

May 16, 2013

Mr. Chuck D. Conner Senior Project Engineer Gallo Family Vineyards, Inc. 3387 Dry Creek Road Healdsburg, CA 95448

Subject:

Updated Focused Traffic Analysis for the Proposed Louis M. Martini Winery Master Plan - Located at 254 St. Helena Highway (SR-29) in St. Helena (Napa County)

Dear Mr. Conner:

This report provides an updated traffic analysis for the proposed Louis M. Martini Winery Master Plan project located at 254 St. Helena Highway in Napa County (see Figure 1 for Project Vicinity Map). This study reflects our discussions with County Planning staff (Ms. Linda St. Claire) regarding the project analysis approach and other adjacent approved/pending projects in the study area. In addition, the analysis will build on previous work conducted by George W. Nickelson, P.E. with regard to intersection operations, current Master Plan conditions, and ultimate driveway access and use. Some of the key issues evaluated in this study include the following:

- Existing and future weekday PM and weekend mid-day peak hour operations at the Martini Winery Project Driveway intersections with State Route 29;
- Near-term (Year 2015) traffic conditions reflecting other approved/pending projects in the study area;
- Project trip generation relative to any increases related to proposed use modifications of winery production, employment, and/or visitors;
- Project site circulation and vehicle access at State Route 29 project driveways and truck circulation;
- Cumulative year 2030 (no project) conditions along State Route 29 based on the Napa County General Plan Update EIR.

The following sections outline existing and future traffic conditions with and without the proposed Louis M. Martini Winery Master Plan project. Where necessary, measures have been recommended to ensure acceptable traffic flow, circulation, and/or fair share contribution to regional cumulative traffic improvements along State Route 29. I trust that this report responds to your needs. Please review this information and call me with any questions or comments.

Sincerely,

George W. Nickelson, P.E.

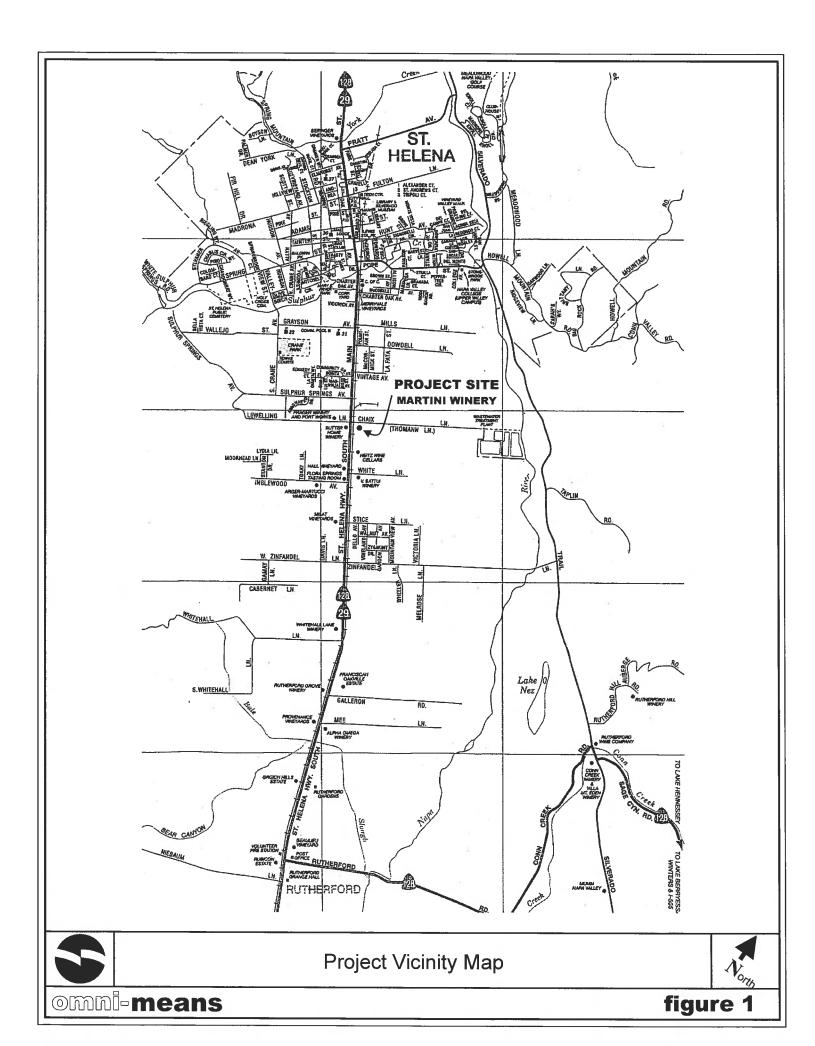
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OMNI-MEANS, Ltd. Engineers & Planners

Cc: Ms. Linda St. Claire, Napa County

Attachments: Appendices

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1. EXISTING TRAFFIC CONDITIONS

Roadways

The proposed Louis M. Martini Winery project is located at 254 State Route 29 (SR-29 or St. Helena Highway) on the northeast side of the highway. It is noted that SR-29 is primarily a north-south facility through the Napa Valley. However, SR-29 extends in a northwest-southeast direction immediately adjacent to the project site. A brief description of each roadway follows:

State Route 29 extends in a northwest-southeast direction between Rutherford and St. Helena in the project study area. Classified as a two-lane rural arterial roadway, SR-29 provides access northwest to St. Helena and Calistoga as well as southeast to Rutherford, Oakville, and Yountville. In the immediate project site area, SR-29 functions as a two-lane rural arterial road and has two 12-foot travel lanes with wide, 8-10 foot shoulders (striped each side) at its driveway intersections. At the proposed project's south driveway, the taper for a two-way-left-turn-lane (TWLTL) begins on SR-29 and this TWLTL extends southeast along the highway for approximately 1,800 feet serving adjacent commercial driveways. The speed limit on SR-29 is 45 mph.

Chaix Lane-Lewelling Lane extends in a southwest-northeast direction immediately northwest of the project site. From SR-29, Chaix Lane extends northeast to provide access to winery processing, agricultural, and selected residences. Lewelling Lane extends southwest directly opposite Chaix Lane (from SR-29) and provides access to residential and agricultural areas. Functioning at two-lane rural collector streets, Chaix Lane is approximately 16-feet wide (below County standards) and Lewelling Lane is approximately 20-feet wide in the study area.

Existing Roadway/Intersection Volumes

SR-29 acts as the primary north-south regional route through the Napa Valley and provides direct access to the project site. Based on the most recent Caltrans daily traffic counts conducted along SR-29 (north of Zinfandel Lane), SR-29 has a current annual average daily traffic volume of 22,500 vehicles. During the peak month, the roadway carries 24,300 ADT. Based on Napa County roadway segment level-of-service (LOS) thresholds, these volumes are approaching the roadway capacity and represent LOS F conditions for a two-lane rural arterial roadway. This would certainly be true of the peak month season (which likely occurs during the summer season), and can result in significant northbound congestion in St Helena. As this heavy northbound flow approaches the traffic signal at Pope Street, vehicle queues can extend back to the project area. During such times, the northbound flows would be categorized as LOS "F" operation.

Currently, construction for the undergrounding of utilities is occurring along segments of SR-29. Based on the Caltrans website, this construction work is currently taking place between Mee Lane and Sulphur Springs Road on SR-29 and can require lane closures, flagmen, and cause moderate to severe traffic delays. With the project site being located within this construction area, new vehicle counts at the Martini Winery project driveways at SR-29 would not be accurate for normal traffic flow. For this reason, previous weekday and weekend peak hour traffic counts conducted in 2005 for the project driveways have been used for this

² Napa County Baseline Data Report, Table 11-1; Napa County Roadway Segment Daily LOS Volume Thresholds, Transportation and Circulation, November 2005.



¹ Caltrans, 2011 Traffic Volumes Book, State Route 29 average annual daily traffic (AADT) and peak month average daily traffic (ADT).

analysis.³ As a part of that study, traffic counts were conducted (in late September and early October) on SR-29 at the winery's access intersections during a Friday PM peak commute period (4-6 PM) and the Saturday afternoon peak period (2-4 PM).⁽²⁾ These counts indicate that weekday PM peak hour

To ensure that these previous count volumes are representative of current traffic conditions, the Caltrans volume website was checked for historical volume growth between 2005 and 2011 (most current year) on the specific SR-29 segment. Based on yearly "peak hour" volumes over the last seven years, peak hour volumes on the roadway segment have undergone little if any change. In 2005, the recorded peak hour volume was 2,050 vehicles on SR-29. Peak hour volumes peaked in 2007 at 2,150 vehicles, and then declined to 1,950 vehicles for the years 2008, 2009, and 2010. For the latest calendar year, peak hour volumes have rebounded to 2,050 vehicles or the same level as 2005. Therefore, weekday PM peak hour and mid-day weekend peak hour counts conducted in 2005 would be representative of current conditions today given that historical peak hour volumes have not increased.

Finally, peak hour count volumes on SR-29 at the project driveway were increased to reflect seasonal fluctuations in traffic flows along the roadway. This amounted to an approximate 8% increase to peak hour volumes based on the ratio of annual average daily traffic and peak month average daily traffic.

Existing weekday PM peak hour and weekend mid-day peak hour intersection volumes have been shown in Figure 2.

Project Driveway/Access Operations

The site is currently served by two driveways on SR-29. The northerly driveway provides access to the visitor center and a visitor parking lot. About 600 feet to the south there is a driveway that serves a portion of the winery operations, and that area includes parking for employees. The site's visitor driveway has an existing width of about 45 feet. The southerly driveway is about 16 feet wide. At the winery site access intersections, SR-29 has two travel lanes with paved/dirt shoulders. About 25-30 feet east of the pavement is the Napa Valley Wine Train track.

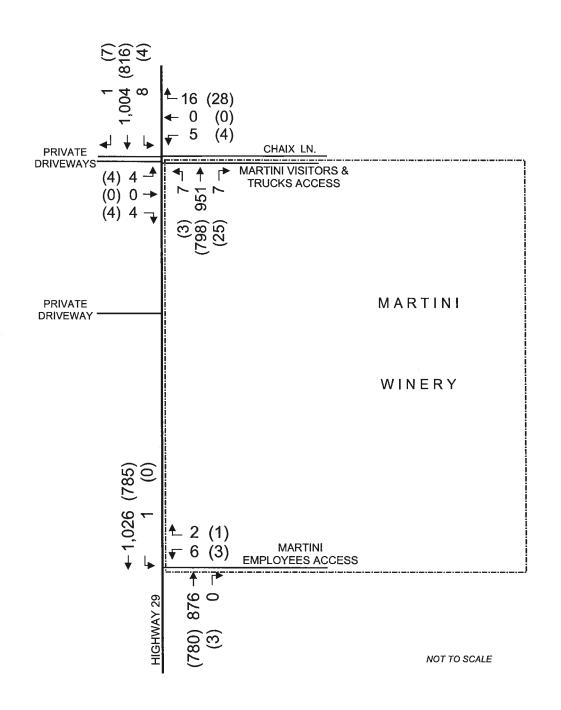
There is a narrow private road (Chaix Lane) immediately north of the winery's visitor driveway. The only use of this private road by Martini Winery is for winery trucks to gain access to the operations areas at the rear of the site. Approximately 30 feet north of the private road is another private driveway that serves a Sutter Home Winery facility. The close proximity of these three driveways can result in vehicle conflicts.

The existing winery driveway operations have been calculated for both the weekday and Saturday conditions. On the days of the analysis' traffic counts, winery employment (32 full time persons) was typical of the season, and no adjustments were made in the counts at the southerly employee driveway.

The winery currently has a maximum permitted visitor count of 1,500 persons per week or about 200 persons per weekday and 250 persons on each of the weekend days. In addition to public visitation, there are "trade visitors" that add about 14% to the visitor counts. The visitor volumes on the traffic count days were somewhat lower than the maximum visitors permitted at the winery. (3) Thus, the in/out traffic volumes at the northerly visitor driveway were increased to reflect maximum potential visitor activity.

³ George W. Nickelson, P.E., Updated Traffic Study for Master Plan Related Access, Circulation and Parking Changes at the Martini Winery on State Route 29 (Postmile 27.3), January 21, 2009.





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Weekday Volumes: XX Weekend Volumes: (XX)



Existing Weekday P.M. and (Weekend Mid-day) Peak Hour Volumes



omni-means

figure 2

Existing Intersection Operation

Intersection operation is one of the primary factors in evaluating the carrying capacity of a roadway network. Traffic conditions are measured by Level of Service (LOS), which applies a letter ranking to successive levels of intersection performance. LOS 'A' represents optimum conditions with free-flow travel and no congestion. LOS 'F' represents severe congestion with long delays at the approaches. For intersections with minor street stop control, the LOS reflects the delays experienced by the minor street approach. (LOS definitions and calculation worksheets are provided in the Appendix).

The two project study locations along SR-29 are unsignalized, minor-street stop-sign controlled intersections. It is noted that the existing visitor driveway is not striped for inbound and outbound lanes, but the width (about 45 feet) is such that outbound left turn and right turn vehicles can effectively exit in separate lanes. However, the southerly employee driveway is relatively narrow (about 16 feet wide), and outbound left turn and right turn vehicles must queue in a single outbound lane. There are no turn lanes on SR-29 at either project driveway.

Based on the Highway Capacity Manual (*HCM 2000*) operations methodology for unsignalized intersections, existing weekday PM peak and weekend mid-day peak hour existing (no project) level-of-service has been shown in Table 1. As calculated, during the weekday PM peak hour the northerly Martini Winery visitor driveway at SR-29 is operating at LOS F for the stop-sign controlled outbound turning movements onto SR-29. During the weekend (Saturday) mid-day peak hour, the same outbound turning movement is operating at LOS C. At the southerly Martini Winery employee driveway, the weekday PM peak and weekend mid-day peak hour LOS are F and E, respectively.

Based on the California Manual on Uniform Traffic Control Devices (CAMUTCD) peak hour signal warrant criteria, the Martini Winery visitor driveway/SR-29 intersection was evaluated for signalization. The peak hour warrants are one of several standards to help determine if installation of a traffic signal is appropriate. Qualifying for signalization using the peak hour warrants does not necessarily mean a signal should be installed. The Martini N. Driveway/SR-29 intersection does not qualify for signalization under the peak hour warrants using existing volumes (the warrant graphs are provided in the Appendix). It is noted that the remaining southerly Martini Winery employee driveway/SR-29 does not experience the minimum peak hour volume levels (too low) for signal warrant evaluation.

TABLE 1
EXISTING AND NEAR-TERM (NO PROJECT) CONDITIONS: INTERSECTION LEVELS-OF-SERVICE
WEEKDAY PM PEAK AND WEEKEND MID-DAY PEAK HOUR

			Wkdy. PM LO	OS/Delay	Wknd. Mid-Day LOS/Delay		
#	Intersection	Control Type	Existing (No Project)	Near-Term (No Project)	Existing (No Project)	Near-Term (No Project)	
1	Martini N. Driveway/SR-29	Stop	F 51.3 secs.	C 23.8 secs.	C 24.5 secs.	C 19.4 secs.	
2	Martini S. Driveway/SR-29	Stop	F 59.6 secs.	C 21.5 secs.	E 35.3 secs.	C 18.1 secs.	

Based on Highway Capacity Manual (HCM) 2000, Operations methodology for stop-sign controlled (unsignalized) intersections using Synchro-Simtraffic software. Intersection calculation yields an LOS and vehicle delay in seconds. Stated LOS refers to the minor street (stop-sign) controlled movement. Near-Term (No Project) conditions reflect installation of a planned two-way-left-turn-lane on State Route 29 along the entire project frontage (and beyond).

⁴ California Manual on Uniform Traffic Control Devices (CAMUTCD), Chapter 4C, Peak hour signal warrant (#3), 2012.



Vehicle Speeds/Sight Distance

The primary issues for access design are the vehicle visibility and operation relative to vehicles traveling on SR-29 and vehicles turning out of the winery access. The required vehicle visibility or "corner sight distance" is a function of the travel speeds on SR-29. Caltrans design standards indicate that for appropriate corner sight distance, "a substantially clear line of sight should be maintained between the driver of a vehicle waiting at the cross road and the driver of an approaching vehicle in the right lane of the main highway." Based on radar surveys conducted in the vicinity of the Martini Winery, the "critical" vehicle speed (85% of all surveyed vehicles travel at or below the critical speed) along SR-29 at the winery were observed to be 40-45 miles per hour (mph). Based on Caltrans design standards, these vehicle speeds require a stopping sight distance of 300-360 feet, measured along the travel lanes on SR-29.

The winery access intersections are located on a straight section of SR-29. Field observations indicate sight distances to the north and south are well in excess of the 360 feet needed for the measured vehicle speeds.

Current Site Traffic/Entitlements

To accurately assess the proposed project's trip generation and impacts, the existing site traffic was counted and/or has been documented to establish its current traffic generation under existing County use permit conditions. Based on field observations and existing site data provided by the project applicant, current uses on the site include the following based on proposed project use permit application provided by the County:⁸

Current Site Uses:

- Retail Sales 7 days a week, 10:00 a.m. 5:00 p.m.;
- Visitors Tours and tastings 7 days a week, 1,500 visitors per week

Winery Production:

• 2,000,000 gallons per year;

Employees

• 32 full-time, 10 part-time

With regard to current site uses, all vehicle traffic related to these uses were accounted for in previous existing peak period intersection counts conducted at the Martini Winery north and south driveway intersections at State Route 29.

⁸ Ms. Linda St. Clair, Planner III, Napa County Planning, Building, and Environmental Services Department, Personal communication, Martini Winery Use Permit Modification (dated 6-6-12), April 15, 2013..



⁵ Caltrans, Highway Design Manual, Sixth Edition, July 1, 2009.

⁶ George W. Nickelson, P.E., Radar speed surveys on State Route 29 at Martini Winery driveway(s), October 30 and November 5, 2009

Caltrans, Ibid...

2. NEAR-TERM (NO PROJECT) CONDITIONS

Near-Term (Approved/Pending Projects)

Near-term (no project) conditions represent a reasonable period of time in which the proposed project could be approved and/or constructed. Based on discussions with County staff, a two-year period to the year 2015 has been established for near-term (no project) conditions representing all approved/pending projects within the study area. In addition, recent approved/pending projects within the City of St. Helena are included in the overall project list. To generate near-term (no project) conditions, approved and pending projects provided by both Napa County and City of St. Helena Planning staff for other recent traffic analyses in the area have been used. These projects are located both north and south of the project site off of State Route 29, in the City of St. Helena, or east of the project site off northern crossroad(s) that connect SR-29 with Silverado Trail and are described as follows:

City of St. Helena:

Crocker & Starr Winery Production: 25,000 gallons per year

700 Dowdell Lane Visitors: 16 visitors/day

St. Helena, CA 94574 Employees: 7 full-time, 3 part-time

Napa County:

Raymond Winery Production: 1,500,000 gallons per year

849 Zinfandel Lane Visitors: 500 visitors/day St. Helena, CA 94575 Employees: 90 full-time

Kelham Winery Production: 75,000 gallons per year

360 Zinfandel Lane Visitors: 140 visitors/week St. Helena, CA 94575 Employees: 6 full-time

The Ranch Winery Production: 12,500,000 gallons per year

105 Zinfandel Lane Visitors: 15 visitors/week St. Helena, CA 94575 Employees: 85 full-time

Del Dotto Family Winery Production: 48,000 gallons per year

1455 St. Helena Hwy. Visitors: 15 visitors/week St. Helena, CA 94575 Employees: 5 full-time

Whitehall Lane Winery
1563 St. Helena Hwy.
St. Helena, CA 94575
Production: 50,000 gallons
Visitors: 500 visitors/week
Employees: 5 full-time

The Sullivan Family Estate Production: 22,500 gallons per year

1090 Galleron Road Visitors: 7 visitors/week St. Helena, CA 04575 Employees: 4 full-time

¹⁶ Ms. Linda St. Clair, Planner III, Planning, Building, and Environmental Services Department, Personal communication, Martini Winery Use Permit Modification (dated 6-6-12), April 15, 2013.



⁹ Mr. Greg Desmond, Interim Planning Director, City of St. Helena, Personal communication; Crocker & Starr Winery project, April 12, 2013.

Franciscan Winery 1178 Galleron Road St. Helena, CA 94575

Production: 1,200,000 gallons per year

Visitors: 3,500 visitors/week Employees: 65 full-time

Flynnville Winery 1184 Maple Lane Calistoga, CA 94515 Production: 300,000 gallons per year

Visitors: 500 visitors/day Employees: 30 full-time

Near-Term (No Project) Trip Generation

Near-term (approved/pending) projects' weekday PM hour, weekend mid-day peak hour, and daily traffic volumes have been taken directly from previous transportation analyses performed for those projects and these include the following:

- Omni-Means Engineers & Planners, Updated Traffic Study for the Proposed Raymond Winery Use Permit Application (#P11-00156), Napa County, Draft Report, April 5, 2013;
- Omni-Means Engineers & Planners, Focused Trip Generation Analysis for the Proposed Crocker & Starr Winery Project at 700 Dowdell Lane (APN 009-120-059), City of St. Helena, Draft Report, April 12, 2013;
- Omni-Means Engineers & Planners, Focused Traffic Analysis for the Proposed Flynnville Winery Project, Located at State Route 29/Maple Lane in Napa County, January 15, 2013.

For all approved/pending projects, daily and peak hour trip generation was calculated using employee peaking factors, auto occupancy rates for visitors, and production ratios based on recent winery research conducted by the Napa County Conservation, Development, and Planning Department. Near-term projects would generate 167 weekday PM peak hour trips and 189 mid-day weekend peak hour trips on SR-29 adjacent to the Martini Winery. On a daily basis, near-term projects would generate 600 ADT and 684 ADT on a weekday and weekend, respectively.

Near-term (no project) daily and peak hour volumes for the weekday and weekend have been added to existing intersection volumes on State Route 29 based on previous transportation analyses conducted in the area. Near-term (no project) volumes for weekday PM peak hour and weekend mid-day peak hour have been shown in Figure 3.

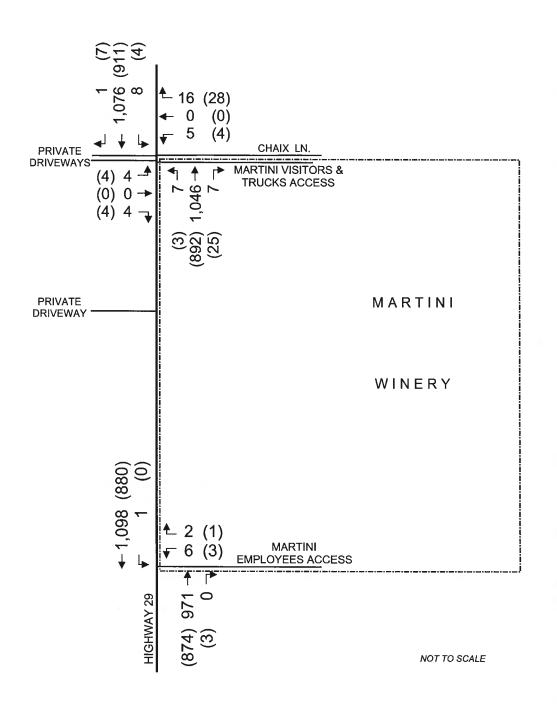
Near-Term (No Project) Roadway Circulation Improvements

The Master Plan indicates that "associated improvements to be installed with the proposed project include a left-turn lane (two-way) in St. Helena Highway." ¹¹ Both of the proposed Martini Winery driveways are in a segment of SR-29 that does not currently have a two-way-left-turn-lane (TWLTL). A TWLTL does exist beginning several hundred feet north of the north driveway. A TWLTL exists south of the south driveway, and the TWLTL taper exists with a 6-foot striped median width opposite the Martini southerly driveway. A plan has been developed by Caltrans to complete the TWLTL improvement through this segment of SR-29. Based on recent information, the actual two-way-left-turn-lane project goes to bid in late 2013 with construction expected to begin in the year 2014. ¹² The plan for these improvements was also approved by Napa County and, in fact, the Martini Winery contributed a "fair share" toward the cost

¹² Mr. Chuck Conner, Senior Project Engineer, E&J Gallo Family Wineries, Communication with Caltrans Administrative Director staff (Mr. Ahmad Rahimi, Project Engineer, Caltrans District 4), Personal communication on April 26, 2013.



¹¹ Napa County Conservation, Development, and Planning Department, Martini Winery Use Permit Modification (6-6-12), April 15, 2013



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Weekday Volumes: XX Weekend Volumes: (XX)



Near Term Weekday P.M. and (Weekend Mid-day) Peak Hour Volumes



of this improvement.¹³ With construction expected to begin in the year 2014 for the TWLTL on SR-29, this improvement has been assumed for all near-term (no project) traffic analyses.

Near-Term (No Project) Intersection/Roadway Operation

With near-term (no project) volumes, study intersection LOS has been calculated and are shown in Table 1. With installation of a two-way-left-turn-lane on SR-29 along the proposed project's frontage (and beyond), intersection operation at the Martini Winery north and south driveways at SR-29 would improve compared to existing traffic conditions. During the weekday PM peak hour, the north driveway would change from LOS F (51.3 seconds) to LOS C (23.8 seconds). The south driveway would change from LOS F (59.6 seconds) to LOS C (21.5 seconds). Weekend mid-day peak hour operation would also improve at the two project driveways. Vehicle delays at the Martini Winery north driveway would improve from LOS C (24.5 seconds) to LOS C (19.4 seconds). The south driveway would improve from LOS E (35.3 seconds) to LOS C (18.1 seconds). (All referenced intersection LOS refers to the stop-sign controlled outbound turning movements from the two project driveways).

Based on CAMUTCD peak hour signal warrant criteria (Warrant #3), the Martini Winery north driveway/SR-29 intersection would not qualify for signalization with near-term (no project) volumes.

AADT volumes on SR-29 would increase from 22,500 to 23,100 vehicle under near-term (no project) conditions. Based on Napa County roadway thresholds, this would continue to represent LOS F conditions as under existing conditions.

3. NAPA COUNTY SIGNIFICANCE CRITERIA

The County of Napa's significance criteria has been based on a review of the Napa County Transportation and Planning Agency and Napa County General Plan documentation on roadway and intersection operations. Specifically, the Circulation Element of the County's General Plan outlines the following significance criteria specific to intersection operation:

Intersections

- The County shall seek to maintain a Level of Service D or better at all intersections, except where the level of service already exceeds this standard (i.e. Level of Service E or F) and where increased intersection capacity is not feasible without substantial additional right-of-way.
- No single level of service standard is appropriate for un-signalized intersections, which shall be evaluated on a case-by-case basis to determine if signal warrants are met.

Further significance criteria are based on County and CEQA guidelines and apply mainly to intersection operation and access. A significant impact occurs if project traffic would result in the following:

- Cause an increase in traffic which is substantial in relation to existing traffic load and capacity of the street system (i.e. result in a substantial increase in either the number of vehicle trips, the volume capacity ratio on roads, or congestion at intersections);
- Exceed either individually or cumulatively, and LOS standard established by the county congestion management agency for designated roads or highways;

¹³ Napa County Inter-Office Memo from William E. Bickell, Director of Public Works to the Board of Supervisors, June 2, 1993.



- Result in a change of traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks;
- Substantially increase hazards due to a design feature (e.g. sharp curves or dangerous intersections) or incompatible uses (e.g. farm equipment);
- Result in inadequate emergency vehicle access;
- Project site or internal circulation on the site is not adequate to accommodate pedestrians and bicycles;

4. PROPOSED PROJECT IMPACTS

Project Components

Proposed winery operations would primarily include changes to employees, special event components, driveway access, and circulation improvements on State Route 29. Fruit production would remain unchanged and drop-in (casual) visitor levels would be reduced from 1,500 visitors to 1,400 visitors per week. However, visitor counts would change slightly to reflect actual drop-in public visitation and trade visitor activity. These changes could be described as follows:

- Public Visitors (Monday-Sunday): 1,400
- Trade Visitors (Monday-Saturday): 296

As shown above, there would be a total of 1,696 weekly visitors made up of public drop-in and trade persons. On a daily basis, it is projected that there would be 229 weekday visitors (180 public and 49 trade) and 299 weekend (Saturday) visitors (250 public and 49 trade).

Employee activity would increase slightly from existing levels. Currently, there are 32 full-time employees and 10 part-time employees on a weekday. Employee totals are expected to increase to 54 full-time and 15 part-time employees during the same period. During a weekend, full-time employment would be reduced from 54 employees to 19 employees. Part-time employees would be reduced from 15 employees to 2 employees.

Special event activity is proposed to increase to allow the winery to provide "enhanced experiences for visitors and provide opportunity for educational programs for smaller groups in intimate settings." Based on the project applicant's Master Plan, the winery would add four (4) annual larger events with attendance ranging from 75 to 500 guests that would total 1,000 guests added over the course of a year. This would include one event with 75 guests (weekday), one event with 200 guests (weekday), one event with 225 guests (weekend), and the largest event (The Vintage Release) would have up to 500 visitors (weekend). All new marketing events would only be held during off-peak hours. 14

Annual winery production would remain unchanged from existing levels at 2,000,000 gallons. With regard to truck activity, the winery currently experiences approximately 30 truck deliveries per week and six (6) deliveries on its busiest day. With new event and employee activity, the winery would experience approximately 40 truck deliveries per week with eight (8) deliveries on its busiest day.

¹⁴Ms. Linda St. Clair, Planner III, Planning, Building, and Environmental Services Department, Personal communication, Martini Winery Use Permit Modification (dated 6-6-12), April 15, 2013



Planned Project Circulation Improvements

The winery proposes to modify the access and internal circulation in an effort to reduce vehicle conflicts and segregate visitor traffic from the employee/truck traffic. The existing driveway adjacent to Chaix Lane would be closed, and all visitor traffic would shift to a new driveway about 180 feet south of Chaix Lane. The existing southerly driveway would serve employee and truck access needs. The southerly driveway would be widened to accommodate truck turn paths.

On site, the new northerly access would have a circular drop-off area. An on-site roadway would direct visitors to a new 56-space visitor parking lot south of the winery buildings. The southerly access would extend to the east and north sides of the site where two new employee lots (containing 56 spaces) would be provided.

Project Trip Generation/Distribution

The proposed project's weekday and weekend peak hour and daily traffic volumes have been calculated and are shown in Table 3. With no changes in production and winery visitation, proposed project activity has focused on employees and marketing events. Overall trip generation calculations have been based on employee peaking factors and auto occupancy rates for event visitors based on recent winery research conducted by the Napa County Conservation, Development, and Planning Department and existing driveway volumes. Based on increases in employees and marketing activity, the project would be expected to generate 194 daily weekday trips with 41 PM peak hour trips. During a typical weekend (Saturday), the project would be expected to generate 60 daily trips with 15 mid-day (afternoon) peak hour trips (8 in, 7 out).

During the six-week harvest crush season, the proposed project is expected to generate an average of 382 daily trips. This daily trip total would represent 299 visitors, 26 full-time employees on-site during weekend periods (17 production, 3 exempt, 6 non-exempt and 15 part-time [seasonal] employees), 2,000,000 gallons of wine production, and 276 daily tons (on-haul) of grapes.

Based on the largest marketing event attendance of 500 persons (twice per year), there would total generation of 385 event trips.

To determine traffic conditions with the proposed project, the calculated project trips were added to existing volumes. Based on observed turning percentages, the project trips were distributed 25% to/from the north and 75% to/from the south on State Route 29.

The existing visitor traffic was reallocated to the new northerly winery driveway. This driveway would be almost directly opposite the north visitor driveway for the existing Sutter Home Winery. The south driveway would only carry employee and truck traffic. The projected peak hour driveway traffic was also adjusted to reflect the employee and visitor projections outlined in the project description.

Existing plus project and near-term plus project volumes have been shown in Figure 4 and 5.

¹⁵County of Napa, Conservation, Development, and Planning Department, "Use Permit Application Package," Napa County Winery Traffic Generation Characteristics, 2012.

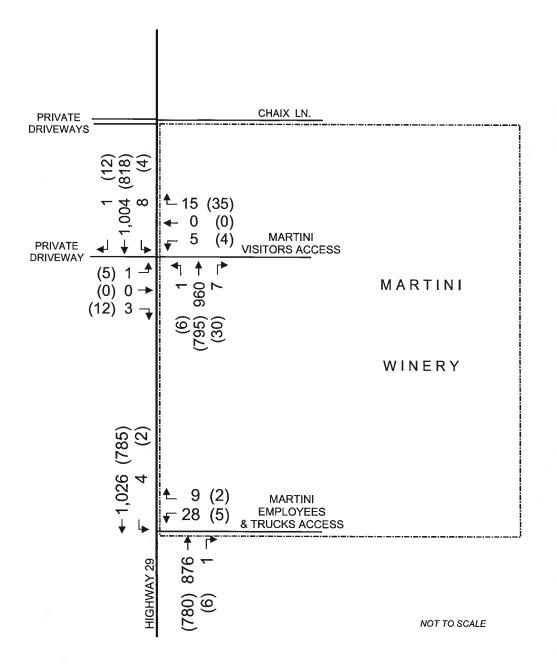


TABLE 3 PEAK HOUR AND DAILY TRIP GENERATION: PROPOSED LOUIS M. MARTINI WINERY PROJECT

Weekday Daily Traffic:		17411. (81-5)
54 full time employees x 3.05 one-way trips	=	165 daily trips
15 part-time employees x 1.90 one-way trips	=	29 daily trips
Total Weekday Daily Trips	=	194 daily trips
Weekday PM Peak Hour Traffic:		
194 daily employee trips x 21% peak	=	41 peak hour trips
Total Weekday PM Peak Hour Trips	=	41 trips (4 in, 37 out)
Weekend (Saturday) Daily Traffic:		
19 full time employees x 3.05 one-way trips	=	56 daily trips
2 part-time employees x 1.90 one-way trips	=	4 daily trips
Total Weekend (Saturday) Daily Trips	=	60 daily trips
Weekend (Saturday) Peak Hour Traffic:		
60 daily employee trips x 25% peak	=	_15 peak hour trips
Total Weekend (Saturday) Peak Hour Trips	=	15 trips (8 in, 7 out)
Weekend (Saturday) Daily Harvest/Crush Traffic:		
299 visitors/2.8 persons per vehicle x 2 one-way trips	=	214 daily trips
26 full time employees x 3.05 one-way trips	=	79 daily trips
15 part-time employees x 1.90 one-way trips	=	29 daily trips
2,000,000 gallons/1,000 x .009 daily trucks x 2 o-w trips	=	36 daily trips
276 tons daily grapes (=12 daily trucks) x 2 o-w trips	=	24 daily trips
Total Weekend (Saturday) Daily Harvest/Crush Trips	=	382 daily trips
Largest Marketing Event – Additional Traffic		
6 event staff x 2 one-way trips per person	=	12 event trips
500 visitors / 2.8 visitors per vehicle x 2 o-w trips	=	357 event trips
8 trucks x 2 one-way trips	=	16 event trips

Source: Production, employee, and visitor data provided by Mr. Chuck Conner (project applicant) and the Martini Winery Use Permit Modification (June 12, 2012). Daily and peak hour calculations based on County of Napa, Conservation, Development, and Planning Department, "Use Permit Application Package," Napa County Winery Traffic Generation Characteristics, 2012.





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Weekday Volumes: XX Weekend Volumes: (XX)

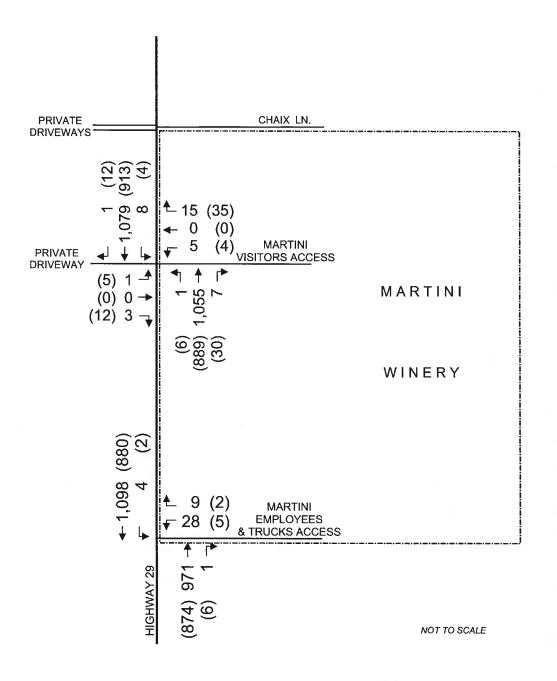


Existing + Project Weekday P.M. and (Weekend Mid-day) Peak Hour Volumes



omni-means

figure 4



LEGEND

Weekday Volumes: XX Weekend Volumes: (XX)



Near Term + Project Weekday P.M. and (Weekend Mid-day) Peak Hour Volumes



omni-means

figure 5

Project Effects on Roadway/Intersection Operation

A. Existing Plus Project Conditions

The project would be expected to add approximately 146 daily trips south of the site and 48 daily trips north of the site on State Route 29. This would represent an addition of less than 1 percent (0.008) to the daily volumes on the highway. The combined existing plus project volume of 22,694 daily trips would remain at LOS F operating conditions for a two-lane rural arterial roadway based on established County thresholds.

During the peak winery activity periods, the project would generate 41 weekday PM peak hour and 15 Saturday mid-day peak hour trips. Weekday PM peak hour and weekend mid-day peak hour intersection levels of service were evaluated with proposed project traffic and are shown in Table 4.

With existing plus project traffic volumes, the two project study intersections would continue to operate at unacceptable levels (LOS E or F) during both the weekday PM peak hour and weekend mid-day peak hour periods. At shown in Table 4, intersection LOS would remain unchanged from existing conditions with proportional increases in overall vehicle delay.

The existing and existing plus project volumes were compared with the Napa County guidelines for installing a left turn lane on State Route 29 at the proposed Martini driveways. (The warrant graphs for weekday and Saturday conditions are provided in the Appendix). With over 20 daily weekday/weekend trips at the proposed project driveways and 22,694 daily trips on State Route 29, left-turn lanes would be warranted at both driveways.

B. Near-Term Plus Project Conditions

With near-term plus project conditions, daily traffic volumes on State Route 29 would increase to 23,294 ADT. Again, this would represent LOS F conditions for a two-lane, rural arterial roadway based on County thresholds. However, the addition of the continuous two-way-left-turn-lane on SR-29 would improve overall vehicle delay and add some additional capacity to the roadway.

Both driveway study intersections would operate at acceptable levels (LOS C or better) during both the weekday PM peak hour and weekend mid-day peak hour under near-term with project conditions. As noted with near-term (no project) conditions, the planned installation of a two-way-left-turn-lane on State Route 29 along the proposed project frontage (and beyond) would improve minor street driveway operations at the project site.

TABLE 4
EXISTING PLUS PROJECT AND NEAR-TERM PLUS PROJECT CONDITIONS:
INTERSECTION LEVELS-OF-SERVICE
WEEKDAY PM PEAK AND WEEKEND MID-DAY PEAK HOUR

			Wkdy. PM LC	OS/Delay	Wknd. Mid-Day LOS/Dela		
#	Intersection	Control Type	Existing + Project	Near-Term + Project	Existing + Project	Near-Term + Project	
1	Martini N. Driveway/SR-29	Stop	F 51.9 secs.	C 23.8 secs.	C 24.3 secs.	C 19.8 secs.	
2	Martini S. Driveway/SR-29	Stop	F 103.0 secs.	C 24.4 secs.	E 35.5 secs.	C 18.3 secs.	

Based on Highway Capacity Manual (HCM) 2000, Operations methodology for stop-sign controlled (unsignalized) intersections using Synchro-Simtraffic software. Intersection calculation yields an LOS and vehicle delay in seconds. Stated LOS refers to the minor street (stop-sign) controlled movement.

5. SITE ACCESS/DESIGN PARAMETERS

¹⁶ Napa County, Adopted Road and Street Standards, revised November 21, 2006.



Sight Distance

As noted in the discussion of existing conditions, sight distances to the north and the south are well in excess of the minimum sight distances needed for the measured vehicle speeds. Based on radar surveys conducted in the vicinity of the Martini Winery, the "critical" vehicle speed (85% of all surveyed vehicles travel at or below the critical speed) along SR-29 at the winery were observed to be 40-45 miles per hour (mph). Based on Caltrans design standards, these vehicle speeds require a stopping sight distance of 300-360 feet, measured along the travel lanes on SR-29.

The winery access intersections are located on a straight section of SR-29. Field observations indicate sight distances to the north and south are well in excess of the 360 feet needed for the measured vehicle speeds with the existing southerly and new northern driveway locations.

Project Access and Circulation

Based on the new project description, the existing Martini Winery driveway functions would be shifted and the driveways would be improved (see Figure 6--Project Site Plan). The existing southerly driveway would serve the employee and truck access. The new northerly driveway (located 180 feet south of its current location) would provide a separation from the multiple driveways and Chaix Lane at the north edge of the winery. As a result, fewer vehicle conflicts are expected at the new Martini Winery visitor driveway.

The proposed project driveways have been evaluated for right-turn lane warrants. Caltrans guidelines suggest that the combination of northbound through volumes on SR-29 and the expected inbound right turn volumes would not warrant separate right turn lanes at the site driveways. However, the new visitor driveway would have inbound right turn volumes that <u>could</u> warrant a right turn taper (not a separate right turn lane). The right turn volume would just meet the minimum volume threshold during only the Saturday afternoon peak hour (with visitor activity at the maximum permitted levels).

The proposed access plan (together with on-site improvements) would accommodate visitor traffic at a new north driveway about 180 feet south of Chaix Lane. An enlarged visitor parking lot would be served by this driveway. Employees and trucks would use an improved south driveway and would be directed to a new separate parking lot in the east portion of the site nearer the operational areas of the winery. The overall site access and internal circulation would be substantially improved by the driveway and circulation design.

The Napa County Transportation & Planning Agency (NCTPA) in cooperation with Napa County and local City agencies is developing bicycle routes as outlined in the Napa Countywide Bicycle Plan. The plan encourages new developments to incorporate bicycle friendly design. State Route 29 has wide striped shoulder areas (unofficial Class II bike lanes) in both directions. Some visitors may utilize bicycles to access the proposed project. The project would provide bicycle racks for visitors to the proposed winery.

Marketing Events

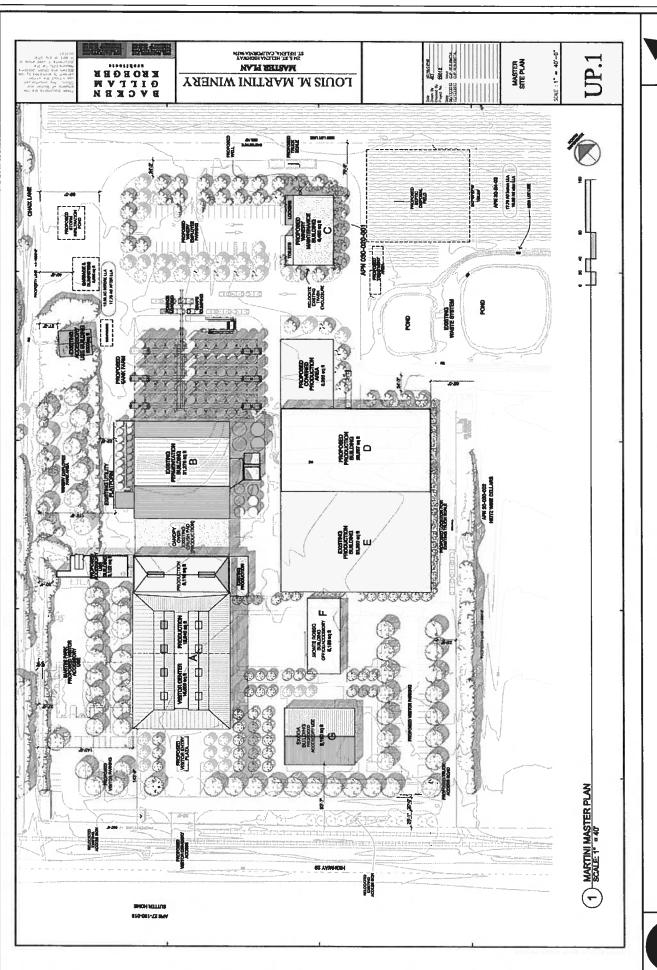
With regard to special event traffic, these events would only occur four times annually. The largest (500 visitor) event would be an all day event on a weekend. This event would involve visitors arriving and

¹⁹ Napa County, Countywide Bicycle Plan (2012), Planning Area-North Valley, May 2012.



¹⁷ George W. Nickelson, P.E., Radar speed surveys on State Route 29 at Martini Winery driveway(s), October 30 and November 5, 2000

¹⁸ Caltrans, Ibid....





9

figure

Project Site Plan

omnil-means

departing throughout the entire day. The event would be scheduled to ensure that the majority of visitor arrivals and/or departures would not coincide with the Saturday afternoon peak hour background traffic flows on SR-29.

Based on standard auto occupancy rates, the largest special event (500 people) would generate up to 385 trips (193 in, 192 out). As noted, these events are typically of sufficient duration in length that the inbound and outbound trips occur in separate hours, thus the number of trips on the street network at one time are half of the total volume. These events are usually held outside of typical peak traffic periods (throughout the entire day or later than 6:00 p.m.) and therefore generally do not impact peak hour operations during the weekday/weekend peak periods.

6. CUMULATIVE CONDITIONS

Cumulative Year 2030 Projections

Model Forecast

Cumulative (Year 2030) volume projections on State Route 29 (SR-29) were derived from the Napa County Transportation & Planning Agency's traffic volume forecasts in the Napa County General Plan Update EIR. The forecast increase in volume-to-capacity (v/c) ratio from Year 2003 to Year 2030 on SR-29 in the project vicinity was applied to the provided Year 2003 peak hour two-way volume (1,943 trips) on SR-29, yielding a volume of 3,759 weekday PM peak hour trips on SR-29 in Year 2030.

The projected PM peak hour cumulative volume on SR-29 represents a large (198%) increase compared to the existing (Year 2013) peak hour counted volume of 1,902 trips on SR-29 at the project driveway(s). With projected cumulative forecasts, the existing daily volume on SR-29 would increase from 22,500 trips to 44,550 daily trips.

Historical Data

For comparison, average annual daily traffic volumes on SR-29 between Zinfandel Lane and Chaix Lane over the previous twenty years were reviewed. The average annual daily traffic (AADT) on SR-29 in 1992 was 20,000 trips. By comparison, AADT on SR-29 2011 was 24,300 trips. Daily volumes were highest in the year 2007, reaching 27,000 AADT. Daily volumes on SR-29 have since declined and are lower today than they were in 1998. Increases in daily volumes between year 1992 and the highest year of 2007 equates to an annual increase of 2% per year on SR-29. Applying the same annual increase to the current ADT on SR-29 of 22,500 results in about 32,130 ADT in year 2030 (2% per year added for 18 years).

Cumulative volumes based on historical data are approximately 72% of the model forecast volumes on SR-29. The difference between the model numbers and historical growth trends indicates volumes are not increasing to the model's forecasted levels. However, in order to proactively address potential traffic volumes under cumulative conditions, the County has adopted several measures identified in the General Plan to improve the street network and also reduce vehicle trips.

In order to identify weekend cumulative conditions, the General Plan Update provides a ratio of weekday to weekend peak hour volumes on key streets within the valley. Several segments on SR-29 in the vicinity of the project were shown to have an average ratio of 0.76-0.80, indicating weekend peak hour volumes are expected to be about 80% of weekday volumes. Therefore the future weekend peak hour



volumes would be expected to remain roughly in the same ratio as the existing volumes and lower than the weekday volume projections.

Cumulative Operating Conditions

The County's forecasted transportation model volumes on SR-29 under Year 2030 conditions are very tenuous given that the highway is essentially at or near capacity today. A more reasonable projection based on historical growth suggests that SR-29 would continue to operate near capacity levels with increased congestion during peak times of the day with longer peak periods during the day typically at unacceptable conditions (LOS E-F) for all minor street approaches and/or driveways at SR-29. Again, the installation of continuous two-way-left-turn-lane would improve overall vehicle delays from minor street/driveways and as some additional capacity to the roadway.

Additional improvements to the street network are anticipated and have been included in the General Plan's Improved 2030 Network model. As noted, the County has also adopted several measures identified in the General Plan to reduce vehicle trips through public transit and Transportation Demand Management (TDM) strategies: "The project should support programs to reduce single occupant vehicle use and encourage alternative travel modes."

• In keeping with the policy, the winery project will provide bicycle racks for visitors who may arrive by bike. The project should also promote the use of public transportation and carpooling of employees (by adjusting work schedules, etc.) to facilitate the use of other transportation modes.

The County has identified other mitigation policies, including development of a traffic impact fee (TIF) to be developed in cooperation with the NCTPA (Mitigation Measure 4.4.1C). This would require new projects to pay their "fair share" of countywide traffic improvements they contribute the need for. Examples of such improvements could include construction of a two-way left turn lane on SR-29 (specific segments should be under construction by the year 2014) or signalizing major cross street intersections along the SR-29 corridor. The concept is under development but presumably the fee would be applied on a "per trip" basis if/when implemented.

7. SUMMARY AND CONCLUSIONS

Daily and Peak Hour Operations

The proposed Louis M. Martini Winery project would generate 60-194 net new daily trips during the weekend and weekday periods (respectively). The project traffic would represent an increase of less than 1% (0.008) over the existing SR-29 volume of 22,500 daily trips. All project study intersections would continue to operate at LOS E-F under existing plus project conditions during both weekday and weekend peak hour conditions.

With near-term (approved/pending) development traffic volumes, circulation improvements would occur on State Route 29 along the project frontage (and beyond) that would dramatically improve overall intersection LOS from exiting and existing plus project conditions. A two-way-left-turn-lane would be installed along the project frontage that would reduce overall vehicle delays and improve intersection LOS. Both project driveway intersection LOS would improve from LOS F to LOS C under both near-term (no project) and near-term plus project conditions. Daily volumes on SR-29 would continue to operate at or near capacity with 23,100 ADT (near-term no project) and 23,294 ADT with near-term plus project volumes but would be aided with the addition of the continuous two-way-left-turn-lane.



Based on standard auto occupancy rates, the largest special event (500 people) would generate up to 385 trips (193 in, 192 out). As noted, these events are typically of sufficient duration in length that the inbound and outbound trips occur in separate hours, thus the number of trips on the street network at one time are half of the total volume. These events are usually held outside of typical peak traffic periods (throughout the entire day or later than 6:00 p.m.) and therefore generally do not impact peak hour operations during the weekday/weekend peak periods.

Vehicle Sight Distance

Vehicle sight distances to the north and the south on SR-29 are well in excess of the minimum sight distances needed for the measured vehicle speeds. Based on radar surveys conducted in the vicinity of the Martini Winery, the "critical" vehicle speed (85% of all surveyed vehicles travel at or below the critical speed) along SR-29 at the winery were observed to be 40-45 miles per hour (mph). Based on Caltrans design standards, these vehicle speeds require a stopping sight distance of 300-360 feet, measured along the travel lanes on SR-29.

The winery access intersections are located on a straight section of SR-29. Field observations indicate sight distances to the north and south are well in excess of the 360 feet needed for the measured vehicle speeds with the existing southerly and new northern driveway locations.

Vehicle Circulation/Site Access

With the winery's current access/internal circulation, most of the site traffic is focused at the northerly driveway. As noted in the description of existing conditions, there is a private road (Chaix Lane) and another winery driveway immediately north of the existing northerly Martini driveway. This close proximity can result in vehicle conflicts between visitor vehicles, employee/service vehicles and vehicle trips in/out of the other nearby access points.

The proposed access plan (together with on site improvements) would accommodate visitor traffic at a new north driveway about 180 feet south of Chaix Lane. An enlarged visitor parking lot would be served by this driveway. Employees and trucks would use an improved south driveway and would be directed to a new separate parking lot in the east portion of the site nearer the operational areas of the winery. The overall site access and internal circulation would be substantially improved by the driveway and circulation design.

Based on design guidelines, the northerly visitor driveway would have inbound right turn volumes that <u>could</u> warrant a right turn taper (not a separate right turn lane), but the right turn volume would just meet the minimum volume threshold during only the Saturday afternoon peak hour (with visitor activity at the maximum permitted levels).

Cumulative Year 2030 Conditions

As noted under cumulative model forecasts, the County's forecasted transportation model volumes on SR-29 under Year 2030 conditions are very tenuous given that the highway is essentially at or near capacity today. A more reasonable projection based on historical growth suggests that SR-29 would continue to operate near capacity levels with increased congestion during peak times of the day with longer peak periods during the day typically at unacceptable conditions (LOS E-F) for all minor street approaches and/or driveways at SR-29.

²⁰ George W. Nickelson, P.E., Radar speed surveys on State Route 29 at Martini Winery driveway(s), October 30 and November





The County has identified other mitigation policies, including development of a traffic impact fee (TIF) to be developed in cooperation with the NCTPA (Mitigation Measure 4.4.1C). This would require new projects to pay their "fair share" of countywide traffic improvements they contribute the need for. Examples of such improvements could include construction of a two-way left turn lane on SR-29 (specific segments should be under construction by the year 2014) or signalizing major cross street intersections along the SR-29 corridor. The concept is under development but presumably the fee would be applied on a "per trip" basis if/when implemented.



APPENDIX

- Level of Service Definitions
- Level of Service Calculations
- Turn Lane Warrant Graphs
 - Signal Warrant Sheets

LEVEL-OF-SERVICE CRITERIA FOR INTERSECTIONS

	EHICLE)	ALL-WAY STOP	O T	>10 and ≤ 15.0	> 5 and < 2550	>25 and ≤ 35.0	>35 and <u>≤</u> 5000	> 50.0
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	CONTRC	SIGNALIZED	4.73 10.0 secs.	>10 and \leq 20.0 secs.	>20° and < 35.0	>35 and < 55.0 secs.	>55 and < 80.0 sects.	> 80.0 secs.
EVEL-OF-SERVICE CRITERIA FOR INTERSECTIONS		MANEUVERABILITY	Turning movements are easily made, and nearly all drivers find freedom of operation.	Vehicle platoons are formed. Many drivers begin to feel somewhat restricted within groups of vehicles.	Back-ups may develob behind. turning vehicles. Most drivers feel somewhat restricted	Mancuvcrability is severely limited during short periods due to temporary back-ups.	"There are typically long queues of vehicles waiting upstream of the intersection.	Jammed conditions. Back-ups from other locations restrict or prevent movement. Volumes may vary widely, depending principally on the downstream back-up conditions.
LEVEL-OF-SERVICE C		DELAY	Very slight dēlay. Progression is very favorable, with most vehicles arriving during the green phase not stopping at all.	Good progression and/or short cycle lengths. More vehicles stop than for LOS A, causing higher levels of average delay.	Higher delays resulting from fair progression and/or longer cycle lengths. Individual cycle failures mây, begin to appear at this level. The number of vehicles stopping is significant, although, many still pass through the intersection without stopping.	The influence of congestion becomes more noticeable. Longer delays may result from some combination of unfavorable progression, long cycle lengths, or high volume-to-capacity ratios. Many vehicles stop, and the proportion of vehicles of stopping declines. Individual cycle failures are noticeable.	Generally considered to be the limit of acceptable delay. Indicative of poor progression, long cycle, lengths, and high volume-to-capacity ratios. Individual cycle failures are frequent occurrences.	Generally considered to be unacceptable to most drivers. Often occurs with over saturation. May also occur at high volume-to-capacity ratios. There are many individual cycle failures. Poor progression and long cycle lengths may also be major contributing factors.
		TYPE OF FLOW	Stable,Flow	Stable Flow	StableFlow	Approaching Unstable Flow	Unstable Flow	Forced Flow
	LEVEL OF	SERVICE	X	B	O	Q		<u>г</u>

References: 1. Highway Capacity Manual, Fourth Edition, Transportation Research Board, 2000,

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Movement	EB	ÆBT	EBR	WBL	WBT	WBR	NBL	ŇBJT	NBR	SBL	SBT	SBR
Lane Configurations		4			4	2042		4			4	
Sign Control		Stop		STATE OF STATE	Stop			i Free			Free	
Grade	(日本語の日本語の大学の日本語の日本語の日本語の日本語の日本語の日本語の日本語の日本語の日本語の日本語	0%	HELL ALABORA WARREST STATE	P.C. Start Stiller and Level Angle for John	0%	Co. S. Half of Stands - Prog. 2004 dell'organis-	W-111 MC , No man - 27 May 12 4 A	0%		a z tim damo u calabatora	0%	al and all amounts of the fact
Volume (véh/h)	4	0.4	4	4	0	28	3	798	25	4	816	7
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)		0	4	4	0	30	3.5	867	27	4	887	8
Pedestrians												
Lane Width (ft)												Tiple is
Walking Speed (ft/s)	MARKET PLANE BY MARK AND AND ADDRESS OF THE PARTY AND ADDRESS OF THE PA				our of recolors on 15 day to 6	APSKAMIKA WILLE MINISTER		and the state of the state of	as as distributable as a state	is all titles to Designer Spratting	ibilar-anguncumben	a Marsanton and a
Rercent Blockage												
Right turn flare (veh)	na naživo žio ne o pisa elektrologije na	rut in a North deline manne hauss	needs associated sith graphym	nacialitani selesiasi	et checken the fitting	medicate artes whitee	res es es established de la	Z men ni entre enem	Printer other at your Alaba	a and must be a section		A SECTION OF THE PROPERTY OF
Medianatype		None			None							
Median storage veh)	eg allerate describer an ancre court	salmilikosas valoniliten ilmiselvassa, edins	design and the second	nin steader places sin	mest increase on aboutout-1: &	ENDER DE STERNING	rental service and service	0.87557575.80	Twent with the test of	ing property and	Programme and acceptance of	or endurenmen
Upstream signal (ft)								603				
pX, platoon unblocked	*********	orana faransah	10127E-705	ea Mille Services		77465	12700-12	Palesta Maria		·	element bear	
	1817	1801	891	1791	11/91	881	895	PARTY DESCRIPTION OF THE PARTY		.895		
vC1, stage 1 conf vol	filespringered	entitle della	NA GARCIER	E mil vy i war a calur	TAGTESTARI	CONTRACTOR OF	September 1		PERSONAL PROPERTY.			AL PROPERTY OF
vC2 stage 2 conf vol				4704	1791	881				895		
vCu, unblocked vol	1817	1801	891 6.2	1791 7.1	6.5	6.2	895 4			695 4.1	ないないない。 ないないないは、 ないないないない。	ESSATE 24
tC, single (s)	7.1	6.5	A LONG		0.3	0.2	1000			HATTER TO THE		
tC, 2 stage (s) tF.(s)	3.5	4.0	3.3	3.5	4.0	443.3	2.2			2.2		AVADIAN CONTRACTOR
p0 queue free %	92	100	99	93	100	91	100	A PRODUCTION		99		THE SECTION AND ADDRESS OF THE PERSON ADDRESS OF THE PERSON AND ADDRESS OF THE PERSON ADDRESS
cM capacity (veh/h)	54	79	341	61	100	346	758			758		200 100 100 100 100 100 100 100 100 100
TOTAL BOOK A BOOK A BOOK AND AND AND AND AND A SECURE	aren kezet	TELLARGES		CYC STEP CATHOLOGY AVAILABLE								
Dîre <u>çti</u> n, Lane#		WB 1	NB 1	SB					រារុវឌ្ឍ។			
Volume Total	911	35	898	899								
Volume Left	4	4	3	4.	medananana an	ENDALE REMARKS AND THE	- He expressive v. v.m.	THE PARTY OF THE PARTY	moresian see see 27	SALAME SALAMENT	and the property agents by	enemente.
Volume]Right	4	130	27	8:	数据 Di	er den sie in de de milita					Marinis Tu	
cSH	94	219	758	758	WEBAGENIE HEE	Log gardinanes			Triping property and the first		nereeser	Continuos de la continuo del continuo del continuo de la continuo del continuo de la continuo de la continuo del continuo de la continuo della continuo de la continuo de la continuo de la continuo della continuo de la continuo della continuo dell
Volume to Capacity	0.09	0.16	0.00	0.01		iotorio III. Propos den			for the first of the second		BERLINE BE	Control of the Contro
Queue Length 95th (ft)	7	14	0 12	0 0.2		ini wenyeri	THAT SEED			DERSHERN	New Car	
Control Delay (s)	47.2	24.5	Safet by part and it at 12	-Markettella					Constitution of the second			
	E 47.2	C 24.5	O 列	A 0.2	en Bereit				THE STATE OF THE S		Preferra	HEREFELD
Approach LOS	照件公子链 F	224 2 類 C	U.S.	U.Z.			THE POST AND A	12:1202-13				
Approach LOS	i E	C		. 12011 - 124115W	. II		state and the season	See Heart Production				
interse tio Summary									ill in	No THI		
Average Delay	no to dota Bottone na cona en	Lorenzo del Santo Victorio de	0.8	a stable more for	t for the first department of the foreign teachers	A disolate and deserve	System de tre 2 ments no 10-11	rransi assi da Silina et A		generalis de de acceptos	Standing and the second second	out schools in the
Intersection Capacity Ut	ilization		56.2%		CU Leve	of Ser	vice		B.			
Analysis Period (min)	ing segret of the segret of segretarion	E pá visto hital Monagrica (no	15	is the telegraph of the state o	entrant deficient para es	ma la estada com	ST SE Made & a p g male Co. B.	ewskenersee's	Sentenderen	(1) (1) (1) (1) (1) (1) (1) (1) (1) (1)	Skut utskalatni os ssa	advisabilit even
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Movement	(AVVIBLE)	WBR	NBT	NBR	SBL	\$B						of walkfills.
Lane Configurations	W		f)			र्स						
Sign_Control	Stop		Free			Free						A STAN No.
Grade	0%	Palettista er leve	0%	din hi citr e l'antabage non a agus	2000 TENERO TENE	0%	are grower are the end of are all	Event widte wie both	man as the other receives	offic financial and should replace the complete	y y new aya analmarinde Phopas y ay my	
Volume (veh/իլ)	31	THE RESERVE OF STREET	780	33	0	785	2 24 17 1			y have resting		4000
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	Christian Chil		in in the second second	ermanianea ha	MACIELEI EESTE SAM	
Hourly flow rate (vph) Pedestrians	3		848	11	0	853				大学 (1-4) (1-4		N. Contraction of the Contractio
Lane Width (ft)	ethanetala.	建工程工程总统			es e vezeve e e	THE STREET	114999641		SE-2014	PARALESE PA	Teallors Print Lan	No.
Walking Speed (ft/s)			Redistrict									\$
Percent Blockage	PINEMANA .					egrerrer.		ESSEMENTS.				and a
Right turn flare (veh)	Hileszenik				districtions	ACT OF SUPPLY AND	THE PERSON NAMED AND ADDRESS OF THE PERSON NAMED AND ADDRESS O	Mark with some and the	SA PARTITION	CARDINE TO THE PARTY		787
Median type	None			15.11.2	51 Z54		SPECIAL SECTION		\$1400AF			Methods .
Median storage veh)	(*************************************				\$150 9 Veryle 36,00 MF 41,00 MF	Harainere ta (The state of the s	246 1924 D 2017 (177)	i territoria pri i strata al ancios;	Have been sear that or	3
Ups ream signal (ft)	ALLES THE REAL PROPERTY.	THE THE										E)reses A
pX, platoon unblocked	The state of the second	ad En El talaba 600 artistato		·	and of all an analysis street	an at the direction of the second of	As in a 30 month out ordinary observes a second	And the state of t				
vC, conflicting volume	1703	849			851					THE STATE	TEL TOTAL	SAN
vC1, stage 1 conf vol	enformatiskum programma	will he t. 25°, 6 a 1 % and it who was	National and more devices the straining	and the same of the same of the	die derver bild direction	· writings upon armanismos .	447 1010*********** W. I	about all all are to be beginned	ene di cherha Ethilib may authiad ndas	t bedared in a star under		la.
vC2, stage 2 conf vol												C. Berlin
vCu, unblocked vol	1703	849	en e	ac was been dec si distributi	851		() () () () () () () () () () () () () (MATERIAL MATERIAL	10 335 572576	LERGER GITEROR	米里斯斯斯斯斯斯 斯斯	i S
tC, single (s)	6.4	6.2	Mahm		開始批選							Alse a
tC, 2 stage (s) tF (s)	35	3.3		TO SELECTION AND AND AND AND AND AND AND AND AND AN	2.2						i kongrati sak	19
p0 queue free %	97	100	Market Park Spring and	task prove	100		W. Ch. OR. HALL T. Lab Sec.	ALE DE LESSE		FARTING:	Committee of the second	97
cM capacity (veh/h)	101	361			787			***				2
		VII.29.1.29T 5.179+9-1		ig na significación.		abadareli:			la en			D M
Direction, Lane#	√WB 1	NB 1	SB									機能の
Volume Total Volume Left	4	851	853						graph of the man of a least the first and a first and	A STANDARY OF LANGUAGE AND		19
Volume Right	3	0 3	0 0									THE SECOND
cSH	123	1700	787						A State given sale set of metally a	t de ser ser se a ser a celebra	· · · · · · · · · · · · · · · · · · ·	R
Volume to Capacity	0.04	0.50	0.00						ET SER			4
Queue Length 95th (ft)	3	0	0		NUMBER OF STREET STREET		einstein der der State	And the second second second second	的程序 是研究所是原金的		13.4 11.1 12.1 12.1 14.1 14.1	100
Control Delay (s)	35.3	0.0	0.0						E MARKE			102 102 103 103 103 103 103 103 103 103 103 103
Lane LOS	. E	ম শক্ষেত্ৰ জ্ঞানজন কৰা কৰা	DRISE TAR TREATE EXTRAPORT	ARE INTEREST OF A STATE	46 47.2 W K W 8 B B B B B B B B B B B B B B B B B B	Secretary and the secretary an	E S = 2 20 46 25 25 10 10 10 10 10 10 10 10 10 10 10 10 10	COLVERS OF THE PARTY	at 12 Jan - 13 Jan - Jan - Jan - Ar - 14 dilaterit	TITE BOX OF BUT INCHES BY	the property of deposition in	
Approach Delay (s)	35.3	0.0	0.0									Standard St
Approach LOS	E											
Inte section Summary		排 。5		1.74	H-16 Par		8 7 4 3	the earth	die Militar		据 P F	The same
Average Delay	13000130		0.1								4.000.000	=
Intersection Capacity U	tilization		51.3%		SU Leve	l of Serv	ice		Α			Miles I
Analysis Period (min)		m recommendation	15	n news 1914 1916 1922 1	and in paid to the Print	an of Committee Committee (1975)	en en profit ji Tili Belleville.	THE STATE STATE OF THE STATE OF		ex empression of the		
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Movement - Land Sign	REB	EBT	EBR	WBL	WB	ŴBR	NBL	NBT	NBR	SBL	s.SBT	SBR
Lane Configurations	Part Province de Section	4	STATE OF THE PARTY OF THE STATE	The state of the s	4		Section of the Contract of the	43			4	SEE SEE AND ADMINISTRAÇÃO DE
Sign Control	THE PROPERTY OF	Stop			Stop	TEAT PARTY		Free		agus seisia	Free	A Marie Const
Grade	As both of the wife of telephone of the a	0%	e, al estanet sust et tur		0%	ele en	MINERAL TONE	0%	CEC AVE STANDAR SHE	test 2012 have between to	0%	Nucrousia and
Volume (veh/h)	4	0	4	5	0	16	7	1046	7.	8	1076	
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)	4		4	5.	Q	17	8	1137	8	9	1170	1
Pedestrians												
Lane Width (ft)					7-17-4 POI	The state of the s		13 建油				SECTION OF THE SECTIO
Walking Speed (ft/s)	Market & Market Market of the con-			,				and the second s	a Mari Maria da a cara antesa da la cara			
Percent Blockage												
Right turn flare (veh)	fotograp professorante e de la com-	ments out the sales of surprise	Lades expenses than to	AL 12 MINETON HET EVEN OF	to Chancer discourse by major age	w neder talence dans awa	s are not suggest out bore did thus	Spromprost Acts other for Nucl.	LITE THAT STORE WHEN	owania compresa contract	n sederasakun ameru	n eksekta Note telt en ore
Median type		MTIFE			WLTL					建物数		
Median storage veh)	desirante primality à 41 e	2	Americano de la composición de la comp	CONTROL CAME AND	2	relevatan	recommendado de producios	ra-ec-sential de la la	d helica harabet stry	Takasa a Minga ini Namuria	e- ei menerberaaraala	A 标为地位为 也。
Upstream signal (ft)		illa becept					Hill Comments			TERE A HEAD BY BUSH AND A STATE OF THE STATE		THE T
pX, platoon unblocked	1910000	100777	Mistra 4 Ace	etoby and		oced in concess while	erayaan u u u		weble maning			a)禁止權權/方45
vC, conflicting volume	2361	2347	1170	2348	2344	11141			Profession of	1145		
vC1, stage 1 conf vol	1188 173	1188	veriktater	1156	1156	urgigangana L		er televolul	enters meets	211 111 12 12 13 13 13 13 13 13 13 13 13 13 13 13 13	(次是) (本字表示)	e de la seu est
vC2, stage 2 conf vol	2361	1160 2347	1170	1192 2348	1188 2344		1171		WARRED TO A SECOND	1145	Marie 1932	· 1000000000000000000000000000000000000
	2301	2347 6.5	6.2	2348 7.1	2344 6.5	1141 6.2	24448	Pretonia i		1140	性感染性含变谱的	and property
tC, single (s)	6.1	5.5	0.2	6.1	5.5	1 0 Z						
tC, 2 stage (s) tF (s)	3.5	5.5 440#	3.3	3.5	5.5 4.0	3.3	22	nation (mark)		illio in i	T TO MENT	100000000000000000000000000000000000000
p0 queue free %	97	100	98	96	100	93	99	THE STATES	MENATE L	99		San San to A gain
cM capa ity (veh/h)	127	179	235	154	180	244	597	ereparita	* 1.34 東京日本の日本の日本の日本の日本の日本の日本の日本の日本の日本の日本の日本の日本の日	610		11/14/15/55
to your bise a management of a section of a section of degree and overlaid detections.		9111124	2334									
Direction, Lane#	■B 1	WB 1	NB I	SB		ilien e.					13	CH: H
Volume Total	9	23	Se the second se	1179							TARREST TO	to the proton of
Volume Left	4	5	8	. 9	Emparational relation	refrakt & early genoemte stivel	magnatz enegkkallafrenkrisk str. s	i designe est t	ay it places were more for the diffe	ndge i gjandston (41 an	性的學術也可以	PALE DESCRIPTION OF THE PARTY O
Volume Right		117.	8									
cSH	181	214	597	610		<u> </u>	en e krevenskih		n colonia nastata	#8450-eldint-ps	en en en en en en en en en	en management
Volume to Capacity	0.05	0.11	0.01	0.01		The street of the						The state of the s
Queue Length 95th (ft)	4 25:9	9 23.8	1 0.5	1 0.6			242 644 444	Harristan de la companya de la comp				NETTER PER
Control Delay (s) Lane LOS	だが ラグ・コイン・マーキー	States summer to the state of the	なかれらいない。	New York and the Party of the P			2779		Carrier de			ALLES VIEW
Approach Delay (s)	D 25.9	C 23.8	A 0.5	A 106						energia energia de condi- la consta en 1900 de condi-	e Baltania ini katema es y Baltania ini ini katema espir	
Approach LOS	D	-23.0 C		UU	Barry Hall	# W. S.						
	U	U										
Intersection Summary				i kata t	即於設計		中世史					
Average Delay			0.9									
Intersection Capacity Ut	ilization		72.0%		CU Leve	l of Ser	vice		HIGH			
Analysis Period (min)	details and decision		15	a math take at the								

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Movemen	WB	WBR	NBT	NBR	SBL	SBT						
Lane Configurations	A		1>			र्स						
Sign Control	_# Stop		Free			Free			THE THE PARTY AND THE PARTY AN			
Grade	0%		0%			0%						
Volume (veh/h)	6	2	971	S. S		1098					のです。 できる (10 mm) に対象 (10 mm	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	Code more with a data.	and and one of the freely deligion of these or	eron contiles vivis real in se	L. Duckey and sending arrive all entitless	hardh Mallin, ar ar Me ar Brother.	nalistrine.
Hourly flow rate (vph)		2.5	1055	0		1193	To a second					Firm of an in Linear of an in the constant of an
Pedestrians	Selakula de a tidu a to st	things the courter servings also get .	tim ktämidostum	age a ganggan samusayan namabut ab bad	hitrari when instrument on	ted 17 to 20% of new cir.	menerályotts szerzá) Servingless (Newward & Strate	n er til somt til er stell	LANGE AND	enust.
Lane Width (ft)											Topic and the second	
Walking Speed (ft/s)	tranced see	e are ste des fils et est seus des	mana artii bikinsan	r ceptert i reithe far far alls en	4 dideening	· Politopolitatis (255)	化色色体 心里不知识的	k-linki sa k-mambili (20%)	eraneder by the	ngilin inga pagasanya, 5 gé di j	Carrier and a state of the stat	The state of the s
Percent Blockage		1120112	Market St.								and the state of t	And to show
Right turn flare (veh)	187127		sadatakunukan esperi		en anama ang	Principality	BELLING WELL		Herenamen	erranderer	HALLEST SEE	730102 a s
1.5. 加加工工工工工工工工工工工工工工工工工工工工工工工工工工工工工工工工工工	WLTL 2				a state of the	County of the		VIII.				
Median storage veh) Upstream signal (ft)	110003330330	Charles and the Market	e de la deservación de la constanta de la cons	A CALL THEE	rather files		Marker Comme		PRE INVESTIGATION	arramenche	and the same of	はない。 は は は は は は は は は は は は は
pX, platoon unblocked				PREMIUE.						2 Add an ability		
vC; conflicting volume	2251	1055			1055		GENERAL MESSAGE	ALCOHOLD !			の に は に に に に に に に に に に に に に	19199
vC1, stage 1 conf vol	1055		PER SERVERS	2000111111			With the same			20-13-47-31		E E NE
vC2, stage 2 conf vol	1196	i de voltare	TAXAL TOTAL	55% T.2444	Ring spaces	THE TABLE	district		Wind Items			THE PERSON NAMED IN
vCu, unblocked vol	2251	1055			1055	The state of the second	minute of the latest	A STREET STREET	AND SHOP SHEET SETS THE		phase conduction and supplies and a supplies of the supplies o	11000000
tC, single (s)	6.4	6.2			41		541 - 18 C					
tC, 2 stage (s)	5.4	\$ 666 H H 12 T T T T T T T T T T T T T T T T T T	Division to the control of the contr	and the start	Fieren	encontrate e	To the state of the state	a a scale company			H353017C913H9C5395E0	5 97 E F F F F F F F F F F F F F F F F F F
tF(s)	3.5	3.3			2.2			THE PERSON NAMED IN		CECCION TO		
p0 queue free %	97	99	W W 12 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	an an an an an ann an an an an an an an	100	AT TOO APPENDING A STALL BUILD	to emphase the state of the state of	Collection and the second section (2) and a	A 40 1 24 2 W 1 2 1 2 1 2 1 2 1 2 1 2 1 2 1 2 1 2	adimining (fra: 6:4: a 6		
cM capacity (veh/h)	215	274			660							THE TAX
Direction, Lane#	WB	NB 1	SB	京学直接			医温度		1224		443117	
Volume Total	9	1055	1195				tedhi:5	and group a 1975 for		AND THE STATE OF		And the sections
Volume Left	7 7 T	0	Section of the second	Control of the second	*********	FURTHER BOOK	12 14 14 14 16 16 16 16 16 16 16 16 16 16 16 16 16		是 7. 10 10 10 10 10 10 10 10 10 10 10 10 10		transidading	T. Come
Volume Right	2	02				TETTE TETT				THE TANK I	rsaniogas Pariogas	The second secon
cSH	227	1700	660	DE 16 1 1 2 2 7 1 1	在1987年中中国第133	AMBELIE TAND	THE TENNED WE SE	SCHOOL BURGER	M fit to residence of the second	The second secon	Control of the second second	PACEL SECURIC
Volume to Capacity	0.04	0.62	0.00							· 计自己的 ()		
Queue Length 95th (ft)	3	0	0		1-0-1 a 4-0 ar 3-2 d 190 P a r 6	, company and par-	17-17-1-00-1-01-1				Separate Sep	
Control Delay (s)	21.5	0.0	0.1									Characters of a
Lane LOS	С		Α						and the second s	Analy 2010 an engine	had cooling and the state of the first to the state of th	ent Conservation of
Approach Delay (s)	日本 日	0.0	0.									
Approach LOS	. C											
Intersection Summa	11 77 214		135-11									
Average Delay			0.1	1000		7. 2 4.00						
Intersection Capacity Uti	lization	THERE STATE	68.6%		CU Leve	of Ser	vice	THE PERSON NAMED IN	G			
Analysis Period (min)	~ P.S. CO. C.	aug 10 mars (1 के 10 17 हैं) (15	r ere man sentent is till.	AND DESCRIPTIONS	mananance erec c	- 1-7-2-77G-152	· · · · · · · · · · · · · · · · · · ·	#: WENEYS #14 #2 #28004	erer rom droppe i dil altabera i	· ·	
												SHOP THE STATE OF

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Movement.	EBL	HEB	EBR	WBL	WBT	WBR	NB□	NBT '	SNBR	SBL	#SBT#	SBR
Lane Configurations		4			4			4	,		4	
Sign Control		Stop			Stop			Free			Free	ENDERDY.
Grade	INTO THE PARTY OF THE PARTY OF	0%	FY AF ALVERA AN AN AL F	Mary Alfred Ann and An	0%	Com ar opania er ar ar Elia.	THE STANCE OF THE PROPERTY OF	0%	у ылжандары ылынын органын калындарын а	No. 3. reserve to to to differently on 11 to 1	0%	NI PORTE PER LE
Volume (veh/h)	4	1101	4	4	0	28		892	₄ 25	4	911	7
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)	4	0	4	4	0	30	3	970	.27	4	990	8
Pedestrians							11 4 11 11 11 11 11 11 11					
Lane Width (ft)											**************************************	
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)										and other was do not be to		
Median type		WLTL			WLTL .							
Median storage veh)	to d'universe at term conserve ant cons	2			2			and the state of the state of	for a contract of the second section with the section with the second section with the second section with the second section with the second section with the section with the second section with the second section with the second section with the section		Products are a reduced to a	h 1.5-marath what or 2%.
Upst eam signal (ft)												
pX, platoon unblocked	er e	Dr. galgi v Armalyin svoliji k, Armay'i knakyy ama s	and the second section is the	المواجعة الم	reducina or with America	h a'r wan a won o won will in ha	Andria gramman a	ny nyon a nya 1478a takamba sa	Editoria	marriados marios más carromanas	of the same that the same and	tion 150. We the root solvert
vC, conflicting volume	2023	2006	994	1997	1996	983	998			997		
vC1, stage 1 conf vol	1003	1003	e va eledebal de re adecta	990	990	Patrick and to the View to 1	d ann ar maganga ar ann ag a	of facilities of the Health We	a r m m, un er erhon hannann	naith in crobillides cro	ha for gooding to one in the house of	ers and A Salak radiodiscus as
	1020	1003		1007	1007							the angle because of the
vCu, unblocked vol	2023	2006	994	1997	1996	983	998	enge der g. Lie soven blief.	nti filmë vivanda rakatizatinë e	997	Early Manager at the light angular	de tinde spatisfications deal inches of tinde
tC, single (s)	7.1	6.5	6.2.	7.1	6:5	6.2	4.1			4.1		PERSONAL PROPERTY
tC, 2 stage (s)	6.1	5.5	Security in the second security	6.1	5.5	zácksaho <u>z</u> ola <u>zna</u> sz	salta e Salta de Leon e e e trateo	per meet place at a meet	ensi Kasilikderer era	20 8 40 0 1 8 4 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	a swar a march	E 16 18 (81700 190 1911)
tF(s)	3.5	4.0	Carlo all a Mallac Spring	3.5	4.0	3.3	2.2			2.2		S. S
p0 queue free %	98	100	99	98	100	90	100	ol augustos resoltate	tea tembéra maja az az	99	is Fift 2 to the bo	Ministration of the second
cM capacity (veh/h)	187	225	297	202	226	302	694			694		サールマード 日本 100
Direction ane#	EB1	WB 1	NB 1	SB 1					H.		f"at"	
Volume Total	9	35	1000	1002							HOWALL CO.	en damen territoria Fred 2016 Salaritoria Chicaro (Fred 1982)
Volume Left	4	4	3	4	y Jan - Charlest may hing bridgings; ager	rearrad i terropropropropropropi Sprops		and and contract of the second of the second	s ranstone, en men en la habase ald	in a se on the last agreement that the	eshilik moras oldali kansele	nergy, if soon also degenerates the other
Volume Right	4	30	27	8	学生 20mm (大学 20mm) 2 mm (The 20m							を できる から Min のない なん に まいない なかられる かっかった ない に まいない なかられる なった ない に まいない ないかい ない ないかい ない のできる ない かいない ない
cSH	230	284	694	694	N. CO. CO. CO. CO. CO. CO. CO. CO. CO. CO	E SELANDE AN APLÈCE TO	zo ma antanuarismos	Madharametriket (b. d.)	um prominsk skrijkanskommen i	en allumpung dir ia	. S. ope investor	ransa dikananga, kabawanga
Volume to Capacity	0.04	0.12	0.00	0.01	Siparticia da				Windle of the state of the stat			## 17 m 1 m 1 m 1 m 1 m 1 m 1 m 1 m 1 m 1
Queue Length 95th (ft)	3	10	0	0			www.comen.com		CALCALL STATE OF THE		THE STREET STREET STREET	40% o ment x 22
Control Delay (s)	21.3	19.4	0.1	0.2	de Artista probable de la constante de la cons							
Lane LOS	C	С	A	A	eres y Greatestan	t contraction de description	NOTE IN TRACTOR STORY	DEMERSIANES	12 12 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	Supplication of the second sky	Orbital State of the State of t	Lancinian discontinues (Co.
Approach Delay (s)	RINGS THE STREET	19.4	0.1	0.2	Frankling Const							TOTAL STATE
Approach LOS	С	С						•				
intersection Summary							化型数		自語			
Average Delay			0.6					TO 10 11 11 11 11 11 11 11 11 11 11 11 11				
Intersection Capacity Ut	ilization		61.3%	1	CU Leve	l of Ser	vice		A B			
Analysis Period (min)	h-4		15		no di Calabana ann				and the second second second second			ar de la

	€	*	†	1	-	1				
Moyement	WBL	WBR	NBT	NBR	SBL	SB				拉性 蓝
Lane Configurations	Y		1			4				
Sign Control	Stop		Free			Free				
Grade	0%	tra Transc ARM is the Assessment	0%	The same dealers for the Name		0%	and a survivor for the state of the same at the same as	ne nin e hald in the branch persecupan	agreemen die araberte was not in 2000, auf wie die 1990	i. – þýð darður sam skrá skrátskyrkning vir skrá
Volume (veh/h)			874	3		880				
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	enternant and	Zelemajori i Aleni (ran		PROBLECTES SOF
Hourly flow rate (vph) Pedestrians	3		950	3	0	957			Shipping At Man and to State Sources.	
Pedestrians Lane Width (ft)			en savence	acene este	Greek Harar	SECONOMINAL SECONDARIA				
Walking Speed (ft/s)	A SENSOR MARKET	THE STREET							Transfer design to the line of the con-	
Percent Blockage	ELECTIC PERSONS		TATE WAS IN							Maria Maria
Right turn flare (veh)			TO SERVICE SECURITION OF SECUR	PRODUCTION OF THE PARTY OF THE		计算的数据的证据			Sir kiri e Guard Silak	THE MANAGES STATES WITH THE SEC AS
	WLTL									
Median storage veh)	2		Z 2 7 7 7 9 4 6 7 9 4 6 7		The state of the s	P. 79 X 850 (PLG SL X-1 FIL	COLOR SEASON SEA	444 mm may 4 4 7 4 15	1910)-1914 A. S. T. S. S. S. S. J. S. T. S. S. S. S.	io. (10) pp. y ave in pr
Upstream signal (ft)				11272						
pX, platoon unblocked										
	1908	952			953					
vC1, stage 1 conf vol	952	מומילים מרכים ביין אויינוער שלייני אל	de animas Products des animas estado	sa e Pitarymatric	int brother than on Month & or	LAPETONIS DISTRIBUTE	el d mellous padents to th	enersia 在中央工程以及	DANG BY ALDALI TREBUNDON TO THE	than engineering violate that
vC2, stage 2 conf voi	957	A CONTRACT OF THE PARTY.						The second contract of		PACE TO SEE STATE OF THE SECONDARY
vCu, unblocked vol	1908	952 6.2	PARK DEGRAND	SEE SEE	953 4.1			ESEVENHERALE		
tC single (s) tC, 2 stage (s)	6.4 5.4	10.Z		A Property of the Control of the Con	NEED THE SERVICE	A STATE OF THE BURES			AND SECTION AND THE BECKEN	
tF (s)		43.3	を見るいという。 では、1 とうことでは、こうなり		2.2					
p0 queue free %	99	100	ELEVITE	PRINCIPALITY	100	MARKAR SER			tinire serati	Bern Allender Con
cM capacity (veh/h)	268	315	114		721					
V 0.5117 51 20 5127 34 14425 14 644 2 41 644 2 54 54 54 54 54 54 54 54 54 54 54 54 54	WB	NB1			erenistiil Perenistiil	THE REAL PROPERTY SAV		mada dalah kada katan dari Kanan Sanah kada dari		
Direction, Lane,# Volume Total	νν.Β. 4	נ _י או 953	SB 1 957		resignation	Property Property		One Helenation		
Volume Left	THE STATE OF THE S	0	0				E E E E E E E E E E E E E E E E E E E	The state of the s		
Volume Right										
cSH	278	1700	721			EDDAY CHARGA	PREPRENCE T			
Volume to Capacity	0.02	0.56	0.00		1 0 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	CHARLES ALL				
Queue Length 95th (ft)	**************************************	0	0	年 第 - 教 7 前 (4) 22 ・	seedlesteed (14 5-1 the dra.)	300 8 A (3.42 b) 4 8 4 5 5		हिन्दि हिन्दि है कि है है कि है है कि है	or and the second second	HERE'S COURSE VALUE OF THE
Con rol Delay (s)	² 18.	0.0	0.0	erinalization of the second	では、かられることでは、 というでははいいではない。 というではないできません。 というではないできません。					
Lane LOS	С		2	A I THE PARTY OF THE		A			Table	
App oach Delay (s)	BAR ANTALLE	0.0	0.0		\$115 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0					
Approach LOS	С									
Intersection Summary			44 i 14 ji 24							
Average Delay			0.0							
Intersection Capacity Ut	ilization	Printer of the state of the sta	56.3%	Fig. 1C	U Level	of Servi	ce	Esta B		
Analysis Period (min)	The state of the state of		15						The Art - Marriage and a service of Carlotte	and the second second second second

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Movement Till House	(BBL)	EBT	EBR	WBL	WB	WBR	NBL型	, NBT	NBR	SB	SBT	SBR
Lane Configurations		4			4			4			4	
Sign Control		Stop			Stop			Free		The second of th	Free	10 10 10 10 10 10 10 10 10 10 10 10 10 1
Grade	22547215223 2 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7	0%	anner on organization our strike	termon differentiality or or and	0%	no new har denkar grandshi samaranka	Prosing shad yet negotier to orne	0%	e better ne e servenesses	WINDERS TO PARKET	0%	real of armina trainer to
Volume (veh/h)		0	3	5.	0	15		960		8	1004	
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) Pedestrians		0	3.	5.	0	16		1043	8	9	1091	Paralle Property
Lane Width (ft)		Gebruik an der		HEUST THES				erities.			12 18 18 18 18 18 18 18 18 18 18 18 18 18	POPULATION A
Walking Speed (ft/s)				THE SHARES	erratura.	ATAIREATA	12, 12 4, 14 14 14 14 15 15 15 15 15 15 15 15 15 15 15 15 15			ministration of the section of the s		ALINATIVE CONTRACTOR
Percent Blockage			HIRESIE			nente de la companya	*********					GANTER SE
Right turn flare (veh)	Service Or Section Section Were a		Andreas and and and a	記憶器器 存 据外籍	MARK SEED	CONTRACTOR SALES	Carrier of Contract of Spines of		TECHEREN LERW	的一种中央企业的	Websire Profession (国籍的种种电
Median type		None			None		ではない。 では、 では、 では、 では、 では、 では、 では、 では、					EN HELLE E
Median storage veh)	WAR AND LOUIS NOT THE PERSON NAMED IN	San annother than the sta-		TINE PERSONS	THE PERSON NAMED IN CORP. CO.	2 25.27 80' 5.25.29 25.29 25.49	6.4222-3144 St. 2414414	A-188 & 1875 To 21%, 14 G		min den Bermari Blend VII V.	A CONTRACTOR AND A CONTRACTOR	educing are define according to
Upstream signal (ft)						1000000000000000000000000000000000000						
pX, platoon unblocked	and alternative and states and so,	e Ottor wage no rinan e p dan	ndg payndaynna, nith naget as tigliss as		e au un suem source reces en en	enanger set in removement story	reflective earlies in wide	n action was brown to	manus managaponagasis say as	gg han nek d l skravnoghak Sky st	gggginvelledji, elmegven nab av	representation of the contract
vC, conflicting volume	2175	2162	1092	2162	2159	1047	1092			1051		POR STATE OF STATE
vC1, stage 1 conf vol	terrenan	ererentia	医放射体化剂 1.3 [2]	newspared as		MAKEN PER TUR	dave e e e e	b. To dery dies session of the opposite	intraction in	ing species	mericani decim	H. N. L. T. W. S. L.
vC2, stage 2 conf vol - vCu, unblocked vol	2175	2162	1092	2162	2159	1047	1092		However Live 2 2 5 E	.1051	A COUNTY OF STATE	を の の の の の の の の の の の の の
tC, single (s)	2173	6.5	6.2		6.5	6.2	4.1	を を は は は は は は は は は は は は は		4.1		
tC, 2 stage (s)			RECEIPTION OF THE	POPULISTA SERVICE	COATURATURE STATE	技器時代為一般	the Course			基础证据		STREET FACES
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	97	100	99	84	100	94	100	4 4 5 4 7 8 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	obel sekell des sessies des es a une e Ve	99	ret wrain the ets total is in the	nue sennett metric Tul Mil 1911
cM capacity (veh/h)	31	47	11261	33	47	277	639			662		
Direction, Lare#	EB	WB	ŊB 1	SB					a ₍₄₁ 3131)			
Volume Total	4.	22	1052	1101								
Volume Left	1	_ 5	1	9	one also me the make at 's. To de	LINE SHOW A SHARE ME A TOP	-1.45 . Card Andrews	of horse draw a barrier hazar	NEEMTHU AND CHATSETTS TO	and the Property of the State of	74.76 8 W. T. TWALL & W. TV	and the state of t
Volume Right	31	16	8				F7-57-57		And the second of the second o	19 19 2 mg 49 12 4	All the light to the section of the	HALL STA
cSH	92	98 0.22	639	662		eren nesams			yayacaracus)	10.0100	Market State of the	Chartery
Volume to Capacity Queue Length 95th (ft)	0.05 4	20	0.00 0	0.01 1	The state of the s		Barry year		TERRATE AND THE PROPERTY OF TH	THE STATE	A CHARLES OF THE CO.	CARL SAN
Control Delay (s)	46.2		410.11						HAT WATER			THE PARTY AND A STATE OF
Lane LOS	E	F	A	A	PROPERTY AND STREET	Section 1		AT MET SHEET SHEET	PHILIPPIC		Sylderical and significant	
Approach Delay (s)	46.2	51.9	0.1	0.5				AHEE				1545 S. S. S.
Approach LOS	E	F		TO THE BE SALE AND THE		25. 17号列的工作XX		TOTAL PARTY OF THE	1 15 military was 18 18 18 19 19	Carta da dina State Made	idlere sed drusie ee zu zhoo	rende militar in interes
Intersection Summary												
Average Delay		THE PERSON NAMED IN	0.9		O STATE OF THE OWNER, OR SHELL OF		WORKER CLOSES #35:	2 24 W. W. W. 60 12 P. T. 60 12 M.	AND DESCRIPTION OF STREET	or all terms MER State Si	gant the marks are the stane	the short and the sail
Intersection Capacity Ut	ilization				SU Leve	of Se	rvice		С			LUSTED STORT THE RESERVE
Analysis Period (min)	sower et sit y' stiff \$1566	THE PART OF STATES	15	· · · · · · · · · · · · · · · · · · ·	ments and a resource does d	Andrew Control of the Control of the Control	ALM STREET, M. STREET,	and white the ball market by	for a money in the time for the party of	NOW CLASSICALLY	- 14 M P T T T T T T T T T T T T T T T T T T	ಬ್ಯಾಂಡಗಾಗಾಗಿ ಪ್ರಚಿತ್ರವನ್ನ
	mande annonio de Parinte de mente Parinte de mante de Parinte de mante de la Romanda de la compositione de l								Fire the fire		THE RESERVE TO PARTY OF THE PARTY OF T	

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Movement	WBL	WBŘ	NBIT	NBR	SBL	SBI					
Lane Configurations	A		4			4					
Sign Control	Stop		Free			Free			Commission of the second of th		
Grade	0%	The embed accepts	0%	nig milyaddd 16 ac	PROBLEM WITTING	0%	ėtypies margarijai		entrandra arabig 1919ag	244-8-00-9-00-00-00-00-00-00-00-00-00-00-00-0	ngser#so
Volume (veh/h) Peak Hour Factor	0.92	0.92	876 0.92	0.92	4 0.92	1026 0.92					
Hourly flow rate (vph)		10.92			0.92						
Pedestrians			Service of the servic		off allower at the annual registration			A Plant Till Some State		in the second control of the second control	enterweiten)
Lane Width (ft)											
Walking Speed (ft/s)	Constitution in the state of	Secretary and Secretary of the	2011-1-0-1-1-0-0-1 # v	a fire as the second as not a	of the bridge of sometime	. (and the second s			
Percent Blockage											4. 40. 42. 12. 13. 42. 42. 12. 12. 13. 42. 14. 15. 12. 1
Right turn flare (veh)	ESENDOLES SE SESHORIS	in outling		THE RESERVE OF THE PARTY OF THE	********		on only Appreciate Section 5	enipäraikusikus Kaipäraikus		energa e energ	erenen
Median (ype Median storage veh)	None							1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1			
Upstream signal (ft)					THE PARTY		EZWYKIMEN				KITT
pX, platoon unblocked	T YOT IS NOT THE APP APP APP APP APP APP APP APP APP AP	がかいからからで では、ほんだいが、なった。	alem braka	A SHIRE CONTRACTOR OF THE PARTY	TRESTROKES!	Hereigh Madell	TOTAL TAXABLE STATE OF STATE O		正安司等对外地域的 246	t Bestellen abstelle 125	· (* 6. 11. 11. 11. 11. 11. 11. 11. 11. 11.
vC, conflicting volume	2077	953			953						
vC1, stage 1 conf vol		7. ha .in th m a. 15 arms	Per a Contraction	v 0 - 4 to the above and	no e finition della mana anche	and all the second second second	survey divers a 17th Kinderdamanası	and the second s	the programmer over state of the	indesimalalise salisbaai salisba	Maria Company
vC2, stage 2 conf vol	A PARTIE OF THE PARTY OF THE PA										100 m
vCu, unblocked vol tC, single (s)	2077 6.4	953 6.2	ez establea		953	Terrenia.		\$200000 BERESES			at and or 16 July
tC, 2 stage (s)		Harris O.Z.	estenii:		Solve Third				e ith and things from a C-D-paraments at 6.1	กับในกรี คือกา (18 กับว่า	
tF (s)	3.5	3.3			2.2					CHECKSILLAR CHECKSILLAR	200 年 15 00 00 00 00 00 00 00 00 00 00 00 00 00
p0 queue free %	48	. 97	18.光、神·敬·歌·致·声·疏·	4. 14.25 c 45 Top. 16 To 16 To 16 To 16 To	99	STAND STREET, STANDARD STANDARD	· 5:24 BL/8 47 RC 49 M/4 = 45404	h taki kiki saka Antai siiii	C-4. Z/3 X ⁻¹	Mode The Mil Thore with Mil Little will office when he's	Self-de year of Disself Fig. 122
cM capacity (veh/h)	59	314			721						
Direction, Lane#	WB 1	NB	SB			1. 模括		t distribute			长旗
Volume Total	40	953	1120								
Volume Left	30	O WINE HOUSE WITH THE PARTY.	4	THE PERSONS	A de mai in deposit est despital i	ente imate interiore	CP-T-EC -PC -W. LEARNING BASIN BASIN - BANK	MALE CARELES WAS IN STR		A A SECTION AND SECTION AS A SECTION AS	19.0 (1). W. J. W.
Volume Right	10		0								
cSH	73	1700	721	MARKS STATE	e e e e e e e e e e e e e e e e e e e	TERRES		araratu ekkil		them we also that all all out-	at the same of the
Volume to Capacity Queue Length 95th (ft)	0.5 <u>5</u> 59	0.56 0	0.01 0		1244.036.64.7 143.016.05.4		is it is the same of the same				## # # # # # # # # # # # # # # # # # #
Control Delay (s)	103.0	0.0	0.2	TENERAL				A MERCHANINA PRI GEO GAN ATTA			20 mars 4 4 5
Lane LOS	F	Pride riski in Walesberg	A	TINDRAIW.		自己的名词复数 在 其中		台目的 的 现象性的处理	ere Preside Si		H-FRINGS
Approach Delay (s)	103.0	0.0	0.2								######################################
Approach LOS	F										
Intersection Summary					萨琳那	W					
Average Delay	Sangundang dagkar berektarak s	and electric reasons	2.1	ragnussas other data program as	STEETERWAY.	nasanan padagan s	verkerkmener ber et		THE SHAPE STREET	TOO I & COMET'S OF SECURICS OF SECURITY	erreni.
Intersection Capacity U	ııızatıon		57.2% 15		Leve	l of Serv	ICE THE				ST PROPERTY.
Analysis Period (min)					PARALLER						
1466 HETEROTER STREET	CONTRACT OF THE PARTY	社员等等的政策。		reasters.	Chest Street		RESIDENT SURF	THE STATE OF THE S	The base of the same of the same		

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Move ent	HEBL!	BT	EBR	SIV/BL	WBT	WBR	NBL	NBT	NBR	SBL	SBT.	SBR
Lane Configurations	4	4	33 70	This hand water to the	4	100 pt 10 ap 10 11 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		4			4	and it may be delicated.
Sign Control		Stop	TATE OF THE PARTY		Stop			Free	Market Service II		Frée	
Grade	a direction of the same of	0%	3 4 4 4 5 A MIN MIN COS OF FAM.	***************************************	0%			0%			0%	
Volume (veh/h)	E PURE STATE OF THE PARTY OF TH	0	a carrie mine	4	0	35	6	795	30	4	818	C0568938051251515
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)	54	0	13	45	0	. 38.	7	864	33	4	889	14:13
Pedestrians		AUT IN WALK MANUSE I	eropopanii (i)	or the service and the service of th		The second sub-annual pro-frequency	Tive en a gan	andstanener	TOTAL STATE			LESSON WATER
Lane Width (ft) Walking Speed (ft/s)										新日本公司基本日本		France Va
Percent Blockage	erieszetesi		e de la compania del compania de la compania del compania de la compania del compania de la compania de la compania de la compania del compania de la compania de la compania de la compania del compania	n total schemate Kalada i di Sala	164 566 574 I	TOTAL STATE OF THE				er anner a se bener se Se san er a se bener se al	電力を表する場合は	
Right turn flare (veh)	rii (Sill) sapaal kommunika aran			The state of the s			The second	神道を かんない		FREETERS	ELANGER .	THE REAL PROPERTY.
Median type		None			None							
Median storage veh)	n in the section of	With North or Designation		HANDIN MILLION	Mars Holden 200	Market P	e incerence	ESESH AND IN				ulennem:
Upstream signal (ft)			11 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	The State of the S				Market Court from Account	ov alter		1/4 25 7 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	A CAREER STATE
pX, platoon unblocked	7, 17 of 43 of 1895 religion.	State (St. St. State), State (1975) and st	1496.0 \$10.000	175 II. II. III. MEA-EL-200	in der the off the state of the the	TO THE A SHAPE ASSESSED BY NAME OF	10,4% & 46, 161,15 KL 46, 17 XL	可是安计说下 网络红色 电微晶系统 电磁电池	TART THE WAS ASSESSED.	THE THE PERSON	(1) (1) (1) (1) (1) (1) (1) (1) (1) (1)	Will William Street
vC, conflicting volume	1836	1814	896	1811	1804	880	902			897		
vC1, stage 1 conf vol						th all references to the state of	almost deduction	na mena aw dalle as a ray of	North and Device allow decays are and	North Name Parable and Carlot and Add	la contrar del 19 a Con Charles	State on the National Print
vC2, stage 2 conf vol		Carrier of the control of the contro								Tive San E	AC CONTRACT	THE PARTY OF
vCu, unblocked vol	1836	1814	896	1811	1804	880	902	THE CANADA STATE AND A STATE OF THE CANADA STA		897	Est-suma de consti	0 for a color of the
tC, single (s)	7.1	6.5	6.2		6.5	6.2	4.1		THE PARTY OF THE P	4.1	The state of the s	
tC, 2 stage (s) tF (s)	3.5	401	3.3	3.5	4.0	+3.3	2.2		Parria Sal	2.2	THE FIRST WAR	1000000000
p0 queue free %	ა.ა 89	100	96	92	100	89	99			99		
cM capacity (veh/h)	51	100	339	58	78	346	753	regardist 177		757		Carlot Silver
The section of the se	nga jagi sa dasiya da	ire esember	TOPE STANDARD BUREST SE	PERMINE	2111786742			REVERSE HE			nelekset	
Direction, Lane#	EB 1	WB1	NB 1	SB 1								
Volume Total	18	42	903	907					12371		to the section of	the state of the s
Volume Left	5 13	4	7 33	4		SEMPERING	SHARTINGS			GUINDESI	用型式建筑体系设	Mark Parker
Volume Right cSH	128	229	753	757			THE PERSON AND THE		PRINTER STATE	The second second		
Volume to Capacity	0.14	0.19	0.01	0.01						THE CALL FALL THE MEMORY.	100000000000000000000000000000000000000	Signatii I
Queue Length 95th (ft)	12	17	1	0	256 P 115 P 25.5				PER HARRES		Entra America	
Control Delay (s)	37.8	24.3	0.2	0.2		A STATE STATE OF					The state of the state of	CONTRACTOR OF THE PARTY OF THE
Lane LOS	E .	C	A	A	are a serie of a serie of		ાં અંતર્જ જેવા સાથ કે ફાર્યોના	Zer zortev Pe	e pro esta processa di.	sê AMIDANA PAR (A	1966年-1966-20mm 20mm 18	A CHILLY SPORTS OF THE
Approach Delay (s)	37,8	24.3	0.2	0.2								217712
Approach LOS	E	C				W 44 11 11 12 14 14 14 14 14 14 14 14 14 14 14 14 14		Carried Co.				
In rection Summary				1								
Average Delay			1.1							,		
Intersection Capacity Úti	lization		57.9%		CU Leve	of Ser	vice		В	n ingr		
Analysis Period (min)		AND A SECOND SECURITY SECURITY	15		v round sporter di	and the second second second second						
		CONTROL OF THE PROPERTY OF THE			TO THE PARTY OF TH		1112 2314	A HARACANA				

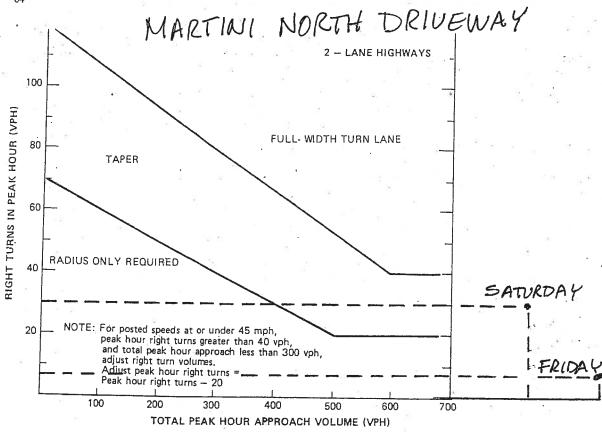
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Movement III	₩ <u>B</u> L	WBR	NBJT	NBR	*SBL	SBIT	铅用数学				
Lane Configurations	W.		4			र्स				. /	
Sign Control Grade	Stop 0%		Free 0%			"Free 0%	Service of the servic		THE STATE OF THE S		A STATE OF THE PROPERTY OF THE
Völume (veh/h)	51	2	780	6	2	-785					the content of the second
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	Section of Breing Contract	TOWN THE THE SHORE OF A SHE STORE	2 Metalistas distanti		rensekstøvens ja
Hourly flow rate (vph)	5.	1.2.	848	7:	2	853		PAGE PROPERTY FREE BETTER TO BE SEE			
Pedestrians									L A THE WORLD A THROUGH AND A	constant as well and it and it also the	and a series of stages
Lane Width (ft)											
Walking Speed (ft/s)	e-constanting	नोर्ड के नहीं-कारण कर क्षण कर देश	Standard every	90000000000000000000000000000000000000		叶孙书里从前三 亚艺	i de la desta de la marco de la compa	en e	Programmy baseling	entropologica anti-	(数/数/数/数/正定。
Percent Blockage		ALIST RESERVE				Col 911 14 Co	Property and the latter			Carlot de distribuit de la Carlot de la Carl	· 新疆·· · · · · · · · · · · · · · · · · ·
Right turn flare (veh) Median type	None		e state of the c	ra principal mententi Principal mententi	l Warie Tolks			41676407761;		an about the same	
Median storage veh)	ALACA BENERAL	in decina		And the Co.		W. C.	Sak in produce coul	E FERTAL STATE		· · · · · · · · · · · · · · · · · · ·	HITTAK TER
Upstream signal (ft)											
pX, platoon unblocked	SAME FOR COURT	A THE CASE AND A STORY	eren erene erene er	It flotted with his an in the	Canalan Inda	A. A. Carlotte and and and and		Sept. Reflig Asse, Serily LBTL 52 TLT	parti mendri di di dilibian se	KF BOLDEZERBI HANR 4,965-12+3	make sand special street
vC, conflicting volume	1709	851			854						
vC1, stage 1 conf vol	AR CORN MARKING AN INCIDENCE	and the Standard and the	entran alla Prote di salta ariona		de and the death of all decembers on	no to the control of the control of the	ACM management may be an observed.	all a service of the test of the service	er et mit Alfaultust lite auchs, so visse	erytare a resultable balls after an	r Design in 2009 and make
vC2, stage 2 conf vol											A Committee of the Comm
vCu, unblocked vol	1709	851	ipina maratanan		854		ETHERNWARDS	ermokatolovi	Transmission (in Deposit House	PLEASINE WERT
tC, single (s) tC, 2 stage (s)	6.4	6.2			4.10		ned a plant		The second state of the second		
tF(s)	11251	3.3		100	2.2					15.45 克利·斯特·特·克克克克克克克克克克克克克克克克克克克克克克克克克克克克克克克克	14. Christian (17.2)
p0 queue free %	95	99	WAY TO STREET STREET		100	the second	PARAMETERS.	CERTIFIER	Act and security of the court of	SENERAL MENTAL SERVICES	The state of the s
cM capacity (veh/h)	100	360			785		Maria de la companya				
Direction ane,#	WB	NB 1	SB 1				i i i i i i i i i i i i i i i i i i i				LINES A
Volume Total	8	854	855						Section (Section)	Transfer of Calif	
Volume Left	5	0	2	to remain for	Man activities and the second	CH Constitution	A SECTION OF THE PROPERTY OF T	(1) 10 10 10 10 10 10 10 10 10 10 10 10 10	TO SERVICE STATE OF THE	经企业的证明的证明	を行れたからないは?
Volüme Right	2	127									# 10 mm and 10 mm
cSH	126	1700	785		THE STATE SHAPE WITH SALES COM	2.40.1 W 6 00.4 W F					
Volume to Capacity	T THE TAX STREET	0.50	0.00								
Queue Length 95th (ft)	5	0	0			rapresentation		Englisher & & Barb	of the second chief Alfa Solid Whichile	And the physical section of the sect	CONTRACTOR
Control Deláy (s) Lane LOS	35.5 E	0.0		A demanda in wend	Marie Street Street			AMERICAN AND AND AND AND AND AND AND AND AND A			THE REAL PROPERTY OF THE PARTY
Approach Delay (s)	35.5	0.0	A 0.1	e actioner hande a color		al on home of high to the fit. The last of the fit is the fit.			CI PROPERTY PROTOCOLOGIC	Environment of the second	
Approach LOS	E	1000 + 1000	100 Page 201	rear out of the	The second of the second					164614 34669	
	EVETYPH THE BUILDING	P MARKET THE TAXABLE TO S				i e ristovani		en el ver constitute	THE PROPERTY OF THE PARTY OF		
Intersection Summary			0.2								
Average Delay Intersection Capacity Uti	III ANA			Istoliany	CU Leve	of Ser	Vicality		Δ		Germanet.
Analysis Period (min)		in the little	15	ANTARES	SOUTENE		WILL STATE OF			endina an an	STERRIBER
The second of th			ACCEPTATION.	对数据的			The state of the s				NICE OF STREET

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Movemen	EBL	∰EB ⊪	VEBR.	WBL 5	WBT	WBR	NBL	NBT	NBR	SBL	SBIT	SBR
Lane Configurations	D/0.007 - 2. 11.2	4		370,000 A. 00.00 V. 20.00	4	Design of the second		4		Proof to Aller IV GL-17 GER-16 SHEE	4	
Sign Control	Erica de Constituir	Stop			Stop	Colored State	TITLE H	Free			Free	Constant segre
Grade.	me-wan maa a kantu niref	0%	1 - You are known with restriction of a	ar in a sun of superior of the state of	0%	aproprieta in the set for the se	There is to provide a post of the provide of the	0%	Statement in man 5 met 25 and		0%	
Volume (veh/h)		. 0	3	5	0.1	15		1055	7.		1079	
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)	1.1		3	5	70	16		1147	8	8	1173	
Pedestrians	engrana a si an quitto.	chromosomic accommons so as	wanes as to a complete	the or dollars - of stepse	ARDEL ELA ELA STOTOTT	t material disease as	Makatamana mun	rosperá procede esta	eur zanarepea	rychiai ag a zancassit	A THE DESIGNATION OF THE A	21/24/24/2009
Lane Width (ft)									ir wil			
Walking Speed (ft/s)	CHICATORY PANE	PSEA CHELL	\$121\$12423*##\$#	detais availius	Silikaran karang daran	STIPE PRODUCT		ratsatiit	in and the second	and and a	achereta	を世界が独立や
Percent Blockage	A BATE OF THE PARTY OF THE PART			THE PERSON				到到数数				
Right turn flare (veh) Median type		ANTECHA!	5292555	The same of the sa	NAVEST ESS	TEMPRES IN						
Median storage veh)	The First State of the	2 VYL-1L	HARVA		2	1990年11年12日 1591年11日 1591年11日	a refer to		TARINE S			
Upstream signal (ft)						The second second						
pX, platoon unblocked		The print of her every	Tries of the	h inter hand at the first		新加州主义	Secured of the second of the s					MICARIO
vC, conflicting volume	2358	2345	1173	2345	2342	1151	1174			154		
vC1, stage 1 conf vol	1189	1189	Mila de la Archie	1153	1153		meer-ker	建设设置	A STATE AND A STATE OF THE PARTY OF THE PART		おおうずる できたさら	
vC2, stage 2 conf vol	1169			1.192	1189					COMPANY AS		
vCu, unblocked vol	2358	2345	1173	2345	2342	1151	1174		Marie Service	1154	DE 新建筑等计1000mg	ial resignation a
tG; single (s)	7.15	6.5	6.2	74	6.5	6.2	4.1	Taller and a		4.1		VISTORIAL TOP AND A STATE OF THE PARTY OF TH
tC, 2 stage (s)	6.1	5.5		6.1	5.5	6 S + P4 NODE TO CSE STORY			36 0004-60-195 EZEC 9.15 &	Contain send of county may	A CORE OF THE STATE OF THE NO	the Control of the Control
tF(s)	3.5	4.0	3.3	3.5	4.0	3.3	22			2.2		A POPP OF A
p0 queue free %	99	100	99	97	100	93	100			99		
cM capacity (veh/h)	150	181	234	158	183	241	.595			605		
Direction Lane #	В	W <u>B</u> 1	ŇΒ	SB 1		生,指注	計劃設計					
Volume Total	4	22	1155	1182								
Volume Left	. 1	5	1	8	e na narramanhan da Javah Marina	Management of the Section of the Sec	autor of artificial authorization to	and the same is a same of the same of	rry etroperior, is duri nabello	g thay april 270 before op to happ 178 or	CONTRACTOR OF THE STATE OF THE	erribedh sur van banderite
Volume Right	3	116	8	1						PARTITION IN		
cSH	205	213	595	605	Handyan albertoer Berner stanger, but took	CONTROL AND AND AND	OTAS OF PUBLICATION AND		e everenda ina ila	sa engley, we elekter	recognization action	rates at the state of
Volume to Capacity	0.02	0,10	(中央自2000年)	0.01								
Queue Length 95th (ft)	2	8	0	1	A SHOULDER	ER STREET		201202VADNO1543	van eretetet		erregeler:	
Control Delay (s)	22.9	23.8	7.0.1.	0.5	ALLEY THE			Bullet and the				THE THE PERSON SERVICES
Lane LOS	C 22.9	C 23.8	A 0.1	A	i e parada ka	THE STANFALL AND ASSESSED.	i is speciment		erovencia		- 514 医乳疫性溃疡	是如此可以证
Approach Delay (s) Approach LOS	22.91 C	23.8 C		0.5				The Late of the Late				PERENT
		U									d shabite to a share way or	and the second second second
Intersection Summary		117.18		THE R								2.1
Average Delay			0.6						and a first plan do not provide the same		remarks a series a series as	et annata designe
Intersection Capacity U	lilization		72.3%		CU Leve	of Ser	vice		ri C			OF THE SECOND
Analysis Period (min)	es at an orbital through one	emerges that have be not an order or	15	Side transcenses and a 2 cm	auro receptoral distribution disenti	den estatian a siece	and the state of the state of	timego de a horizot se en el s	gi, ong popilista randraks	est to spilled above the sec-	Chiphilipha Brainn	n sinn myddeniae
												1 4 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2

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Moyem int	WBL,	₩ B R	NBT	NBR	SBL	SBT				
Lane Configurations	M		7			स				
Sign/Control	Stop		Free	The state of the s		Free				
Grade	0%	er for all appropriates the tracking typings.	0%	ends birthranch	ornormor il ir Biodoseo	0%	ma strongen stanke et stat.	a manageriae energenanaria	today was consistent to the state at all the	
Volume (veh/h)	28	9	971		4	1098		Particular		
Peak Hour Factor	0.92 - 30	0.92 10	0.92 1055	0.92	0.92 4	0.92 1193		nii dan	rinieten Conse	
Hourly flow rate (vph) Pedestrians	30	distribution of the	1000	BENEFIC AND		1193				Control of the second of the s
Lane Width (ft)		The more areas								Contracts to considerate Mark to Contract to the Contract of t
Walking Speed (ft/s)	THE STREET	77737403434		CIPACHALIPE T	4.659H1173C	errenner.		The state of the s		特别的中央的主义
Percent Blockage		PRINCE OF THE PARTY OF THE PART			TENER DE					
Right turn flare (veh)	ELTES-AMPNIKLISHTI HIMEL I	istraes committe etchiin	ala in mandiena ten	CONTRACTOR SALES	ale and the sea of the first of	MARKIN TER LIQUAN	and the state of t	OF the Mile State and the Control of	ACTED STATE OF THE SECOND ORDER CO. AND ACTED	t CTBC and par water the electron CLs and CLs
	WLTL									
Median storage veh)	2	haran weralik orana	and a second and a second and a second	e ra cida and WC ranker attack	MARKET PLANTA IN CARPO	en stottof ortani firefer der verse	emanaerier Eth bild at matem	antistationalis, bein and 03	myrate desiration that in the distribution	Control to the control of the Control
Upstream signal (ft)					Propins			Entra Laboration		
pX, platoon unblocked	2258	MOECH	unnearri	neraletik	40E7	104 24 24 24 24 24 24 24 24 24 24 24 24 24		organisas (erete)		
vC, conflicting volume vC1, stage 1 conf vol	1056	RELUCIO ES	HEALT THE	STATE OF STREET	1057		District the second of	The state of the s		And the control of th
vC2, stage 2 conf vol	1202							PCできる。おおけるこれを見ま これは、これをは、これを見ま		
vCu, unblocked vol	2258	1056	非常性系型及使3 度	(A)	1057	ericies del Cli	(1) (1) (1) (1) (1) (1) (1) (1) (1) (1)		ni izatenbanarahaji (Plijili)	COLOR SERVICE STORY SERVICE CONTROL OF CONTR
tC, single (s)	6.4	6.2			4.1				The second secon	The state of the state of
tC, 2 stage (s)	5.4	E 12 0 3 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4	ड २० र : र : शास्त्र सम्बद्धाः न स		16 M 28 1475 W. 67 W W. 44	Literate and an and a series on a series	County and the real territories and the second		CONTRACTOR SERVICE CONTRACTOR OF CONTRACTOR	WINIO 4.4400 / PILT 4 · · · · ·
tF(s)	35.	3.3			2.2					
p0 queue free %	86	96	and the second of the second second	that was the second	99	TERRETOR OF DESIGNATION OF SECURITY	e del dans all XII all de mangement auchens byte		DOLUMENTO DE LA TRA	ia dena i wanisho
cM capacity (veh/h)	213	274		A STATE OF THE PARTY OF THE PAR	659		The state of the s			
Direction, La_e#	WB1	NB 1	SB 1			441 qc 485				
Volume-Total	40	1057	1198					THE STATE OF THE S		
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Volume Righ	10.		0.50	SECTION OF SAME						A CONTRACTOR OF THE PARTY OF TH
cSH Volume to Capacity	225 0.18	1700	659 0.01	TO THE SHOP KIND WALL	(1501/35) (1574			or see see	entermenter	The constant of the first
Queue Length 95th (ft)	16	0.02	0.01		18243211837	THE PARTY HAVE THE STATE OF THE				
Control Delay (s)	24.4	0.0	-							The state of the s
Lane LOS	C		A	Canadarias de la Fasa de la Canadaria de la Ca	3.46.4.18.18.18.18.18.18.18.18.18.18.18.18.18.	*DIFFE TEET		。 以 以 以 以 以 以 以 以 的 の の の の の の の の の の の	an ang langgan pag ing	PTT PER PEN PAR
Approach Delay (s)	24.4	0.0	0.3	MARK.						Mineral Sales (Company)
Approach LOS	С	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	n-19-1945A69419412121212121212	oragin rywellerir ta at an t	11 CE COL 23 BAR 62 Sec. Scatters	West William grant 1 for to 20 % at	en alle a station is all same about 1975 bet	2 No. Comments and Bushell West States Select	an in-to. We read to an . Whi h " E. dec q a s	mer 4 de 3 militaris m. Z La . S. P. rette.
Intersectio Summary										14.50
Average Delay			0.6							
In ersection Capacity Ut	ilization		71.0%		CU Level	of Servi	ce	C		
Analysis Period (min)	to be a super-band or one		15		Property and the property of		Management and the second		المنافرة والمرافرة المراوي والمراور والمراورة	directly appropriate of the study to state on

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Mo√ement	EBL	EBJ	EBR	WBI鳎	WB	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4			4			4	and a second second
Sign Control		Stop			Stop			Free			Free	
Grade		0%		As we assure the above the	0%	f and a green commonwhile of the	erable classes a cons	0%	mer4 werrowners 14.2011 15.21	no to poseth teleposition	0%	are agained right report con-
Volume (veh/h)	57	0	. 12	4	CARL CARREST COLOR	35	6.	889	30	4	913	12
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)	5.	0	13.	4	0	38	7.5	.966	33		992	13
Pedestrians	A STREET OF THE STREET	zueriografie	o constants				eropenti-		niesekiekii	945 45 522 422	en ering	name for
Lañe Width (ft) Walking Speed (ft/s)							THE TANK	建設制度				認識別針
Percent Blockage	F-234544	型のできたがある。 関連では、1000年の日本の日本の日本の日本の日本の日本の日本の日本の日本の日本の日本の日本の日本の			a de la	are are an area				C. C	Carring in the ser	1252212
Right turn flare (veh)	E 411 (1.7 E 4.7 5)	e de agra el		A 1-3-2-1-4-4	AUGUST		PHICE		14 1834 2 10 1	- Bee A. With the State of Co.	And the property of the	克里亚亚洲
Median type	egra provincia della constitución	WITE			WLTL	compression of Argue or Arguetta day of a thorogeneous and a						
Median storage veh)	PROPERTY AND BEST		CERRENE	ew translation are	2	F. Printer in the sec	raced a discreta	PROFESTALISTES	194 W1 (27 11 1 2 2 2		Sames 25 is along the triblides	A ANGERSANTE LEVE
Upstream signal (ft)	engaginas Historias			THE W								
pX, platoon unblocked	idingila mid thickelitel is	ALTERNATION OF NO SERVICE AND	CONTRACTOR SCHOOL	SH MOT OUT SOUTHLIST SELECT SE	ed of any of the said of the tree	12 SC 1885 (14 S2600 LSC, (p. 1440	THE STATE OF STATE OF THE		Provide After Address Company and After Services Company of the Co	General Calculates - Generaliza - Recordida - An illinos ado	Notice of Lancado ale New York and all the A	enclar and ancient & 1 confiant
vG, conflicting volume	2041	2020	999	2016	2010	983	1005		TENTERALLY TENTERALLY THE TENTERALLY	999		
vC1, stage 1 conf vol	1008	1008		996	996		and the second side and the life West	N. of a constant Lane	on of the track who has the	des l'es des de ser et al des vec	an and a shield rate of the	n Calaba same nati kapa na
vC2, stage 2 conf vol	1034	1012		1021	248 F - K K K Z Z Z Z					territain ette		
vCu, unblocked vol	2041	2020	999	2016	2010	983	1005	mendere susua	CESTAL SALES IN PARTY	999	i din din di din di	remanisti
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1	STATE STATES	Control of the contro	4.1		THE STATE OF THE S
tC, 2 stage (s)	6.1	5.5		6.1	5.5							
THE TOTAL THE PROPERTY OF THE PARTY OF THE			Pittin to the	middle Harris	edistriction and	200	1000	CHASSESSES.	411157414	ביר כייבי		TERMINET.
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3 87	2.2			2.2		
p0 queue free %	3.5 97	4:0 100	96	98	100	87	99			99		
p0 queue free % cM capacity (veh/h)	3.5 97 181	4:0 100 222	96 296	98 194	Partition of the partition of	PARTY SECTION	THE STREET STREET, WHICH			Felt Tirden of sind well one		
p0 queue free % cM capacity (veh/h) Direction Lane#	3.5 97 181 EB 1	4.0 100 222 WB 间	96 296 NB 1	98 194 SB 1	100	87	99			99		
p0 queue free % cM capacity (veh/h) Direction Lane # Volume Total	3.5 97 181 EB 1 18	4.0 100 222 WBIN 42	96 296 NB 1 1005	98 194 SB 1 1010	100	87	99			99		
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p0 queue free % cM capacity (veh/h) Direction Lane # Volume Total Volume Left Volume Right	3.5 97 181 EB 1 18 5 13	4.0 100 222 WBIN 42 4 4	96 296 NB ₄ 1 1005; 7	98 194 SB 1 1010 4 13	100	87	99			99		
p0 queue free % cM capacity (veh/h) Direction Lane # Volume Total Volume Left Volume Right cSH	3.5 97 181 EB 1 18 5 13 249	4.0 100 222 WBIN 42 4 38 286	96 296 NB.1 1005; 7 33 689	98 194 SB 1 1010 4 13 693	100	87	99			99		
p0 queue free % cM capacity (veh/h) Direction: Lane # Volume Total: Volume Left Volume Right: cSH Volume to Capacity	3.5 97 181 EB 1 18 5 13 249 0.07	4.0 100 222 WB 11 42 4 38 286 0.15	96 296 NB.1 1005 7 33 689 0.01	98 194 SB 1 1010 4 13 693 0.01	100	87	99			99		
p0 queue free % cM capacity (veh/h) Direction Lane # Volume Total Volume Left Volume Right cSH Volume to Capacity Queue Length 95th (ft)	3.5 97 181 EB 1 18 5 13 249 0.07 6	4.0 100 222 WB 11 42 4 38 286 0.15 13	96 296 NB.1 1005, 7 33 689 0.01	98 194 SB 1 1010 4 13 693 0.01 0	100	87	99			99		
p0 queue free % cM capacity (veh/h) Direction Lane # Volume Total Volume Left Volume Right cSH Volume to Capacity Queue Length 95th (ft) Control Delay (s)	3.5 97 181 EB 1 18 5 13 249 0.07	4.0 100 222 WBIII 42 4 38 286 0.15 13 19.8	96 296 NB.1 1005 7 33 689 0.01 1	98 194 SB 1 1010 4 13 693 0.01	100	87	99			99		
p0 queue free % cM capacity (veh/h) Direction Lane # Volume Total Volume Left Volume Right cSH Volume to Capacity Queue Length 95th (ft) Control Delay (s) Lane LOS	3.5 97 181 EB 1 18 5 13 249 0.07 6 20.6 C	4.0 100 222 WB 11 42 4 38 286 0.15 13	96 296 NB.1 1005, 7 33 689 0.01	98 194 SB 1 1010 4 13 693 0.01 0	100	87	99			99		
p0 queue free % cM capacity (veh/h) Direction Lane # Volume Total Volume Left Volume Right cSH Volume to Capacity Queue Length 95th (ft) Control Delay (s)	3.5 97 181 EB 1 18 5 13 249 0.07 6 20.6	4.0 100 222 WBIII 42 4 38 286 0.15 13 19.8 C	96 296 NB.1 1005; 7 33 689 0.01; 1 0.3 A	98 194 SB 1 1010 4 13 693 0.01 0 0.2 A	100	87	99			99		
p0 queue free % cM capacity (veh/h) Direction Lane # Volume Total Volume Left Volume Right cSH Volume to Capacity Queue Length 95th (ft) Control Delay (s) Lane LOS Approach Delay(s) Approach LOS	97 181 EB 1 18 5 13 249 0.07 6 20.6 C	4.0 100 222 WBIN 42 4 38 286 0.15 13 19.8 C	96 296 NB.1 1005; 7 33 689 0.01; 1 0.3 A	98 194 SB 1 1010 4 13 693 0.01 0 0.2 A	100	87	99			99		
p0 queue free % cM capacity (veh/h) Direction Lane # Volume Total Volume Left Volume Right cSH Volume to Capacity Queue Length 95th (ft) Control Delay (s) Lane LOS Approach Delay*(s) Approach LOS Intersection Summary	97 181 EB 1 18 5 13 249 0.07 6 20.6 C	4.0 100 222 WBIN 42 4 38 286 0.15 13 19.8 C	96 296 NB.1 1005, 7 33 689 0.01 1 0.3 A 0.3	98 194 SB 1 1010 4 13 693 0.01 0 0.2 A	100	87	99			99		
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p0 queue free % cM capacity (veh/h) Direction Lane # Volume Total Volume Left Volume Right cSH Volume to Capacity Queue Length 95th (ft) Control Delay (s) Lane LOS Approach Delay (s) Approach LOS Intersection Summary Average Delay Intersection Capacity Ut	3.5 97 181 EB 1 18 5 13 249 0.07 6 20.6 C 20.6 C	4.0 100 222 WBIII 42 4 38 286 0.15 13 19.8 C	96 296 NB.4 1005 7 33 689 0.01 1 0.3 A 0.3 0.8	98 194 SB 1 1010 4 13 693 0.01 0 0.2 A 0.2	100	87 302	99 689		В	99		
p0 queue free % cM capacity (veh/h) Direction Lane # Volume Total Volume Left Volume Right cSH Volume to Capacity Queue Length 95th (ft) Control Delay (s) Lane LOS Approach Delay(s) Approach LOS Intersection Summary Average Delay	3.5 97 181 EB 1 18 5 13 249 0.07 6 20.6 C 20.6 C	4.0 100 222 WBIII 42 4 38 286 0.15 13 19.8 C	96 296 NB.1 1005, 7 33 689 0.01 1 0.3 A 0.3	98 194 SB 1 1010 4 13 693 0.01 0 0.2 A 0.2	100 223	87 302	99 689		В	99		

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Percent Blockage										
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Upstream signal (ft)		· · · · · · · · · · · · · · · · · · ·								THE RESERVE OF THE PROPERTY OF
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vC1, stage 1 conf vol	953	er at 200 milet er anabak de	and the terrories assured to the terrories	hadron At a resident of Min	Winds of Agency of the Name of	Navigad Paliki dashmatiki gar	ut, receives a restation data destrument of	manager it in our fill was no	national design and the state of the state o	State of the control of the safety departs
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vCu, unblocked vol	1914 6.4	953 6 2		eran kanean	957 4.1		eceleratelens		ng katalanda ka wananganyan ni alaka Manana ka talan manana ka ka kanana na	
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cM capacity (veh/h)	266	314			719					可在200年的报告表示 以其实的形式表示。
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Volume Total	8	957	959						CHARLES IN THE STATE OF	
Volume Left	5	0	2	enverse area in a	and allowed the beauty of			R Ander Agreement van	THE MAKE BY COME SHEWER R	Color of the color of the color of
Volume Right	2	4700	719						THE RESERVE THE STREET	At Chicago and Sept the chicago and the chicag
Volume to Capacity	279 0.03	1700 0.56	0.00	SECTION S					PETER STANDERS TO SERVE	STATE AND STATE
Queue Length 95th (ft)	2	0	0						63915.72 tels.	And a Park of the late of the
Control Delay (s)	18.3	0.0	0.1							
Lane LOS	С	***************************************	A .		er er er erstaren er er	er de borcheoù a do 12 vot i m	· 通信· 在: "在上 148 为· · · · · · · · · · · · · · · · · · ·	S Bas 8 and a State of the State of the sales about	**************************************	and a fire and a second second
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Approach LOS	С									
Intersection Summary	1 1				Million.	ing the				
Average Delay	NOTES OF SERVICE STATE OF SERVICE	ernete anne d'anne	0.1	r grya dan nagajan-hayen-s	the second state of the second second	to the same of the	er mer glagen grangsverser strekken strugen mer br	Compression and proper transpose are also as a	Employa and appropriate Annual and Annual An	ga dynast ward yn 60 oen try Menan
Intersection Capacity Ut	ilization		57.9%		CU Level	of Servic	ė	B		
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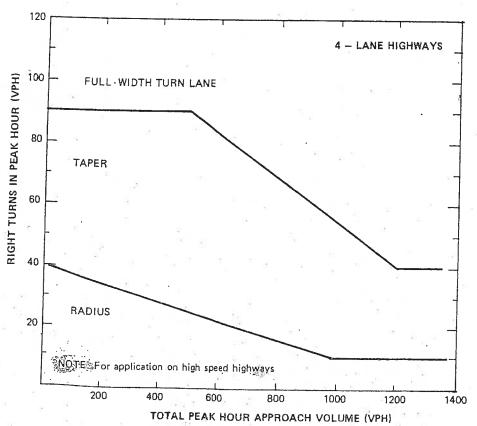
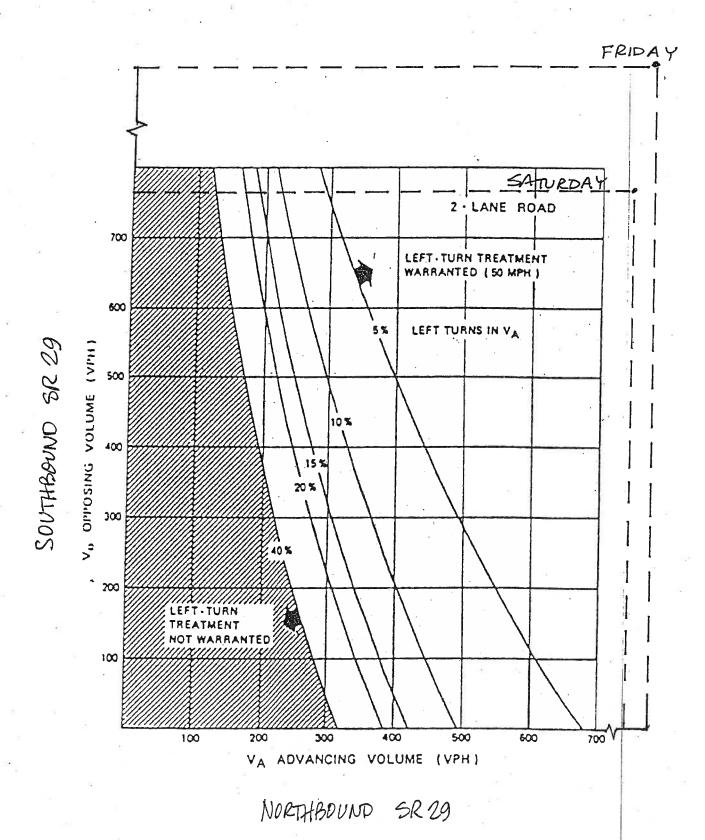
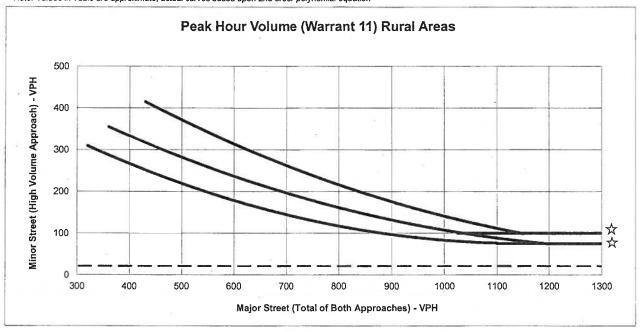


Figure 4-23. Traffic volume guidelines for design of right-turn lanes. (Source: Ref. 4-11)



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

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



☆ NOTE:

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

Intersection:

Martini N. Driveway / SR-29

Scenario:

Existing Wkdy. PM Peak Hour Conditions

Minor St. Volume: Major St. Volume:

21

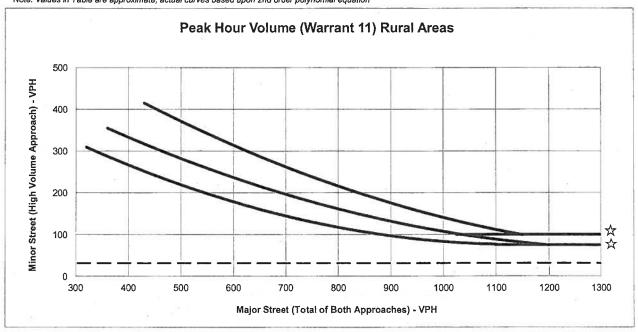
1978

Warrant Met?:

NO

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

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



☆ NOTE:

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

Intersection: Scenario:

Martini N. Driveway / SR-29

Minor St. Volume:

Existing Wknd. Mid-Day Peak Hour Conditions

Major St. Volume:

32 1653

Warrant Met?:

NO