

# MEMORANDUM

To: Mr. Tom Blackwood

Director of Retail Operations

**Boisset Family Estates** 

From: Omni-Means Engineers & Planners

Walnut Creek, CA

Project: Raymond Vineyards Winery

Use Permit Modification P11-00156

Date:

January 22, 2014

Re:

Vehicle Trip Reduction For Permit Application

Without Production Increase

Job No.:

35-5629-01

File No.:

C1557MEM001.docx

Dear Mr. Blackwood,

The traffic study we prepared for the Raymond Vineyards Winery Use Permit Modification #P11-00156 (dated April 5, 2013) was based on proposed increases in visitation, employees, and winery production from the existing use permit. At your request, we have reevaluated the project without a winery production increase from the existing use permit. With the winery production component excluded, fewer vehicle trips would be generated and, therefore, all of the findings in the traffic study would also address conditions associated with the reduced project description.

The traffic study calculated trips for a proposed production increase from the current use permit of 750,000 gallons per year over any consecutive three year period (or not to exceed 900,000 gallons in any given year) to a proposed 1.5 million gallons per year. In the traffic study, the net change in only production-related trips from 900,000 gallons to 1.5 million gallons consisted of a minimum of one daily trip for a typical weekday and up to thirteen daily trips during the crush season. As a result, the net decrease in vehicle trips would be a minimum of one less typical daily trip and thirteen fewer daily trips during the crush with the production increase excluded.

The original traffic study included installation of a left turn lane on Zinfandel Lane at Wheeler Lane to access the project site which mitigated impacts at the project access. With a left turn lane installed and the lower number of vehicle trips resulting from removal of the production increase component, the Zinfandel Lane/Wheeler Lane (project access) intersection would correspondingly continue to operate satisfactorily with slightly better operating conditions.

In summary, the number of vehicle trips generated by the proposed project without a winery production increase component would be less than identified in the traffic study report. As a result, all of the findings in the traffic report would also address conditions with the production increase excluded. The traffic report included installation of a left turn lane on Zinfandel Lane at the project access. With a left turn lane, the project access intersection would operate satisfactorily, experiencing fewer trips and slightly better operating conditions with the production increase excluded.

We trust this provides you with the requested information. Please feel free to contact us if you have any questions or need additional information.



# MEMORANDUM

To: Mr. John McDowell

Deputy Planning Director

Planning Division

Zoning & Land Use Permits

County of Napa, CA

Omni-Means Engineers & Planners

Walnut Creek, CA

Project: Raymond Vineyards Winery

Use Permit Modification P11-00156

Date:

Re:

January 27, 2014

Traffic Analysis With

Approved Developments Update

**Job No.:** 35-5629-01

File No.:

C1557MEM002.docx

Dear Mr. McDowell,

From:

At the County's request, we have reevaluated traffic operating conditions for the proposed Raymond Vineyards Winery Use Permit Modification request (P11-00156) with vehicle trips from two additional approved developments included. The vehicle trips from the Castellucci Winery and Zinfandel Lane Winery were added to the other approved development trips in the report and the corresponding levels of service, turn lane warrants, queuing, and signal warrants were recalculated.

The two developments, located on Zinfandel Lane east of the Raymond Winery, would add approximately 42-46 daily trips and 5-9 peak hour trips to the Raymond study intersections. Levels of service would remain unchanged and delays would remain unchanged or increase slightly (under one second) for some approaches. With the additional volumes, the left turn lane warrant for the Zinfandel Lane/Wheeler Lane (project access) intersection would, necessarily, also continue to be met for no-project and plus-project conditions.

The revised text of the report and technical worksheets are attached for your reference. A revised traffic report which includes these changes is also available.

We trust this provides you with the required information. If you have any additional questions please feel free to contact us.

#### 8. NEAR TERM CONDITIONS (APPROVED DEVELOPMENTS)

#### Approved Developments

Near term conditions reflect existing volumes plus any additional volumes expected to be generated by approved developments within the project study area. Approved developments include structures that are built but not fully occupied or are not yet built but are expected to be within the near term future.

The County of Napa planning department provided information regarding approved developments. (13) The vehicle trips for these developments were generated based on the type of development and distributed onto the street network. The County identified eight developments (all wineries). A list of the developments that have calculated trips on Zinfandel Lane is provided in Table A-3 the Appendix.

Near Term Without Project Operating Conditions

The approved developments were calculated to generate 385 weekday daily trips on Zinfandel Lane adjacent to the site. Added to the existing volumes on Zinfandel Lane results in 3,264 weekday daily trips for near term conditions. The approved developments would add approximately 319 Saturday daily trips on Zinfandel Lane, resulting in a total of 1,768 daily trips for near term conditions. It is noted that the approved development volumes are likely conservatively high since they assume all trips are new trips when it is reasonable to assume a portion of the trips are shared trips with other wineries in the area. The arterial level of service on Zinfandel Lane would remain unchanged from existing conditions, continuing to function at LOS 'B' on weekdays and LOS 'A' on weekends.

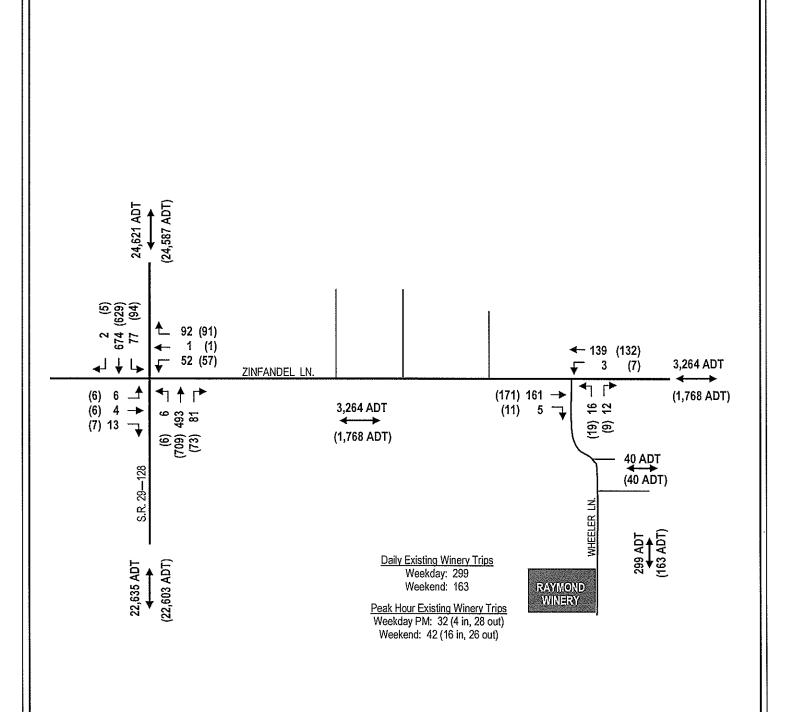
Daily volumes on SR 29 near Zinfandel Lane were calculated to increase approximately 340 trips from existing conditions, resulting in 22,600-24,600 daily trips on weekdays and weekends. LOS on SR 29 would be categorized as LOS 'F' based on the County standard for a rural two lane arterial.

The peak hour approved development trips were generated using a conservative rate of twenty five percent of the daily volumes or from traffic studies when available. The approved developments would add approximately 90 weekday and 77 weekend peak hour trips to Zinfandel Lane. The near term volumes without the project are shown in Figure 6.

Near term levels of service are shown in Table 9. Under near term conditions the Zinfandel Lane/Wheeler Lane intersection would operate at LOS 'B' (11 seconds of delay or less) for the northbound approach during weekday and weekend peak hours. The westbound approach would operate at LOS 'A' (less than one second of delay). Operation would remain efficient and no vehicle queuing would be expected at the intersection.

At the Zinfandel Lane/State Route 29 intersection, delays for the Zinfandel Lane approaches (LOS 'E'-'F') would increase compared to existing conditions. The northbound and southbound left-turn lane movements would operate at LOS 'B' (10 seconds of delay) or better during the weekday and weekend peak hours.

The Zinfandel Lane/SR 29 intersection would qualify for signalization under the peak hour warrants based on the near term (existing plus approved development) volumes. With signalization the intersection would operate at LOS 'B' (15 seconds of delay or less).



NOT TO SCALE



Existing + Approved Developments Without Project Weekday PM and (Weekend) Peak Hour Volumes



omni-means

figure 6

New trips associated with the project would add 78 weekday and 166 Saturday daily trips on the highest volume segment of Zinfandel Lane, resulting in 3,342 weekday and 1,934 Saturday daily trips. Zinfandel Lane would continue to function at LOS 'B' on weekdays and LOS 'A' on weekends.

The project would add up to 47 weekday and 100 Saturday trips to SR 29, resulting in approximately 24,670 ADT north of Zinfandel Lane and 22,670 south of Zinfandel Lane. The near term plus project volumes are shown in Figure 7.

The peak hour intersection operating conditions were evaluated for near term plus project conditions and are shown in Table 9. LOS would remain unchanged from near term without project conditions. The Zinfandel Lane/Wheeler Lane intersection would operate at LOS 'B' (11-12 seconds of delay). Based on the volumes there would not be any expected vehicle queuing issues at the project access intersection.

The Zinfandel Lane/SR 29 intersection would continue to operate at LOS 'F' for the stop controlled approaches and the SR 29 left turn movements would continue to operate at LOS 'B' or better.

The Zinfandel Lane/SR 29 intersection would qualify for signalization under the peak hour warrants and would operate at LOS 'B' (17 seconds of delay or better).

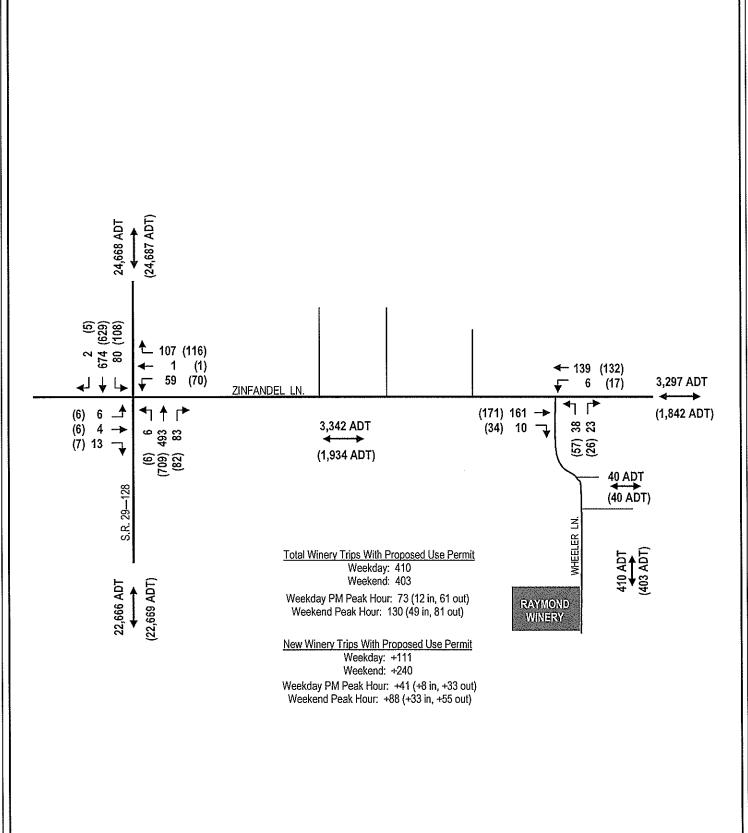
Turn Lane Warrants (Near Term and Near Term Plus Project Conditions)

The near term and near term plus project volumes were compared with the Napa County guidelines for installing a left turn lane on Zinfandel Lane. A left turn lane would be warranted under near term no project and near term plus project conditions. The near term and near term plus project right turn volumes at Wheeler Lane would not warrant right turn lanes.

TABLE 9
NEAR TERM AND NEAR TERM + PROJECT PEAK HOUR INTERSECTION OPERATIONS
LEVEL OF SERVICE (LOS) AND SECONDS OF DELAY

	Weekday PN	И Peak Hour		Afternoon Hour
Intersection	Near Term LOS Delay	Near Term + Project LOS Delay	Near Term <u>LOS</u> <u>Delay</u>	Near Term + Project LOS Delay
Zinfandel Lane / Wheeler Lane Unsignalized (minor street stop) Wheeler Lane northbound approach Zinfandel Lane westbound approach	B 10.4"	B 10.9"	B 10.8"	B 11.8"
	A <1"	A <1"	A <1"	A 1.0"
Zinfandel Lane / SR 29 Unsignalized (minor street stops) Zinfandel Lane westbound approach Zinfandel Lane eastbound approach SR 29 southbound approach SR 29 northbound approach	F > 50"	F > 50"	F > 50"	F > 50"
	E 36.6"	E 38.7"	F > 50"	F > 50"
	A 9.2"	A 9.2"	B 10.4"	B 10.5"
	A 9.2"	A 9.2"	A 9.1"	A 9.1"

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.



NOT TO SCALE



Existing + Approved Developments + Project Weekday PM and (Weekend) Peak Hour Volumes



omni-means

figure 7

TABLE A-3 Approved Developments Trip Generation

Napa County: Approved Developments In The Vicinity of Raymond W	elopments In The Vicini	ty of Raymond Win	/inery						>	Veekday	
			Daily		Daily		Daily			aily Trips	Weekend
	Facility Size	Production	Truck	Visitors	Visitor		Employee	TOTAL	ō	n Zinfandel	
Napa County:	(sg. ft.)	(gals./yr)	Trips	(per week)	Trips	Employees	Trips	TRIPS	at Ra	ymond Access	
Kelham Winery	33,000	75,000	Н	140	15	5.5	17	33	0.7	23	23
The Ranch Winery	443,000	12,500,000	86	15	7	85	259	329	0.7	251	183
Del Dotto Family Winery	15,000	48,000	⊣	15	7	4.5	14	16	0.1	2	2
Whitehall Lane Winery	25,000	20,000	Н	500	55	4.5	14	70	0.1	7	7
Sullivan Family Estate	2,000	22,500	₩	7	⊣	3,5	11	12	0.1	П	Н
Franciscan Winery	119.000	1,200,000	<del></del> 1	3500	385	64.5	197	582	0.1	58	58
									l	343	273
Castellucci Winery <sup>1</sup>		30,000		350		4		55	0.5	.5 28	28
Zinfandel Lane Winery <sup>2</sup>		20,000		125		m		26	0.7	14	18
Source: Nana County, Planning Department, Ms. Kirsty Shelton, March 15,	n Department, Ms. Kirsty S	helton, March 15, 20	13.							385 Total	

Source: Napa County, Planning Department, Ms. Kirsty Shelton, March 15, 2013. <sup>1</sup> Crane Transportation Group, Traffic Impact Report for Proposed Castellucci Family Winery, November 2013.

<sup>2</sup> George Nickelson Transportation, Focused Traffic Study for a Proposed Winery at #588 Zinfandel Lane in Napa County, January 22, 2009.

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pX, platoon unblocked	Secure 3 exercises on			, ,,								
vC, conflicting volume	148		7 12 14 3	204			362	362	198	372	369.	148
vC1, stage 1 conf vol							ورمورو والجاوال المد	una a vitragata		calatitivese	austa soci futicini.	s
vC2, stage 2 conf vol												
vCu, unblocked vol	148	tion of the state of the	ALC: CONTRACTOR	204	response note for	New 200 and 200 at 100	362	362	198	372	369	148
tC; single (s)	- [4.1]			4.1		4666	7,1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)	30000 <b>-</b> - 0	in interest and the expension	nanes de destace	redova da	. Timborea de Adama.	e angungstyjkis vykis	indera – Filo	00000416	3.3	3.5	4.0	3.3
tF (s)	2.2			2.2		9474188	3.5	4.0 100	3.3 99	3.5 100	100	ა.ა 100
p0 queue free %	100	5 - 1897), tušku.	eServi Albert	99		577 <b>5</b> 85985	96 591	562	843	575	557	898
cM capacity (veh/h)	1433			1367	FF Ribling		., os I,	- DOZ	043			
Direction, Lane#	EB1	WB 1	NB 1	SB 1	n (0.18)							
Volume Total	204	-, 1,56°	`∂31	<b>O</b> .				AN COME		144.0583		19488
Volume Left	0 	8 ::::::::::::::::::::::::::::::::::::	21	0	etasorti-Means di	0000007010004-4	ann te acceditada	sans in embestivis	rom Escrost Acce	. 1835. 41 F.2865 178	5.00.008.708898	Cario Addays
Volume Right	12	. 0	10	0		0.056000004					10.474 A # 6.756 N 1 6 1 4 5 1 6 6 7 8 8	をいまると
cSH	1433	1367	654	1700	5075578759767	: *\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\			are Period			9996 cyt
Volume to Capacity	0.00	0.01	0.05	Carlo See and Carlo			Specifical					第9名: デヤ
Queue Length 95th (ft)	0	0 0.4	4 10.8	0 0.0	N 539/880.538	A PERIODE	808040 F858	98080 E.1988	867851 A 1986		.e. 25 ,448241	88888 + V.
Control Delay (s) Lane LOS	0.0	1.030,669,000,900	10.6 B	0.0 A		gi. Hiv, da	SKART YHO	80K-190			ki da kisin	
Approach Delay (s)	0.0	A 0.4	10.8	0.0		SET 67/25		180 NG 4 TK			8838447	. Karik
Approach LOS	0.0	· · · · · · ·	10.0 B	Α	Nite and Australia	884 84	N, MSELFARE (61) - )	AR BEORE P	25505 N (271 L V)		polyte Ark	1500 CE 28
• •	man encomparione man-man	gggring a regerie America		I T		TOTAL STREET		or description		7,50,70,20,000		svenego milionia
Intersection Summary		n i ngyai	8.2.6			ile ille della		o volume in				Sugaritus.
Average Delay	e a grand de la companya de la comp	s and assess a	1.0	viva i septavicament	ngaranana ara	en e	. stud <b>u</b> teratinada dest	. Torquesses sins	- \$4600000 AE 156	เรียกของรับการการ	্গশ্যে হয়েশ করে জ	esen i li po di
Intersection Capacity Ut	tilization		22,7%		CU Lev	el of Se	rvice		Α	<b>经</b> 编算计		激制基件
Analysis Period (min)		second ones	15	na properti e sector Pr	ajromeratikoan irikint	rakenerstet (Nord		u deze	er kajababababan	ed og ogstation	, i. e i Siloni ki	Mark Eller
	\$1.8 HA			<b>建模主题</b>				136484	T, Page 1:	<b>24. 图像</b>		782 PH

	۶				<u>d</u>	4	-4	4		١.	1	1
		<b>b</b> >-	*	€ .	•	_	7)				4	- <b>4</b>
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	2000.10.10.10.10.10.10.10.10.10.10.10.10.	NBR	SBL		SBR
Lane Configurations	20 10 10 10 10 10 10 10 10 10 10 10 10 10	∢}>		and the second of the	-€}-	rungsys warte big		}	entra esta esta	<b>ች</b> Jasan Lar	Դ	anglask firm
Sign Control		Stop	\$46.863		Stop	18 5 <b>19</b> .8	5.54/15/8	Free 0%	interior,		Free 0%	Banki (A)
Grade	oneren in ellen	0%	aaaan 🕳 n	as toleran in	0% 1	ortorana	ും വ	10% 1709	∵ 73 ે	94	629	5
Volume (veh/h)	6	6 0.90	0.00	57 0.90	0.90	91 0.90	6 0.90	0.90	0.90	0.90	0.90	0.90
Peak Hour Factor	0.90	0.90 7	0.90 8	0.90 63	0.90 . 1	101	0.90 7	788	0.30 81	104	699	6
Hourly flow rate (vph) Pedestrians	30 50 £0	iserska Mich	<b>O</b> .	: 03	対象の意味	9867 <b>A</b> 130	363306 - 1 80	3 J. QO	iga Malika	S 1.7 (5.5)		kilistis . 🗡
Lane Width (ft)	884.04 - HD		Paggara	M. DAGGE	3746.005s	4 <b>A</b> EE-181 5	1086673	VX(3)-158		W VANS		68/AV 84
Walking Speed (ft/s)		e parta la v	A CANADA A CA	e Ventera		(4,14749 <b>)</b> (\$1204)	e-3556-19-316-69	वस्त्रवस्यासम्बद्धाः	3.3 m (275.329.35)	nas kreis strafe	ra ili Severelo	- 54. 5° 5. ° 5
Percent Blockage				81 NSE				<b>维约3发:1</b> 5			<b>\$33.3</b>	
Right turn flare (veh)	efference vessure in	- 11. 12FORT \$290-	, the constraint of	ese versons	11.5 (4) 5.55	1755 1770-2017		at the stage of the stage of				
Median type		None			None							G-12-67
Median storage veh)									TO MALE BY TO MAKE	erion i Caranna	Annual Science	cess stee st
Upstream signal (ft)							100 200 (800) 201588 2019					
pX, platoon unblocked			galagan a mana	ezendan in in		eter ez 212ek	ം ചെയ്യുക	e incoderantores	9. 8887 B 887.	/ississasi	Arthey No Martyr	erra Brakka
vC, conflicting volume	1813	1793	702	1761	1755	828	704		vertenen.	869	ARTSET.	特等源符
vC1, stage 1 conf vol	20 - 000 NOVE 100	Sciuse - 4 5/305	s Roomer a war	189961119	9:55000-15:5-4:1-17	1.000 (10.00 (10	24 g s a cheerla	na 325asaan	DREASE SECTION	Jacobs Weige	28-13-000-88-0	, suder gleger
vC2, stage 2 conf vol	4040	1793	700	1761	1755	828	704			869		
vCu, unblocked vol	1813 7.1	6.5	702 6.2	7.1	6.5	6.2	4.1	98: <b>2</b> 266		ે <b>4</b> .1ુ		
tC, single (s) tC, 2 stage (s)	5 - 5 J. 3 J. 3	့ ဝ.၁	0.2	gersteel e	0.5	· · · · · · · · · · · · · · · · · · ·	ana was	(Feb. 25) 1933	81. <b>*</b> 80003695	1900/2012	tra institutelijet	89866354 N
tF(s)	3,5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	83	90	98	0	98	73	99		na, a e ne ne ne e	87	2013-1-6	treat transfer
cM capacity (veh/h)	39	69	438	54	'73	371	893		\$11,000 og \$100 \$51,000 og \$100	775		
	EB T	WB 1	NB 1	NB 2	SB 1	SB 2	<b>7</b> 77 (100 (100 (100 (100 (100 (100 (100 (1		,			
Direction, Lane # Volume Total	21	166	7	. 869	ا برای 104	704	And States in 1820	30 - 52, 1984.			(*************************************	
Volume Left	7	63	7		104	0		1 15 15 35 35 5 5 m	MARKET CALALA	attender in di	en de ener	aggil, sa san
Volume Right	8	101	Ó.	81	°′°0°	6	en (neekw)		GREETE'S			<b>3</b> 483.447
cSH	74	113	893	1700	775	1700	STE VINE NEW	Din Miner Britisheri	ran, milaggy, bark, byar	K #980 T ABU D	4 2 34	99 900 A
Volume to Capacity	0.29	1.47	0.01	. 0.51	0.13	0.41						25 (5 / 5 ) Es (5 / 5 )
Queue Length 95th (ft)	26	296	1	0	12	0					***	
Control Delay (s)	72.2	322.3	9.1	0.0	10.4	0.0						
Lane LOS	F	F	Α		В	November		. TT. Grand of the contact	course a first word	an electrical	Name inga kataw	anna prate de 195
Approach Delay (s)	Section 1 and 1 and 1	322.3	0.1		1.3	EVENE OF C	Territ	ANSWELL !				· · · · · · · · · · · · · · · · · · ·
Approach LOS	F	F										
Intersection Summary								uni e alta				
Average Delay		y v	29.9									
Intersection Capacity U	tilizatior	1	69.5%		CU Lev	el of Se	rvice		. C			
Analysis Period (min)			15			onanta M. K.S.C.	Harrista Francisco (C.	an en la secretario	500 <b>%</b> (50)269995 1.1543	gogist # = more to	(Name of the Co	5003f030069f030-
		经基本				weith.		Y 13 香港。			Marily.	

	À		7	*	4	<b>《</b>	4	<b>↑</b>	1	-	ļ	4
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4}•			€∳≽	i da vertit verd	and and the second	4>	aarakatomii.	and the second second	<b></b>	Service gozal area
Sign Control	is server	Free	1,500	3.76	Free		est ko.	Stop	Selencial Selection	17750	Stop	\$4.65 BY
Grade	reconstruction	0%	a state o 🕳 🛎	terretorio e 🛌 Mi	0%	vistoria <b>4</b> 580	್ಷಾಗ್ರಹ್ಣ ಆಗ್ರಹ್ಮಗಳಲ್ಲಿ	0%	ം	areta War	0% 0	SSE SCHOOL
Volume (veh/h)	'0	161	10	6	139	0	38	0.00	23 0.89	0.89	0.89	0.89
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89 0	0.89 43	0.89 0	0.89 26	0.89	0.69	ບ.ດອ ິ 0
Hourly flow rate (vph)	. 0	181	11.	. 7	156	U	43	V. D.		soley Will	21. Ja <b>9</b> . 1	ispięs j <b>u</b>
Pedestrians	rakongshit iki	nastesassa son	e entlateril	0.5 MODAYS	Z.E.S.C.C.C.C.C.C.C.C.C.C.C.C.C.C.C.C.C.C		defactions	rt.6880244	Postanie sie	A\$41126.8		55 (4.1 <b>3</b> .)
Lane Width (ft)							19.01.000.08.0219.97			gean gg.	ac newyork	200 P.C.
Walking Speed (ft/s)	Aspersian.	JANGER EN EU	Herrighe		Languagy veg	-54.050.000.1		arviorente.	on aktive 12		3:33mm	
Percent Blockage			0 1 <b>3</b> 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8		WARREN Y	3 - Prof. 2000; Prof. 3	(-):::4(##################################			701 2600 5 1 1 N	\$1 / N. 2 M. A.	Managar Ki
Right turn flare (veh) Median type	da karana	r 1988/1494/54	3657 <b>/</b> 027530		y na Cadeo			None	998888		None	
Median storage veh)					Population of the Control of the Con		44 0 45 BB	.,,,,,	de la coptad (184)	406364413434	a or area	DESTRE NO
Upstream signal (ft)				anna 1949					31760		SA ED	GMS-751
pX, platoon unblocked	5200000000	ing lethings	2920 19234)	Giga Vilana (SV)	SHOUND THOUSE	631 - <b>n</b> . a 11 - 6889	tir in ngunagaa	Mark Carlotter	2 44 7 15 1 4 3 3 3 5 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	Assessmen	etse et et e 14.	resound subject
vC, conflicting volume	156	90.1588	MARIA (188)	192		98. YEARS	356	356	187	382	362	156
vC1, stage 1 conf vol	, AND 1993		Part 849 1- 829	governa terre	objejt sa sellos s	elia y nya ataonina	Scools, Tyrtus Fistor	process of a second	egger egu ga arta ina		Market St. Co.	
vC2, stage 2 conf vol		452 GAR	104.13	320540723			BETTE		超性學院			
vCu, unblocked vol	156	a pang menjadah	Solvege Artiga ( ) is as	192	origano i divi	resolvante i la escara	356	356	187	382	362	156
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	, 6.2
tC, 2 stage (s)	els, in the sections	rog sa an in en una a		**************************************								
tF (s)	2.2			2.2			3.5	4.0	∴3.3	3.5,	4.0	. 3.3
p0 queue free %	100		·	100			93	100	97	100	100	100
cM capacity (veh/h)	1424	SW SOC		1381.			597	567	856	557	563	889
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	192	163	69	.0	100 m	16 N. 18 18 18 18 18 18 18 18 18 18 18 18 18			B 10 (80)	15,816		1.4 (0.1 (0.1
Volume Left	0	7	43	0	menega in Se	100 00 00 000	Tenn Jesus e was	two with their				
Volume Right	7 11	î 0	26	.0						1/1/18/19		
cSH	1424	1381	674	1700	and the first of							
Volume to Capacity	0.00	0.00	0.10	0.00								100 M
Queue Length 95th (ft)	0	0	8	0							1 > 4>	
Control Delay (s)	0.0	0.4	10.9	0.0						900 - 0.50		
Lane LOS		Α	В	Α						e businesstal recent	or and a large	trans. In acceptance
Approach Delay (s)	0.0	0.4	10.9	0.0					iksa (			45365
Approach LOS			В	Α								
Intersection Summary												
Average Delay	er-signification and the second	eneralizar alta antico	1.9	Augment of Stateman Street, St. 1990								
Intersection Capacity U	tilization		22.4%		CU Lev	el of Se	rvice	19.27.79.20	, ' A'			18 NG 193
Analysis Period (min)	TICKET AND AND A	Foreign (1970)	15	196 (194 J.C. V. Tel 1989)	autoro ACTI TVS	andrine 11 eV	notasso 3 10%	was en en 100 totale	eus consocial	5 - 5000 - 20 - 15	The Application .	and the second second
	4466	<b>3</b> 6 15 6	37.39.20	\$45 F.					复去海豚	na galla	<b>美格斯坦</b>	
	,** 10 14 15 15 15 16 1	2 90000 T 19989	an Market N	10015491 160	and the second of the second o	Legendo (A. Ira)	3 100 N G 7 N G 7	nganakan 1996	a property or an extension			

,		>-	•	1	<b>←</b>		*	<b>†</b>	<b>/</b> *	1	ļ	4
Movement	ĒBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			<\$>		Ŋ	1>		Ť	1	
Sign Control		Stop			Stop			Free		4	Free	
Grade	1917111351 <b>27</b> 93	0%	esties a Wine	or early hand to	0%	n seeda garaa kee	7 N.4-355, <b>1</b> 353	0%	entiawa		0%	Tura pagis 🗸
Volume (veh/h)	6	4	13	59	2.00	107 0.90	· ` 6	493 0.90	83 0.90		674 0.90	0.90
Peak Hour Factor	0.90 7	0.90	0.90 14	0.90 ``66	0.90 1	0.90 119	0.90	0.90 548	0.90 92	0.90 89	0.90 749	See See See See See See
Hourly flow rate (vph) Pedestrians	Vice sales	4	14.19	OO		: 11a		- <del>24</del> 0	92	ဝဗ	149	2
Lane Width (ft)	1.15 Siki		u sere			844566		was de	\$788 <b>3</b> 1-2	relevant		7 K 1870
Walking Speed (ft/s)	472 - 1000pm	e Statista (Tigas	77-10-5185698	350 A. A. A. A. A. A.	Madridayin	Print House	98681 <b>3</b> 69	0.533839-5743	Q35556 1 H			9 - 10 - 10 C
Percent Blockage			7. W9.X		0.020000000				WARREN .	0969164		等表:
Right turn flare (veh)	amerikan merupak	and the second second	an igni inanie	ANIBERTAL HAS	e de la supregión	2000 11 G Vis.	andres en	an anne and martin d	seriano di seri	er (1942) (See Assaulter)	rocky with 18 cars	1895 JR 5 55
Median type		None			None							<b>禁門 徳宗</b> 守る・長等
Median storage veh)												
Upstream signal (ft)									學過度學			
pX, platoon unblocked	oon waa 1966	erior is the target		. Na kometeks	1954 <b>- 1</b> 200	coson a serv	9000 <u>-2 2</u> 9000	00% GEORGE	u czestkiek	1970,000,000,000	n barkskaherika.	samer is of
vC, conflicting volume	1608	1581	750	1551	1536	594	751	s dans de la	178.08.09	640	7. augu	
vC1, stage 1 conf vol	Rossian in The	VIGER TERRETA	SHIPPUTTS BUILD	o rosatiente	assistati ja	4 <b>1</b> 8 200 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	talikowaniania.	057 (P35 <b>77</b> 0)	VC1 # 49/69/8	8%******	o da tudistandi	85,351,01
vC2, stage 2 conf vol vCu, unblocked vol	1608	1581	750	1551	1536	594	751	<b>建位对于</b>	94.40449/	640		見るとなっ
tC; single (s)	7,1	6.5	√30 √6.2	. 133 1 ∴7.1≗	6.5	6.2	4.1		Albiro (Albiro)	4.1		STANDISH.
tC, 2 stage (s)	Sandeda.	MC G.A.	Na Yichi 6	A - 3.788.08	*********		ा अस्तर स्टब्स	35 84-7*\$3360		2005 GP 181-00	80-400 to 10997	5905231693
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			° 2.2	<b>新发生3.5</b> 5.	\$2.883.W
p0 queue free %	89	95	96	18	99	76	99	10 h 10 17 12 17 17 17 17 17 17 17 17 17 17 17 17 17	a yanalar bar	91	50.745 6 105 4.0	103/2000
cM capacity (veh/h)	59	98	411	80	104	`505	858			944	Rango in dia George	
Direction, Lane#	EB 1	WB 1	NB 1	NB 2	SB 1	SB 2						
Volume Total	26	186	. 7	640	. 89	751		, 2		6.200		910000
Volume Left	7	66	7	0	89	0	an an a de nada de esta a de an	- 14 - 4591G		11 411111111	4 1 1 4 1 1 2 1 1 2 1 1 2 1 1 2 1 1 1 1	0.13 (6.00)3 (4.1)
Volume Right	14	119	ેં 0	92	0	2						
cSH	132	173	858	1700	944	1700				name of the tanks of		
Volume to Capacity	0.19	1,07	0.01	0.38	0.09	0.44						
Queue Length 95th (ft)	17	228	1	0	8	0	MONTH SELVED	osovani rekis	Richtert (F. 2004-9)	asouthur by Apper	isi tawa yan	Dia worse.
Control Delay (s)	38.7	142.7	9.2	0.0	9.2	0.0			维烈。郑维			
Lane LOS Approach Delay (s)	E 38.7	F 142.7	A 0.1	egranatek	A 1.0	869 E E C#\$8	antaria (menter alle e	3-3887/4887 (1) 88	bassans 164	1888 1888 1888 1888 1888 1888 1888 188	1929888988	10000115115
Approach LOS	. ၁၀, <i>၊</i> E	1#4./( F	V.)		3. <b>V</b> 3	(8 9 N. E. 18)	9053747 191	心影響的的	666686619		Miller Wall	物線の行う
		l The state of the	ESTRUMENT STRUCTURES	TANSHA MEDILI PER		tidistrian en en en			464.00000000000000000000000000000000000		<b>物質が質用を大力の配介が</b>	
Intersection Summary			Estato Atria		45,761	18.18	6.10	30.857.534	Commence Apple	(6) (\$1) <b>(</b> 6)		20.4152.425866
Average Delay	arente la terrete	onegovato vesti ser.	16.7	teriosente <del>a</del> viva	and the control	GOOD AND	onatestationers	1.08,00000000000	55118250150 <del>4</del> 4.5%	- Tellinger Matt	2000 ALT N	-:-755673587
Intersection Capacity Ut	ilization		33.8%	) [ (	U Leve	el of Ser	vice		B	學發展		
Analysis Period (min)	<b>表記を表示して、500</b> 00	garananyakin	15	Karasana Karasana	NATOR AND	genneggy elegiales	- 14 14 00 00 8 8 4 <b>6</b> 6 7 1	o Aktionistica Mic	455666	V\$ (1554759)		s. Patalant
				-V761880.88	A 1988		1140048			14:000	\$165 V 1370	<b>新聞為關係</b>

	燎		. **	*		4	*	<b>†</b>	<i>&gt;</i>	-	ļ	4
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			4			€\$			€}-	
Sign Control		Free			Free		為集製	Stop			Stop	
Grade	9080.000 9888 <b>=</b> 100	0%	eroop ko d⊑e Kohik	or solution	0%	. westerne in the end	owers and the	0%	AND PROPERTY AND	na zera kun e	0%	sales success
Volume (veh/h)	0	171	34	17	132	. 0	57	0	26	· 0 -	0	0
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Hourly flow rate (vph) Pedestrians	0	192	38	19	148	0	64	0	29	0	0	1 0
Lane Width (ft)		KIRKETEN)		SHIVA.		2505 P35		NIS (1831)			SECTION OF	\$545 <b>3</b> 735
Walking Speed (ft/s)	MENTERN TERRE	1951115431641	FFEET WOLKSON	erari tear			sical control of	0.8888888.89	gayje rader	81,861 HQ 878		EO (1949) A
Percent Blockage	と関連的							7.1×97484			W. Brown	i Arrigio
Right turn flare (veh)	an nghi hasaw	to diveniment in governo	ringing mayber	400 E. S. S. S. P. S.	ng kinasa she ingun	erational erit in Nei	- statistica of State and Co	on a step and s	Mary Suffred Co.	allered a rich file.	Cont. N	era in Oreo Aper
Median type	医紧韧带							None			None	
Median storage veh)	on overes.	a na mai sa aya asa	and the second of	Burning settler in		المراجل في في في والمواجعة	- New Joseph St. Commission of the Commission	e i i terre parent	s <del>e</del> gressor a lumin		ee ee	
Upstream signal (ft)				filight.								生等語。
pX, platoon unblocked	വ സംവയങ്ങൾ സംവയങ്ങൾ	Mindra (ARC) / R	eczytha s stają	301888°	7 (No. 18	45798 <b>5</b> 888999	1 - 200 s	്രവ	ବ୍ୟକ୍ତ ଓ		ookayar <del>iy</del> a	at raiden
vC, conflicting volume vC1, stage 1 conf vol	148	North Ascell	erigina (	230	原明 光線	Maria de la composición dela composición de la composición de la composición dela composición dela composición dela composición de la composición de la composición de la composición de la composición dela composición de la composición dela composición de	398	398	211	427	417	148
vC1, stage 1 conf vol	51,155 535 7.0	F 35 35 No	FS 284 863		0393.US	7	TANKSKI	Hereberki	55 SV2850. F	- A. M.	955 95 <b>5</b> 0	4.8-37h
vCu, unblocked vol	148	시점을 모임하다		230	OFFISH TOW		398	398	211	427	417	148
tC, single (s)	4.1			∴4.1	lo aposico l'user Poesta de l'Ar		7.1	6.5		7.1	6.5	6.2
tC, 2 stage (s)	A CANADA AND A MARK	Mariana Mariana a	. 1000100000000000000000000000000000000	211 2 1 1		5 - 5 - 5 - 5 - 5 - 5 - 5 - 5 - 5 - 5 -	Washington and	T 100,00 MN 100 MN 100	- An administration	i. and expression	498.46 × 31 × 433	Service (Marc
tF (s)	2.2			2.2			ું 3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100	autodo ete eterado e e e	n et et et et estera	99	_00000000000	Arresta de Arras de	88	100	96	100	100	100
cM capacity (veh/h)	1433	464.506		1338			556	532	829	513,	519	898
Direction, Lane#	EB(1	WB 1	NB 1	SB 1								
Volume Total	230	167	ે 93	(0					i de la compa		A Property	
Volume Left	0	19	64	0	omerica in an	on the work of the			•=	. *		T
Volume Right	38	0	29	0	<b>非对称等</b>							
c\$H	1433	1338	620	1700	diversity (Grade	Execution/Endi-	e Aug eff i Kondedo	Marina eya a ya	479 (9490) (50 ga <b>=</b> "	eyser on Asser	To Hilbarti Se	\$1,5000,0000
Volume to Capacity Queue Length 95th (ft)	0.00	့ U.U [ ့ 1	0.15 13	0.00 0	entra de			Assistant	i balana ya	M. A.A.		480880
Control Delay (s)	0.0	ี เสาก	11.8	0.0			28284AB0	10 10 10 10 10 10 10 10 10 10 10 10 10 1	G FAMESTERS	Neorgi seed	enasta i	NI PER SER
Lane LOS	9 4 <b>4.4</b> 4	Α	В	Α		तिहर्ग प्रतिकृतिक	6-819739/401				HERNESS OF TH	F-125 (1951)
Approach Delay (s)	0.0	1.0	11.8	0.0	1/2/2		.// 13.612 g/v/ <del>*</del> .8		ritinski Titologi		Weber.	H1170:
Approach LOS	Mark Company	num strokyturu kom	В	Α		GORAGE A SAME	31-0003-10111, E	r in war to took to	000 1 1 10 14 170	10 May 20 10 10 10	2012/09/2012 19:50	- 1.7 7
Intersection Summary	19			*****		Terror and the second			*************			- T
Average Delay	1965) <i>1966</i> (1965)	4.0 4.000k/\0000994.70774	2.6				r World File			400 61466 ( <u>111</u> 6)	408.00.356 pr.) F411.5	
Intersection Capacity Uti	ilization	1.3349	32.6%	· []	CU Lev	el of Ser	vice		. A			N. 8 12 (18)
Analysis Period (min)	atos VEN	eti i esperituidi	15	iniy Are Deers ()	v √7 35,738.	andern Til Africa	gararan (21g)	g in they do have greate	gental et Ellin 🕏 (1)	undes ante ∰6865	C. 194, 1974	egethet (1963)
							valentina Valentina					144 k 91 90 92 5 k 1 7 k 1 9 h
											•	

	À		*	•		*	*\ .	4	<i>&gt;</i>	<b>*</b>	Į	4
Movement	EBL	EBT	EBR	WBL	WBT.	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	. 10 (4) (10/11 \$ )	4>	autoret et dess	A 1051 45 5 1 1	4>	tana arawa	'n	þ	eri e room de eo e eo a	ሻ	ß	1.7
Sign Control		Stop			Stop		<b>建筑设施</b>	Free			Free	
Grade Volume (veh/h)	6	0% 6	7	70	0% 1	116	6	0% 709	82	108	0% 629	5
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	7	1.00 7	8	78	13.00	129	7		91	120	699	6
Pedestrians	restratory (strategy)	eraphentata in the ri	takedista	411,150-1,50-	Richard & Schools	ARMSF	Ave 6911/61/45	NOTE OF TRANSPORT	- 100 m	1970 9	* 1 mg - 1 mm 5616	497.53
Lane Width (ft)									多数为是	都是特別		
Walking Speed (ft/s)	Section at attention year	CONSCINE # 19	to the section of	.nery supplied and pour	enseen ne kones	verkelt verkelt i en en en	Oddooleeda Navioonia	evenini sat tuo	Ger <b>ali T</b> orranio (C. Corres	A Ferrus - Arch	ere inen e i ustano	: 550000 april - 120 <b>4</b> 0
Percent Blockage						Control of						
Right turn flare (veh) Median type	4. Ar 2018 (1.5)	None	SECULO 1	selvelyer.	None	ed paradici	e i <b>A</b> lligerie	46919 A240	81 <b>333 (</b> 3)		ngih i nessi	lásanasiny.
Median storage veh)	* \$ 0 1-26 (SS0 \$60	IAOHE	na jilan		(aliquie)	686-2073.808 SHIP	9 / 19 / 19 / 19 / 19 / 19 / 19 / 19 /	files de la la servicio			dayar sid	Aller No.
Upstream signal (ft)	. 1. 698848										19. de la	
pX, platoon unblocked	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	or instrugence in	nasia, luenen	The Stage Control of	ngg Makinser — I et .	pet inggere meneral se	<ul> <li>* ** ** ** * * * ** ** **</li> </ul>	Alabaran e 115	3 to \$ 17 to 5	r uit ui hou kurp it to par t	9 - 1 - 1	Tay salas
vC, conflicting volume	1872	1834	702	1797	1791	833	704			879		
vC1, stage 1 conf vol	in a magaan an a	F. Sci. September	umasy population	au i mai emba	ert Lantes er er	o <b>%</b> escios ime	a, despesit a la	etyreseksesi, sek	ant stables.com	entilener	es setuats de la .	s way
vC2, stage 2 conf vol	4070	4004	700	4707	4704	833	704	的社会经		070		r isije
vCu, unblocked vol tC, single (s)	1872	1834 ິ6.5	702 6.2	1797 7.1	1791 6.5	633 6.2	704 34.1	n javasi eta	r mi katawa	879 4.1	64344444	\$fr\$63%
tC, single (s)	interd \$1940	, 4. <b>0.</b> 0.	9.4.	esta M. • Ex		U.Z.	वेद्य <b>ाल स्ट</b>	Va heringe	in the property of	891 ( <b>31)</b>	HECEASTIC CAREAST	20 50 50 50 50
tF (s)	3.5	4.0	3.3	3,5	4.0	3.3	2.2			2.2	î verale	<b>多数比较</b>
p0 queue free %	78	90	98	0	98	65	99	rene i, esterat	ang guar teknik kan ka	84	Tieknosa nospa	en e grande i
cM capacity (veh/h)	31	64	438	49	68	368	893			769		
Direction, Lane #	EB1	WB 1	NB 1	NB 2	SB 1	SB 2						
Volume Total	21	208	7	879	120	704		Mark and				
Volume Left	7	78	7	0	120	0	anterior a 1911 de la 1911	i. Actor acts out	12 (5,5,5*15,5,55)	14.004.0506.415.14	acontestinos (files)	ata as a series
Volume Right	8	129	0	91	700	· 6						
cSH Volume to Capacity	62 0.34	107 1.94	893	1700 0.52	769 0.16	1700 0.41	\$. 8888849, 87 <b>9</b>	140 553 725		a x 1500 £ 1\$.	ili jaka kita	
Queue Length 95th (ft)	0.34 31	429	ິບມຸງ 1	ું 0.ગ્રંટ <sub>ી</sub> 0	0.10 14	0.4 i 0	9,000,000,4419	3 11 39A399		Willy C	j etas eta teksio	
Control Delay (s)		524.3	9.1	0.0		0.0°		0.729			garan.	(4.00 £4.00
Lane LOS	F	F	Α	namana ngga	В	1001 <b>9418</b> -12920 1-01	and a street of Section	yer ter til ekk tilgen	er Appear our market	alenta e e e e e e e e e e e e e e e e e e e	2 V	A45.01.145.44
Approach Delay (s)	195 A C 00003	524.3	0.1	attivitation (n Apple i Anna N	1.5							
Approach LOS	F	F										
Intersection Summary										1		
Average Delay		77.5035ec ecc	57.8					S. Jan. 19		******		
Intersection Capacity Ut	ilization		73.9%	(1)	CU Lev	el of Ser	vice		, D			
Analysis Period (min)	STOCKENE REFE	edelarennen	15	49/35/\$18/75	Distriction of Nov	(64. gr- 98.306)	900000 Kadan	98893950 J <del>9</del> 00	M#######	n <b>g</b> ayay yu. 18	fogulysisses	SING SWAD
		pickiese nig					\$\$\$\$.55\$\$			VALUE OF		av ka

Movement	WB	NB		Service Control		a pri se na ce	Salah Salah Salah Salah	en e
Directions Served	LTR	LR						
Maximum Queue (ft)	10	45						
Average Queue (ft)	0	18						
95th Queue (ft)	5	45	vicinal (nina					
Link Distance (ft)	1406	1145				•		
Upstream Blk Time (%)			1 - 4 - 1 5 1 0 1 1 2 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1					
Queuing Penalty (veh)				. Combine to committee of	······································	Turnant en toerroots	na manana manana	terror section of the
Storage Bay Dist (ft)		Arcycles.		THE BEAR OF STREET	Maray (Milese)			
Storage Blk Time (%)						المنابعة والمرازي والمعاقد الما	o access to select on the	unter des di stato au determina
Queuing Penalty (veh)								

# Intersection: 2: Zinfandel Lane & Hwy. 29

Movement	EB	WB	NB 1	NΒ	SB		e di				
Directions Served	LTR	LTR	L .	TR	L						
Maximum Queue (ft)	52	163	23	13	61						\$10,000 0.000
Average Queue (ft)	16	58	3	0	24	•					
95th Queue (ft)	42	117	17	5	54						量基
Link Distance (ft)	1414	1638	20		a a construente National Co	er naturalna sanatan ing natur	Januar Standard Comme	spokoucz Na Nikoli do	again a marantana	No estate in the common way	2134.62
Upstream Blk Time (%)						9 (10 (10 v 22 ))					
Queuing Penalty (veh)	en de Maria de la constitu	odou o autoria de Mario La		Na kriger Kurbitusta mu	. In Lordon Factor	on Samuel Company of the Company	van es en en estatueras es	: 47694.5: <b>4</b> 0760	dania <b>i i i i</b> Nobelia k	rannadaya ega ega	avec.
Storage Bay Dist (ft)			90		120						\$49.5
Storage Blk Time (%)	na salaka na na na sans	er over de datael Nobel o	Control - Notice Assessed to	n a che lutebook	os i prosentati i	tronocototanocoto e to	-2-550 v #99500000	HANG STREET, ST.	000000 No. 10 10 10	N. 2011 N. 2012 (1972)	s respir
Queuing Penalty (veh)								<b>等。1985年</b> ()			表表

### Nework Summary

Network wide Queuing Penalty: 0

raymond-X+ApprWkday SimTraffic Report
Page 1

Movément	WB	NB
Directions Served	LTR	LR
Maximum Queue (ft)	21	46
Average Queue (ft)	1	19
95th Queue (ft)		<b>2/46</b>
Link Distance (ft)	1406	. 1145 
Upstream Blk Time (%)		
Queuing Penalty (veh)	engagana gerdinda	konserven vermuset erikus samuran etat bari kan konst. Dadan kan dan bilaka ketan bilak kebilan bilak kan kan d
Storage Bay Dist (ft)	计数据数 块色	
Storage Blk Time (%)	4v. 12092472.0 <b>5</b> \$	
Queuing Penalty (veh)		等等的是数字形,实现数据设置的数据引起数据处理。 化多类性异构 网络克里拉西哥爱尔尔尔 电电路电路 化多数电路 电电路电路 电电路电路 电电路电路 电电路电路 电电路电路 电电路电路 电电路电路 电电路电路 化二氯甲基甲基甲基甲基甲基甲基甲基甲基甲基甲基甲基甲基甲基甲基甲基甲基甲基甲基甲基

# Intersection: 2: Zinfandel Lane & Hwy. 29

Movement	EB	WB	NB	NB	SB							
Directions Served	LTR	LTR	L	TR	L							
Maximum Queue (ft)	61	180	30	19	71							
Average Queue (ft)	17	65	3	1	33				_ 0.00 .0	san ing sanga	1 52111611	مدير رادي
95th Queue (ft)	45	128	16	9	61							1.75
Link Distance (ft)	1414	1638		2063	or and two so	anders of the second		san en en en en	t constant	nanaza e	on one page the list	
Upstream Blk Time (%)	)	888 A.A.										
Queuing Penalty (veh)		esse cara conse	eren ile e ile e e e	egyar sakkasak	ula interes and	Taranasan et a	da nos un um como	a i Popilo, dividende	ita ki nesera	r, 1999) ervel sleet	a in the deposit of the	
Storage Bay Dist (ft)			90		120			4-33-110	STANKE.			
Storage Blk Time (%) Queuing Penalty (veh)												

### **Nework Summary**

Network wide Queuing Penalty: 0

raymond-X+ApprSat SimTraffic Report
Page 1

Movement	WB	NB *		40,911,63		No. of the last of	. Sylver Spanish in the State
Directions Served	LTR	LR					المراقية المستحدد والمراورة والرام وحرار والرامون
Maximum Queue (ft)	27	64					经的数据的
Average Queue (ft)	1	30	· 	tan sekuringan nebebaran se	number gabatan nasa ing salat	solvenia se solve uz com předaje i j	asta ( ) kitorenigo, pakkily (kakik
95th Queue (ft)							<b>建</b> 、图18 等的第三
Link Distance (ft)	1406	1145	ski i suvesso veden Øsinkin sesse vide S	n na thirth a can tha cominaireac	a Proposition according to PC (1)	TSSPERTANANTALIS PENERS S	on and terms to see in the fault.
Upstream Blk Time (%							
Queuing Penalty (veh)	as, saurement f	alikatektaike Karif (ir.)		er efterekkenti ("HAK K.	o estado anteriorista y Y	vara i harrenskik	esesse removes a filtrativay
Storage Bay Dist (ft)						READ TO THE PROPERTY.	
Storage Blk Time (%)	- 9 <b>35</b> 8,309983583	\$45555555 1 80000	Š. Š., Aspenia, n., Ožnića	esta estas occidencia	VIV. 1988 A 1947 (1988)	rodev vojek (voje	
Queuing Penalty (veh)			為其學學的學學學的		300年度20日间的基本的	organi mesiki un	是一位,这是我们,因此为

# Intersection: 2: Zinfandel Lane & Hwy. 29

Movement	EB	WB	NB	NB	SB						\$ 0.0	
Directions Served	LTR	LTR	L	TR	L				de la companya de la		enne versender	925. 7 . 1
Maximum Queue (ft)	, 44	142	34	19	60							為14
Average Queue (ft)	14	61	4	1	22			an en anders en e	nagasan Singa	ore en entre	parties auton	erena S.
95th Queue (ft)	38	113	22	9	50						HAN YO	후보는
Link Distance (ft)	1414	1638		2063	e e e e e e e e e e e e e e e e e e e	and the constant		re a responsable and	u un buccos a anno co	www.doweston.co	<ul> <li>30-650 St. C. S. T.</li> </ul>	18 1 65
Upstream Blk Time (%)		1888 - 1988 - 1988 - 1988 - 1988 - 1988 - 1988 - 1988 - 1988 - 1988 - 1988 - 1988 - 1988 - 1988 - 1988 - 1988		1,000					1900			
Queuing Penalty (veh)	Anna Antho			. a.e. ea Ne .e.	Auguston to site	energy to the American	www.mercosin.com	thad • (Adam)	erkker#kook est	KANTON SELLO	vistales ast.	- 302,000
Storage Bay Dist (ft)			90		120							
Storage Blk Time (%)		50 + 6 MONTH - 1	2011/06/05 12:5	arrenta, com se c	A Not considerable to his	o Sassana Carristana	on a popular cen	seria inalitation	esta Mederan	entitable britis	orest SALSonresson	73 5578.
Queuing Penalty (veh)										<b>名的</b> 基础	1730年4月2	HH

### Nework Summary

Network wide Queuing Penalty: 0

Movement 6	. WB	NB
Directions Served	LTR	LR
Maximum Queue (ft)	32	59
Average Queue (ft)	3	36
95th Queue (ft)	19	60
Link Distance (ft)	1406	1145
Upstream Blk Time (%)		
Queuing Penalty (veh)	en e sa sa cara en es	o a serve presente i ingitamo operatione processo, qui stranggi katiti traditione de Wiedli, Black VII de Colonialia.
Storage Bay Dist (ft)	30.9827	
Storage Blk Time (%)	aanna Konna aann	i kan su kaon unaukanni su ya magaman ukottimana. Pili Provincian tiny (na diautikan 175,1400 sita mengakita 1747 s
Queuing Penalty (veh)		

# Intersection: 2: Zinfandel Lane & Hwy. 29

Movement	EB	WB	NB	ŃВ	SB					
Directions Served	LTR	LTR	L	TR	L					
Maximum Queue (ft)	48	289	30 🤄	18	69					
Average Queue (ft)	13	116	2	1	33		arta ar Karata News York (1977)	v - 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	30 30 47 12 X 17	Chadad e With Vota La
95th Queue (ft)	37	249	15	9	61				整性性	A 1997 A
Link Distance (ft)	1414	1638	-	2063	Lance response to the same and a	and the control of the grant of the	70070 two - 700 d fr	t stille • dater:	salaa aa aa aa aa ah	A HEADY AND RICHARD
Upstream Blk Time (%)			4.38		A 400 80 72 A	Se sues	A BERLEY			
Queuing Penalty (veh)	2242000000000	anne anne et en e-kon	one in the factories	o environ Const.	ar i i iz iz zamenimani.	tivos transportos	uosy signes soon en arte	an est trong i worde	ar o secondo do s	: That is a Crosses
Storage Bay Dist (ft)	智慧的		90	255 <b>0</b> 04688 Kongoyan	120					
Storage Blk Time (%)	utuel e frances frances	n nekolokokokok	aces the roots for se	tørker i kilostori	erk kallantagrapia berdetalah	ests or fairpoon	eres e Mercen autosta e	and a single and a short	rock differentiately has	and the first of the second of
Queuing Penalty (veh)	等基础。	va tigai				18 18 N				

### **Nework Summary**

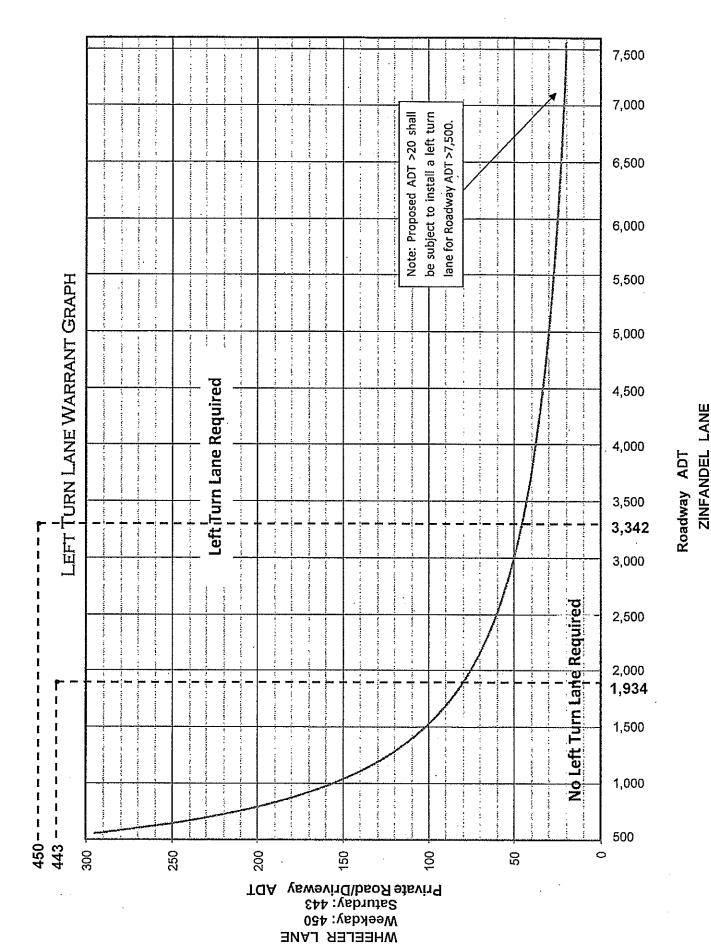
Network wide Queuing Penalty; 0

raymond-X+Appr+JSat SimTraffic Report
Page 1

WHEELER LANE

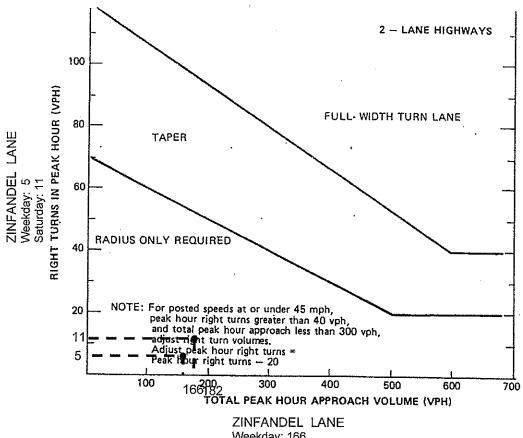
Napa County, Adopted Road and Street Standards, revised August 31, 2004.

Napa County, Adopted Road and Street Standards, revised August 31, 2004.



EXISTING + APPROVED DVLPMNTS. + PROJECT Left Turn Lane Warranted

#### CALTRANS RIGHT TURN LANE WARRANTS



Weekday: 166 Saturday: 182

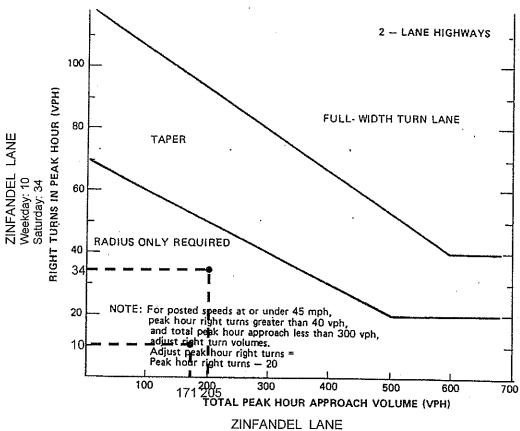
Raymond Winery Project

Zinfandel Ln. / Wheeler Ln. (Winery Access) Intersection

EXISTING + APPROVED DEVELOPMENTS WEEKDAY & WEEKEND PEAK HOURS

RIGHT TURN LANE NOT WARRANTED

#### CALTRANS RIGHT TURN LANE WARRANTS



Weekday: 171 Saturday: 205

Raymond Winery Project

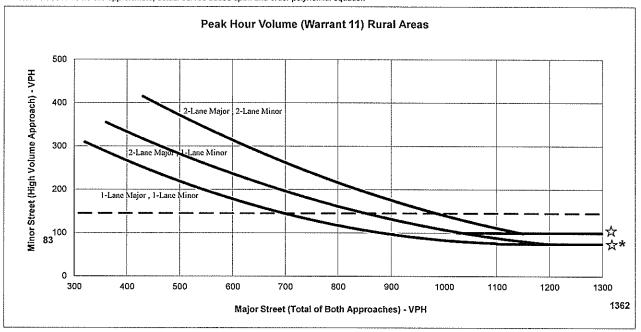
Zinfandel Ln. / Wheeler Ln. (Winery Access) Intersection

EXISTING + APPROVED DEVELOPMENTS + PROJECT WEEKDAY & WEEKEND PEAK HOURS

RIGHT TURN LANE NOT WARRANTED

Both 1 Lane		2 or more Lane and C	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

<sup>\*</sup> 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: Hwy.

Hwy. 29 / Zinfandel Lane

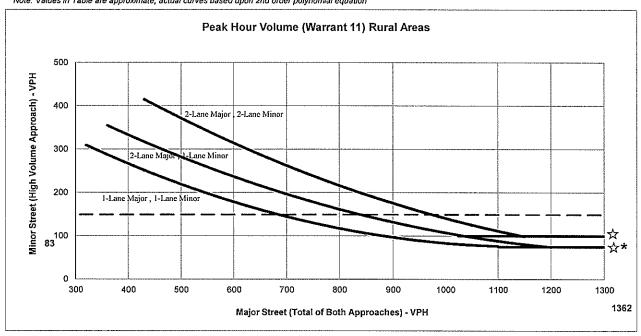
Scenario:

Near Term (Existing + Approved Developments) Weekday Peak Hour Conditions

Minor St. Volume: Major St. Volume: Warrant Met?: 145 1333 Yes

Both 1 Lane	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

<sup>\*</sup> 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.

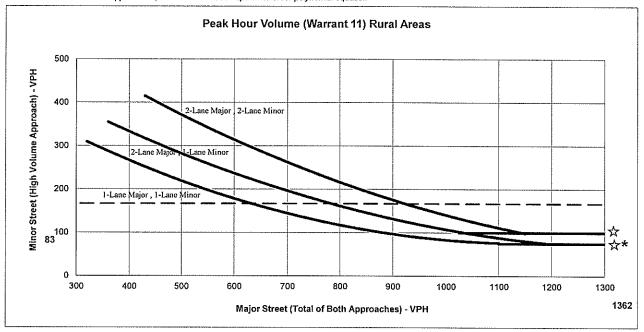
Intersection: Hwy. 29 / Zinfandel Lane

Scenario: Near Term (Existing + Approved Developments) Saturday Peak Hour Conditions

Minor St. Volume: 149
Major St. Volume: 1516
Warrant Met?: Yes

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

<sup>\*</sup> 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: Minor St. Volume: Hwy. 29 / Zinfandel Lane Near Term (Existing + Approved Developments) Plus Project Weekday Peak Hour Conditions

Major St. Volume:

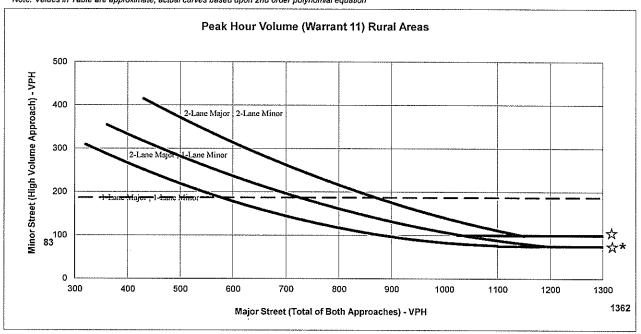
167 1338

Warrant Met?:

Yes

Both 1 Lane	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

<sup>\*</sup> 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: Hwy. 29 / Zinfandel Lane

Scenario: Near Term (Existing + Approved Developments) Plus Project Saturday Peak Hour Conditions

Minor St. Volume: 187 Major St. Volume: 1539 Warrant Met?: Yes

	هر		-	1	₩	<b>*</b>	4	Å	JP.	<b>\</b>	ļ	4
Movement	ËBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4		an to be all the received	- €}-		****	4	era ( N. Jahren jahretera je	s worth we so the	₯	e nednehen som
Sign Control		Free			Free		3:5:37	Stop			Stop	100000
Grade Volume (veh/h)	0	0% 161	- 5	3	0% 139	0	16,	0% 0	12	์ เลือร์กา	0%	0
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Hourly flow rate (vph)	ँ ँ ०	181	6	3	156	0	18	0	<b>13</b>	0.	₹ 0	0
Pedestrians					and and		or consumer or or	e espires europea	ratazione del	in a state of the second	respectation	100 (300)
Lane Width (ft)	University.											
Walking Speed (ft/s) Percent Blockage	1914 (N. 1875) A.	THEORY SE	N62058/6530	iga di nepertahan	106 - N. P	44,650±565A03	91.4535 (\$\delta 63	5- 3861899	1688845 P.S	Transfer	10000000000	7888888E
Right turn flare (veh)		14-48-98	ARREST (A. 9)		7981 : N88	\$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	04,636,739,93	al eventer	0860004.43	rata a		38/8/8
Medián type	X 18 40 1							None			None	
Median storage veh)	e de la companya de				-11-72-4 211-73							
Upstream signal (ft)												
pX, platoon unblocked	SOMEAN	erin erin erin erin. Erin erin erin erin erin erin erin erin e	Asekasif asad	407	Katu bee	ยสมาสรมณ์ให้ เสมาสรมณ์ให้	* '0'X'7'	:::::::::::::::::::::::::::::::::::::	404	ൗണ	240	4EC
vC, conflicting volume vC1, stage 1 conf vol	156	ed traces		187	HE YES	XIII PEN	347	- 34 <i>1</i>	184	, 360	349	156
vC2, stage 2 conf vol		Maistel I	0.79 <b>5</b> 057						<u> </u>			
vCu, unblocked vol	156	ing day here in	rie in a chiev	187	eri eguita esega gala.	Tandid Tephol Teeling	347	347	184	360	349	156
tC, single (s)	4.1			4.1			7.1.	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)	0886 678	aranski ka	801 0050	- 685 <b>- 7</b>	r 185 (18828)		3.5		്രാ	3.5	4.0	3.3
tF (s) p0 queue free %	2.2 100			2.2 100	1811 4.3		ა.၁ 97	4.0 100	3.3 98	ა.ა 100	100	100
cM capacity (veh/h)	1424	e a production of the objects		1388			607	575	859	585	573	889
Direction, Lane #	EB 1	WB 1	NB 1	SB 1			•					
Volume Total	187	160	31	0.			nasdad ras-as 14. 19. 19. 19.	unia grad	e e e e e e e e e e e e e e e e e e e	n negocia		<u> </u>
Volume Left	0	3	18	0		Affaren umbi e	88 - 1 <b>1</b> 00 19 <b>1</b> 00 19	rather contains	- 100 F 10 F 10 1000	on a lenner ver vorme	ng maganata	e congressors con
Volume Right	<u> </u>	0	13	0						數權利	<b>经验</b>	
cSH	1424	1388	694	1700	A 11115999	ng kanggapan mga	সূত্রত হুবাইট কবিট্	- Connections		80 <b>%</b> (45.5) 4.60(5)	i sukstiktet	584 <b>87</b> 83 (1971)
Volume to Capacity  Queue Length 95th (ft)	0.00 0	0.00 0	0.05	0.00			%(\$3(£4))	ustrawija -				esterno.
Control Delay (s)	0.0	0.2	10.4	0.0	n in state	V2018/24	9545 T					
Lane LOS	ver to Tri Tape	Α	В	Α	er e suppe	A. 60 \$ 500 500	GAQUATA IV	1.000 Septimina	Zinga ter ili Pias	2016 <b>-</b> 15 67 <b>8</b> 2075	iga wa ajang iga aje	Paranese Miles
Approach Delay (s)	0.0	0.2	10.4	0.0								
Approach LOS			В	Α								
Intersection Summary								100				
Average Delay	<b>***</b> *********************************	c.255,255,255	0.9	EDR FRON	a Timesea	العالمة والمعالمة	yal <b>a</b> rjan e <i>j</i> ac	sandopera Arto As	Santana ara	24 <b>4</b> 7 : 55.2817	di mana da sa	16.5 e#7497.504
Intersection Capacity Ut	ilization		19.7% 15		UU Lev	el of Se	rvice		A			
Analysis Period (min)	Sastanda.	94 HE 12	10	#149###				2 <b>5</b> 727257011				
· 10年的12月1日中央市场中央市场的市场的市场的		\$45.400 mg	STAYENERS	y hazwit ka	na karanganga	10/08/F-13/F-13/F	ni respecto	antena len i	1998年1998年	age Villig	arukaan yeki	satisfies, 1921

	À	<b>-</b>	¥	•	◄	. 4	*	Î	<i> </i>		ļ	4
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBIT	SBR
Lane Configurations		4			4		Ϋ́	Þ		į,	Þ	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900		1900
Total Lost time (s)	us vidskrivik i kri	4.0		a thi tirking	4.0	Kasalan wasaya	4.0	4.0	and companyed a	4.0	4.0	ago sa Mora con si i
Lane Util. Factor		1.00		PENER P	1.00	\$30 (A) (A)	1.00	1,00		1.00	1.00	
Frpb, ped/bikes	Service court (co	0.97	lako kasan Kar	of Burning	0.97	0799988870 TVN	1.00	1.00	dough tugun bilann	1.00	1.00	Confedurates
Flpb, ped/bikes Frt		1.00 0.92		# # \$F 435	1.00		1.00	1.00		1.00	1.00	
Fit Protected	(energy (Ales)	0.92	1901755	er (8 348 5.48	0.91 0.98		1.00 0.95	0.98 1.00	SERVICES	1.00 0.95	1.00 1.00	1655.A.C. VARCE
Satd. Flow (prot)		1653	Gerwalds	1,270,230	1623		1770	1817	881.8AH-967	1770	1862	(2024-1282)
Flt Permitted	/4686888	0.92	956 V.4536796		0.87	(38.62.72780)	0.95	1.00	452,48681Q14 (B.)	0.95	1.002	\$805/T\$65
Satd. Flow (perm)		1550		PORTER TO	1438		1770	1817		1770	1862	
Volume (vph)	6	4	. 13	52	1-700	92	6	493	81	77	674	2
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	7	- 4	ા. ા 14	58°	0.00 12/31/2	102	7	548	90	86	749	: 2
RTOR Reduction (vph)	0	12	0	0	88	0	0	7	0	0	0	0
Lane Group Flow (vph)	Ō	. 13	Ō	Ŏ.	73	Ö	1887.	631	Ö	86	. 751	i ō
Confl. Bikes (#/hr)	191,190,191 (1 1 1 1 )	sterior in C	10	160 415 4150 41	NACON NOTAG	10	er villeringstan	SW SEED FOR STARR	10		. A. 1. C 184	10
Turn Type	Perm	48.93		Perm	i da ini da	S 生基 图 (	Prot			Prot	######################################	<u> </u>
Protected Phases		4	7.5 1	er willer sauter 185	8	e es l'ive pare le rele	5	2	5 - 0.000 - 6 400	1	6	Ne as Tipas N
Permitted Phases	. 4			. 8				38.082 × \$4				
Actuated Green, G (s)		8.0			8.0		0.8	36.6		3.3	39.1	
Effective Green, g (s)		8.0			. `` 8.0		0.8	36.6		3.3	39.1	
Actuated g/C Ratio	acetala escente	0.13		San en la com	0.13		0.01	0.61		0.06	0.65	
Clearance Time (s)		4.0	Coxide.		4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)	area area and a later	3.0			3.0	11 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		207			192		24	1110		98	1215	
v/s Ratio Prot	en en <b>in</b> nocession en de la constanció de la c	naka	t - progressystem	10: 00% O Account.	والمراجع المراجع	saedy, war a nise a	0.00	0.35	Salagatopropis, t	c0.05	c0.40	V6 19 CS1 1865
v/s Ratio Perm	MONTH M	0.01			c0.05		0.00	A 57			50,5460	\$ 75 E.
v/c Ratio Uniform Delay, d1	A CARGONE	0.06	Wind State 19	unun Euberhite	0.38	350212 K	0.29 . 29.3	0.57 6.9	: ARESES DE	0.88	0.62	NSSPACHY MOSK
Progression Factor	<b>保护的</b> 相照	1.00		Kapasaki	23.7 1.00	48083181	1.00	1.00		28.1 1.00	6.1 1.00	
Incremental Delay, d2	· · · · · · · · · · · · · · · · · · ·	0.1	B-1488	eini voeks	1,2	endikter	6.7	0.7		53.1	0.9	aran arang
Delay (s)	as pasture.	22.8	회 중심하	CR #4593	24.9	FERTALES	35.9	7.6	F-1540000	81.2	7.0	1600.5000
Level of Service		ેં.c	878873	Mer er et	် C		% O.O.	` <b>o</b>		01.2 62.F2	 A	7.877 (XV)
Approach Delay (s)	area sarenas, es o no	22.8		248 41 N - 1818	24.9		· ·	7.9	1 47098 db	Progestrop 1 to 11	14.6	e di de in
Approach LOS		C			C			Α	01010		В	
Intersection Summary							100					
HCM Average Control D HCM Volume to Capacit	y ratio		13.1 0.56			el of Se	6.00 <u>-</u> 2014-00-00-00-00-00-00-00-00-00-00-00-00-00		В	7/2004 No		
Actuated Cycle Length ( Intersection Capacity Ut			59.9 52.0%			st time			8.0			3-3/383-3-3-3-3-3-3-3-3-3-3-3-3-3-3-3-3-
Analysis Period (min)	mzalion	<b>)</b> 22일:1일: 일시	15	۱ <b>ر</b>	JU LEVE	1 UI OUI	VICE	2110.5 <b>1</b> 57388	В	TERRAY	e legita jir iyay	Granta.
c Critical Lane Group	A CARAGORIA			49.157.9375		2885 A W		n ti deligi		1号被复数0	rgat 198	Andright Heil

-	ⅉ	<b>-</b> ▶.	*	•	₩-	4	*	<b>†</b>	<b>/</b>	<b>\</b>	. 🗼	4
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	ŃBR	SBL	SBT	SBR
Lane Configurations		«Î>			4			€\$			↔	
Sign Control		Free			Free			Stop			Stop	
Grade	. 2019:00:12:018	0%	tining available	o oterorea <u></u>	0%	- 1 6 6 er c <b>u</b> resa	er water gr <u>a</u> ese	0%	water pala	ere saes d <u>a</u> e e	0%	aurest carin
Volume (veh/h)	0	171 0.89	0,89	7 0.89	132 0.89	0.89	. 19 0.89	0 0.89	9 0.89	0.89	0 0.89	0.89
Peak Hour Factor Hourly flow rate (vph)	0.89 0	0.89 192	0.89	0.89 8	148	0.89 0	0.89 21	0.89	0.89 10	0.89	0.89	0.89 0
Pedestrians	esay.	1,94.	14.	776 B P O B		4444 <b>4</b> 6	<b>4.4</b> 10	160 60 <b>35</b> 19	ن بالر	ARRAY SI	160 7 P. <b>U</b> . S	A CONTRACT
Lane Width (ft)		il et fet lat				1 2 2 3 4 5 5 5 5 5			Mair Jt.	Visit it.		37.33
Walking Speed (ft/s)	26/6/26 [AT 2 1 A 2 4	19 J. OT. NAJSKI 198 A	Edward September 1981	1.0000.00096000	- Page Art Colored	in the section will a	\$16.5 4 4 (546.00)	mass na saist san	19571151 111	A Didgitak 1 Jakoba	그런데 되었는 경기가	edian Mark
Percent Blockage				中部建				- Magnist Neppel - Magnist Neppel - Magnist Neppel				13 13 E
Right turn flare (veh)												
Median type								None			None	
Median storage veh)	- Carlot 1900 :	r disercitivano d	. as an Alberta	101 K + 526.	(maa staayyas	5-1-1-1-17-5	natare di Sooter Co.	rzect r Parente	100-1100-1100	and Ambayan N	tingay kira ku mbasasi	n ograviska tak
Upstream signal (ft)				使用量		REAL PROPERTY.		RECEIPT TO	SAMEST	48 4 78 5 8 4 5		
pX, platoon unblocked vC, conflicting volume	1/1/2		Police Constitution	204		9881 <b>1</b> 191.51	362	362	198	372	369	148
vC1, stage 1 conf vol	1,40		\$25,789 <b>8</b> 3	<sub>0</sub> 204		aparet are c	JUZ	302	. 130	·高い(名)	့ ၁၀၁	e) (a <b>HO</b>
vC2, stage 2 conf vol	1168915		9486W	848761 L		1883 N. H			-21/40W		ika wasa	1.888.57
vCu, unblocked vol	148	id the sees of	Var 1914 1943	204	y in the back	a marka e in ini	362	362	198	372	369	148
tC, single (s)	4.1			4.1	<b>等报程</b>	randa da Alda Alda di Bada NA	7,1,	6,5	6.2	7,1	6.5	6.2
tC, 2 stage (s)												
tF(s)	2.2		<b>医多种类</b>	2.2			3.5	4.0	3.3	ે3.5	4.0	3.3
p0 queue free %	100	es de la compa	Cartery and 118	99	s Salekvike i vrivie	and the state of the	96	100	99	100	100	100
cM capacity (veh/h)	1433	ina Valtai s	Market K	1367			591	562	843	575	557	898
Direction, Lane#	EB 1	WB 1	NB 1	SB 1								
Volume Total	204	156	31	· 0			Sin May		13.48.634		. Albert	4.90.80
Volume Left	0 12	8	21	0	. 1   \$1905 1908)	6988888 NO 15 TO	- William State	agental Wints	r Ro <b>itein</b> (ille 2005)	Garte bare.	. s. Godulan Y	\$15, \$25, 4150pt
Volume Right cSH	1433	0 1367	10 654	0 1700								
Volume to Capacity	0.00		0.05	0.00	ingg. 619				-3344699			944 <b>1</b> 30
Queue Length 95th (ft)	0.00	0.01	4	0.00	\$10.00 A.24	oselekan arang	Marian San	decentrages no	Par receives	SARRYAN DARF	98888991 1	VACE SAL
Control Delay (s)	0.0	0.4	10.8	0.0	1957.9	\$ 148.84.12						
Lane LOS		Α	В	Α	and the sales of the	men Vanness, neares	espesie e ees	E-30.1 . 2 g/4	The Control of Control	a produce of the gardens	via parene espairan	adries Mari
Approach Delay (s)	0.0	0.4	10.8	0.0					為於其中	(基礎)		
Approach LOS			В	Α								
Intersection Summary												
Average Delay		The state of the s	1.0			7			7,700			passon.
Intersection Capacity Util	ization	2	2.7%	: IC	:Ú Leve	l of Ser	vice		Α			
Analysis Period (min)			15				A was a series of the					
			4 4 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8				188694.51					

	A	>-	A	•	4-	*	◀.	†	<i>&gt;</i>	-	ļ	4
Movement	#EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		- 4>		o o na vez de nez vin	4		<b>17</b>	<b>þ</b>	en a a a a co	7	Þ	ممحدد
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	896. N. 1865. H	4.0	ratedhydairt	siyesa qasan	4.0	V846/35507 10	4.0	4.0	SALNE SAMBO	4.0 1.00	4.0 1.00	terres
Lane Util Factor		1.00			1.00 0.97		1.00	1.00´ 1.00		1.00	1.00	
Frpb, ped/bikes	1891 <b>1</b> 4000-14	0.98 1.00	negászt ráv	5 il 30 05 6 70	1.00	~\$48508350°	1.00 1.00	1.00	SHADISHS	1.00	1.00	a SAGENERA C
Flpb, ped/bikes Frt	AND ARTERIA	0.95	MANAGE PE		0.92	, sastary r	1.00	0.99	r (d) preSection	1.00	1.00	LEAST TOTAL
Flt Protected	2662 (1806) 14	0.98	Constant r		0.98	1888486	0.95	1.00	665-14 <b>5</b> 5-15	0.95	1.00	148745
Satd. Flow (prot)	45 (1.58) F (1.	1713	81-80094 - *		1628	. Specie cress.	1770	1832	seeriga it is.	1770	1860	1. 2010/01/2015
Flt Permitted	res d'ancodo est Circo é a récisió	0.91	REPORTED.	<b>建</b> 与注意性	0.87		0.95	1.00	Ministra Ministra	0.95	1.00	
Satd. Flow (perm)	A CONTRACTOR	1587	(A) ************************************	ng tiles breving	1435	dir prosensioosel	1770	1832	SS CARSON S	1770	1860	The Marketine
Volume (vph)	, 6	. 6	7	57	0198087 <b>1</b> 60	91	6	709	73	94	629	5
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	7	(88 <b>7</b> 8	8	63		101	7	788	81	104	699	6
RTOR Reduction (vph)	0	7	0	Ò	83	0	0	4	0	0	0	0
Lane Group Flow (vph)	. 0	15	0	0	82	0	7	_ 865	0	104	705	0
Confl. Bikes (#/hr)			10	and the second		10			10			10
Turn Type	Perm			Perm	100 kg/kg/ 1 - 100 kg/kg/		Prot	73 J. S. S.		Prot		<b>基本</b> 基于
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4	9	\$50 VV\$	8					¥. 5000			
Actuated Green, G (s)		9.1			9.1		0.7	42.5		5.0	46.8	t company is a
Effective Green, g (s)		9.1			9.1		0.7	42.5		5.0	46.8	. MARK
Actuated g/C Ratio		0.13			0,13	Non a material action	0.01	0.62	an interior	0.07	0.68	
Clearance Time (s)		4.0			4.0		. 4,0	4.0		4.0	4.0	
Vehicle Extension (s)		3.0			3.0		3.0	3.0	and the first	3.0	3.0	
Lane Grp Cap (vph)		211		<b>紧急接受</b>	190		18	1135		129	1269	漢字等
v/s Ratio Prot	restante	······································	a tea teaceasa	Sarata de Sarata de la composición dela composición de la composición de la composición dela composición de la composición dela comp	nase de este de la constante d	garan disemple mesan	0.00	c0.47	ec. 655,00060135.	c0.06	0.38	83 9 J . B S
v/s Ratio Perm	8-13-55	0.01			c0.06					0.04	0.50	
v/c Ratio	500 J. F. E. 15 (880 J.)	0.07	n ja senske	889.48 WW. 20	0.43	Bowers in Fa	0.39	0.76	is the end of the end of the	0.81	0.56 5.6	Z - 698845.24
Uniform Delay, d1		26.1			27.4		33.7	9.4		31.3	1.00	多等對於
Progression Factor	era an period	1.00	755 8 4 <b>5</b> ,41 3 56	999 Wheels	1.00	esta reteta vi	1.00 13.4	1.00 3.1	eron Jua 8848	1,00 29.5	0.5	
Incremental Delay, d2	₩154£14	0.1	Reference.	AWY EST-E	1.6 28.9	enasya:	47.1	ا .5 12.5	(B.174 F.98)	60.8	6.1	\$ 17859W
Delay (s) Level of Service	SPEED TO BELLEVIE	26.2 C	9959X86VV(E)	NAMES SECTION	26.9 C	744015801 <b>5</b> 80	47.1 D	12.3 B	Paca a 1238	.00.6 E	0.1 ∴ A	r (+ 100088
Approach Delay (s)		26.2		194 4446	28.9		OFFICE PARTY	12.8			13.1	gent neares
Approach LOS		,	55/8/55					В			В.	
Intersection Summary		Day Salas Salas										
HCM Average Control I HCM Volume to Capaci Actuated Cycle Length Intersection Capacity U Analysis Period (min) c Critical Lane Group	ty ratio (s)		14,5 0.71 68.6 69.5% 15	) ( ) ( )	Sum of I	vel of Se ost time el of Sei	(s)		12.0 C			

	ⅉ		7	<b>*</b>	4-	4	*	Ť	<i>&gt;</i>	\ <u></u>	ļ.	4
Movement	EBL	'EBT	EBR	WBL	WBT	WBR	NBL.	NBT	NBR	SBL	SBT	SBR
Lane Configurations		€}>			↔			43			4	
Sign Control	ta ke herderi Dan kalana	Free	1.33		Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Volume (veh/h)	. 0	161	10	6	139	. 0	- 38	0	23	0	0	· 0
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Hourly flow rate (vph)	0	181	11	7	156	0	43	. 0	26	0	0	0
Pedestrians	antonia.	yr – r <del>a</del> nning space	erromanet in	neveranteere.	ornom, ladis at	. 🙉 . zarobe obrasi	al to the Barbara	Seaster du	rendinació de la composició de la compos		a francisco de como	e i dise en ora
Lane Width (ft)	é Masa W						经上的额			<b>被引导等</b>		Property of
Walking Speed (ft/s)	sezentenaan nin	er waasanaa	24908.576E-1	- Pursi ka kakasa	18000 A 1514000	Budant Versteil House	ngs vinggrund	20 990 480 980 A	, troi bussi so	00567 J. T. H. H. KALI	NARONALIA D	villa (S. S. S
Percent Blockage												
Right turn flare (veh)	erosinione	e w Robert soft Ch	gg kapagia aky c	- 41,020,0500g	Carter (Carle)	oda isanggutti n	astronia e a a a a a a a a a a a a a a a a a a	er <b>ii Sab</b> era	olija. Parangang ya	୨୦୧୯ ଜଣ ଅନ୍ତିକ୍ତ	argen i an	da jaray
Median type Median storage veh)					Mädräd	43. SSM 168	Marie 1962	None	- 13 VS (4)		None	\$ 1 E, Eq. (4)
Upstream signal (ft)	erikari eyek	i kateurti korka	9 (6983) (65 F	111 3000	(300-01-ec)		ngaaraan	s caraca	a Pilitaras Sas	548 C 78484	£2588000000	Mynging.
pX, platoon unblocked				424 AVEN			THE THE				anana wasa	North St.
vC, conflicting volume	156	Davidski	n Spagnagai	192	taran kara	Oznáka-kis	256	356	187	383	362	156
vC1, stage 1 conf vol	100	Right (Alt)		132	19554 95550	RO CHATER	300		्र <sub>्र</sub> ्य <b>७</b> ८७०	302	302	္ႏျပပ
vC2, stage 2 conf vol	2120 JA 822		Vyradali	BRANCE.	ONA NOOS		Tremanas	A Thirtists	2031 A 12	: Reda &	195875E	175886
vCu, unblocked vol	156	Granin - 11	1.05/3/9/20	192	of Actor-Alphase		356	356	187	382	362	156
tC, single (s)	4.1	timidady 4		4.1	1745 (1460) 1745 (1660)		7.1	6.5	6.2	7.1	6.5	6,2
tC, 2 stage (s)	8000000000000	9697406 AD 7	an prema	99W/20011-1-1	especie sacialist	888 <u>\$</u> 080080 *,468	(1. ht/55t/455	HADA MAMA	9849 <del>77 (71</del> 84)	inastrato)	an emme	anaroze <del>a</del>
tF (s)	2.2			2.2	da Links		3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100	waane.go o	3.52 11 539	100	54.095 t 14 - 7t	etaltpake-avia-	93	100	97	100	100	100
cM capacity (veh/h)	1424			1381			597	567	856	557	563	889
Direction, Lane#	77. 4.1	WB 1	NB 1	SB 1			0.000		1			
Volume Total	192	163	69	. 0				AND VALUE OF THE PARTY OF THE P				
Volume Left	0		43	0	Geris Weste 196	4867 (58) 50) 886			984 F. A 1800 F. F. B			5 (0.75 (b. 19) v
Volume Right	(11)	10 A	26	Ŏ.		MR SAN DER	. TENERAL		SWEARS	001284E		18952 BBS
cSH	1424	1381	674	1700	040 H (2861-) (	BESCHOOL FLAGE	149 (240) 444 44	- 1 Meta 19 (17 80)			2 (A) (A) (A) (A) (A) (A)	348,180 J.004
Volume to Capacity	0.00	0.00	0.10	0.00		25 KM ( 30)						11/18/28
Queue Length 95th (ft)	0	0 TO THE	8	0 0	e gyanna bilan ang	accounts a Miner	1.48860 P <b>+</b> 696	and the second	ale organie in in	SAME OF STATE	11 9-9-31 19-3	e a transpir tegy ti
Control Delay (s)	0.0	0.4	10.9	0.0					0.00444	2816 i 381	oway.	372,753
Lane LOS	104144045445454	Α	В	Α		18 72 4 4 7 6 6 6 6 7 7 7 7	e e annoque	(2) 2) 20 4 4 5 4 4 5 5 6 6 6 6 6 6 6 6 6 6 6 6 6		80.201 - KD1	a se se se se en enere	9 (1512) (B. 34)
Approach Delay (s)	0.0	0.4	10.9	0.0		**************************************			用用電線			
Approach LOS	S. C. Berryson, Sept.	11 (1 / 200 # (1) 76 7	В	Α	66.136344.6	Control of the Walk Study of		resultante de la como la v	70.5 \$ 14.00			
Intersection Summary	7				_							
Average Delay			1.9	- march or a result in Model of the				The state of the s				c commence of the commen
Intersection Capacity Uti	ilization		22.4%		CU Lev	el of Ser	vice	10000	Α		M. (1988)	
Analysis Period (min)	ur seer FUT 1 fil	. etterte.e. er 1961)	15	e day eta a 167	in a westins A	urgan tukk	ana na 11 1	- 1 - 603KEPASE	well to infiliate	111200000000000000000000000000000000000	s start Kenth	a vertora garife II
	<b>计自合意义</b>				71233	eled fyrdegeels Meddal (1940 A		er poets vario V NI & IRA				10/4-9/145-9/1 19/5-5-7/1
The second section of the section of	100	214 SECTION 5 144			- FEG. 1 76 VOOR	en dans in Autoba		- 6 00 m 10 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	100	1.00	100	areas as

	*	<b>→</b>		*	₩—	4	*	1	<i>P</i>	<b>I</b>	<b>↓</b>	4
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		€\$		•	♦		育	1}→		*5	î>	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor		1,00			1.00	445	1.00	1.00		1.00	1.00	
Frpb, ped/bikes	em kartus a	0.97	z i dra 46 meses	garanta ay asa ay a	0.97	eron i Jawastoko	1.00	1.00	Lagrange (South	1.00	1.00	C. Str. 11
Flpb, ped/bikes		1.00			1.00		1.00	1.00		1.00	1.00	
Fri	fiesen ståt 1919 sed	0.92	88 -19872 (80.59)	on der der et dit 1907	0.91	355 6. JUPS	1.00	0.98	en lændreder	1.00	1.00	ay Ros York
Fit Protected	<b>高、對一思</b> 查	0.99	RANGA		0.98 1622		0.95 1770	1.00 1816	0.434	0.95 1770	1.00 1862	
Satd. Flow (prot) Flt Permitted	905 <b>8</b> 0.303	1654 0.91	228338888	Vario de Persona.	0.87	U\$0885408564	0.95	1.00	801 F-803698	0.95	1.002	fiss (6788.8)
Satd, Flow (perm)		1523	indicate a		1440		1770	1816		1770	1862	
Volume (vph)	6	1020	- 13	59	1440	1079	6	493	83	80	674	2
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	0.50	0.50 4	14	66	0.30	119	0.30 	548	92	89	749	0.30
RTOR Reduction (vph)	0 0	ਿ ਹੈ ਹੈ : 12	'.' 0	0	103	0	0	7	0	0	, , , , 0	0
Lane Group Flow (vph)	Ö	13	Ö	ő	83	i Õ		633	" Ö	89	751	ŏ
Confl. Bikes (#/hr)	Reven Y 4	:	10	ersan TV.		10	CHE SHIPPER	BEALTSE	10		N 10 10 - 10 10 10 10 10 10 10 10 10 10 10 10 10	10
Turn Type	Perm			Perm	0.000 (1.50	:NS:09#F	Prot			Prot		1941.537
Protected Phases	000 000 000 000 000	4	ter of terret the ex-	গ্ৰহ্মকুলৰ চিচাৰ	8	a garaciera la recontre	5	2	er Westers	1	6	eri (de la marco)
Permitted Phases	4.	No lotte		8	Name (1986)			1549/A24-1-3		YS		
Actuated Green, G (s)	11-11-12-12-11-11-1-1-1-1-1-1-1-1-1-1-1	7.7	The second	and the first of the control of	7.7	Secretary and a second	0.7	33.1	The Control of the Co	3.0	35.4	
Effective Green, g (s)	4/整排發	7.7			7.7		∴ 0.7	33.1		3.0	35.4	
Actuated g/C Ratio		0.14			0.14		0.01	0.59		0.05	0.63	
Clearance Time (s)		4.0			4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)		3.0			3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		210	整块社		199		22	1077		95	1181	
v/s Ratio Prot	recognistical contracts	an a constitution	atuwite mosay	age to the second	e sanda eta eta eta	. The same of the Control of the Con	0.00	0.35	an implementaria	c0.05	c0.40	
v/s Ratio Perm		0.01			c0.06							13.68
v/c Ratio	40500000000000000000000000000000000000	0.06	998-988-988-	rana a siki ada	0.42	. * Terfett booksense	0.32	0.59	1984 VESSE 8 15	0.94	0.64	e de vêst.
Uniform Delay, d1		20.9			22.0		27:3	7.1		26.3	6.3	
Progression Factor	-25. (940 see 49)	1.00 0.1	Teganist press	Bolgarija, ir.	1.00 1.4	#### C#####	1.00 8.2	1.00 0.8	: BRS8500	1.00 71.2	1.00 1.1	DESKSYE
Incremental Delay, d2 · Delay (s)	CMP VSDS	21.0	Marie Control		23.4	en nen	્રું	7.9	-763334355	97.5	7.4	BEE At Vis
Level of Service	17. 第1. 数等	21.0 C	A-151 330	30000000	23.4 C	8882 F 389	33.3 	∵.3   ` A	r. Massacriss	<i>37.</i> 5		888410305
Approach Delay (s)		21.0			23.4			8.2		92-45 T <sub>1</sub> %	16.9	293E \$7E64
Approach LOS		 C			· Î C			Â			B	
Intersection Summary		100							77777			
HCM Average Control D			14.4	į.	ICM Lev	el of Se	ervice	7.20	: B	額技術		
HCM Volume to Capacit		. A contractor	0.58									
Actuated Cycle Length (			55.8			ost time						
Intersection Capacity Ut	ilization	tion to be a constant of the c	63.8%	£ 1 10 £ 1 1 100	JU Leve	of Ser		arakan karan	<b>B</b>	SCOTTON CONTRACTOR CONTRACTOR	egypatrifysi 4 towa	e de service de la constante d
Analysis Period (min)	eres la c	3 - 3 - 5 - 5 - 5 - 5 - 5 - 5 - 5 - 5 -	15								MATERIAL STATES	HAN SHE
c Critical Lane Group												

Movement   EBL   EBT   EBR   WBL   WBT   WBR   NBL   NBT   NBR   SBL   SBT   SBR	•	<i>▶</i>	>	*	W	₩—	4	4	<b>A</b>	<b>*</b>	-	ļ	*/
Lane Configurations	Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Grade	Lane Configurations												advisority of
Volume (veh/h), 0 171 34 17 132 0 57 0 26 0 0 0 0 Peak Hour Factor 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89	CONTRACTOR OF CONTRACTOR CONTRACT										***		
Peak Hour Factor   0.89   0.		eosaeun a'		Salana .	47		% ( <b>^</b>	್		്രിക്ക	iii la		e e e
Hourly flow rate (vph) 0 192 38 19 148 0 64 0 29 0 0 0 0 Pedestrians Lane Width (ft)  Walking Speed (ft/s) Percent Blockage Right turn flare (veh) Median type Median storage veh) Upstream signal (ft) pX, platoon unblocked vC, conflicting volume 148 230 398 398 211 427 417 148 vC1, stage 1 conf vol vC2, stage 2 conf vol vCu, unblocked vol 148 230 398 398 211 427 417 148 tC, single (s) 4.1 7.1 6.5 6.2 7.1 6.5 6.2 tC, 2 stage (s) tF (s) 2.2 2.2 3.5 4.0 3.3 3.5 4.0 3.3 p0 queue free % 100 99 88 100 96 100 100 100 cM capacity (veh/h) 1433 1338 556 532 829 513 519 898  Direction, Lane # EB 1 WB NB 1 SB 1  Volume Total 230 167 93 0  volume Right 38 0 29 0 0  cSH 1433 1338 620 1700					10.00		ASSESSMENT AND		医网络维维氏 医心病		contine version	10.966	さいさい カンプレー
Pedestrians Lane Width (ft) Walking Speed (ft/s) Percent Blockage Right turn flare (veh) Median storage veh) Upstream signal (ft) pX, platoon unblocked vC, conflicting volume vC1, stage 1 conf vol vC2, stage 2 conf vol vCu, unblocked vol t48 230 398 398 211 427 417 148 tC, single (s) 4.1 4.1 7.1 6.5 6.2 7.1 6.5 6.2 tC, 2 stage (s) tF (s) 2.2 2.2 3.5 4.0 3.3 3.5 4.0 3.3 5.6 6.2 6.2 6.2 6.2 6.2 6.2 6.2 6.2 6.3 6.2 6.2 6.2 6.3 6.3 6.3 6.3 6.3 6.3 6.3 6.3 6.3 6.3		and the second second					to the second		Contract Committee of the Con-		the state of the state of		
Walking Speed (ft/s)         Percent Blockage         Right turn flare (veh)         Median storage veh)         Upstream signal (ft)         px, platoon unblocked         vC, conflicting volume       148         vC1, stage 1 conf vol         vC2, stage 2 conf vol         vCu, unblocked vol       148         230       398         398       211         427       417         148       230         398       398         211       427         417       148         tC, stage 2 conf vol       4.1         vCu, unblocked vol       148         230       398         398       211         427       417         148       230         398       398         211       427         417       148         tC, 2 stage (s)       56         tF (s)       2.2         2 2.2       3.5         38       100         99       88         100       99         88       100         100       99		Pathacomic Solini	e ni niven wene	450 SW 1000 DE 10	n ni eta taubiler	10*1 CM **	end edg in the control	2017/10/10 10:00/20	Ar- 20.002 - 10 "				
Percent Blockage   Right turn flare (veh)   Median type   None   None   Median storage veh													441.54
Right turn flare (veh)  Median type  Median storage veh) Upstream signal (ft) pX, platoon unblocked vC, conflicting volume vC1, stage 1 conf vol vC2, stage 2 conf vol vC2, stage 2 conf vol vC3, stage 2 conf vol vC4, stage 1 conf vol vC5, stage 2 conf vol vC6, single (s) tC7, stage (s) tF (s)		albellistikke films	at. Bistoria	alan est entre de	ordion Colos	Qirofilis Area	a sectorario	elestation (nec	o North weeksteer over	\$1 0855888 AT	V605020-343599	sawasat mi <b>t</b>	\$95 v \$1550.1
Median type       None       None         Median storage veh)         Upstream signal (ft)         pX, platoon unblocked       230       398       398       211       427       417       148         vC1, stage 1 conf vol       vC2, stage 2 conf vol       230       398       398       211       427       417       148         tC, stage 2 conf vol       vCu, unblocked vol       148       230       398       398       211       427       417       148         tC, single (s)       4.1       4.1       7.1       6.5       6.2       7.1       6.5       6.2         tF (s)       2.2       2.2       3.5       4.0       3.3       3.5       4.0       3.3         p0 queue free %       100       99       88       100       96       100       100       100         cM capacity (veh/h)       1433       1338       556       532       829       513       519       898         Direction, Lane #       EB 1       WB 1       NB 1       SB 1       Volume Celt       0       19       64       0         Volume Right       38       0       29				er ve end							1808.430		4416.986 
Median storage veh)         Upstream signal (ft)         pX, platoon unblocked         vC, conflicting volume       148       230       398       398       211       427       417       148         vC1, stage 1 conf vol       vC2, stage 2 conf vol       vCu, unblocked vol       148       230       398       398       211       427       417       148         tC, single (s)       4.1       4.1       7.1       6.5       6.2       7.1       6.5       6.2         tC, 2 stage (s)       tF (s)       2.2       2.2       3.5       4.0       3.3       3.5       4.0       3.3         p0 queue free %       100       99       88       100       96       100       100       100         cM capacity (veh/h)       1433       1338       556       532       829       513       519       898         Direction, Lane #       EB.1       WB.1       NB.1       SB.1       SB.1       SB.1       SB.1       SB.2       SB.2<			light because in						None	51- Westerney 31- Westerney	1,3392555	None	A A Santage
Upstream signal (ff) pX, platoon unblocked vC, conflicting volume		NAN PARABAL (1970)	Sign Krowijani	ngg dagi cadak	Ryse I dine ing	Terestaturi (n. 112)	1 KR099 K650	THE PROPERTY	estrata.e	PEL SECTIONS	* - 250000 kg0kg0000 k	erenat '	Contract of
VC, conflicting volume       148       230       398       398       211       427       417       148         vC1, stage 1 conf vol       vC2, stage 2 conf vol       vCu, unblocked vol       148       230       398       398       211       427       417       148         tC, single (s)       4,1       4.1       7.1       6.5       6.2       7.1       6.5       6.2         tC, 2 stage (s)       tF (s)       2.2       2.2       3.5       4.0       3.3       3.5       4.0       3.3         p0 queue free %       100       99       88       100       96       100       100       100         cM capacity (veh/h)       1433       1338       556       532       829       513       519       898         Direction, Lane #       EB.1       WB.1       NB.1       SB.1       SB.2										法政策			
VC1, stage 1 conf vol VC2, stage 2 conf vol VCu, unblocked vol 148 230 398 398 211 427 417 148 tC, single (s) 4.1 4.1 7.1 6.5 6.2 7.1 6.5 6.2 tC, 2 stage (s) tF (s) 2.2 2.2 3.5 4.0 3.3 3.5 4.0 3.3 p0 queue free % 100 99 88 100 96 100 100 100 cM capacity (veh/h) 1433 1338 556 532 829 513 519 898  Direction, Lane # EB1 WB1 NB1 SB1  Volume Total 230 167 93 0 Volume Left 0 19 64 0 Volume Right 38 0 29 0 cSH 1433 1338 620 1700		es es anesten	titude i de estado e			a tan Baasia ya S	eri kiladiri. N		enterna araban sa	proroughts to ever		nomen salah er	omoraka 🕳
VC2, stage 2 conf vol  vCu, unblocked vol 148 230 398 398 211 427 417 148  tC, single (s) 4.1 7.1 6.5 6.2 7.1 6.5 6.2  tC, 2 stage (s)  tF (s) 2.2 2.2 3.5 4.0 3.3 3.5 4.0 3.3  p0 queue free % 100 99 88 100 96 100 100  cM capacity (veh/h) 1433 1338 556 532 829 513 519 898  Direction, Lane # EB1 WB1 NB1 SB1  Volume Total 230 167 93 0  Volume Left 0 19 64 0  Volume Right 38 0 29 0  cSH 1433 1338 620 1700		148			230		árannáti.	398	398	211	,42 <i>1</i>	417	148
vCu, unblocked vol     148     230     398     398     211     427     417     148       tC, single (s)     4.1     4.1     7.1     6.5     6.2     7.1     6.5     6.2       tC, 2 stage (s)     tF (s)     2.2     2.2     3.5     4.0     3.3     3.5     4.0     3.3       p0 queue free %     100     99     88     100     96     100     100     100       cM capacity (veh/h)     1433     1338     556     532     829     513     519     898       Direction, Lane #     EB 1     WB 1     NB 1     SB 1       Volume Total     230     167     93     0       Volume Left     0     19     64     0       Volume Right     38     0     29     0       cSH     1433     1338     620     1700		eser ofkes.	184.VEX.00	ariya nga sak	191811 <b>8</b> 0165	Na vasta	00-88-0024	en erron			unidal Hi		80.600 u
tC, single (s) 4.1 7.1 6.5 6.2 7.1 6.5 6.2 tC, 2 stage (s) tF (s) 2.2 2.2 3.5 4.0 3.3 3.5 4.0 3.3 pO queue free % 100 99 88 100 96 100 100 cM capacity (veh/h) 1433 1338 556 532 829 513 519 898 Direction, Lane # EB 1 WB 1 NB 1 SB 1 Volume Total 230 167 93 0 Volume Left 0 19 64 0 Volume Right 38 0 29 0 cSH 1433 1338 620 1700		148	\$0.69 ce \$5040	전 보인 3 <b>4%</b> 라운	230	181,055000		398	398	211	427	417	148
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p0 queue free %         100         99         88         100         96         100         100         100           cM capacity (veh/h)         1433         1338         556         532         829         513         519         898           Direction Lane #         EB 1         WB 1         NB 1         SB 1 </td <td>tC, 2 stage (s)</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>و در او دراو و درود درود درود درود درود</td> <td>NAME OF THE OWNER.</td> <td>e</td> <td>to an alternative</td>	tC, 2 stage (s)									و در او دراو و درود درود درود درود درود	NAME OF THE OWNER.	e	to an alternative
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Direction, Lane #         EB 1         WB 1         NB 1         SB 1           Volume Total         230         167         93         0           Volume Left         0         19         64         0           Volume Right         38         0         29         0           cSH         1433         1338         620         1700			いっきまり色 袋	SANTANGAG.		99 janjara - 179 da	Regregation 1						
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	Volume to Capacity	0.00,	0.01	0.15	0.00								
Queue Length 95th (ft) 0 1 13 0			•			ranger a with	potaveni i kutut	enatan seriase.	Paul (Maratra e Les	Disposition (Se	n Secondari eta da	bert schoos vies	som on kito se
Control Delay (s) 0.0 1.0 11.8 0.0		0.0	(Alt all the Area of	re-cod wick bis may be be-	2 15 St 15 CONTRA								
Lane LOS A B A Approach Delay (s) 0.0 1.0 11.8 0.0		ന്ദ		_				4,48824	29 yan isan				
Approach LOS B A		5766 <b>959</b> 46	SECTOP A	20 * 214,000 \$6100.		Bishic Co.	PAYARINGANI	, P.F 19880 \$250 J	r Regulatura (n. 1	h i mergevalu	at e Markon i st	- 0.6300 No.00 40	SAR WY
				_		energies realitive Logic			The of the same of				and the second of
Intersection Summary  Average Delay  2.6			3,55,45	26	41.41.1						4.		
Intersection Capacity Utilization 32.6% ICU Level of Service A		lization	usa ayaay.		· (	CU Leve	el of Ser	vice		Α		187 C.	
	Analysis Period (min)		skiri (1868)	15	លក់ និសិស្សបុរី គឺ	1 4555	±ু, টো ১৯টাটটি	uwya Tankasa	apanto Novallin	250129   1947974.3	er i "Pigario Falli	awang awang Kal	TN HONDSYNE
Analysis Period (min)		recovers on mission .	March Colores	Section of the most	2010-01-80089132H	a King Grade to a	1.16.18 \$1. 6 (4) 1.5 5 5 6	Service a property	CONTRACTOR CONTRACTOR	et vita dan kepitalisida	的复数 精动作物精的	网络大块皮肤 化氯化二甲甲基甲甲	for a special section.

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Movement	/ EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			➾		<sup>je</sup> j	7>		Ť	Î∍	
ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0	. See Same	4.0	4.0		4.0	4.0	
Lane Util. Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Frpb, ped/bikes	ta es estates distribuista es	0.98		5 357 - 1 5 a a 10 a	0.97	etion <b>a</b> et man et	1.00	1.00		1.00	1.00	nanta di salah s
Flpb, ped/bikes		1.00			1.00		1.00	1.00		1.00	1.00	
Frt	in whose while the	0.95	er i a militari de far	NEW MORESTA	0.92	a i er sina i thiibibat	1.00	0.98	saarii saas — er s	1.00	1.00	er dege van de keep van de v
Fit Protected	24 (N. 24 )	0.98			0.98		0.95	1.00		0.95	-1,00	
Satd. Flow (prot)	is the text of the first	1715	era essa e la Maio	I was not not only	1629	i account a true	1770	1829	e fancourer en la	1770	1860	zernik kinyayir
Flt Permitted		0.90			0.87		0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1565			1439		1770	1829		1770	1860	
Volume (vph)	. 6	6	, 7	70	(1860) <b>1</b> 8	116.	6	709	82	108	629	5
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	. 7	7	- 8	78	1	129	7	788	91	120	699	6
RTOR Reduction (vph)	0	7	0	0	85	0	0	5	0	0	0	0
Lane Group Flow (vph)	0	15	0	. 0	123	.0	·7	874	. 0	120	705	. 0
Confl. Bikes (#/hr)			10			10			10			10
Turn Type	Perm			Perm			Prot		3-482	Prot		
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		ety (n. see	8								
Actuated Green, G (s)		10.3			10.3		0.7	40.6		6.1	46.0	
Effective Green, g (s)		10.3			10.3		0.7	40.6		6.1	46.0	
Actuated g/C Ratio		0.15			0.15		0.01	0.59		0.09	0.67	
Clearance Time (s)		4:0			4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)		3.0			3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		234			215		18	1076	14 (168)	156	1240	SHEY.
v/s Ratio Prot							0.00	c0.48		c0.07	0.38	
v/s Ratio Perm		0.01			c0.09						0.49.6	BEE S
v/c Ratio		0.06		,	0.57		0.39	0.81		0.77	0.57	-4** (V. 1. 24.) V. 1. 1
Uniform Delay, d1		25.2			27.3		33.9	11.2	450 A	30.8	6.2	3848
Progression Factor	V 411 - 17 W 1 - 1, -1	1.00		Carlonesia a come	1.00		1.00	1.00		1.00	1.00	2.0000000000000000000000000000000000000
Incremental Delay, d2	valo statio Province	0.1	1,19,40%, 20,150% 1,766,71,21,763%		3.6		13.4	4.8		20.1	0.6	
Delay (s)	gent grange and the factor and	25.3			30.9	** ************************************	47.3	16.0	33 H. L. S. J. J. C. L. C.	50.9	6.8	
Level of Service		····C·		i obay	∵ C		D	В		) D	< A.	
Approach Delay (s)	1,000,11,000,000,000,000	25.3			30.9			16.2	,		13.2	*****
Approach LOS	a sulla	· · C	3. Y. 3.		C			В			B	
Intersection Summary												
HCM Average Control D HCM Volume to Capacit Actuated Cycle Length ( Intersection Capacity Ut Analysis Period (min)	y ratio s) ilization		16.6 0.76 69.0 73.9%	S	um of k	vel of Se ost time el of Ser	(s)		12.0 D			
c Critical Lane Group		, see seedel		- ygorn (1475) - 4	A SECTION AND A SECTION OF			AND THE RESERVED TO SERVED	. 1992 N. 14 Me	eres mentre su	wanter con	