

September 13, 2011

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

RE:

Proposed Napa Commerce Center Service Station Project; Focused Trip Generation and Site Impact Analysis with New Baseline NAIA Development

Dear Mr. Pigman:

The following letter report evaluates the potential transportation and circulation impacts of a proposed Gasoline Service Station/Convenience Store/Car Wash within the approved Napa Commerce Center project site in the Napa Airport Industrial Area (NAIA). The proposed project would be a change in land use from previously approved "industrial park" uses. Specifically, potential changes in overall vehicle trip generation and adjacent intersection operation have been analyzed and documented. The proposed project site is located on the southeast quadrant of the Airport Boulevard/Devlin Road intersection within the NAIA (see Figure 1—Project Site Vicinity/Project Trip Assignment-attached). In addition to specific circulation and site access analysis, the effects of the proposed project have been analyzed with one other recent development proposal within the NAIA which includes the proposed Napa Gateway Plaza project. For both developments, the project applicants are proposing to change and/or add a land use consistent with previously approved development within the NAIA.

Based on discussions with Napa County Engineering staff, the transportation issues for this development relate to the following key components:

- Net change/comparison of project site trip generation as a result of new proposed service station uses.
- Near-term plus project traffic operations at Airport Boulevard/Devlin Road as well as driveway intersections, and
- Overall baseline conditions as a result of other proposed land use changes within the NAIA.

Using the above project analysis parameters, the proposed project has been analyzed for site trip generation, intersection operations, and baseline conditions with other recent NAIA development proposals.

PROPOSED PROJECT SITE TRIP GENERATION

The proposed project would consist of a gasoline service station with 12 fueling stations, a convenience market, and a car wash. Daily and peak hour trip generation has been based on the Institute of

Mr. Kris Pigman September 13, 2011

Transportation Engineers (ITE) research for gasoline/service station with convenience market and car wash.

With any gasoline service station, a portion of the overall trip generation would be considered "pass-by" in nature. ITE describes pass-by trips as existing traffic (on adjacent streets/highways) diverted from some other primary trip purpose (e.g. work trip). The ITE research on pass-by trips indicates that for a gasoline station with convenience market, 62% of the AM peak hour trips and 56% of the PM peak hour trips are pass-by in nature. Since the project site would be immediately adjacent to Airport Boulevard, the majority of the "pass-by" trips would to/from this roadway and represent employees/visitors to the Napa Airport Industrial Area. Using appropriate pass-by reductions, the proposed project's net new peak hour trip generation has been calculated below:

The proposed project's daily and peak hour vehicle trips have been calculated below:

• Daily: 12 fueling stations x 152.84 trips/station = 1,834 daily trips

AM Peak: 12 fueling stations x 11.93 trips/station = 143 AM trips (73 in, 70 out)
 PM Peak: 12 fueling stations x 13.94 trips/station = 167 PM trips (85 in, 82 out)

• AM Peak Hour: 143 AM peak hour trips x 62% pass-by = 89 pass-by trips (45 in, 44 out)

AM Peak Hour: 143 AM peak hour trips – 89 pass-by trips = 54 net new trips (28 in, 26 out)

• PM Peak Hour: 167 PM peak hour trips x 56% pass-by = 94 pass-by trips (48 in, 46 out)

PM Peak Hour: 167 PM peak hour trips – 94 pass-by trips = 73 net new trips (37 in, 36 out)

As calculated above, the proposed project would be expected to generate 54 net new AM peak hour trips and 73 net new PM peak hour trips. There are no pass-by reduction rates for daily trip generation.

PREVIOUS INDUSTRIAL PARK/OFFICE SITE TRIP GENERATION

The proposed gasoline/service station project would replace two light-industrial/office buildings on the site. Each building totals 7,563 square feet of gross leasable area (GLA) for a total displacement of 15,126 square feet of industrial park uses. Previous trip generation calculations for the two buildings used ITE trip rates for general office building (as compared to Industrial Park) to account for a greater proportion of office uses in the northern half of the project site. Based on these ITE rates, the amount of approved office space/trip generation that would be replaced has been calculated below:

• Daily: 15,126 s.f. office x 11.01 trips/1,000 s.f. = 167 daily trips

• AM Peak: 15,126 s.f. office x 1.55 trips/1,000 s.f. = 23 AM trips (19 in, 4 out)

• PM Peak: 15,126 s.f. office x 1.49 trips/1,000 s.f. = 23 PM trips (5 in, 18 out)

Net Increase in Proposed Gas Station Trips

The previous industrial park/office site trip generation has been subtracted from proposed project trip generation to determine the net increase in overall project trips on the street network as follows:

Daily: 1,834 proposed project trips – 167 approved site trips = 1,667 daily trips;

• AM Peak: 54 proposed project trips – 23 approved site trips = 31 AM trips (9 in, 22 out);

• PM Peak: 73 proposed project trips – 23 approved site trips = 50 PM trips (32 in, 18 out).



As calculated, the proposed project is estimated to generate 1,667 net new daily trips with 31 new AM peak hour trips and 50 new PM peak hour trips. It is noted that while pass-by trips related to the proposed project are not considered new in nature, they would be present at project driveways and immediately adjacent intersections. With all project pass-by trips to/from Airport Boulevard, this would include the Airport Boulevard/Devlin Road and Airport Boulevard/Project Driveway #4 (right-turn-only inbound/outbound).

PROJECT TRIP ASSIGNMENT

The proposed project is expected to serve employees and visitors within the Napa Airport Industrial Area (NAIA) and not patrons to/from State Route 29. Specifically, the proposed project will not be allowed to place any monument signs at or along the State Route 29 at Airport Boulevard or along the corridor. In addition, the nearest gas station/convenience development is 3.2 miles south of the project site in American Canyon making the proposed project more appealing to employees working within the NAIA. Finally, much of the physical project building(s) would be hidden from view to motorists along the State Route 29 corridor due to the placement of other approved Napa Commerce Center industrial park/office buildings in the northern portion of the site (buildings A and B). Consideration has also been given to proposed project access driveways and main arterial streets serving the project site. The proposed project's vehicle distribution would be as follows:

Devlin Road to/from the north: 35%
Airport Boulevard to/from the west: 40%
Airport Boulevard to/from the east: 25%
100%

With respect to project pass-by trips, 80% would be to/from Airport Boulevard directly fronting the project site and the remaining 20% to/from State Route 29. Pass-by trips coming to/from SR29 would actually represent "diverted" trips to/from the highway and would represent new vehicle trips at the affected project driveways on Airport Boulevard and Devlin Road. The pass-by distribution represents a short-term condition that assumes the proposed gas station/convenience store/car wash project would be constructed prior to other major development slated south of Airport Boulevard in the NAIA (if approved). Once other approved development south of Airport Boulevard is constructed and Devlin Road extended south, there would likely be a portion of the pass-by trips coming to/from Devlin Road.

Proposed project trip net new and pass-by trip assignment has been shown in Figure 1 (attached). Near-term plus project intersection volumes for the AM and PM peak hour have been shown in Figure 2.

NEAR-TERM PEAK HOUR INTERSECTION OPERATIONS

With the change in peak hour trip generation due to proposed gas station uses, AM and PM peak hour levels-of-service operation has been re-calculated at the three affected intersections along Airport Boulevard and Devlin Road and is shown in Table 1 (LOS sheets attached). Intersection LOS listed represents existing plus previously approved near-term development (Greenwood Business Park and Napa Commerce Center [no project]) and existing plus near-term (Greenwood Business Park and Napa Commerce Center) plus gas station/convenience store/car wash project.

As shown in Table 1, peak hour intersection LOS would remain unchanged from previous levels calculated for the approved Napa Commerce Center. With proposed gas station/convenience store/car wash project uses, overall intersection LOS would remain at acceptable levels (LOS C or better) with



TABLE 1
NEAR-TERM (NO PROJECT) AND PLUS PROJECT CONDITIONS: INTERSECTION LEVELS-OF-SERVICE
AM AND PM PEAK HOUR

- 3		-1848-41	AM Peak Hou	r LOS/Delay	PM Peak Hour LOS/Delay		
#	Intersection	Control Type	Near-Term (No Project)	Near-Term w/ Project	Near-Term (No Project)	Near-Term w/ Project	
1	Airport Boulcvard/Devlin Blvd.	Signal	C 22.9	C 28.0	C 25.1	C 28.6	
2	Project Driveway/Devlin Road	Stop	C 15.4	C 16.4	B 12.7	B 14.2	
3	Project Driveway/Airport Boulevard	Stop	A 9.1	A 9.4	B 12.8	B 13.8	

Signalized intersection calculations based on HCM 2000 operations methodology which yields an intersection LOS and vehicle delay in seconds.

slight or moderate increases in vehicle delays of 1-5 seconds. The most noticeable change in vehicle delays would be at the signalized Airport Boulevard/Devlin Road intersection where proposed project trips are most concentrated. At this location, project intersection LOS would be C (28.0 seconds) during the AM peak hour and LOS C (28.6 seconds) during the PM peak hour.

SITE ACCESS/CIRCULATION

Vehicle access to the proposed project would be gained from a full-access driveway located off of the southerly extension of Devlin Road and a limited access driveway (right-turns inbound/outbound only) located off of Airport Boulevard. Specifically, the full-access driveway off Devlin Road would be located approximately 280-300 feet south of Airport Boulevard. This intersection would serve both the proposed project and approved Greenwood Business Park project directly west of the project site. There would be separate left-turn lanes (north-south) on Devlin Road to serve inbound project traffic and the outbound (westbound) driveway would have a separate right-turn lane and shared through/left-turn lane as recommend in previous transportation analyses for the project site. The Devlin Road project driveway would serve both proposed project traffic (gas station) and approved office/industrial park development.

The limited access driveway off Airport Boulevard would be located approximately 260 feet east of Devlin Road. The Airport Boulevard eastbound approach would have one through-lane and one shared through/right-turn lane. The northbound (outbound) driveway approach would have one right-turn lane.

Vehicle Queuing

When intersections are closely spaced and/or experience high traffic volumes, vehicle queuing can occur when existing storage capacity for turning lanes (or through-traffic) is not adequate. A vehicle queuing analysis has been conducted for the three project study intersections along the Airport Boulevard and Devlin Road (extension).

Vehicular queuing projections have been estimated utilizing SimTraffic micro-simulation software which is an extension of Synchro. Developed by Trafficware, Simtraffic software utilizes all field obtained inputs from Synchro intersection LOS including signal timing, phasing, and volumes to simulate traffic flows through the study intersections and corridor. Essentially, the software simulates traffic flows on the street network by randomly "seeding" vehicles using all measured/recorded field data. Vehicle queuing projections are provided in terms of the 95th percentile queue lengths. Intersections are designed using the 95th percentile queue lengths for maximum storage capacity. The available storage lengths for vehicle



turn lanes has been based on measurements and signal cycle lengths recorded in the field during the PM peak commute periods and corroborated by from aerial photographs of the corridor(s) (Google earth).

Based on the results of the vehicle queuing analysis, all three study intersections would have adequate vehicle storage during both the AM and PM peak hours based on previous circulation improvements recommended as part of the transportation analysis prepared for the approved Napa Commerce Center. (See vehicle queuing reports AM and PM peak hour—attached).

Airport Boulevard/Project Driveway; Right-Turn Deceleration Lane Warrant

With proposed project traffic, the eastbound right-turn movement from Airport Boulevard into the limited access driveway would increase due to proposed commercial-retail activity (gas station). Dedicated right-turn lanes are usually provided in situations where traffic volumes and speeds are relatively high and conflicts are likely to develop at public road intersections and driveways between through and turning traffic. Based on project trip assignments, there would be 105 eastbound right-turn movements during the AM peak hour and 73 eastbound right-turn movements during the PM peak hour.

Based on the most recent warrant research, the proposed project would meet the minimum volumes required for the installation of a dedicated right-turn lane on a four-lane roadway during the PM peak hour (see Right-Turn Guidelines for Four-Lane Roadways---attached).

BASELINE TRIP GENERATION CONDITIONS WITH PROPOSED NAPA GATEWAY PLAZA DEVELOPMENT

Proposed Napa Gateway Plaza Project Description

The proposed Napa Gateway Plaza project is located on the northeast quadrant of the Airport Boulevard/State Route 29 intersection and would expand the existing Marriott Hotel. Vehicle access to the project site is currently gained from Devlin Road via Gateway Road East. The development proposal would increase the number of hotel rooms at the existing Marriott from 100 to 160 rooms. The project applicant has previous approvals on the project site for 122,178 square feet of commercial-retail uses including retail, restaurant, and office uses within a six-building use. However, based on Napa County Planning documents only a 14,570 square-foot office/bank has been constructed on the property (with the existing 100-room Marriott Hotel). With the proposed 60-room expansion of the hotel, a proportional amount of commercial-retail space would be reduced. The project applicant indicates that this would include the following components: vii

Hotel: +60 Rooms
Restaurant: -2,598 square feet
Office: -19,856 square feet

Retail: -12,983 square feet

The project's overall trip generation would represent the net increase (or decrease) between the 60-room increase in hotel rooms and the proportional decrease in commercial-retail trip generation. A conservative pass-by rate of 50% has been assumed based in ITE research for commercial-retail/shopping center uses. The net change in proposed project trip generation has been shown in Table 2. As calculated, the proposed changes in land use for the proposed Napa Gateway Plaza project would result in a decrease in AM and PM peak hour trip generation. Specifically, the project is expected to have a net reduction of -8 AM peak hour trips (-14 in, 6 out) and -42 PM peak hour trips (-14 in, -28 out).



TABLE 2 BASELINE TRAFFIC DEVELOPMENT: AM AND PM PEAK HOUR TRIP GENERATION

	Size	A	M Peak H	our	P	M Peak Ho	ur
Land Use/Trip Rates	Rooms/ Ksf	Total	In	Out	Total	In	Out
Napa Gateway Plaza Project			120				
Hotel Peak Hour Trip Rates	+60	0.67	58%	42%	0.70	49%	51%
Hotel Trip Generation:		40	23	17	42	21	21
Restaurant Peak Hour Trip Rates	-2.598	0.81	50%	50%	7.49	67%	33%
Restaurant Trip Generation:		(2)	(1)	(1)	(20)	(13)	(7)
Office Peak Hour Trip Rates	-19.856	1.55	88%	12%	1.49	17%	83%
Office Trip Generation:		(31)	(27)	(4)	(30)	(5)	(25)
Retail Peak Hour Trip Rates	-12.983	1.16	61%	39%	5.24	49%	51%
Retail Trip Generation:		15	9	6	68	33	35
50% Pass-By Rate (PM Pcak Only)					34	16	18
Net New Retail Trip Generation:		(15)	(9)	(6)	(34)	(17)	(17)
Total Napa Gateway Plaza Trips		(8)	(14)	6	(42)	(14)	(28)
Napa CC Service Station				<u> </u>			
S.S. Peak Hour Trip Rates	+12	11.93	51%	49%	13.94	51%	49%
S.S. Trip Generation		143	73	70	167	85	82
Pass-By Rate; 62% AM, 56% PM		89	45	44	94	48	46
Net New S.S. Trip Generation		54	28	26	73	37	36
Office Peak Hour Trip Rates	-15.126	1.55	88%	12%	1.49	17%	83%
Office Trip Generation		(23)	(19)	(4)	(23)	(5)	(18)
Total Napa CC Service Station Trips		31	9	22	50	32	18
Total Short-Term Net New Trips		23	(5)	28	8	18	(10)

Source: Institute of Transportation Engineers (ITE), <u>Trip Generation</u>, 8th Edition, Hotel (#310), Restaurant (#932), Office (#710), Shopping Center (#820), 2008.

EFFECTS OF OVERALL BASELINE DEVELOPMENT ON NAPA AIRPORT INDUSTRIAL AREA TRAFFIC OPERATIONS

The combined baseline trip generation of the proposed Napa Commerce Center Service Station and Napa Gateway Plaza projects has been shown in Table 2. The net effect of the two projects would be a minor increase in overall peak hour trip generation for the NAIA. Specifically, the two projects are expected to increase AM peak hour trip generation by 23 trips (-5 in, 28 out). During the PM peak hour, overall trip generation is expected to increase by 8 trips (18 in, -10 out). The proposed Napa Gateway Plaza project would have a net reduction in overall trip generation due to the subtraction of approved commercial-retail uses and moderate increase in hotel rooms. The proposed Napa Commerce Center Service Station would experience an increase in net new trip generation due to the addition of new commercial-retail uses. However, the two proposed project would tend to "cancel" each other out with respect to any significant increase in NAIA baseline trip generation. As shown in the distribution analysis for the proposed Napa Commerce Center Service Station project, a majority of the new retail trips would be to/from the west on Airport Boulevard and to/from the north on Devlin Road rather than to/from State Route 29. For this reason, the Airport Boulevard/Devlin Road intersection would continue to operate at acceptable levels (LOS C or better) with baseline development. In light of the conservative approach used to generate new proposed project trips and the resulting minor increase in net new AM and PM peak hour trip generation, overall traffic operations within the NAIA would not be significantly affected by proposed changes in land use from the Napa Commerce Center Service Station and Napa Gateway Plaza projects.



Mr. Kris Pigman September 13, 2011

Please call if you have any questions.

Sincerely,

OMNI-MEANS, Ltd. Engineers & Planners

Peter Galloway

Transportation Planner

Cc: Mr. Brad Shirhall, TLA Engineering and Planning, Inc., Mr. George Nickelson, P.E. Omni-Means

Enc. Figures 1 and 2, LOS Calculations, Vehicle Queuing Calculations, Right-Turn Warrant Sheets, ITE Pass-By Rates

C1409LTR004.DOC / 35-4853-02



ⁱ Institute of Transportation Engineers (ITE), Trip Generation, 8th Edition, Gasoline/Service Station with Convenience Market (#946), 2008.

^{(#946), 2008.}Institute of Transportation Engineers (ITE), Trip Generation Handbook—A Recommended Practice, 2nd Edition, Gasoline/Service Station with Convenience Market, Tables 5.29 and 5.30, Pass-By Rates, June 2004

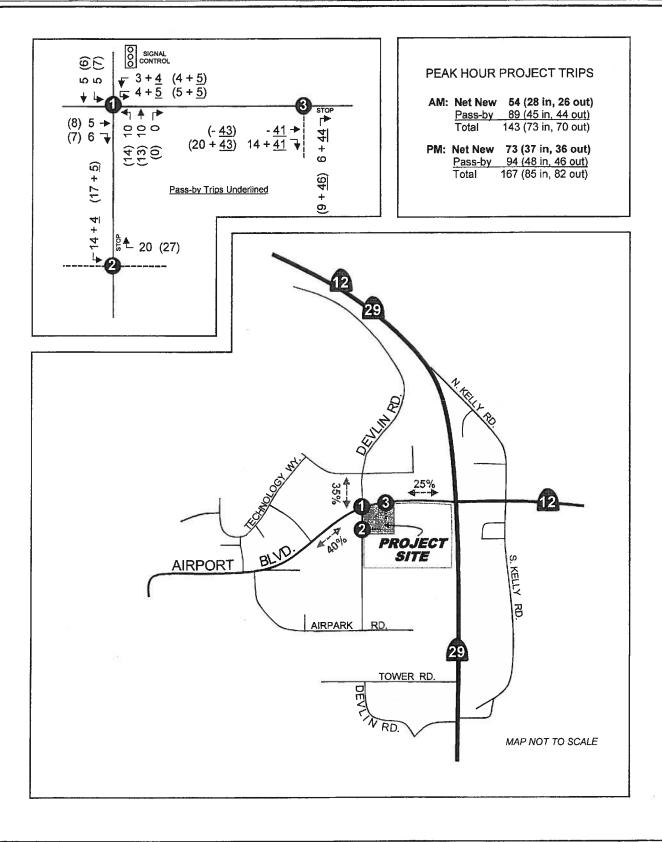
iii Omni-Means Engineers & Planners, Napa Commerce Center Light-Industrial Project Traffic Impact Analysis, County of Napa, February 2010.

iv Omni-Means Engineers & Planners, Napa Commerce Center Light-Industrial Project Traffic Impact Analysis, Ibid...

Engineering Policy Guide, Traffic Control, Auxiliary Acceleration and Turning Lanes, Chapter 940.9, December 15, 2009.

Napa County Board of Supervisors, Board Agenda Letter: Initiation of Amendments to the 1986 Airport Industrial Area Specific Plan, Ms. IIilary Gitelman—Director; Conservation, Development, and Planning to Board of Supervisors, April 26, 2011.

vii Cristina Alcala, Project Manager, William Maston Architects & Associates,--Phase I and II Proposed Parking Number of Reduction Summary for Napa Gateway Plaza, Updated September 8, 2011.



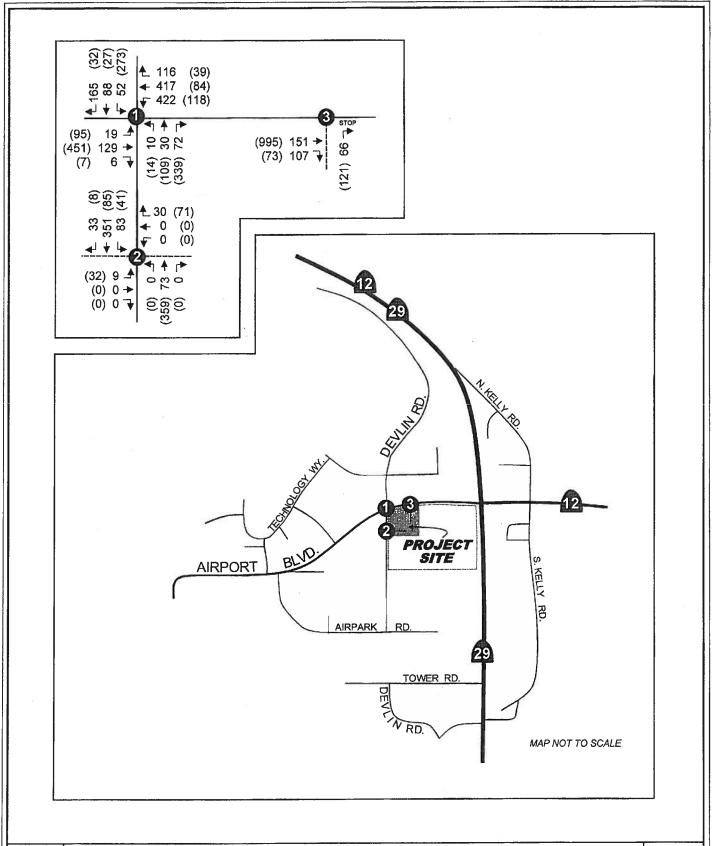


A.M. and (P.M.) Peak Hour Project Trips and Trip Distributions



omni-means

figure 1





Baseline + Project A.M. and (P.M.) Peak Hour Volumes



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Vehicle Extension (s) 3.0 </td <td>Actuated g/C Ratio</td> <td>0.01</td> <td>0.14</td> <td></td> <td></td> <td>33 3 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1</td> <td>116535456594545159915733</td> <td>A MARK A MARK A</td> <td>Acresdan extin</td> <td>いんりょうしゅい 明まりのとと</td> <td>X. 1 . 4 . 4</td> <td>Time translation</td> <td>m 20 % 10 th tay</td>	Actuated g/C Ratio	0.01	0.14			33 3 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	116535456594545159915733	A MARK A	Acresdan extin	いんりょうしゅい 明まりのとと	X. 1 . 4 . 4	Time translation	m 20 % 10 th tay
Lane Grp Cap (vph) 16 504 570 1028 16 366 311 443 815								40.00			1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		
Edito 6:b 6db (15:1)	Vehicle Extension (s)								print	211122311 200	1.94 14 14 14 14 14 14 14		
v/s Ratio Prot 0.01 0.04 c0.13 c0.16 c0.01 0.02 c0.03 c0.05		16											
	v/s Ratio Prot	0.01	0.04	100000000000000000000000000000000000000		c0.13	c0.16		c0.01	0.02	Assistant speiners printed and	c0.03	c0:05
v/s Ratio Perm 0.01			Q						Contract of the Contract of th	raudid installer he horney	*************	emark e conclusions	
	v/c Ratio		appropriate or organization				\$ 2. Bungara 1 2 2 3 5	24 14 14 14 14 14 14 14 14 14 14 14 14 14		a culture we are a party for make	swamer i da sam han be na n	121111111111111111111111111111111111111	177 W. A
Uniform Delay, d1 32.5 25.1 26.3 19.1 32.4 21.6 21.4 19.1 10.9				W TV AN (NATALAN)				************					
	Progression Factor	1:00	1 to 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		Carlot Agent Mank	医阴阳炎 化二甲基甲甲基甲甲基甲甲基	**********		\$55866 Principle	+ f + 18 dx se ense es ", da!	President of the same	CAT A WALAFA . TAKE S 4H	51376 351 3422
Incremental Delay, d2 337.5 0.3 8.0 0.5 80.1 0.1 0.1 0.6 0.3				M+19611424 PF 1762				SECLES SECTION AND					
Delay (s) 370.0 25.4 34.4 19.6 21.7 21.4 19.7 11.2	Train him to P. and the Control Library All Reviews	370.0	25.4	Print No 3 p p 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		g of the Process and Alberta	\$4446.02241.2212.22242		Lieren om en enter?	the same wines of the " the day".	adantes as, an nome.	1777 155545104 54	www.dianneesea
Level of Service F C C B F C C B B		F.,,,,,,,	_		Ladi Bara baha da masa	C			F	-	C	В	
	Approach Delay (s)		111 111 111 111 111 111 111	2		1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	uman minimas			Tribare me or me of the		10 1 27 13 5 And dwa	CONTRACTOR OF THE PARTY OF THE
Approach LOS E C C B	Approach LOS		E				С			C			. в
	ត្រូវប៉ុន្តែទៀតប៉ាលិខាន្តិក្នុងប្រែងនៅក្នុងទៀតប៉ុន្តែ												
HCM Average Control Delay 28.0 HCM Level of Service C	HCM Average Control D				Н	ICM Le	vel of Ser	vice		С			\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\
HCM Volume to Capacity ratio 0:33	HCM Volume to Capacit	ly ratio		0.33				1		1 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2			112 12 12 12 12 12 12 12 12 12 12 12 12
Actuated Cycle Length (s) 65.6 Sum of lost time (s) 8.0	Actuated Cycle Length (s)								8.0			***************************************
Intersection Capacity Utilization 38.8% ICU Level of Service A	Intersection Capacity Ut	ilization			i i i	CU Levi	el of Serv	ice					
Analysis Period (min) 15	Analysis Period (min)			15			The second			14 L - Ct Nemany All - C	a hiji para ili ya kun	hill by agree of many made good by a few or dis-	res de Maria Vallando
Cir Critical Lane Group	c - Critical Lane Group		10 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1			The first section of the section of			111 1 2 27 77		2 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	The second second second	



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Lan Configurations	
Ideal Flow (vphpl)	11900 RPS 1511 F 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
Total Lost time (s)	4.0
Lane Util: Factor	
Frt	0.85
Fit Protected	
Satd. Flow (prot)	1583
Fit Permitted	1991-00
Satd. Flow (perm) Volume (vph)	
Peak-hour factor, PHF	0.92
RTOR Reduction (vph)	101
Lane Group Flow (vph)	78
Turn Type	Perm
Protected Phases	
Permitted Phases	6
Actuated Green, G (s)	
Effective Green, g (s) Actuated g/C Ratio	28.7
Clearance Time (s)	4.0
Vehicle Extension (s)	
Lane Grp Cap (vph)	693
v/s Ratio Prot	
v/s Ratio Perm	0.05
v/c Ratio	
Uniform Delay, d1	
Progression Factor	
Incremental Delay, d2 Delay (s)	
Level of Service	HIGH MAN AND THE THE PROPERTY OF THE PROPERTY
Approach Delay (s)	
Approach LOS	CONTROL CONTRO
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Mavenieriere		FRT				awie Re		ENBIE	NBR	SBEE	SBIE	SBR
Lane Configurations	١Ę	1		in the	1	AND SURE SURE	*	44		**	ተጉ	
Sign Control		Stop			Stop		district the second of the sec	Free			Free	
Grade	Printer statical	0%	131101313555555	iện grim rocht fie b	0%	if, it is prepriet; 2,	25/12/14/17/22/25	0%	-checkeldistrate account	97971.0311.01.0016	0%	7 - 10 4 5 5 1 4 4 5 5 F
Volume (veh/h)	9-		0	10	0	30	62 42 10	37373	î Q	83	351	33
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	10	0			0	33	0	79	0	90	382	36
Pedestrians										· · · · · · · · · · · · · · · · · · ·		is as an incident of the con-
Lane Width (ft)	100 600 1700 100 100 100 100 100 100 100 100						2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2					
Walking Speed (ft/s)	T. ICON LINES IN		*****************	Protes reado voto da Cal	MINICE STOP	warrentele (1222)	200000000000000000000000000000000000000	المنافقة الم		MULTI PARAM	engliggis aptitione	MARRADON SETT
Percent Blockage				1 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2			2 / 1 / 1 / 2 / 2 / 2 / 2 / 2 / 2 / 2 /	## 1				Committee of the second
Right turn flare (veh)			wwwww	2:0000000000000000000000000000000000000	iukineneni		7	ma:0289255		hassiasina		**************************************
Median type Median storage veh)	111111111111111111111111111111111111111	None		110000000000000000000000000000000000000	None	A		1, and and an in the control of the			15371105714174	(1.111.11.11.11.11.11.11.11.11.11.11.11.
Upstream signal (ft)		waeicone		avealela.		meneral de la company de l La company de la company d				Hereiten B	317	122 122 122 122 124 124 124 124 124 124
pX, platoon unblocked	Per selection and the selection of the s	**************************************						iotoribili.				HARMHUM.
vC conflicting volume	652	659	209	451	677	40	417	142.1-14		79		
vC1, stage 1 conf vol				Fri. light land of the		omikilinit			11 40 140 40 170 17	Alleri Book Today		Strain francisco del
vC2, stage 2 conf vol			1						10 10 10 10 10 10 10 10 10 10 10 10 10 1	1		
vCu, unblocked vol	652	659	209	451	677	40	417	22,414.03.43.34.63.04.44.6	V. 1 (21X 1) (100 apper)	79		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6 9	4.1		A DESCRIPTION OF THE PROPERTY	4.1		
tC, 2 stage (s)								Januaran Marian Mar	na a d a C d d dell' a tra transce d'	944 85 55 55 5 5 5 5 5 5 5 5 5 5 5 5 5 5	ور در	151555555 · · · · ·
F(s)	3.5	40	333	3.5	4.0	3.3	2.2			2,2		17 17 17 17 17 17 17 17 17 17 17 17 17 1
p0 queue free %	97	100	100	100	100	97	100	errestation	secure more manages and dis-	94	ronnes system	(m 20 m m m) n 6 3 6 7
cM capacity (veh/h)	326	359	797	470	351	1023	1138	20 12 20 20 20 20 20 20 20 20 20 20 20 20 20		1517		Pichie (1)
Direction disance l'altre s		EB9	WELL	WB 21		NB2	NO.	ES BEIE	\$8B12	(SB)		
Volume Total			12 0 3	33		53	26	90	254	163		
Volume Left	10	0	0	0	0	0	0	90	0	0	111111111111111111111111111111111111111	M4.545.4547.54.7
Volume Right	0	1500		33	333770	4700	4700		1700	36		1334 14 14 16 ENENA 10 16 17 17 17 18 17 17 17 17 17 17 17 17 17 17 17 17 17
CSH	326	1700	1700	1023 0.03	1700 0.00	1700 0.03	1700 0.02	1517 0.06	1700 0.15	1700 0.10	i a com a la tra	HERRINANA
Volume to Capacity	0.03 2	0.00	0.00	2 (J.U.)	0	0.03	0	5	0	0	Service and a service of the service	
Queue Length 95th (ft) Control Delay (s)	2 16.4	_	0:0	8.6	0.0	0,0	0.0	7.5	ett 0.0	0.0	1201120112011201120	HERENE HERE
Lane LOS	THE C	A	A	A		BERY	Maren e eti eteki	A	CLE COLONIA DE SANCOPER			HERENESES.
Approach Delay (s)	16.4		8.6	me and he and the bodger and the death and the best and the service of the service and	0.0			1.3		4 1 4 4 6 7 7 1 5 2 6 1 7 1 7 9 7 1 6 4 1 4 6 6 7 7 1 5 2 6 1 7 1 7 9 7 1 6 5 6 7 1 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7	### 10 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	
Approach LOS	Č		A	(critishin)		19 MES 19 STEEL			10 10 10 10 10 10 10 10 10 10 10 10 10 1	em (12) kngg 2265233	(the large # 12 27 6 6 1 2 1	: :: : : : : : : : : : : : : : : : : :
in Constraint de la Const				- 11								
Average Delay			1.8			And the second s						
Intersection Capacity Uti	lization	A Company of the Comp	25.1%		CU Leve	of Ser	vice		HERAE			
Analysis Period (min)		enumenum et Siin in inches	15	or something the second	v. v. variati							WEST TO
Single of the second se											**************************************	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1

	-	1	*	-	1		
Vovemente : Edition	EBT#	HEBR#	XXIBE	WBT			
Lane Configurations	4 \$	acome	ang ocquiriging compa	**		erenna en regeren er er er	en e
Sign Control Grade	Free 0%	74 - 14 - 16 - 17 - 17 - 17 - 17 - 17 - 17 - 17	1124-1121	Free 0%	Stop 0%	2 C C C C C C C C C C C C C C C C C C C	
Volume (veh/h)	151	107		0 /0	0.0	66	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	2002/1941/1941/1944-944-944-944-944-944-944-944-944-944
Hourly flow rate (vph)	164	116	0,111	D.	0	72	
Lane Width (ft) Walking Speed (ft/s)			\$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$			Charles of the employee and the second of th	
Percent Blockage Right turn flare (veh)		######################################	からからからからからかっています。 このにてあれるなりではていませい。 にないませい。 はてはまだいましましまします。 をもったいましましましまり。 まただいましましましまり。 まただいましましまり。 まただいましましまり。	CONTRACTOR CONTRACTOR	2 2 27 - 1 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	www.sph.ibgit.jprawory.for ways at the land page to be to the ways at the base of made about the to the to the base of the to the to the land to the to the to the to the land to the to the to the to the land to the to the to	
Median type				A CARROLL OF THE PARTY OF THE P	None		
Median storage veh) Upstream signal (ft)	266			1048		STATES SENSE SENSE SENSE AND	
pX, platoon unblocked vG, conflicting volume			0.99 280		0.99 222	0.99 140	
vC1, stage 1 conf vol		1777 - 17	ili.ZOU.				HIDEOD AT STEAD AND AND HIS BEST AND STEAD AND
vC2, stage 2 conf vol vCu, unblocked vol			270		211	129	
tC, single (s)			441		6.8	6.9	
tC, 2 stage (s) tE(s)			2.2		3.5	## 3 345##	
p0 queue free %	The express and a second	a contract the strain and	100		100	92	SSI II II II KAN MATUU KATAMATAA KAN TAALAA K
cM capacity (veh/h)	The state of the s	A CONTRACTOR OF THE PROPERTY O	1283	1	753	892	
				W5 25			
Volume Total Volume Left	109 0	171 0	0	0	72 0	rengi Ngarattan ang i Alberton samman pangang	
Volume Right	0	116		0	72		
cSH Volume to Capacity	1700 0.06	1700 0.10	1700 0.00	1700 0.00	892 0.08	And the state of t	
Queue Length 95th (ft)	0	0	0	0	7	p de document in out to the military to the second of the	
Control Delay (s)	0.0	# 0.0 i	140.05	0.0	9.4 A	2 0 0 2 0 4 5 7 7 7 8 5 7 8 5 7 8 5 7 8 7 7 8 7 8 7	
Approach Delay (s) Approach LOS	0.0	હું ન હું ત્ર પાસ્તું કર્યું તે છે છે છે છે છે છે છે. દું કે કોઇ કેલ્પ જાણ જાણ જાણ કરે કર્યું કરે હું કે કોઇ કેલ્પ જાણ કરે કર્યું કરે હું તે કાર્યું કરે કે કેલ્પ કેલ્પ કરે હું તે કાર્યું કરે કેલ્પ કેલ્પ કેલ્પ હું તે કાર્યું કરે હું કેલ્પ કેલ્પ કેલ્પ હું તે કાર્યું કેલ્પ કેલ્પ કેલ્પ કેલ્પ હું તે કેલ્પ કેલ્પ કું કેલ્પ કેલ્પ કેલ્પ કેલ્પ હું તે કેલ્પ કેલ્પ કું કેલ્પ કેલ્પ કેલ્પ કેલ્પ કેલ્પ	0.0	Committee of the commit	9.4 A	ind the region of the property of the Control of th	
M eseworksumen#				913 94			
Average Delay Intersection Capacity Uti	lization!		1.9 8.4%	45555667	ونام ال	of Service	
Analysis Period (min)	nzauy!!!	maranan keratan dari dari Maranan keratan dari dari	15	d (Spinson)	70.F2%2		zaistra proministra (ministra manika manik
		*** ** ** ** ** ** ** ** ** ** ** ** **		1 14 11 11 11 11 11 11 12 13 13 13 13 13 13 13 13 13 13 13 13 13			

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Movement :: ####	E7: [5]	EBI	48R	WHUL	WHI	EVVBT:	MBR.	:INBE		ENBR:		SBE
Lane Configurations	1 5	4 4			ሕ ጎ	^1		ሻ	^	7	\	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		C 3 of C of dr mon ver	4.0	4.0	A TO ADDITION OF THE PERSON	4.0	4.0	4.0	4.0	4.0
Lane Util_Factor	1.00	0,95			0.97	0.95		1,00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	*	2114474411411411	1.00	0.95		1.00	1.00	0.85	1.00	1.00
Fit Protected	0 95	1.00	1		0.95	1.00		0.95	1:00	Applications in the way to a	0.95	1.00
Satd. Flow (prot)	1770	3531			3433	3372	-4maa finanar 2 1, 12 1-2	1770	1863	1583	1770	1863
Fit Permitted	0,95	1.00			0.95	1.00	1	0.95	1.00	1,00	0.95	1.00
Satd. Flow (perm)	1770	3531			3433	3372		1770	1863	1583	1770	1863
Volume (vph)	95	451	#### 7 .	18	100	84	39	14	109	339	273	27
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	103	490	8	20	109	91	42	15	118	368	297	29
RTOR Reduction (vph)	0	2	0	0	0	34	0	Ó	0	184	0	0
Lane Group Flow (vph)	103	496	0		129	99	0	15	118	184	297	29
Turn Type	Prot			Prot	Prot			Prot		Perm	Prot	
Protected Phases		4		3.	3	111111111111111111111111111111111111111		5	2		na salah da lan Majarah	6
Permitted Phases	*******			That it Millif near to	the season and the cap of	***************************************	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,			2		
Actuated Green, G (s)	4.5	13.2			38	12.5		0.7	14.9	14.9	16.5	30.7
Effective Green, g (s)	4.5	13.2		1000 0 - 1000 0110 10 10 10 10	3.8	12.5		0.7	14.9	14.9	16.5	30.7
Actuated g/C Ratio	0.07	0.20			0.06	0.19	10 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	0.01	0.23	0.23	0.26	0.48
Clearance Time (s)	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	1	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	124	724			203	655		19	431	366	453	888
v/s Ratio Prot	0.06	c0 14			c0.04	0.03		0.01	0.06	2 mi x 2 pp 6 6 m 6 1 6 1 6 m 6 6 6 6 6 6 6 6 6 6 6	c0.17	0:02
v/s Ratio Perm										c0.12		
v/c Ratio	0.83	0.69			0.64	0.15		0:79	0:27	0.50	0.66	0.03
Uniform Delay, d1	29.6	23.7			29.6	21.5		31.8	20.3	21.5	21.4	9.0
Progression Factor	1.00	1.00			1.00	1:00	4 3 1 8 4 4 5 7 7 7 7 4 4 5 6 7 4 6 7 7 7 8 4 6 7 7 7 7 8 7 8 7 8 7 8 7 8 7 8 7 8 7 8	1 00	1.00	1.00	1.00	1.00
Incremental Delay, d2	35.4	2.7			6.4	0.1		108.2	0.3	1.1	7.2	0.1
Delay (s)	65.0	26.4	** ** ** ** ** ** ** ** ** ** ** ** **		36.0	217		139.9	20.7		28.6	9.0
Level of Service	E	С			D	С		F	С	C	C	A
Approach Delay (s)		33.0				28.7			25.7	22 20 2 2 20 5 2 30 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	es cital si and his his his cital si ci	25.2
Approach LOS		С				С			C			С
alcesedioaestralideis <u>ae</u>	7 10 10 10 10 10 10 10 10 10 10 10 10 10				11/7		ned in		$-c \mid \vec{c} \mid \vec{c} \mid$			
HCM Average Control D		s liktud Yukur biransa	28.6	H	CM Lev	el of Se	rvice	a kawa kata katawa 1991)	C	overnement	neresses respectivenes	:: Land 1995
HCM Volume to Capacit			0.62	6 med 4. 32 mm - 54 2. 2. 2. 2. 2. 2. 2. 2. 2. 2. 2. 2. 2.	### \$4 1 1 4 5 6 6 6 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1			Carach and hold Street	2002-12-12-12-12-12-12-12-12-12-12-12-12-12			
Actuated Cycle Length (a wa chini a a ann n an ann n	64.4			ost time		vissingerininner	16.0	iaa aaguu aalee w	Li de glad for any or of the second	inipoly-seas
Intersection Capacity Uti	lization		55.5%		U Leve	of Ser	vice					10,160,613,63 10,160,613,63 10,160,61 10,160,61
Analysis Period (min)	2822827277277277	nanananan irr	15	mana a	22030300000000000000	Migodininus, knestit		20000000000000	123 GATE 6 10	e en constant	<u> </u>	n di baggi panan
c Critical Lane Group	M35 00 8.2 W. 2 V. 2 W. 2 M52		Henningh				**************************************					



Movetice are the little	
Lan&Configurations	A CONTROL OF THE PARTY OF THE P
Ideal Flow (vphpl)	
Total Lost time (s)	4.0
Lane Util. Factor	
Frt	0.85
Flt Protected	
Satd. Flow (prot)	1583
Fit Permitted	21.00
Satd. Flow (perm)	1983
Volume (vph) Peak-hour factor, PHF	0.92
Adj Flow (vph)	
RTOR Reduction (vph)	18
Lane Group Flow (vph)	
Turn Type	Perm
Protected Phases	
Permitted Phases	6
Actuated Green, G (s)	
Effective Green, g (s)	30.7
Actuated g/C Ratio	
Clearance Time (s) Vehicle Extension (s)	
Lane Grp Cap (vph)	755
v/s Ratio Prot	
v/s Ratio Perm	0.01
v/c Ratio	
Uniform Delay, d1	8.9
Progression Factor	
Incremental Delay, d2	0.1
Delay (s)	
Level of Service	A
Approach Delay (s)	
Approach LOS	

	*	→	*	1	—	*	4	†	1	1	↓	4
Movements (Salitents			EBR#	WELL	WBT	WBR	NE	NOT	NBR	#BBL#	ISB =	SBR
Lane Configurations	*	7		ሻ	Þ		325	↑ ↑		7	44	
Sign Control		Stop			Stop			Free			Free	20 1 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2
Grade	39.5	0%			0%			0%		rostobentištika, k	0%	a thirth or our
Volume (veh/h)	32		0	0		7.1.	0.1	359			85	8
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92 45	0.92 92	0.92
Hourly flow rate (vph)	35			0	0	MANAGEMENT OF THE PROPERTY OF	0	390		145 H	711192	9
Pedestrians	335836364 Barrer		21211121111111111111111111111111111111		Markana	Miladaening ill Medeletilili	111111111111111111111111111111111111111					REFERENCE
Lane Width (ft) Walking Speed (ft/s)	internation			HERENES	Service After	Ad which he wild have a		2000 C C C C C C C C C C C C C C C C C C		******		STHARRE.
Percent Blockage					111111111111111111111111111111111111111							P. P
Right turn flare (veh)		filliggedd	19 <u>20</u> 10 10 10 10 10 10 10 10 10 10 10 10 10		1100100000000000	and and the contract of the party of the contract of the contr	HILL STRUCK	**************************************	STREET, STATE OF THE	192:1.5(1,60,614.5)	51 -61-52 11 X 17 17 17 1	
Median type		None	マンマ・ドクリ・ロング 00 mm 東京 (20 mm) マンタ・マン・ロン・ロン 20 mm (20 mm) マンタ・マン・ロン・ロン 20 mm) ロンタ・ロン・ロン 20 mm (20 mm) ロンタ・ロン・ロン・ロン・ロン・ロン・ロン・ロン・ロン・ロン・ロン・ロン・ロン・ロン・		None							
Median storage veh)	sins de en en en 1900 (D. 1905)	222224445555556	104 gr c - 02 - 1172 . 4 1 1 K)	6.7000000000000000000000000000000000000	4 1944 T T T T T T T T T T T T T T T T T T	- Control Calabra (1999					
Upstream signal (ft)			14 1 1 1 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2				2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2				317	
pX, platoon unblocked							* * * * * * * * * * * * * * * * * * *		en e norme e e de de librorio		~1000 to to make 600	000000000000000000000000000000000000000
vC, conflicting volume	458	576	51	526	580	195	101	1 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	10 20 10 10 10 10 10 10 10 10 10 10 10 10 10	390		6205160000000000000000000000000000000000
vC1, stage 1 conf vol		SECURE PROTESTED	12 * * * * * * * * * * * * * * * * * * *	50000000000000000000000000000000000000	rad sukokeren A	Jacoberen et	134555555555555	watermere Sille	Calling states			ERREES
vC2, stage 2 conf vol					580	195	101		111111111111111111111111111111111111111	390		An Landard Navior
vCu, unblocked vol	458 7.5	576 6.5	51 6.9	526 7.5	560 6.5	6.9	101	inglioghsin		390		12114 - 1212 - 1212 1212 - 1212 - 1212
tC, single (s) tC, 2 stage (s)	ialaaalii Oom oonii Esa Crixix siili		1110.34	BESTELL SE				14140000000000000000000000000000000000		5 4 5 3 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5	\$ 200 min 2 me co 2 5 2 5 2 5 5 5 5 5 5 5 5 5 5 5 5 5 5	27 22 22 22 22 22 22 22 22 22 22 22 22 2
Ei(S)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	92	100	100	100	100	91	100			96		
cM capacity (veh/h)	427	410	1007	422	408	813	1489	대한 사용한 등 등 는 다 는 지 는 의 도쿄이 교육 가 는 다 는 다 는 다 는 이 는 이 는 이 는 이 는 이 는 이 는 이	Spirit No good manus use bird i than 5 har der opper yet grannen i contra option manus use and i et al 25 de se sentant use use i et al 25 de se se sentant pre un que e a	1165		GEO CONTRACTOR
		11002	WB#E	VV E TO F		NB ₂ 2	NBS		4862	SHA		
Volume Total	35		97	77	0	260	130	45	62	39		
Volume Left	35	0	0	0	0	0	0	45	0	0 9	Mathiatic form	
Volume Right	1		1000		4700	1700	4700	1165	1700	1700	englist might	400000 MAY 2000
cSH	427 0.08	1700 - 0.00	1700 0.00	813 0.09	1700 0.00	1700 0.15	1700 0.08	0.04	1700 0 04	0.02		COMMEN
Volume to Capacity Queue Length 95th (ft)	7	0.00	0.00	8	0.00	0.13	0.00	3	0	0		MENTINE:
Control Delay (s)	14.2	0.0	0.0	99	0.0	0.0	0.0	8.2	0.0	4400		11 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
Lane LOS	B	A	A	A			HESSEL BOTH	A	Mark and a first of a succession of and	লেন্ডিক নিৰ্ভাৱ কলা লেন্ডিক নিৰ্ভাৱ কলা		2011/16/22
Approach Delay (s)	14.2		9.9	33182020-007-007-00-00-00-00-00-00-00-00-00-00-	0.0	1	940 4 6 1 6 7 6 5 4 44 5 4 4 4 4 4 4 4 4 4 4 4 4 4 4	2.5	A	TO COMMENT		19 19 (27 27 28 20 27 27 27 27 27 27 27 27 27 27 27 27 27
Approach LOS	В	(CASA WARE ARE STANDED	Α	Dell'arises on	-44500 SW 24	er e	K+1.89+8 18182+13+17+	AN A	The said was hid as a serie as a serie	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,		
fileseppion Stringer												
Average Delay		and an extended	2.5	TERRESE SE	an palathog en fersti is Reed A	······································	to a specific analysis of the fac-		and an interest			
Intersection Capacity Uti	lization		31.7%		U Leve	l of Ser	vice	A PROPERTY OF THE PROPERTY OF	A A	A	## ###################################	
Analysis Period (min)	045 1 ()) süür Aşd bi bi	onnensieri etertet ett	15	**************************************	bîn e qileta parî zir paşê jî ş	esentificações de la	NAME AND ADDRESS OF THE PARKS	A. GARAGE ET STATE TO				
(B) in the first of the state o		1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1			1001 2 101 10 10 10 10 10 10 10 10 10 10 10 10	2 - 10 - 10 - 10 - 10 - 10 - 10 - 10 - 1	542 * 1 6 6 4 5 4 3 4 3 + 3 + 3 + 3 + 4 4 4 4 4 4 4 4 4			The contract		Chief Conservation

	\rightarrow	A	*		1	1					
Movement		EBR =	WBER	MATE.	NBL.	NBREE					
Lane Configurations	^			十个		7					*****
Sign-Control	Free			Free	Stop	2 14 2 5 4 5 7 5 7 7 3 5 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1			10 - 0 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 -	**************************************	
Grade	0%	moonikees		0%	0%	onsparentens		an alamanana	11361051941111711171117	1:55	01701
Volume (veh/h) Peak Hour Factor	995 0.92	73 0.92	0.92	0.92	0.92	121 0.92	Palabasa Son Garage St. C.	Alice of the state		23.222.239.2523.822.252.252 23.232.239.2523.822.252.252	ig is it
Hourly flow rate (vph)	1082	0.92 79	0.92		0.92	132	C 21212121212121212121212121212121212121			555555555555555555555555555555555555555	
Pedestrians			Halleh Most					recent in the later of the	AN MER (1988) 1888 1888 1888 1888 1888 1888 1888	11111 1111 1111 1111 1111 1111 1111 1111	2015/91
Lane Width (ft)		######################################		7	18 () 28 d d by an do not be a company to the comp			# 44-7 mg / 4-7/7 fax 1			
Walking Speed (ft/s)	2004 C C C C C C C C C C C C C C C C C C	\$\$ \$10 \$50 \$40 \$44 \$4 \$4 \$ \$ \$ \$		11.17.1.1						112 412242344444444	2) 100 x
Percent Blockage										The state of the s	11221
Right turn flare (veh)	T	anan maa	9090999999			rugasia de especial de la compansión de la			siikan-iilaa	040504004424700 <u>7</u>	
Median type Median storage veh)			4 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 -		None	A part of the second se		-2412.pgg 26.00 gg (1900 a 1 b 5 b b 2 g 1 c 1 b 1 b 1 b 2 g 1 c 1 b 1 b 2 g 1 c 1 b 1 b 2 c 1 c 1 b 1 b 2 c 1 c 1 b 1 b 2 c 1 c 1 b 1 b 2 c 1	100 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0		115.815
Upstream signal (ft)	266		,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	1048					2:12:2:76:75:43:76:74:73 2:12:2:76:75:43:76:74:75 2:12:2:72:75:43:76:76:76:76:76:76:76:76:76:76:76:76:76:	97 97 90 77 8 90 8 8 9 4 8 7 9 9 7 7 7 7 7 8 8 8 8 8 8 8 8 8 8 8	10110 10110
pX, platoon unblocked	(120) 4 (120) 1 (120) 1 (120) 1 (120) 1 (120) 1 (120) 1 (120) 1 (120) 1 (120) 1 (120) 1 (120) 1 (120) 1 (120)	99999999999	0.88	The Control of the Asset	0.88	0.88	gaggerge gast of the state of		and water and expensive to	e to take the real and a seal hand a seal	Staria
vC conflicting volume		The state of the s	1161		1121	580				######################################	
vC1, stage 1 conf vol	Verversissantisantis e		* = 10+ 000 ** * * * * * * * * * * * * * * *	entremagnichtetet	ri nithanawe iye.	in a State of the special stat	erecconstitution and	accesanis amores	decimendos (CANVAS	a para pama pagaga araw 144	Niis.
vC2, stage 2 conf vol		**************************************					# 110 # 1 # 1 # 1 # 1 # 1 # 1 # 1 # 1 #			A STATE OF THE STA	
vCu, unblocked vol	omanie en	ierement	1042 4.1		996 6.8	379 6.9				Committee of the section	******** ********
tC, 2 stage (s)	THE PARTY OF THE P	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	ing and the				VACUATION AND AND AND AND AND AND AND AND AND AN		ing and the same		Silis:
Œ(S)####################################			2.2		3.5	3.3	405027637			100	11755
tF (s) po queue free %		·西斯斯萨拉拉斯斯斯 经制度的复数	100	20010 3100018 (3)8053	100	76	5 in his here he are 13 a cent ha			\$ 2 \(\sigma \) F \(\sigma \)	n a comp
cM capacity (veh/h)	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		581		211.	542		2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2		## 0 p we you may be a superior by by but with \$ \$ m 0 p \$p\$ \$ m 1 p p p p m p p m p m p m p m p m p m	(4.4.4.1H 12.4.4.1H 12.4.4.1H 4.00.04.H
	en de Krim	17E) 2	Wedle	WB 28	ENERGICE						163
Volume Total	721	440	0	0	132		A STATE OF THE STA				1122
Volume Left	0	0	0	0	0			was/a-al-non-no-1214)	\$1.1258 p. 41.550 p. m. i . m.	and a second control of the SE of CE	******
Volume Right		79	0		132		6 6, 844 - 00 - 1 6, 1 6 6 6 7 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6			The second secon	
cSH	1700 0.42	1700 0.26	1700 0.00	1700 0.00	542 0.24	mantang pangahan ang ang ang ang ang ang ang ang ang a	andre de la company		distantanta (10 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	Carrier 110
Volume to Capacity	0 0	0.26₁⊴ 0	0.00	0.00	24	THE RESERVE OF THE RE			#74500 4240 478 48 48 48 48 48 48 48 48 48 48 48 48 48	1, 27, 24, 12, 13, 13, 13, 13, 13, 13, 13, 13, 13, 13	STEP.
Control Delay (s)		410 055	.0.0	0.0	13.8	######################################		11 14 11 12 12 14 14 14 14 14 14 14 14 14 14 14 14 14		12 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	
Lane LOS	200 Militari (2000 Militari	00 00 00 00 00 00 00 00 00 00 00 00 00	iothe dang	2000 P. C.	В	201101212121212121212121	THE STREET	111111111111111111111111111111111111111	*************	FRA-903-8117-1917-1917-1917	(777)
Approach Delay (s)	0.0		0.0		13,8						110110 110110 110110
Approach LOS					В						
នៅមានគឺ១៥១៣ Sugament			-								
Average Delay		21.474.141; Was di w	1.4								
Intersection Capacity U	tilization	4	4.0%		CU Leve	of Service		E A			100
Analysis Period (min)	To be the bearing of the book of the	1.1111111111111111111111111111111111111	15	(4.76[45]) (8.20).103	COCOCCO NESTENDA	1726 1 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	STREET STREET	451273517731751751751757	nang malas		211121
er a beard of the collection o	20 mm d - 20 mm d 2 mm	100 p 1 p 2 p 2 p 2 p 2 p 2 p 2 p 2 p 2 p 2			1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	######################################		受えません。 のなってはましたのでは、またのでの のなってはない。 のなってはない。 のなってはない。 ではな。	nce and the boy of the old call election of the call		11111

Intersection: 1: Airport Blvd. & Devlin Rd.

Movemental	EEEBJE	EB	TEB.	#WB#	-WB @	WBE	EWB#	ŮNΒ∰		ANB .	u SB.	SB
Directions Served	L	Т	TR	UL	L	T	TR	L	Т	R	L	Т
Maximum Queue (ft)	59	74	81	121	114	108	121	45	53	51	88	89
Average Queue (ft)	19	37	43	103	78	77	73	9	18	28	29	32
95th Queue (ft)	49	67	71	123	127	120	124	32	46	47	69	70
Link Distance (ft)		772	772						230	230	. U	748
Upstream Blk Time (%)									120000000000000000000000000000000000000			TERMS!
Queuing Penalty (veh)		,			.,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,						N	
Storage Bay Dist (ft)	320			225	225			125			220	
Storage Blk Time (%)										a solona		
Queuing Penalty (veh)	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	n ir (rigin) (1664) (n ener rationami (rich market artical property (national property) (national property)			20 6 1 6 6 6 2 4 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6							

Intersection: 1: Airport Blvd. & Devlin Rd.

Movement in the second	LE SB	
Directions Served	R	
Maximum Queue (ft)	95	
Average Queue (ft)	35	
95th Queue (ft)	62	
Link Distance (ft)	748	·
Upstream Blk Time (%)		
Queuing Penalty (veh)		•
Storage Bay Dist (ft)		
Storage Blk Time (%)		•
Queuing Penalty (veh)		

Intersection: 2: GWBP & Devlin Rd.

Mover and the			
Directions Served	L	TR	L
Maximum Queue (ft)	32	49	
Average Queue (ft)	9	20	7
95th Queue (ft)	31	45	
Link Distance (ft)	241	226	
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 3: Airport Blvd. & NCC rto #4

Matragate				
Directions Served	R			25. 410-22. 4
Maximum Queue (ft)	14 54 54			
Average Queue (ft)	28			
95th Queue (ft)	47			
Link Distance (ft)	142			
Upstream Blk Time (%)			words on the second of the sec
Queuing Penalty (veh	1)			
Storage Bay Dist (ft)		Let the engineering the second		
Storage Blk Time (%)	\			
Queuing Penalty (ver			The state of the s	

Intersection: 4: Airport Blvd. & SR-29

Vovementa la	E8	HER.	"ĘΒ _{ra}	EB.	AVB.	WBI	₩B _i	# 85#	#NB#		NB:	##INB
Directions Served	L	LT	Т	R	L	Т	R		L	T	T	T
Maximum Queue (ft)	87	94	72	46	213	1303	241	371	381	1768	1771	(a fa
Average Queue (ft)	33	41	31	2	84	716	165	52	322	1198	1109	1058
95th Queue (ft)	69	75	66	25	195	1397	307	303	445	1987	1 1 2 1 (2 \$ V 1) 1 2 1 3 3 3 3 5 4 1	1783
Link Distance (ft)		968	968			1232		1742	title to their arctions of	1754	1754	1754
Upstream Blk Time (%)	(1,18 1,00 1					7				6	3:11:11:3	3
Queuing Penalty (veh)						0				0	0	0
Storage Bay Dist (ft)	300			600	175		200		350		11.11.11.11.11.11.11.11.11.11.11.11.11.	12 10 10 10 10 10 10 10 10 10 10 10 10 10
Storage Blk Time (%)	217772 M A M. 2771				0	48	1		7	43	***************************************	63
Queuing Penalty (veh)		111111111111111111111111111111111111111			0.00	242	3		39	152	THE ACT OF	14

Intersection: 4: Airport Blvd. & SR-29

Meyerierieriere	ENB.	⊒88		III SB	388					
Directions Served	R	L	L	Т	Т	R				
Maximum Queue (ft)	225	421	439	469	474	175	95 5 1 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5			
Average Queue (ft)	29	315	337	280	288	6				
95th Queue (ft)	144	413	433	428	431	97	 () () () () () () () () () ()			
Link Distance (ft)	\$ 28KH VPI 4 - Km4+33/- 18 + K	3.34 da adame: 4.114	1.11.00 gampy 5 0 0 7 7	1845	1845					
Upstream Blk Time (%)	\$ -1 11 VV W A VAR \$ 1 2 1 2 1 1 2 1 1 2		1 1 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2						\$\(\frac{1}{2}\) \(\frac{1}{2}\) \(\frac{1}2\) \(\frac{1}{2}\) \(\frac{1}2\) \(\frac{1}2\) \(\frac{1}2\) \(\frac{1}2\) \(\frac	# 1 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2
Queuing Penalty (veh)	. W - 17-17 - 17-17 - 1		,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,							
Storage Bay Dist (ft)	200	1000	1000		A CONTRACTOR OF THE PARTY OF TH	500				THE PARTY OF THE PROPERTY OF THE PARTY OF TH
Storage Blk Time (%)	. 0				0			•		
Queuing Penalty (veh)	0						A TOTAL STREET	121 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	am 23 faige and 24 de	

Intersection: 7: GWBP & Devlin Rd.

Viovemental Edellian					Pertu			
Directions Served	L	TR	L					
Maximum Queue (ft)	39	40	39			A CONTROL OF THE CONT		The literature of the property of the control of th
Average Queue (ft)	12	20	5					
95th Queue (ft)	37	44	28		1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		2	The state of the s
Link Distance (ft)	225	273						
Upstream Blk Time (%								the control of the co
Queuing Penalty (veh)								
Storage Bay Dist (ft)			150					The second section of the second seco
Storage Blk Time (%)								
Queuing Penalty (veh)	See and a stage of the		4 0 1 1 2 1 2 1 2 1 2 1 2 2 2 2 2 2 2 2 2			# 1 # 1 # 1 # 1 # 1 # 1 # 1 # 1 # 1 # 1		A day a case, and have a greet to make a second and a sec

Nework Summary

Network wide Queding Penalty 451

Intersection: 1: Airport Blvd. & Devlin Rd.

Mavendentil and Particular		LEB#		EA/BEE		WB II	EWE:	#NEXT	ENB :	NB.	r\$Bill	i KB
Directions Served	L	Ţ	TR	UL	L	Т	TR	L	Т	R	L	Т
Maximum Queue (ft)	117	135	166	108	77	86	68	53	117	173	224	232
Average Queue (ft)	61	80	99	63	15	40	28	15	49	81	123	19
95th Queue (ft)	107	122	155	104	49	73	55	43	94	141	196	100
Link Distance (ft)		772	772				80.73		230	230		748
Upstream Blk Time (%)									2 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4	0		
Queuing Penalty (veh)										0		STATE AND A
Storage Bay Dist (ft)	320		by	225	225		1 3 3 2 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	125		1 1 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	220	
Storage Blk Time (%)									0		1	
Queuing Penalty (veh)									0			Tallwood

Intersection: 1: Airport Blvd. & Devlin Rd.

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THE PERSON NAMED IN COLUMN TWO

Intersection: 2: GWBP & Devlin Rd.

Möyemenesselliness.		W/B							
Directions Served	L	TR	TR	L					Service on a selection of the service of the
Maximum Queue (ft)	52	62	7.3	46	2 2 2 2 3 3 3 6 6 6 5 6 6 5 6 5 6 6 6 6 6 6 6 6				A Company of the comp
Average Queue (ft)	21	31	0	14					
95th Queue (ft)	47	56	4	42			1	And the Carlot of Carlot o	
Link Distance (ft)	241	226	270						
Upstream Blk Time (%)				**************************************	本語 中央 インス (マッカ A March 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		A 2004 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2		\$\frac{1}{2}\left\{ \frac{1}{2}\left\{ \frac{1}{2}\
Queuing Penalty (veh)									
Storage Bay Dist (ft)				150					i girma begingi kang kangka bagan bagan Bagan bagan ba
Storage Blk Time (%)									
Queuing Penalty (veh)		AN PRO CONTROL OF THE PARTY OF				2. 1 2. 2. 2. 2. 2. 2. 2. 2. 2. 2. 2. 2. 2.			

Intersection: 3: Airport Blvd. & NCC rto #4

Wewement						
Directions Served	R					
Maximum Queue (ft)	98					
Average Queue (ft)	42	•				
95th Queue (ft)						
Link Distance (ft)	142					
Upstream Blk Time (%				2 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4	Consider the Martin Consider the Consideration of t	
Queuing Penalty (veh)	0					
Storage Bay Dist (ft)			The half of the second of the	Silver of the set of t	A BURNEY OF THE ART OF	
Storage Blk Time (%)						
Queuing Penalty (veh)	1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1					

Intersection: 4: Airport Blvd. & SR-29

Movement	#EB		¥ EB4		TVVB II	i WBii	EW6	NBF	ENB	HE NE		ENB
Directions Served	L	LT	Т	R	L	Ţ	R	L	Т	Т	Т	R
Maximum Queue (ft)	325	396	393	405	108	184	225	382	670	641	612	226
Average Queue (ft)	227	259	243	191	37	59	109	124	403	379	363	55
95th Queue (ft)	331	390	375	356	- 85	140	249	283	605	572	549	187
Link Distance (ft)	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	968	968	PH- 2-14 2-44		1232			1754	1754	1754	MATERIA TO A
Upstream Blk Time (%)			**************************************				201111				1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	Truck
Queuing Penalty (veh)	.,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,											
Storage Bay Dist (ft)	300			600	175	41 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	200	350	THE PART OF THE PA	2		200
Storage Blk Time (%)	2	8					1		14		36	0
Queuing Penalty (veh)	6	12					77,100,10		15		15	

Intersection: 4: Airport Blvd. & SR-29

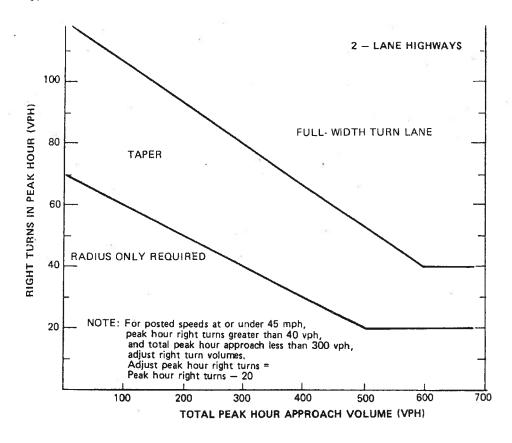
		Henn		e e a a a		intra ir		F	Tu Eller		
Directions Served		-132 -243 	<u>т</u>	T	R						
Maximum Queue (ft)	459	496	565	589	350					To the second se	
Average Queue (ft)	317	335	310	321	12						
95th Queue (ft)	405	428	474	491	140	2	1				
Link Distance (ft)			1845	1845							
Upstream Blk Time (%	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1					# 1 1 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1				
Queuing Penalty (veh)											
Storage Bay Dist (ft)	1000	1.000		A	500						
Storage Blk Time (%)				1	0						
Queuing Penalty (veh)				i O	0						

Intersection: 7: GWBP & Devlin Rd.

Move ent	Β								
Directions Served	L	TR	L						
Maximum Queue (ft)	60	80	30	Secretary and the secretary an			1		
Average Queue (ft)	29	40	4						
95th Queue (ft)	49	63	21.					2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	100 100
Link Distance (ft)	225	273							
Upstream Blk Time (%)							The last of the same and the sa		1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
Queuing Penalty (veh)									
Storage Bay Dist (ft)			150		25 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1				
Storage Blk Time (%)									
Queding Penalty (veh)	A character of the char	Angel and Angel		The state of the s	A THE STATE OF THE	A STATE OF THE STA		Service of the servic	

Nework Summary

Network wide Queuing Penalty: 50



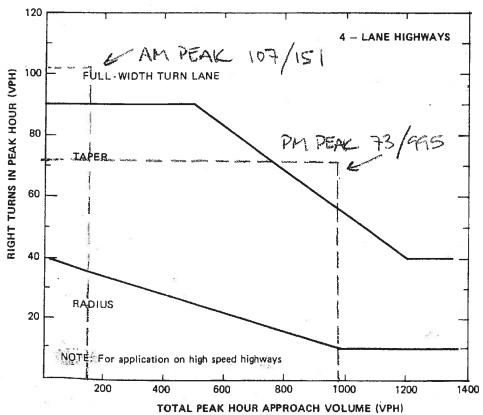
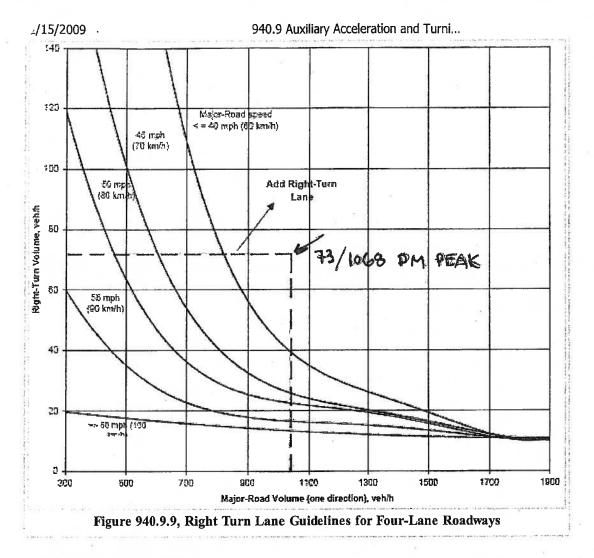


Figure 4-23. Traffic volume guidelines for design of right-turn lanes. (Source: Ref. 4-11)



The following data are required:

- 1. Advancing Volume (veh/hr) The advancing volume is to include the right-turn, left-turn and through movements in the same direction as the right turning vehicle.
- 2. Right Turning Volume (veh/hr) The right turning volume is the number of advancing vehicles turning right.
- 3. Operating Speed (mph) The greatest of anticipated operating speed, measured 85th percentile speed or posted speed.

Note: Right turn lane not warranted for right turn volume less than 10 vph. However, criteria other than volume, e.g. crash experience, may be used to justify a right turn lane.

If the combination of major road approach volume and right-turn volume intersects above or to the right of the speed trend line corresponding the major road operating speed, then a right-turn lane is appropriate.

940.9.10 Offset Right- and Left-Turn Lanes

Vehicles in the right-turn lane tend to obstruct the vision of drivers waiting at the stop bar of the minor roadway.

http://epg.modot.org/index.php?title=...

Table 5.29
Pass-By Trips and Diverted Linked Trips Weekday, a.m. Peak Period

Land Use 945—Gasoline/Service Station with Convenience Market

No. FUELING LOCATION SUR R LOUISVIIIe area, KY R LOUISVIIIe, KY 10 LOUISVIIIe area, KY 18 SIIver Spring, MD 8 Derwood, MD	KDAY NO. OF				DVFR		200	
8 Louisville area, KY 8 Louisville, KY 10 Louisville, KY 10 Louisville area, KY 10 Louisville area, KY 1/8 Louisville area, KY 1/8 Louisville area, KY 1/8 Louisville area, KY 1/8 Silver Spring, MD 8 Derwood, MD		PERIOD TI	PRIMARY TRIP (%)	NON-PASS- BY TRIP (%)	LINKED TRIP (%)	PASS-BY TRIP (%)	PEAK HOUR VOLUME	SOURCE
8 Louisville, KY 10 Louisville area, KY 10 Louisville area, KY 10 Louisville area, KY 1/a Louisville area, KY 8 Silver Spring, MD 8 Derwood, MD		61 7:00-9:00 a.m.	15	.1	25	09	4,000	Barton-Aschman Assoc.
10 Louisville, KY 8 Louisville area, KY 10 Louisville area, KY n/a Louisville area, KY 8 Silver Spring, MD 8 Derwood, MD		48 7:00-9:00 a.m.	13	1	19	89	1,307	Barton-Aschman Assoc.
8 Louisville area, KY 10 Louisville area, KY n/a Louisville area, KY 8 Silver Spring, MD 8 Derwood, MD		47 7:00-9:00 a.m.	=		22	29	1,105	Barton-Aschman Assoc.
10 Louisville area, KY n/a Louisville area, KY 8 Silver Spring, MD 8 Derwood, MD		n/a 7:00-9:00 a.m.	23	1	22	99	1,211	Barton-Aschman Assoc.
n/a Louisville area, KY 8 Silver Spring, MD 8 Derwood, MD		n/a 7:00-9:00 a.m.	31		12	46	1,211	Barton-Aschman Assoc.
8 Silver Spring, MD 8 Derwood, MD		75 7:00-9:00 a.m.	15		13	72	n/a	Barton-Aschman Assoc.
8 Derwood, MD		36 7:00-9:00 a.m.	14	1	39	47	3,095	RBA
		46 7:00-9:00 a.m.	Ö	1	25	75	3,770	RBA
2.2 8 Kensington, MD 1992	31	7:00-9:00 a.m.	34		19	47	1,785	RBA
1 8 Silver Spring, MD 1992		35 7:00-9:00 a.m.	6		13	78	7,080	RBA
Average Pass-By Trip Percentage: 62			(, 0)					

Table 5.30
Pass-By Trips and Diverted Linked Trips Weekday, p.m. Peak Period

Land Use 945—Gasoline/Service Station with Convenience Market

SOURCE	Barton-Aschman Assoc.	RBA	RBA	RBA	RBA				
ADJ. STREET PEAK HOUR VOLUME	4,965	1,491	1,812	2,657	2,657	3,095	3,770	1,785	7,080
PASS-BY TRIP (%)	52	53	22	72	55	29	46	52	54
DIVERTED LINKED TRIP (%)	40	27	24	21	29	19	43	35	43
NON-PASS- BY TRIP (%)	1	9-11			1	1			
PRIMARY TRIP (%)	80	20	19	7	16	14	11	13	3
TIME PERIOD	83 4:00-6:00 p.m.	60 4:00-6:00 p.m.	n/a 4:00-6:00 p.m.	n/a 4:00-6:00 p.m.	n/a 4:00-6:00 p.m. 16	36 4:00-6:00 p.m. 14	46 4:00-6:00 p.m.	31 4:00-6:00 p.m.	35 4:00-6:00 p.m.
NO. OF INTERVIEWS	83 4:0	60 4:0	n/a 4:0	n/a 4:0	n/a 4:0	36 4:0	46 4:0	31 4:0	35 4:0
WEEKDAY NO. OF SURVEY DATE INTERVIEWS	1993	1993	1993	1993	1993	1992	1992	1992	1992
LOCATION	Louisville area, KY	Louisville, KY	Louisville, KY	Louisville area, KY	Louisville area, KY	Silver Spring, MD	Derwood, MD	Kensington, MD	Silver Spring, MD
VEHICLE FUELING POSITIONS	8	8	10	8	10	8	8	8	8
SIZE (1,000 SQ. FT. GFA)	0.8	9.0	0.7	0.7	0.7	0.8	0.4	2.1	-

Average Pass-By Trip Percentage: 56