream signal.

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Lane Group	EBL	EBT	WBL	WBT	Alpi -	NOT	, Non	ODI	7		
		CONTRACTOR OF THE SECOND			NBL	NBT	NBR	SBL	SBT	SBR	a tellina and a
Lane Group Flow (vph)	96	94	75	45	206	2110	130	10	3125	224	
V/c Ratio	1.09	0.64	0,83	0.41	1,05	0.58	0.11	0.15	1.04	0.23	动物学学数
Control Delay	165.7	39.1	102.3	49.2	117.6	6.9	1.2	48.2	49.3	4.5	-
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	Ö.0	0.0		0.0	
Total Delay	165.7	39.1	102.3	49.2	117.6	6.9	1.2	48.2	49.3	4.5	All audio House Control
Queue Length 50th (ft)	⁻ −62	ુ18	43	22		157		⊁			
Queue Length 95th (ft)	#160	#88	#125	57	#265	275	17	22	#804	54	1999年1月1日 - 1982年 新原外
Internal Link Dist (ft)	and the second	1208	77 (1989) (1987) 100 (1987) (1987)	195	4,77,76,7994	5905	Section of the section of		4727	7 ×	, will part to a
Turn Bay Length (ft)	150			ar ar ar ar ar ar ar	300	And Color Staffershiller	150	300	THE STATE OF THE S	150	とこののは、特別などの対象。
Base Capacity (vph)	88	146	90	109	197	3659	1198	67	2997	988	x 154 排放剂 2
Starvation Cap Reductn	Ö	0	0	0	0	0	0	0	Ω	n	AN ELEMENT OF THE SECOND
Spillback Cap Reductn	0 -	0.7	0	1 18 3 0 3		0.7	1454 0 44	100	Ō	3550 ភ្នំ ម	
Storage Cap Reductn	0	Ö	Ô	0	0	0	0	n	٥	0	era yezh a sayerantar
Reduced v/c Ratio	1.09	0.64	0.83	0.41	1.05	0.58	0.11	0.15	1.04	0.23	

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Lane Group	Fol	For	· Mai	MOT	· Complete	, Vet	, Supp		T	
Lane Group	EBL	EBT	WBL	- WBT	: NBL	- NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	165	265	170	20	59	3490	80	25	2680	93
v/c Ratio	0.79	1.10	1 02	0.11	0.71	1.02	0.07	0.48	0.82	0.09
Control Delay	84.8	130.8	135.0	49.1	105.4	43.3	5.7	96.5	22.0	5.7
Queue Delay	- 0.0	0.0	- 0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	84.8	130.8	135.0	49.1	105.4	43.3	5.7	96.5	22.0	5.7
Queue Length 50th (ft)	149	~231	∹,166	13	54	-1260	15	23	656	116
Queue Length 95th (ft)	#268	#415	#319	40	#131	#1326	35	#65	721	38
Internal Link Dist (ft)		1208	- Marin - 1	195		5905	Tulongram 2 . 1	The Benchman	4727	protestation (Alexander)
Turn Bay Length (ft)	150				300		150	300		150
Base Capacity (vph)	210	241	167	177	84	3428	1067	. 52	3291	1051
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0-	0	Ö	0	. F 0 ₹	0	0
Storage Cap Reductn	. 0	0	0	. 0	0	0	0	0	0	0
Reduced v/c Ratio	0.79	1.10	1.02	0.11	- 0.70	1.02	0.07	0.48	0.81	0.09

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Lane Group	EBĹ	EBT	WBL	WBT	NBL "	NBT	NBR	SBL	SBT	SBR	
Lane Group Flow (vph)	84	131	147	5	42	1484	63	47	2484	16	
v/c Ratio	0.91	0.85	1:02	0.03	0.63	0.61	0,06	0.45	1.02	0.01	
Control Delay	184.3	84.0	201.5	43.2	113.6	9.2	1.7	67.6	23.1	3.4	it is at the properties
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	-0.0	
Total Delay	184.3	84.0	201.5	43.2	113.6	9.2	1.7	67.6	23.1	3.4	arne (I.)
Queue Length 50th (ft)	54	36	~102	3.	27	269		- 30 -	⊬ ~903	. 2	
Queue Length 95th (ft)	#149	#144	#226	15	#82	335	15	67	#1039	8	- 14.4
Internal Link Dist (ft)	1.2 (1208		195		5905		The second	1642	e de la la companya de la companya d	agrania di permena
Turn Bay Length (ft)	150		100		250		150	250		100	•
Base Capacity (vph)	92	155	144	155	67.	2451	1104	106	2437	1103	
Starvation Cap Reductn	0	0	0	0	0	0	0	0	Ô	n	
Spillback Cap Reductn	0	0.5	o	. 0.	0.	0	68.43 0 .74	0	0	UK VOLE	
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	_
Reduced v/c Ratio	0.91	0.85	1.02	0.03	0.63	0.61	0.06	0.44	1.02	0.01	

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