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Napa County Planning, Building & Environmental Services

December 12, 2014 (Revised)

Bell Wine Cellars c/o Mr. Scott Greenwood-Meinert Dickenson, Peatman & Fogarty 1455 First Street, Suite 301 Napa, CA 94559

Napa County Planning, Building & Environmental Services

**1 6** 2015

Subject:

Focused Traffic Analysis for the Proposed Bell Wine Cellars Use Modification Project - Located at 6200 Washington Street in Yountville (Napa County)

Dear Mr. Greenwood-Meinert:

This report provides a focused traffic analysis for proposed use permit modifications associated with the Bell Wine Cellars project located at 6200 Washington Street in Yountville (Napa County). As part of the overall use modification proposal, the existing winery would increase production from 40,000 to 60,000 gallons and modernize visitation and marketing events using currently approved visitation limits established by the County. This study reflects our discussions with County Planning and Engineering staff regarding the project analysis approach and other adjacent approved/pending projects in the study area. Some of the key issues evaluated in this study include the following:

- Existing and future weekday PM and weekend mid-day peak hour operations on Washington Street at the Bell Wine Cellars Project Driveway and State Route 29 intersection at Washington Street-Hoffman Lane;
- Near-term (Year 2016) traffic conditions reflecting other approved/pending projects in the study area;
- Project trip generation relative to any increases related to winery production, employment, and/or visitors associated with permitted, existing, and proposed use modifications;
- Project site circulation and vehicle access at State Route 29 and project driveway on Washington Street;
- 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 Bell Wine Cellars 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.

<sup>&</sup>lt;sup>1</sup> Ms. Wyntress Balcher, Associate Planner, County of Napa, Initial review of transportation scope-of-work (Bell Wine Cellars, Personal communication on September 22, 2014.

Mr. Scott Greenwood-Meinert December 12, 2014

Sincerely,

Peter J. Galloway, Transportation Planner OMNI-MEANS, Ltd. Engineers & Planners

Cc:

Mark Phillips, Dickenson, Peatman & Fogarty George W. Nickelson, P.E., Omni-Means, Ltd

Attachments: Appendices R1922TIA002.docx/35-2453-02

# 1. Existing Traffic Conditions

Roadways

The proposed Bell Wine Cellars project site is located at 6200 Washington Street south of downtown Yountville in Napa County (see Figure 1—Project Vicinity Map). The project driveway extends east from Washington Street for approximately 2,000 feet with the winery grounds located at the far end of the driveway. The project driveway also serves other single-family residences and the Hopper Creek Winery on its north side. Washington Street intersects State Route 29 (St. Helena Highway) approximately 600 feet south of the project driveway at Hoffman Lane. State Route 29 is the primary north-south facility through the Napa Valley. A brief description of each roadway follows:

Washington Street extends north-south from Vineyard Lane through the Town Yountville and parallels SR-29 on its east side. Classified as a rural two-lane collector street in the project study area, Washington Street has minimal shoulder areas and has an approximate 21-foot travel width. In this area, the roadway provides access to limited single-family residences and/or winery facilities located both north and south of the project site. North of its intersection with Hoffman Lane, Washington Street is striped for a northbound passing lane past the project driveway. This passing lane area extends for northbound vehicles (only) for approximately 700-800 feet before both directions of travel are allowed to pass (striped yellow line divider).

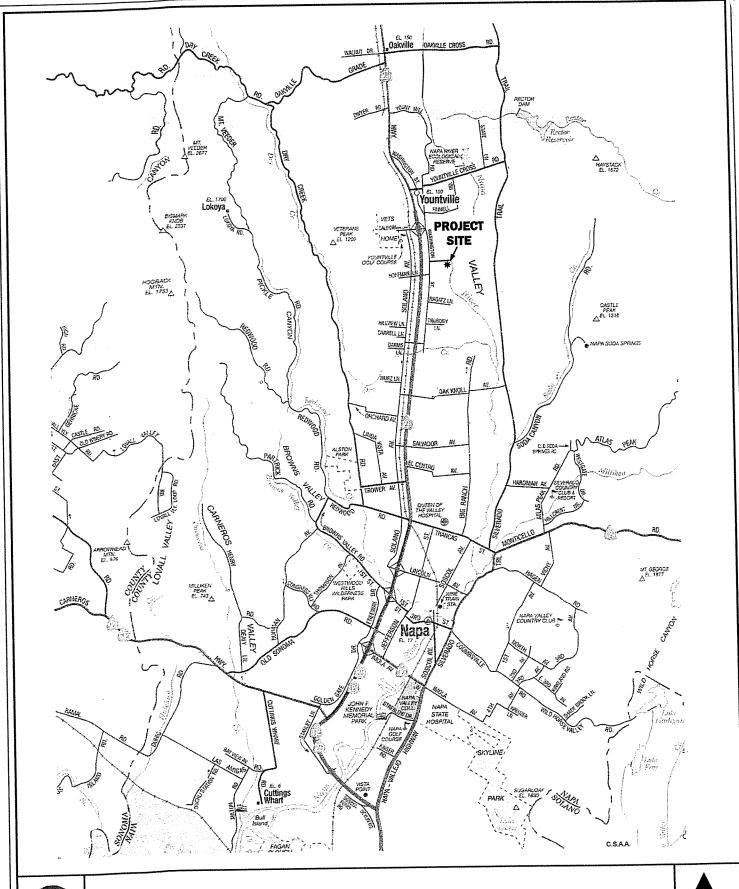
**Hoffman Lane** is located approximately 600 feet south of the existing project driveway and intersects SR-29 in an east-west direction extending across the highway to Washington Street. Like Washington Street, Hoffman Lane provides access to single-family residences, wineries, and agricultural/vineyard. A two-lane rural collector street, the roadway extends west from SR-29 for approximately 2,700 feet.

**Solano Avenue** extends from California Drive in Yountville south all the way into the City of Napa. Paralleling SR-29 on the west side, Solano Avenue is a rural two-lane collector street that provides access to recreational, residential, winery, and agricultural/vineyard uses in the immediate project study area. Solano Avenue intersects Hoffman Lane immediately west of SR-29.

California Drive is located north of the project site in the Town of Yountville. A two-lane roadway extending east-west between Solano Avenue and Washington Street, California Drive provides a full-access interchange with SR-29 as it passes under the north-south facility. California Drive can provide alternative access to motorists wishing to access locations off of either Washington Street and/or Solano Avenue that would prefer not to use the cross street intersections at SR-29 situated further south at Hoffman Lane and other east-west crossings.

State Route 29 extends in a north-south direction between City of Napa and Town of Yountville in the project study area. In this area, SR-29 is classified as a four-lane rural throughway (arterial) based on the Napa County General Plan. SR-29 provides access north to Yountville, Oakville, Rutherford, and St. Helena and beyond. To the south, the highway provides access to Napa, American Canyon and Vallejo. In the immediate project site area SR-29 has two travel lanes in each direction separated by wide grass median. The speed limit on SR-29 is 60 mph in the project area.







Project Vicinity Map



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figure 1

# **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 via Hoffman Lane at Washington Street. Based on the most recent Caltrans daily traffic counts conducted along SR-29 (between Oak Knoll Avenue and California Drive), SR-29 has a current annual average daily traffic volume of 28,000 vehicles.<sup>2</sup> During the peak month, the roadway carries 30,500 ADT. Based on Napa County roadway segment level-of-service (LOS) thresholds, these volumes are well within the carrying capacity of a four-lane rural throughway-arterial and represents LOS B conditions based on the annual average daily traffic volume of 28,000 vehicles.<sup>3</sup> Field observations made during peak weekday/weekend data collection periods at the Hoffman Lane-Washington Street/SR-29 intersection indicate very stable-flow conditions in both directions with no vehicle congestion and motorists on SR-29 are driving at the speed limit.

As a part of this study, intersection turning movement counts were conducted at the Washington Street/Bell Wine Cellars Driveway intersection and the Washington Street-Hoffman Lane/SR-29 intersection during a weekday PM peak commute period (4-6 PM) and the Saturday afternoon peak period (1-3 PM). Proposed winery visitor activity is expected to be highest during a Saturday afternoon. In addition, vehicle traffic on the project's driveway was also observed during the same time periods. From these peak period counts, the "peak hour" of traffic flow was derived to calculate existing vehicle delay. For SR-29, these counts indicate a weekday PM peak hour two-way flow of 2,425 vehicles and 2,395 vehicles on a peak hour Saturday afternoon. The counted peak hour volumes are consistent with expected typical day peak hour flow based on Caltrans data. In fact, these volumes were collected during the peak harvest/crush period for the Napa Valley (September/October, 2014) and reflect "peak month" volumes. Overall peak hour LOS operations on SR-29 are acceptable and reflect Level of Service (LOS) "B" conditions.

Average daily traffic (ADT) volumes were collected on Washington Street to determine its current carrying capacity and operations.<sup>5</sup> ADT counts on Washington Street were conducted between the project driveway and Hoffman Lane to gauge actual residential and/or winery traffic related to the roadway's use. The County classifies Washington Street as a rural two-lane collector street with a carrying capacity of 1,067 ADT (for LOS A operations).<sup>6</sup> Based on collected ADT data, Washington Street is currently operating at LOS A with 675 daily vehicle trips.

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

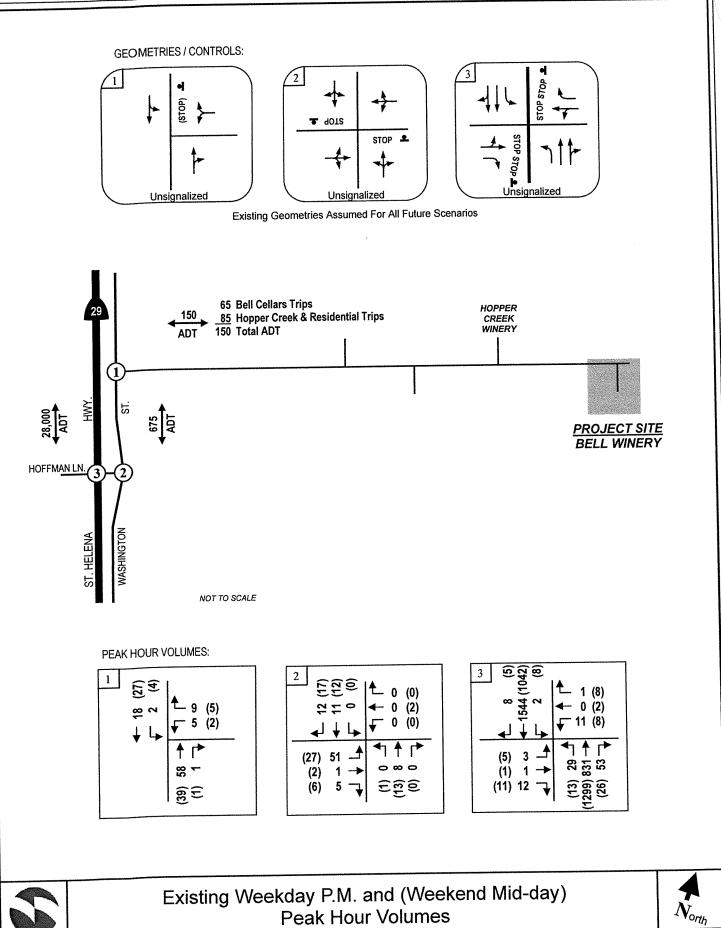
<sup>&</sup>lt;sup>6</sup> Napa County Baseline Data Report, Table 11-1, Napa County Roadway Segment Daily LOS Volume Thresholds, November, 2005.



<sup>&</sup>lt;sup>2</sup> Caltrans, 2013 Traffic Volumes Book, State Route 29 average annual daily traffic (AADT) and peak month average daily traffic (ADT between Oak Knoll Lane and California Drive).

<sup>&</sup>lt;sup>3</sup> Napa County Baseline Data Report, Table 11-1; Napa County Roadway Segment Daily LOS Volume Thresholds, Transportation and Circulation, November 2005.

<sup>&</sup>lt;sup>4</sup> Omni-Means Engineers & Planners, Weekday PM peak period (4:00-6:00 p.m.) and weekend mid-day peak period (1:00-3:00 p.m.) intersection turning movement counts, Washington Street/Bell Wine Cellars Project Driveway, September 11 & 13, 2014. Saymetrics Traffic Resources. Average daily traffic (ADT) counts on Washington Street and Bell Cellars Winery Driveway, October 1-4, 2014. Peak weekday and weekend intersection turning movement counts at the Hoffman Lane/Washington Street Action 1. Counts of the Hoffman Lane/Washington Street Actions 1. Counts of the Hoffman Lane/Washington Street Action 1. Counts of the Hoffman Lane/Washington 1. Counts of the H





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figure 2

# Existing Project Driveway/Access Operations

Where Washington Street intersects SR-29 at Hoffman Lane, the highway has two travel lanes in each direction, left-turn lanes at major crossroads, and wide paved shoulder areas that allow right-turn vehicles to decelerate at these crossroads. As noted, the Bell Cellars Winery site is located at the far eastern end of the driveway access from Washington Street (approximately 2,000 feet) with the driveway serving other single-family residences and winery activity (Hopper Creek). Existing residential and winery traffic activity is very low. During this study's peak period counts, 17 vehicle trips in/out of the project driveway occurred during the weekday PM peak hour and 12 vehicle trips in/out of the driveway occurred during the weekend mid-day peak hour. ADT volumes on the driveway currently average 150 vehicles.

## **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 three project study intersections evaluated for this analysis are as follows:

- 1. Bell Cellars Winery Driveway/Washington Street
- 2. Hoffman Lane/Washington Street
- 3. Hoffman Lane/SR-29

All project study intersections are unsignalized, minor-street stop-sign controlled intersections (two-way-stop-control). Based on the Highway Capacity Manual (*HCM 2010*) 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, the Bell Cellars Winery Driveway/Washington Street intersection is operating at LOS A during both the weekday PM peak hour and during the weekend (Saturday) mid-day peak hour. The Hoffman Lane/Washington Street intersection is also operating at LOS A during the same time periods. Finally, the Hoffman Lane/SR-29 intersection is operating at LOS F during both the weekday PM peak and weekend mid-day peak hours. It is noted that stated intersection LOS at this intersection refers to the stop-sign controlled westbound (outbound movements) from Washington Street onto SR-29.

Based on the California Manual on Uniform Traffic Control Devices (CAMUTCD) peak hour signal warrant criteria, all three unsignalized intersections were 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. In rural areas, the minimum minor street stop-sign controlled volume that would qualify for signalization requires 50 peak hour vehicles (approach volume). At this time, none of the three intersections would qualify for peak hour signal warrants based CAMUTCD standards (the warrant graphs are provided in the Appendix).

<sup>&</sup>lt;sup>7</sup> California Manual on Uniform Traffic Control Devices (CAMUTCD), Chapter 4C, Peak hour signal warrant (#3), 2012.



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

|    |   |                  | Wkdy. PM              | LOS/Delay                 | Wknd. Mid-Day LOS/Delay |                           |  |
|----|---|------------------|-----------------------|---------------------------|-------------------------|---------------------------|--|
| #  | tipe (1900) ( vees, dichage) (vee)<br>Intersection ( vees, dichage) | Contro<br>I Type | Existing (No Project) | Near-Term<br>(No Project) | Existing (No Project)   | Near-Term<br>(No Project) |  |
| 1  | Bell Cellars Driveway/Washington St.                                | Stop             | A 8.8                 | A 8.8                     | A 8.7                   | A 8.7                     |  |
| 2. | Hoffman Ln./Washington St.  | Stop             | A 9.2                 | A 9.8                     | A 9.5                   | A 9.5                     |  |
| 3. | Hoffman Ln./SR-29.  | Stop             | F 113.4               | F 198.4                   | F 114.9                 | F 179.0                   |  |

Based on Highway Capacity Manual (HCM) 2010, Operations methodology for stop-sign controlled (unsignalized) intersections using Synchro-Simtraffic 8.0 software. Intersection calculation yields an LOS and vehicle delay in seconds. Stated LOS refers to the minor street (stop-sign) controlled movement.

# Existing Vehicle Speeds/Sight Distance

The primary issues for access design are the vehicle visibility and operation relative to vehicles traveling on Washington Street and vehicles turning in/out of the winery driveway access. The required vehicle visibility or "corner sight distance" is a function of the travel speeds on Washington 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." 8 Based on radar surveys conducted as a part of this study, the "critical" vehicle speeds (85% of all surveyed vehicles travel at or below the critical speed) along Washington Street at the existing project driveway was recorded at 50 miles per hour (mph) or less during the weekday PM peak period and the Saturday afternoon peak period. Based on Caltrans design standards, these vehicle speeds require a sight distance of approximately 430 feet, measured along the travel lanes on Washington Street. 9 As measured, existing vehicle sight distance from the project driveway looking south on Washington Street exceeds 430 feet (460-500 feet) and is adequate. Vehicle sight distance to the north is restricted due to an existing shrub/bush located in the front yard of a residential home on the northeast quadrant of the intersection. Trimming/pruning this bush would provide 800 feet of vehicle sight distance to the north on Washington Street.

# 2. Near-Term (No Project) Conditions

# Near-Term (Approved/Pending Projects)

Near-term (no project) conditions represent a reasonable period of time in which approved and/or pending projects in the study area could be constructed. Based on discussions with County Planning staff, a two-year period to the year 2016 has been established for near-term (no project) conditions representing all approved/pending projects within the study area. In addition, the Town of Yountville Planning staff was contacted for any approved/pending projects that could affect traffic flows on Washington Street south of the Town. Based on these discussions with Yountville staff, there are no approved/pending projects in Yountville that would affect traffic flows in near the

<sup>&</sup>lt;sup>9</sup> Omni-Means Engineers & Planners, Field observations on Inglewood Avenue 275 feet east of cul-de-sac (proposed project driveway), July 13 & 17, 2013.



<sup>&</sup>lt;sup>8</sup> Caltrans, Highway Design Manual, Chapter 200, Topic 201—Sight Distance, March 7, 2014.

project site. To generate near-term (no project) conditions, approved and pending projects provided by Napa County Planning staff in the area have been used. These approved/pending projects are either new wineries or existing wineries applying for use permit modifications to increase production, employees, visitors, and/or marketing events. These projects are located both north and south of the project site off of State Route 29, and are described as follows:

| Napa County:   | Proposed Us                            | e Modification(s):  |
|--|--|---|
| Chateau Chevre Winery  | Production:                            | 5,000 gallons per year                                      |
| 2030 Hoffman Lane  | Visitors:                              | 50 visitors/week  |
| Napa, CA 94558   | Employees:                             | 1 full-time   |
| Chateau De Napa<br>5253 Solano Ave.                                      | Production:<br>Visitors:               | 20,000 gallons per year<br>0 visitors/week                  |
| Napa, CA 94558   | Employees:                             | 0 full-time   |
| Coombs Brothers Cellars<br>6075A St. Helena Hwy.<br>St. Helena, CA 94575 | Production:<br>Visitors:<br>Employees: | 10,000 gallons per year<br>20 visitors/week<br>0 full-time  |
| Elyse Winery   | Production:                            | 60,000 gallons per year                                     |
| 2100 Hoffman Ln.   | Visitors:                              | 24 visitors/week  |
| St. Helena, CA 94575   | Employees:                             | 10.5 full-time  |
| II. ( HAR  |  |   |
| Hartwell Winery  | Production:                            | 36,000 gallons  |
| 5765 Silverado Trail   | Visitors:                              | 168 visitors/week   |
| St. Helena, CA 94575   | Employees:                             | 10 full-time  |
| Hopper Creek Winery<br>6204 Washington St.<br>St. Helena, CA 04575       | Production:<br>Visitors:<br>Employees: | 20,000 gallons per year<br>0 visitors/week<br>2.5 full-time |
| Keever Winery  | Production:                            | 10,000 gallons per year                                     |
| 26 Vineyard View Dr.   | Visitors:                              | 32 visitors/week  |
| St. Helena, CA 94575   | Employees:                             | 2 full-time   |
|  |  |   |

#### Near-Term (No Project) Trip Generation

For all approved/pending winery 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 56 weekday PM peak hour trips and 42 mid-day weekend peak hour trips. On a daily basis, near-term projects would generate 115 ADT and 82 ADT on a weekday and weekend, respectively.

In addition to local projects (listed above), there would also be background traffic growth on SR-29 reflecting near-term and cumulative development. The following section describes this expected traffic growth.

<sup>&</sup>lt;sup>10</sup> Ms. Sandra Smith, Planning Director, Town of Yountville, Approved/Pending development in the Town of Yountville, Personal communication on October 2, 2014.



# Near-Term (No Project) Traffic Growth on SR-29

Both near-term (no project) and cumulative (year 2030) volume projections for SR-29 were derived from the Napa County Transportation and Planning Agency's traffic volume forecasts found in the Napa County General Plan Update EIR.<sup>11</sup> The forecast increase in volume-to-capacity (v/c) ratio from Year 2003 to Year 2030 on SR-29 between Oak Knoll Avenue and California Drive was applied to the Year 2003 peak hour two-way volumes (2,469 vehicles). This yielded a future volume of 4,604 weekday PM peak hour vehicles on SR-29 in the Year 2030. This would equate to an increase in traffic volumes of 3.7% per year to the Year 2030 on the highway.

With regard to near-term (no project) conditions, the project applicant indicates a two-year window to the Year 2016 would allow for proposed project completion (production, staffing, marketing plan). Based on this time period, weekday PM peak hour vehicle traffic would increase by 7.4% on SR-29 between Oak Knoll Road and California Drive. It is noted that no future volume projections are provided for the weekend (Saturday) mid-day peak hour. Therefore, weekend mid-day peak hour volumes on SR-29 were increased uniformly by the same annual growth rate.

Near-term (no project) local/regional daily and peak hour volumes for the weekday and weekend have been added to existing intersection volumes on State Route 29 based on existing traffic flows and 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) Intersection/Roadway Operation

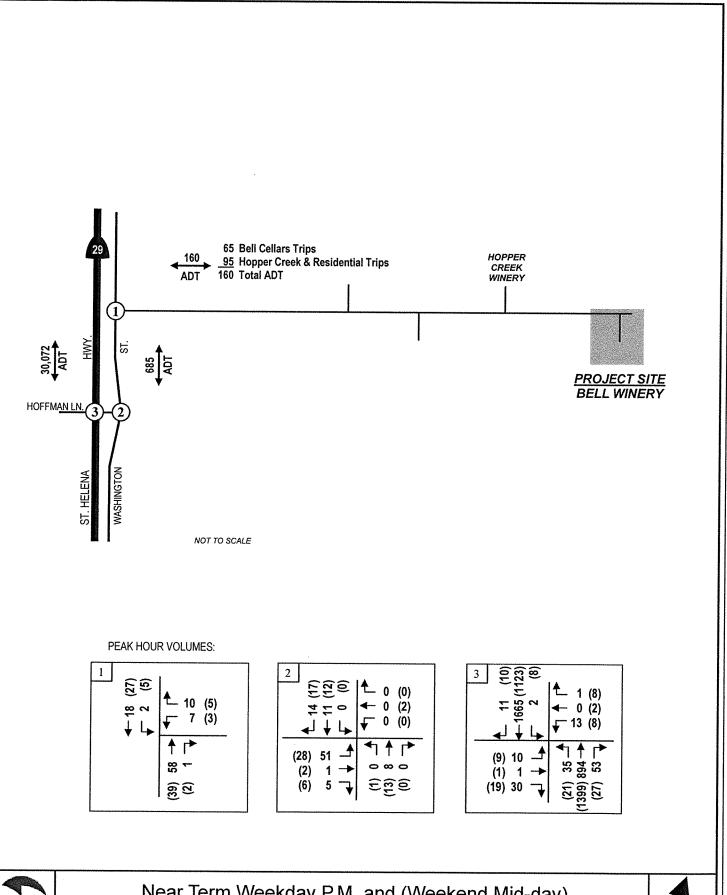
With near-term (no project) volumes, study intersection LOS has been calculated and is shown in Table 1. As calculated, the Bell Cellars Winery Driveway/Washington Street intersection would continue to operate at LOS A during both the weekday PM peak hour and during the weekend (Saturday) mid-day peak hour. The Hoffman Lane/Washington Street intersection would also operate at LOS A during these same time periods. Finally, the Hoffman Lane/SR-29 intersection would continue to operate at LOS F during both the weekday PM peak and weekend mid-day peak hours with increase vehicle delays for minor street stop-controlled traffic.

Based on CAMUTCD peak hour signal warrant criteria (Warrant #3), none of the three study intersections would qualify for signalization with near-term (no project) volumes.

AADT volumes on SR-29 would increase from 28,000 to 30,072 vehicles under near-term (no project) conditions. Based on Napa County roadway thresholds, this would continue to represent LOS B conditions. ADT volumes on Washington Street would increase from 675 vehicles to 685 vehicles and the roadway would continue to operate at LOS A. The Bell Cellars Winery driveway would increase from 150 ADT to 160 ADT with near-term (no project) traffic volumes.

<sup>&</sup>lt;sup>11</sup> Dowling Associates, Napa County General Plan Update, Technical Memorandum for Traffic and Circulation Supporting the Findings and Recommendations, February 9, 2007.







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



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figure 3

# 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, an LOS standard established by the county congestion management agency for designated roads or highways;
- 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

Current Entitlements/Site Trip Generation

Existing activities at the Bell Cellars Winery related to employment and visitation have increased over the years to levels that are occurring today. To determine the total increases in project trip generation and net increase in roadway trips, overall trip generation has been estimated for the following three scenarios:



- Permitted Uses
- Existing Uses
- Proposed Uses

The winery's original use-permit (1991) allowed one (1) full-time and two (1) part-time employee(s). Visitation was authorized at 12 visitors per day and an average of 30 visitors per week. Winery production was limited to 40,000 gallons. Marketing events have remained consistent with previously authorized levels (six events w/ eight guests, four events with 40 guests, two events with 60 guests, and one wine auction up to 200 guests).

Based on new weekly visitation and employment supplied by the project applicant and ADT counts conducted on the Bell Cellars Winery driveway, overall activity at the winery has increased beyond the permit levels. These levels represent existing uses. The winery currently averages approximately 45 visitors per day and 225 visitors per week (see appendices---employment/guest count data). In addition, employment at the winery has increased to an average of eleven weekday employees (7 full-time, 4 part-time) and seven weekend employees (4 full-time, 3 part-time). Employment reflects a combination of cellar, administrative, and tasting room employees.

Both daily and peak hour traffic counts conducted for this study reflect these increases in "existing" employment and visitation levels occurring today. Therefore, increases in daily and peak hour traffic volumes as a result of proposed use modifications would represent the differences between these existing levels and ultimate use modifications being proposed.

# **Project Components**

Permitted, existing, and proposed use levels have been summarized (below). The proposed use modifications to the Bell Cellars Winery project would consist of modifications to wine production, employment, visitation tours/tasting, and small marketing events throughout the year. Project components can be described as follows: <sup>13</sup>

|            |          | <u>Permitted</u> | <u>Existing</u> | <b>Proposed</b>  |
|------------|----------|------------------|-----------------|------------------|
| Production | Annual:  | 40,000 gallons   | 40,000 gallons  | 60,000 gallons   |
| Employees: | Weekday: | 1 F-T, 2 P-T     | 7 F-T, 4 P-T    | 8 F-T, 7 P-T     |
|            | Weekend: | 1 F-T, 2 P-T     | 4 F-T, 3 P-T    | 4 F-T, 4 F-T     |
| Visitors:  | Weekday: | 12 visitors      | 45 visitors     | 100 visitors     |
|            | Weekend: | 12 visitors      | 75 visitors     | 140 visitors     |
| Trucks:    | Weekday: | 1 truck/day      | 2 trucks/day    | 2 trucks per day |
|            | Weekend: | 1 truck/day      | 2 trucks/day    | 2 trucks per day |

Daily operations for the proposed Bell Cellars Winery project would involve an all on-site winery operation with a maximum annual production of 60,000 gallons (about 24,300 cases). All fruit (60,000 gallons of production) would be processed on-site during the year with the majority occurring during the harvest/crush season. Visitors (by appointment only) are expected; an average of 100 daily visitors on a typical weekday and 140 daily visitors on a Saturday. At the County's request, daily visitation levels for proposed uses include the 40 visitors associated with marketing events that could occur four (4) times per week with up to 40 visitors. (These events

<sup>&</sup>lt;sup>13</sup> Project Statement; Bell Wine Cellars, 6200 Washington Street, Yountville (Napa County), CA, Modification of Use Permit, October, 2014.



<sup>&</sup>lt;sup>12</sup> Anthony Bell, Project Applicant, Bell Cellars Winery, Daily employee and visitation data, October 6-11, 2014.

were deemed to occur too frequently on a weekly basis to be left out of normal daily visitor traffic levels). <sup>14</sup> Employment is expected to be eight full-time employees and seven part-time employees on a weekday with four full-time and four part-time employees on a weekend. Winery operations for staff would occur between 8:00 a.m. – 9:00 p.m. Actual tours and tastings would occur between 10:00 a.m. and 4:00 p.m.

The proposed project's marketing plan can be described as follows:

### Winery Marketing Plan

- Daily visitation by prior appointment will be limited to an average of 420 guests per week with a maximum of 100 on the busiest day;
- 208 small events per year (four per week) with no more than 40 guests (included in daily and peak hour trip generation);
- Four events per year with no more than 200 guests and participation in the Auction Napa Valley.

Special event activity would be scheduled to minimize the arrival of guests between the weekday PM peak period (4:00-6:00 p.m.) and all event activity would be concluded by 10:00 p.m.

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 2 (please see Appendices for winery trip generation sheets). It is noted that permitted levels are shown for informational purposes only.

TABLE 2
PROJECT TRIP GENERATION COMPARISON
DAILY AND PEAK HOUR

| Scenario       | ·            | Weeko | lay Trips | Weekend Trips |         |  |
|----------------|--------------|-------|-----------|---------------|---------|--|
|                | Nat 131 (18) | Daily | PM Peak   | Daily         | PM Peak |  |
| Permitted Uses |              | 17    | 6         | 16            | 4       |  |
| Existing Uses  |              | 65    | 23        | 72            | 20      |  |
| Proposed Uses  |              | 115   | 42        | 120           | 31      |  |

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.

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. Overall trip generation calculations represent the increase in production, employment, and visitor activities beyond permitted uses to ultimate use modification levels. The proposed project would be expected to generate 115 daily weekday trips with 42 PM peak hour trips. During a typical weekend, the project would be expected to generate an additional 120 daily trips with 31 mid-day peak hour trips.

<sup>&</sup>lt;sup>15</sup>County of Napa, Conservation, Development, and Planning Department, "Use Permit Application Package," Napa County Winery Traffic Generation Characteristics, 2012.



<sup>&</sup>lt;sup>14</sup> Mr. Paul Wilkinson, Napa County Public Works, Bell Wine Cellars P13-00055, Comment letter to Ms. Wyntress Balcher, Napa County Planning, October 30, 2014.

During the six-week harvest crush season, the proposed project is expected to generate an average of 109 daily trips. This daily trip total would represent 100 visitors, 8 full-time and 4 part-time employees on-site during weekend periods, 60,000 gallons of wine production, and 340 tons of grapes (on-haul). Based on the largest marketing event attendance of 200 persons (four times per year), there would total generation of 154 event trips.

With the deduction of permitted project trips, the proposed project would result in an increase of 98 daily trips with 36 trips during the weekday PM peak hour. On a weekend, the project would generate 104 daily trips with 27 trips during the mid-day peak hour. These trips totals represent the differences between permitted levels and proposed levels as shown in Table 3. With regard to the total increase in traffic volumes on the roadway network, the proposed project is expected to generate 50 daily trips with 19 trips during the weekday PM peak hour. On a weekend, the project would add 48 daily trips with 11 mid-day peak hour trips.

TABLE 3
PROJECT TRIP GENERATION COMPARISON
DAILY AND PEAK HOUR

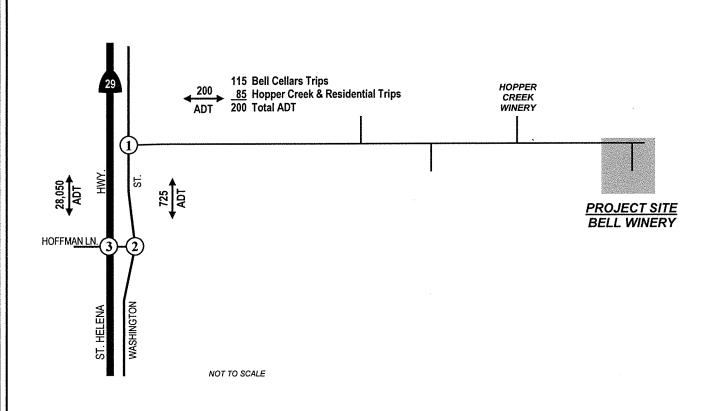
| The second of th | Daily Tri | ps   | Weekda | y PM Trips | Week  | end Trips |
|--|-----------|------|--------|------------|-------|-----------|
|  |           |      |        |            |       |           |
| Scenario   | Wkdy.     | Wknd | Trips  | In/Out     | Trips | In/Out    |
| Net Increase on Roadways   |           |      |        |            |       |           |
| Existing Use   | (65)      | (72) | (23)   | (7 / 16)   | (20)  | (10 / 10) |
| Proposed Use   | 115       | 120  | 42     | 15 / 27    | 31    | 16 / 15   |
| Total Net New Roadway Trips  | 50        | 48   | 19     | 8/11       | 11    | 6/5       |
| Project Trips  |           |      |        |            |       |           |
| Permitted Use  | -17       | -16  | -6     | -2 / -4    | -4    | -2 / -2   |
| Proposed Use   | 115       | 120  | 42     | 15 / 27    | 31    | 16 / 15   |
| Total Net New Project Trips  | 98        | 104  | 36     | 13 / 23    | 27    | 14 / 13   |

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. Please see Appendices for Permitted, Existing, and Proposed winery trip generation sheets. Existing Use trips (shown parenthetically) represent vehicle trips already on the street network.

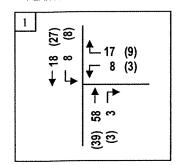
To determine traffic conditions with the proposed project, total net new roadway trips were added to existing volumes. Based on observed turning percentages, the project trips were distributed 70% to/from the north on Washington Street and 30% to/from the south on Washington Street. Existing plus project and near-term plus project volumes have been shown in Figure 4 and 5.

It is noted that surveys of existing daily and peak hour trip generation at the existing Bell Cellars Winery indicate significant use of transit services. Specifically, of the 225 surveyed weekly visitors to the winery, 105 visitors (or 47%) used The Wine Trolley and/or Hire Car (limousines, Escalades, etc.) to access the winery. The average auto occupancy was four persons/vehicle. The relatively high use of trolley and hire car to/from the winery has helped to reduce vehicle trip generation (even with higher visitation levels). Based on discussions with the applicant, the use of transit will continue and expand with proposed use modification levels and is being directly marketed to reduce vehicle trip generation and improved guest demographics.

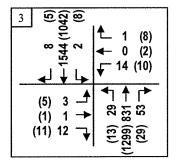




# PEAK HOUR VOLUMES:



| 2 (6) \$1          | <b>↑</b> 11 (12) | (o)<br>0 L | 0 (0)<br>0 (2)<br>0 (0) |
|--------------------|------------------|------------|-------------------------|
| (30)<br>(2)<br>(6) | 53<br>1<br>5     |            | (13) 8 (1)<br>(0) 0 (1) |



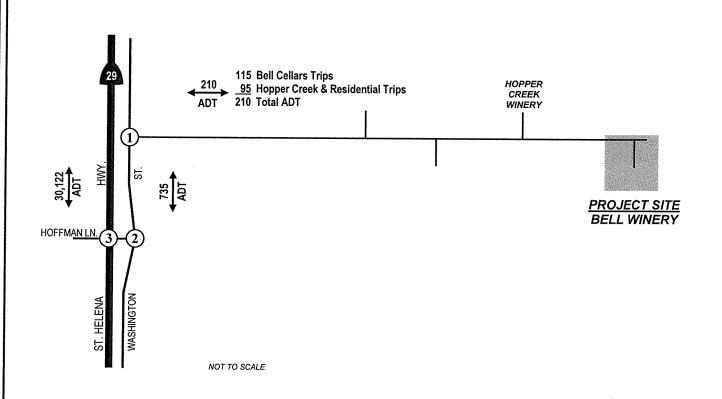


Existing + Project Weekday P.M. and (Weekend Mid-day)
Peak Hour Volumes

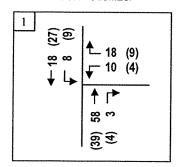


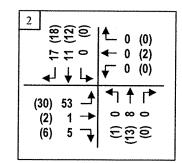
omni-means

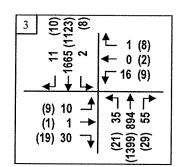
figure 4



#### PEAK HOUR VOLUMES:









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 50 daily trips to the project driveway, Washington Street, and State Route 29. This would represent an addition of less than 1 percent (0.002) to the daily volumes on the highway. The combined existing plus project volume of 28,050 daily trips would remain at LOS B operating conditions for a four-lane rural arterial highway based on established County thresholds. ADT on Washington Street would increase to 725 vehicles with proposed project activity and would continue to operate at LOS A conditions. ADT on the Bell Cellars driveway would increase from 150 to 200 vehicles.

During the peak winery activity periods, the project would generate an additional 19 weekday PM peak hour and 11 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 Bell Cellars Driveway/Washington Street and Hoffman Lane/Washington Street intersections would continue to operate at acceptable levels (LOS A) 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 Hoffman Lane/SR-29 intersection would continue to operate at LOS F during both weekday PM and weekend mid-day peak hour conditions (with or without project).

# B. Near-Term Plus Project Conditions

With near-term plus project conditions, daily traffic volumes on State Route 29 would increase to 30,122 ADT. Again, this would represent LOS B conditions for a two-lane, rural arterial highway based on County thresholds. ADT on Washington Street would increase from 685 to 735 vehicles with proposed project traffic. This would be well within the LOS A carrying capacity of 1,067 ADT based on County thresholds. ADT on the Bell Cellars driveway would increase from 160 to 210 vehicles.

**EXISTING PLUS** 

WEE

| #  | Intersection                  |
|----|-------------------------------|
| 1  | Bell Cellars Drvwy./V         |
| 2. | Hoffman Ln./Wash <sup>;</sup> |
| 3. | Hoffman Ln./SR-29.            |

Based on Highway Capacity Mandineric Intersections using Synchro-Simtrafile Stated LOS refers to the minor street (stop-

TABLE 4
TERM PLUS PROJECT CONDITIONS:
--OF-SERVICE

**ND MID-DAY PEAK HOUR ∂M LOS/Delay** Wknd. Mid-Day LOS/Delay Near-Term Existing Near-Term na + Project + Project + Project oject A 8.7 A 8.7 A 8.9 8.9 A 9.5 4 9.9 A 9.5 A 9.5 F 125.0 F 225.0 F 127.4 F 190.6

perations methodology for stop-sign controlled (unsignalized) .tersection calculation yields an LOS and vehicle delay in seconds. controlled movement.



Both Washington Street intersections (Bell Cellars Driveway and Hoffman Lane) would operate at acceptable levels (LOS A) during both the weekday PM peak hour and weekend mid-day peak hour under near-term with project conditions. The Hoffman Lane/SR-29 intersection would continue to operate at LOS F during both weekday PM and weekend mid-day peak hour conditions (with or without project).

With the Hoffman Lane/SR-29 intersection operating at LOS F for minor street stop-sign controlled movements under existing and near-term conditions (with or without proposed project), the winery has adopted measures to reduce impacts for vehicle travel to/from the winery. Specifically, inbound motorists from the south can safely exit SR-29 at Hoffman Lane by turning right and accessing Washington Street. When making an appointment or invitations are sent out for events, inbound motorists from the north are instructed to exit SR-29 at California Drive and turn left to access Washington Street. However, visitors can still access the winery from SR-29 at Hoffman Lane using the existing southbound left-turn lane if they desire. Most importantly, all outbound visitors and guests are instructed to exit the winery north on Washington Street and access California Drive (0.87 miles to the north) to travel southbound on SR-29. This allows visitors to readily access SR-29 southbound and avoid significant delays at the Hoffman Lane/SR-29 intersection.

Based on CAMUTCD peak hour signal warrant criteria (Warrant #3), none of the three study intersections would qualify for signalization with existing with project or near-term with project volumes.

# 5. Site Access/Design Parameters

Sight Distance

As noted in the discussion of existing conditions, radar surveys conducted as a part of this study indicate the "critical" vehicle speeds (85% of all surveyed vehicles travel at or below the critical speed) along Washington Street at the existing project driveway are 50 miles per hour (mph) or less during the weekday PM peak period and the Saturday afternoon peak period. <sup>16</sup> Based on Caltrans design standards, these vehicle speeds require a sight distance of approximately 430 feet, measured along the travel lanes on Washington Street. As measured, existing vehicle sight distance from the project driveway looking south on Washington Street exceeds 430 feet (460-500 feet) and is adequate. Vehicle sight distance to the north is restricted due to an existing shrub/bush located in the front yard of a residential home on the northeast quadrant of the intersection. The following measure is recommended to improve vehicle sight distance to/from the north on Washington Street at the project driveway

 Trimming/pruning the existing bush on the northeast corner of the intersection (residential home yard) would provide 800 feet of vehicle sight distance to the north on Washington Street.

#### Project Access and Circulation

Based on the project site plan, the winery grounds would be improved to include 14 new parking spaces on the north side of the site. These parking spaces would be in addition to the 11 existing parking spaces located in the southeast sector of the grounds. As shown in Figure 6 (Project Site

<sup>&</sup>lt;sup>16</sup> Caltrans, Highway Design Manual, Chapter 200, Topic 201—Sight Distance, March 7, 2014.



Plan), visitors would travel east from Washington Street down the long, shared driveway (approximately 1,750-2,000 feet) to the winery grounds. There would be a vehicle turnaround area created in front of the existing residential building for visitors to exit out the same driveway access. This turnaround area would also accommodate Napa County standards for emergency/fire trucks (civil engineer to confirm design). Visitors could also turn south past the winery facility to access existing parking areas.

The project driveway accessing the winery is shared with existing residences and the Hopper Creek Winery located west of the project site. The driveway width varies from 17-18 feet and is paved with wide dirt shoulders. The County standard for driveway widths is 18 feet (minimum). Any improvements to the Bell Cellars Winery driveway and turnaround areas would meet minimum County standards.

### Left-Turn Lane/Right-Turn Lane Warrants

The existing plus project and near-term plus project volumes were compared with the Napa County guidelines for installing a southbound left-turn lane on Washington Street at the Bell Cellars Winery driveway. (The warrant graphs for weekday and Saturday conditions are provided in the Appendix). Napa County left-turn lane warrants are based on the combination of existing/proposed daily trips at the Bell Cellars Winery driveway and overall ADT on Washington Street. With 210 daily weekday/weekend trips at the proposed project driveway and 735 daily trips on Washington Street under near-term plus project conditions (worst case), a southbound left-turn lane **would not be warranted** on Washington Street.

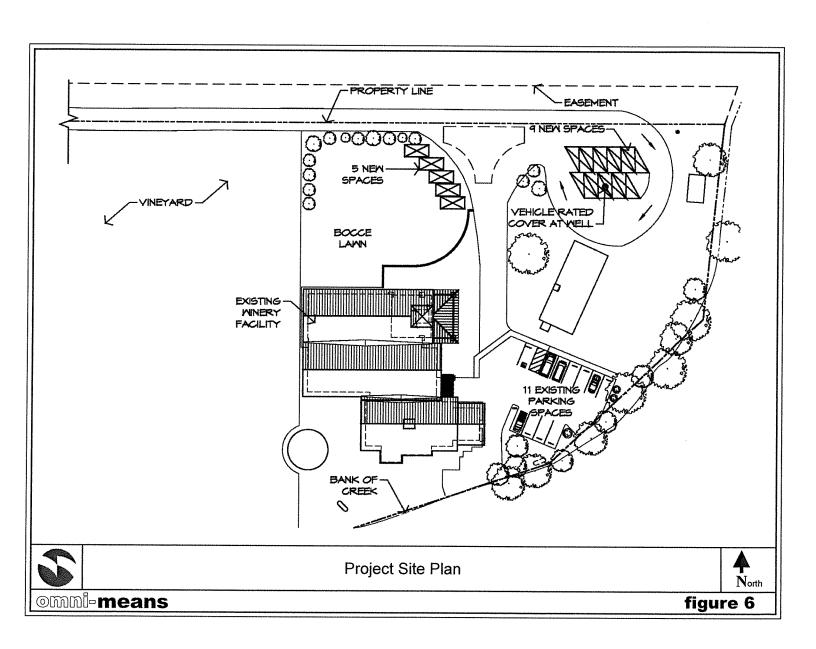
### Marketing Events

With regard to larger special event traffic, these events would only occur four times annually. The largest event (200 visitors) would be an all day event typically on a weekend. This event would involve visitors arriving and 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 (200 people) would generate up to 154 trips (77 in, 77 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.

<sup>&</sup>lt;sup>17</sup> Napa County, Adopted Road and Street Standards, revised November 21, 2006.





# 6. Cumulative Conditions

# Cumulative Year 2030 Projections

#### Model Forecast

As outlined in near-term (no project) conditions, cumulative (Year 2030) volume projections on St. Helena Highway (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 between Oak Knoll Avenue and California Drive was applied to the Year 2003 peak hour two-way volumes (2,469 vehicles). This yielded a future volume of 4,604 weekday PM peak hour vehicles on SR-29 in the Year 2030. This would equate to an increase in traffic volumes of 3.7% per year to the Year 2030 on the highway.

Since future volume traffic forecasts are only available for the weekday PM peak hour and not for a Saturday mid-day peak hour, northbound and southbound volumes on Conn Creek Road were uniformly increased by the same percentage as listed above.

# **Cumulative Operating Conditions**

Although cumulative volumes are conservative, the forecast volumes would yield acceptable LOS 'B' conditions (3,855 two-way peak hour) on SR-29. Applying the same weekday PM peak hour increase to daily traffic volumes (as a conservative measure), existing ADT on SR-29 would increase from 28,000 trips to 44,520 daily trips (LOS C). Cumulative projections are not available for Washington Street. However, assuming the same conservative increases in traffic growth, existing ADT on Washington Street would increase from 675 trips to 1,073 daily trips (LOS B).

With regard to weekday PM peak hour and weekend mid-day peak hour intersection operation under cumulative year 2030 (no project) conditions, the existing Bell Cellars Winery Driveway/Washington Street and Hoffman Lane/Washington Street intersections would operate at acceptable conditions (LOS A-B or better) using County volume projections. With proposed project traffic, the intersections would continue to operate at LOS A-B during the weekday PM peak hour and weekend mid-day peak hour.

The Hoffman Lane/SR-29 intersection would be operating at LOS F during both the weekday PM and weekend mid-day peak hour under cumulative year 2030 (no project) conditions. These operations would remain unchanged with proposed project traffic.

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 provides 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.

# 7. Summary and Conclusions

# Daily and Peak Hour Operations

The proposed Bell Cellars Winery use modification project would generate 98-104 net new daily trips during the weekday and weekend periods (respectively). Specific to net new roadway trips, the project is expected to generate 50-48 daily trips during the same time periods. This increase in daily net new roadway trips represents the difference between existing traffic operations (that currently reflect winery activities over permitted use levels) with ultimate use modification requests. Currently, the winery is averaging approximately 45-50 visitors a day and 225 visitors per week. The proposed use modification would increase these levels to 100-140 visitors per day (weekday/weekend) and 420 visitors per week. It is noted that the daily visitation levels reflect the addition of 40 visitors associated with marketing events that could occur four (4) times per week with up to 40 visitors. (These events were deemed to occur too frequently on a weekly basis to be left out of normal daily visitor traffic levels). Employment levels would increase slightly from an average of 11 per day to 15 per day during weekday periods (less on the weekend). Overall production would increase from 40,000 gallons to 60,000 gallons (annually).

With the proposed project expected to add approximately 48-50 daily trips to State Route 29, this would represent an addition of less than 1 percent (0.002) to the daily volumes on the highway. The combined existing plus project volume of 28,050 daily trips would remain at LOS B operating conditions for a four-lane rural arterial highway based on established County thresholds. ADT on Washington Street would increase to 725 vehicles with proposed project activity and would continue to operate at LOS A conditions.

With near-term plus project conditions, daily traffic volumes on State Route 29 would increase to 30,122 ADT. Again, this would represent LOS B conditions for a two-lane, rural arterial highway based on County thresholds. ADT on Washington Street would increase from 685 to 735 vehicles with proposed project traffic. This would be well within the LOS A carrying capacity of 1,067 ADT based on County thresholds.

Both the Washington Street intersections (Bell Cellars Driveway and Hoffman Lane) would operate at acceptable levels (LOS A) during both the weekday PM peak hour and weekend midday peak hour under both existing and near-term "with project" conditions. The Hoffman Lane/SR-29 intersection would continue to operate at LOS F during both weekday PM and weekend mid-day peak hour conditions (with or without project).

With regard to the Hoffman Lane/SR-29 intersection operating at LOS F during the weekday PM and weekend (Saturday) mid-day peak hours, the following measure is recommended to reduce overall project impacts:

<sup>&</sup>lt;sup>18</sup> Mr. Paul Wilkinson, Napa County Public Works, Bell Wine Cellars P13-00055, Comment letter to Ms. Wyntress Balcher, Napa County Planning, October 30, 2014.



With the Hoffman Lane/SR-29 intersection operating at LOS F for minor street stop-sign controlled movements under existing and near-term conditions (with or without proposed project), the winery has adopted measures to reduce impacts for vehicle travel to/from the winery. Specifically, inbound motorists from the south can readily exit SR-29 at Hoffman Lane by turning right and accessing Washington Street. When making an appointment or invitations are sent out for events, inbound motorists from the north are instructed to exit SR-29 at California Drive and turn left to access Washington Street. However, visitors can still access the winery from SR-29 at Hoffman Lane using the existing southbound left-turn lane if they desire. Most importantly, all outbound visitors and guests are instructed to exit the winery north on Washington Street and access California Drive (0.87 miles to the north) to travel southbound on SR-29. This allows visitors to readily access SR-29 southbound and avoid significant delays at the Hoffman Lane/SR-29 intersection. The winery could install a sign for visitors and guests (Southbound SR-29---Please Use Washington Street North to California Drive Interchange To Avoid Delays). This would reduce overall project impacts at the Hoffman Lane/SR-29 to less-than-significant levels.

Based on the CAMUTCD peak hour signal warrant criteria (peak hour #3), all three project study intersections would not qualify for signalization under existing plus project or near-term plus project conditions.

#### Warrant and Vehicle Sight Distance

The existing plus project and near-term plus project volumes were compared with the Napa County guidelines for installing a southbound left-turn lane on Washington Street at the Bell Cellars Winery driveway. (The warrant graphs for weekday and Saturday conditions are provided in the Appendix). Napa County left-turn lane warrants are based on the combination of existing/proposed daily trips at the Bell Cellars Winery driveway and overall ADT on Washington Street. With 210 daily weekday/weekend trips on the proposed project driveway and 735 daily trips on Washington Street under near-term plus project conditions, a southbound left-turn lane **would not be warranted** on Washington Street.

The projected right turn volumes at the site driveway are well below minimum thresholds at which right turn lane would be required (right turn lane warrant graphs are included in the Appendix).<sup>20</sup>

As noted in the discussion of existing conditions, radar surveys conducted as a part of this study indicate the "critical" vehicle speeds (85% of all surveyed vehicles travel at or below the critical speed) along Washington Street at the existing project driveway are 50 miles per hour (mph) or less during the weekday PM peak period and the Saturday afternoon peak period. <sup>21</sup> Based on Caltrans design standards, these vehicle speeds require a sight distance of approximately 430 feet, measured along the travel lanes on Washington Street. As measured, existing vehicle sight distance from the project driveway looking south on Washington Street exceeds 430 feet (460-500 feet) and is adequate. Vehicle sight distance to the north is restricted due to an existing shrub/bush located in the front yard of a residential home on the northeast quadrant of the

<sup>&</sup>lt;sup>21</sup> Caltrans, Highway Design Manual, Chapter 200, Topic 201—Sight Distance, March 7, 2014.



<sup>&</sup>lt;sup>19</sup> Napa County, Adopted Road and Street Standards, revised November 21, 2006.

<sup>&</sup>lt;sup>20</sup> Transportation Research Board, National Cooperative Highway Research Program Report 279, "Intersection Channelization Design Guide," November, 1985.

intersection. The following measure is recommended to improve vehicle sight distance to/from the north on Washington Street at the project driveway

 Trimming/pruning the existing bush on the northeast corner of the intersection (residential home yard) would provide 800 feet of vehicle sight distance to the north on Washington Street.

#### Vehicle Circulation/Access

Based on the project site plan, the winery grounds would be improved to include 14 new parking spaces on the north side of the site. These parking spaces would be in addition to the 11 existing parking spaces located in the southeast sector of the grounds. As shown in Figure 6 (Project Site Plan), visitors would travel east from Washington Street down the long, shared driveway (approximately 1,750-2,000 feet) to the winery grounds. There would be a vehicle turnaround area created in front of the existing residential building for visitors to exit out the same driveway access. This turnaround area would also accommodate Napa County standards for emergency/fire trucks (civil engineer to confirm design). Visitors could also turn south past the winery facility to access existing parking areas. The project driveway accessing the winery is shared with existing residences and the Hopper Creek Winery located west of the project site. The driveway width varies from 17-18 feet and is paved with wide dirt shoulders. The County standard for driveway widths is 18 feet (minimum). (Any improvements to the Bell Cellars Winery driveway and turnaround areas would meet minimum County standards).

### Marketing Events

With regard to larger special event traffic, these events would only occur four times annually. The largest event (200 visitors) would be an all day event typically on a weekend. This event would involve visitors arriving and 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 (200 people) would generate up to 154 trips (77 in, 77 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.

As previously stated, the surveys of existing daily and peak hour trip generation at the existing Bell Cellars Winery indicate significant use of transit services. Specifically, of the 225 surveyed weekly visitors to the winery, 105 visitors (or 47%) used The Wine Trolley and/or Hire Car (limousines, Escalades, etc.) to access the winery. The average auto occupancy was 4.0 persons/vehicle. The relatively high use of trolley and hire car to/from the winery has helped to reduce vehicle trip generation (even with higher visitation levels). Based on discussions with the applicant, the use of transit will continue and expand with proposed use modification levels and is being directly marketed to reduce vehicle trip generation and improved guest demographics. Transit use will be encouraged for large events to reduce traffic levels to the extent possible.



# **Cumulative Year 2030 Conditions**

Although cumulative volumes are conservative, the forecast volumes would yield acceptable LOS 'B' conditions (3,855 two-way peak hour) on SR-29. Applying the same weekday PM peak hour increase to daily traffic volumes (as a conservative measure), existing ADT on SR-29 would increase from 28,000 trips to 44,520 daily trips (LOS C). Cumulative projections are not available for Washington Street. However, assuming the same conservative increases in traffic growth, existing ADT on Washington Street would increase from 675 trips to 1,073 daily trips (LOS B). The addition of proposed project daily trips would not change overall LOS conditions on SR-29 or Washington Street.

With regard to weekday PM peak hour and weekend mid-day peak hour intersection operation under cumulative year 2030 (no project) conditions, the existing Bell Cellars Winery Driveway/Washington Street and Hoffman Lane/Washington Street intersections would operate at acceptable conditions (LOS A-B or better) using County volume projections. With proposed project traffic, the intersections would continue to operate at LOS A-B during the weekday PM peak hour and weekend mid-day peak hour.

The Hoffman Lane/SR-29 intersection would be operating at LOS F during both the weekday PM and weekend mid-day peak hour under cumulative year 2030 (no project) conditions. These operations would remain unchanged with proposed project traffic (see Daily and Peak Hour Operations Summary section for recommended mitigation).



#### **APPENDIX**

**Level of Service Definitions** 

**Level of Service Calculations** 

Signal Warrant Sheets

Radar Speed Surveys (Washington St. @ Bell Cellars Winery Driveway)

Right-Turn Lane Warrant Sheet

Napa County Left-Turn Lane Warrant Graph

Bell Cellars Winery; Employment & Visitation

Winery Traffic Information/Trip Generation Sheet

ADT Count Sheets; Washington St. & Project Driveway

# LEVEL-OF-SERVICE CRITERIA FOR INTERSECTIONS

|  | CONTROL DELAY (SECONDS/VEHICLE) | UNSIGNALIZED ALL-WAY STOP | \$ 10.00<br>\$ 10.00<br>\$ 10.00<br>\$ 10.00   | >10 and $\leq$ 15.0 >10 and $\leq$ 15.0   | >15,and≤25;0 >15;and≤25;0   | >25 and ≤ 35.0 >25 and ≤ 35.0  | 35 and ≤ 50:0   | > 50.0  |
|--|---------------------------------|---------------------------|--|---|---|--|---|---|
| NS   | CONTROL DE                      | SIGNALIZED U              | 2000 Sec. 2000 | >10 and ≤ 20.0 > secs.  | >20 and ≤95.0<br>secs.  | >35 and ≤ 55.0 × secs.   | >55 and \(\) 80.0 \(\) secsi  | > 80.0 secs.  |
| EVEL-OF-SERVICE CRITERIA FOR INTERSECTIONS | ,                               | MANEUVERABILITY           | Tuning 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-upsimay developibehind<br>tuning vetiteles. Most drivers<br>feel somewhat testricted | in the control of the | There are typically long queues of vehicles waiting upstream of the intersection.   | Janmed 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                         | Drive                           |                           | Very slight delay. Progression is very favorable, with most vehicles arriving during the green plase not stopping at all.  | Good progression and/or short cycle lengths. More vehicles stop than for LOS A, causing higher levels of average delay. |   | 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-expansivatios. 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                    |                           | StableFlow   | Stable Flow   | Stable Hiow   | Approaching<br>Unstable Flow   | Unstablefflow   | Forced Flow   |
| LEVEL OF                                   | SERVICE                         |                           | Y  | <b>g</b>  |   | <u>.</u>   |   | <u>.</u>  |

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

| Movement  | Intersection   | 4.5  |  |  |  |  |                    |  |  |                    |
|---|--|--|--|--|--|--|--------------------|--|--|--------------------|
| Vol, veh/h         5         9         58         1         2         18           Conflicting Peds, #hr         0         <  | Intersection Delay, s/veh  | <b>1.5</b>                                 |  |  |  | 174, ED                                |                    |  |  | 21 87 143<br>Walio |
| Conflicting Peds, #hr 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0   | Movement   | WBL  | WBR  | NBT  | NBR                                    | ŚBL                                    | SBT                |  |  |                    |
| Sign Control         Stop         Stop         Free None         Free None         Free None         Free None         Free None         None | Vol, veh/h   | 5  | 9  | 58   | 1                                      | 2                                      | 18                 |  |  |                    |
| RT Channelized  |  | 0  | 0  | 0  | 0                                      | 0                                      | 0                  |  |  |                    |
| Storage Length  |  | Stop                                       | Stop   | Free   | Free                                   | Free                                   | Free               |  |  |                    |
| Median Width         12         0         0           Grade, %         0%         0%         0%           Peak Hour Factor         0.92         0.92         0.92         0.92         0.92           Heavy Vehicles, %         2         2         2         2         2         2         2           Mwmt Flow         5         10         63         1         2         20           Number of Lanes         1         0         1         0         0         1           Major/Minor              2         2         2         2           Conflicting Flow All         88         64         0         0         64         0         0         64         0         64         0         0         64         0         64         0         0         64         0         0         64         0         0         64         0         0         64         0         0         64         0         0         0         0         0         0         1538         -         2218         -         1538         -         -         -         - </th <th>RT Channelized</th> <th>None</th> <th>None</th> <th>None</th> <th>None</th> <th>None</th> <th>None</th> <th></th> <th></th> <th></th>  | RT Channelized   | None                                       | None   | None   | None                                   | None                                   | None               |  |  |                    |
| Grade, %         0%         0%         0%           Peak Hour Factor         0.92         0.00                      |  |  | 0  |  | 0                                      | 0                                      | 2억 [편]             |  |  |                    |
| Peak Hour Factor         0.92         | Median Width   | 12   |  | 0  |  |  | 0                  |  |  |                    |
| Heavy Vehicles, %   2   2   2   2   2   2   2   2   2   | Grade, %   | 0%   |  | 0%   |  |  | 0%                 |  |  | 열선병                |
| Mymit Flow         5         10         63         1         2         20           Number of Lanes         1         0         1         0         0         1           Major Minor           Major/Minor         Major Minor           Major Minor           Major Minor           Major Minor           Major Minor           Major Minor           Major Minor         Major Minor           Major Minor         Major Minor           Major Minor         Major Minor         Major Minor           Major Minor         Major Minor         Major Minor         Major Minor         Major Minor           Major Minor         Major Mi  | Peak Hour Factor   | 0.92                                       | 0.92   | 0.92   | 0.92                                   | 0.92                                   | 0.92               |  |  |                    |
| Number of Lanes   |  | 2  | 2  | 2  | 2                                      | 2                                      | 2                  |  |  |                    |
| Major Minor   Major 1   | Mvmt Flow  |  |  | 63   | 1                                      |  |                    |  |  |                    |
| Conflicting Flow All 88 64 0 0 64 0  Stage 1 64   | Number of Lanes  |  | 0  |  | 0                                      | 0                                      | 1                  |  |  |                    |
| Stage 1   |  |  |  |  |  |  |                    |  |  |                    |
| Stage 1   | Major/Minor  |  |  | Major 1  | 1.7                                    |  | Major 2            |  |  |                    |
| Stage 2   | Conflicting Flow All   | 88   | 64   | 0  | 0                                      | 64                                     | 0                  |  |  |                    |
| Follow-up Headway 3.518 3.318 2.218 - Pot Capacity-1 Maneuver 913 1000 - 1538 -  Stage 1 959  Stage 2 999 0  Mov Capacity-1 Maneuver 912 1000 - 1538 -  Mov Capacity-2 Maneuver 912 1000 - 1538 -  Mov Capacity-2 Maneuver 912  Stage 1 959  Stage 2 998  Stage 2 998  Mov Capacity-2 Maneuver 912  Stage 1 959  Stage 2 998  Stage 2 998  Minor Lane / Major Mvmt NBT NBR WBLn1 SBL SBT  Cap, veh/h - 967 1538  HCM Control Delay, s 8.8 7.344 0  HCM Control Delay, s - 8.8 7.344 0  HCM Control Delay, s 8.8 7.344 0  HCM Lane V/C Ratio - 0.02 0.00 -  HCM Lane LOS - A A A A  HCM 95th-tile Q, veh - 0.00 0.00 -   | Stage 1  |  |  |  |  |  |                    |  |  | Marie (            |
| Pot Capacity-1 Maneuver 913 1000 - 1538 -  Stage 1 959  |  | 3.518                                      | 3.318  |  |  | 2.218                                  |                    | HASHAR   | REFERENCES FOR   | Hun                |
| Stage 1   959   -   -   -   -   -   -       Stage 2   999   -   -   -   -   -       Mov Capacity-1 Maneuver   912   1000   -   1538   -     Mov Capacity-2 Maneuver   912   -   -       Stage 1   959   -   -   -       Stage 2   998   -   -   -   -       Stage 2   998   -   -   -       Approach   WB   |  | and the second section of the second       | the control of the second of the control of the con | e ny transfer transfer to the con-   | •                                      |  |                    |  | as established the outliness   |                    |
| Stage 2   999   |  | 959  |  |  |  |  |                    |  |  |                    |
| Mov Capacity-1 Maneuver         912         1000         -         -         1538         -           Mov Capacity-2 Maneuver         912         -   | Stage 2  | 999  | •  | -  | -                                      |  | -                  |  |  |                    |
| Mov Capacity-2 Maneuver       912       -<  | Time blocked-Platoon, %  | 0.0  | 0  |  |  | 0                                      |                    |  |  |                    |
| Stage 1       959       -   | Mov Capacity-1 Maneuver  |  | 1000   | -  | -                                      | 1538                                   | -                  |  |  |                    |
| Stage 2   998   | Mov Capacity-2 Maneuver  | 912  |  |  |  |  |                    |  |  |                    |
| Approach WB NB SB  HCM Control Delay, s 8.8 0 0.7  HCM LOS A  Minor Lane / Major Mvmt NBT NBR WBLn1 SBL SBT  Cap, veh/h - 967 1538 -  HCM Control Delay, s - 8.8 7.344 0  HCM Lane V/C Ratio - 0.02 0.00 -  HCM Lane LOS - A A A  HCM 95th-tile Q, veh - 0.0 0.0 -  | Stage 1  | 959  | -  | -  | -                                      | -                                      | -                  |  |  |                    |
| HCM Control Delay, s 8.8 0 0.7  HCM LOS A   | Stage 2  | 998  |  |  |  |  |                    |  |  |                    |
| HCM Control Delay, s 8.8 0 0.7  HCM LOS A   |  |  |  |  |  |  |                    |  |  |                    |
| Minor Lane / Major Mvmt         NBT         NBR         WBLnf         SBL         SBT           Cap, veh/h         -         967         1538         -           HCM Control Delay, s         -         -         8.8         7.344         0           HCM Lane V/C Ratio         -         -         0.02         0.00         -           HCM Lane LOS         -         -         A         A           HCM 95th-tile Q, veh         -         -         0.0         0.0         -   |  |  |  |  |  |  |                    |  |  | 1                  |
| Minor Lane / Major Mvmt         NBT         NBR         WBLnf         SBL         SBT           Cap, veh/h         -         -         967         1538         -           HCM Control Delay, s         -         -         8.8         7.344         0           HCM Lane V/C Ratio         -         -         0.02         0.00         -           HCM Lane LOS         -         -         A         A         A           HCM 95th-tile Q, veh         -         -         0.0         0.0         -   |  | 8.8  | eta este esta alto esta esperado acomo se esta esta esta esta esta esta esta e   | 0  |  | 0.7                                    | in a little of the | eren siringana inggan  | National Control of the Control of t |                    |
| Cap, veh/h       -       -       967       1538       -         HCM Control Delay, s       -       -       8.8       7.344       0         HCM Lane V/C Ratio       -       -       0.02       0.00       -         HCM Lane LOS       -       -       A       A         HCM 95th-tile Q, veh       -       -       0.0       0.0       -   | HCM LOS  | Α  |  |  |  |  |                    |  |  |                    |
| Cap, veh/h       -       -       967       1538       -         HCM Control Delay, s       -       -       8.8       7.344       0         HCM Lane V/C Ratio       -       -       0.02       0.00       -         HCM Lane LOS       -       -       A       A       A         HCM 95th-tile Q, veh       -       -       0.0       0.0       -   |  |  |  |  |  |  |                    |  |  |                    |
| Cap, veh/h       -       -       967       1538       -         HCM Control Delay, s       -       -       8.8       7.344       0         HCM Lane V/C Ratio       -       -       0.02       0.00       -         HCM Lane LOS       -       -       A       A       A         HCM 95th-tile Q, veh       -       -       0.0       0.0       -   | Minor Lane / Maior Mvmt  | N  | BT NBR WBL   | nf SBL   | SBT                                    |  |                    |  |  |                    |
| HCM Control Delay, s       -       -       8.8       7.344       0         HCM Lane V/C Ratio       -       -       0.02       0.00       -         HCM Lane LOS       -       -       A       A       A         HCM 95th-tile Q, veh       -       -       0.0       0.0       -   |  |  | ATAX   | Carlot Control of the |  | ************************************** | A CHARLES KARD BAY | and the design of the section of the |  | 748-2 72-52-5-3/4  |
| HCM Lane V/C Ratio       -       -       0.02       0.00       -         HCM Lane LOS       -       -       A       A       A         HCM 95th-tile Q, veh       -       -       0.0       0.0       -  |  |  |  |  | 0                                      |  |                    |  |  | ary.               |
| HCM Lane LOS A A A<br>HCM 95th-tile Q, veh 0.0 0.0 -  |  | e kilo juga jereban a vajaren e jeun 1970. |  |  | en e red page Tela in.<br>•            | nggg strough AND                       | 4 ( 4 %) 14 15 TEM | a - 3 no 3 da - 5 14 - 5 - 1911 (  | 经基本 1 主義 1 基本版 4 1 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2   | 9 1 3 N 1 E 1 E E  |
| HCM 95th-tile Q, veh 0.0 0.0 -  | A CONTRACTOR OF THE CONTRACTOR |  |  |  | Α                                      |  |                    |  |  | a agus             |
|   | 医氯化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  | ing the engine of a second of              | - (  | 医多克特氏征反射性 经收益 医皮肤 化二氯甲基甲基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  | r og er kryste stillette still         |  | and a service      | nga ang sang at mga mga  | n ili vikannika ilin bili kalandari da Maji k  | ; 42m, 4845 fi     |
| Notes   |  | 3113145331234645465566                     | i e pri mili i supreme de la maria de la comi  | TITOTOMICTORY  | :::::::::::::::::::::::::::::::::::::: | 968W 7858                              | igerigenkow        | ovijiminom na  | Simpograme and colors  | egyetekii          |

| Intersection  |   |  |                            |                   |                       |  |                                       |                                     |                               |                       |                    |                          |
|---|---|--|----------------------------|-------------------|-----------------------|--|---------------------------------------|-------------------------------------|-------------------------------|-----------------------|--------------------|--------------------------|
| Intersection Delay, s/veh                           | 0   | a, e a g 2 4 5 4 5 5 4 4 5 5 6 5 6 5 6 5 6 5 6 5 6 | 247440347413544            | 3,000.00.00.00.00 |                       |  |                                       |                                     |                               |                       |                    |                          |
|   |   |  |                            |                   |                       |  |                                       |                                     |                               |                       |                    |                          |
| Movement  | EBL   | EBT  | ÉBR                        | WBL               | WBT                   | WBR  | NBL                                   | NBT                                 | NBR                           | SBL                   | SBT                | SBR                      |
| Vol, veh/h  | 51  | 1  | 5                          | 0                 | 0                     | 0  | 0                                     | 8                                   | 0                             | 0                     | 11                 | 12                       |
| Conflicting Peds, #/hr                              | 0   | 0  | 0                          | 0                 | 0                     | 0  | 0                                     | 0                                   | 0                             | 0                     | 0                  | . 0                      |
| Sign Control  | Free  | Free   | Free                       | Free              | Free                  | Free   | Stop                                  | Stop                                | Stop                          | Stop                  | Stop               | Stop                     |
| RT Channelized                                      | None  | None   | None                       | None              | None                  | None   | None                                  | None                                | None                          | None                  | None               | None                     |
| Storage Length                                      | 0   |  | 0                          | 0                 |                       | 0  | 0                                     |                                     | 0                             | 0                     |                    | 0                        |
| Median Width  |   | 0  | a                          | an east the       | 0                     | *. v * i   | , constant of the                     | 0                                   | and a second second           | 1.1585 K1860          | 0                  | na who ku k              |
| Grade, %  |   | 0%   |                            |                   | 0%                    |  |                                       | 0%                                  |                               |                       | 0%                 |                          |
| Peak Hour Factor                                    | 0.92  | 0.92   | 0.92                       | 0.92              | 0.92                  | 0.92   | 0.92                                  | 0.92                                | 0.92                          | 0.92                  | 0.92               | 0.92                     |
| Heavy Vehicles, %                                   | 2   | 2  | 2                          | 2                 | 2                     | 2  | 2                                     | 2                                   | 2                             | 2                     | 2                  | 2                        |
| Mvmt Flow   | 55  | . 1  | 5                          | 0                 | 0                     | 0  | 0                                     | 9                                   | 0                             | 0                     | 12                 | 13                       |
| Number of Lanes                                     | 0   | 4.5.XEM  | 1                          | 0                 | 1                     | 0  | 0                                     | 1                                   | 0                             | 0                     | 1                  | 0                        |
| 11.1742-1154-112-112-112-112-112-112-112-112-112-11 | eneggener (energy)  | (ANTONOO 4000)                                     |                            | ovana vaasa       | Na Stelliki           |  | ruggieriageke                         | Minor 1                             | Mitanelii                     |                       | Minor 2            |                          |
| Major/Minor   |   | Major 1  |                            | LORDINE.          | Major 2               | •  | 405                                   |                                     | 4                             | 116                   | 112                | 0                        |
| Conflicting Flow All                                | <b>0</b><br>2014 - 14 1 14 1 15 1 1 1 1 1 1 1 1 1 1 1 1 1 | 0  | 0                          | 1<br>             | 0                     | 0  | 125<br>112                            | 112<br>112                          | <b>1</b>                      | 0 1                   | 0                  |                          |
| Stage 1   |   |  | Carrier E                  |                   |                       |  | 13                                    | 112                                 | r ya ri Vatr                  | 116                   | 112                | 4.1 4 1 1 1 <del>1</del> |
| Stage 2   | - 0040  | Digegera   | Tankistana.                | 0.040             | e<br>Danas ing tiga   |  | 3.518                                 | 4.018                               | 3.318                         | 3.518                 | 4.018              | 3.318                    |
| Follow-up Headway                                   | 2.218   |  | staliblits:                | 2.218<br>1622     |                       |  | 849                                   | 778                                 | 1084                          | 861                   | 778                |                          |
| Pot Capacity-1 Maneuver                             | Hariman   | Ngjara sa      |                            | 1022              | -<br>14:34 ( 2.5)     | e<br>Jijanyana   | 893                                   | 803                                 | 1004                          | 001                   |                    | -<br>Sirigiyay <u>-</u>  |
| Stage 1   |   | [14: 14: *.·                                       |                            |                   | 1 194 D.G. F.         |  | 1007                                  |                                     | হাপ্তমি হৈ বিছিল্ল<br>—       | 889                   | 803                | erine, s til<br>•        |
| Stage 2 Time blocked-Platoon, %                     | -<br>Nama   | ressentary   | _<br>Yenen                 | ം                 | um ang                |  | 0                                     | 0                                   | 0                             | 003                   |                    | 0                        |
| Mov Capacity-1 Maneuver                             | n Stram <b>V</b> ju<br>-                                  | ig in drighted in                                  | সর <i>বি</i> র্থানী<br>-   | 1622              | ngestansa (i          | ' - ' : 관련 때 '<br>-  | Agager vi <b>y</b> r                  | 778                                 | 1084                          | 854                   | 778                | -                        |
| Mov Capacity-1 Maneuver                             | 1356 B  | enadayı.   |                            | 1022              | 1251 (15 <u>.</u> )   |  |                                       | 778                                 |                               | 854                   | 778                | 134954                   |
| Stage 1   |   |  | P1/14/24 B                 | 5 44 12 67<br>-   | erine e diskri<br>-   | -  | 893                                   | 803                                 |                               | -                     | -                  | ale moreon<br>•          |
| Stage 2   |   |  |                            |                   |                       |  | 1007                                  |                                     |                               | 879                   | 803                |                          |
|   |   |  |                            |                   |                       |  |                                       |                                     |                               |                       |                    |                          |
| Approach  | ĒΒ  |  |                            | WB                |                       |  | NB                                    |                                     |                               | SB                    |                    |                          |
| HCM Control Delay, s                                | 0   |  |                            | 0                 |                       | ara demograph Ada  |                                       | one or an arrangement of the second | n in a kitter (through)       | · ·                   | valoria de essara. | erra esta tota           |
| HCM LOS   |   |  |                            |                   |                       |  |                                       |                                     |                               |                       |                    |                          |
| **************************************              |   | andianene.   | 1:79:57 <u>11254</u> 4597: | oso <b>zul</b> n  | KATAT <u>IMIKAT</u> I | THE PARTY IN THE SAME OF T | · · · · · · · · · · · · · · · · · · · | WAS:                                | 656.2                         |                       |                    | Herre                    |
| Minor Lane / Major Mymt                             |   | NBLn1  | EBL                        | EBT               | EBR                   | WBL  | WBT                                   | WBR                                 | SBLn1                         |                       | (4) (1) (4) (1)    |                          |
| Cap, veh/h  | es ar cetters this  | e  | ·<br>Oten ji kikasi Sila   | anda metraka      |                       | 1622   | ·<br>Tagas Kirilana                   | · stabledats                        | •<br>Manakiyasi               | 140,5000; 18 <i>1</i> | 34 (Unit J) KRB    | State (State )           |
| HCM Control Delay, s                                |   |  |                            |                   |                       | 0  |                                       | 553 H.                              | obsulfitte                    |                       |                    |                          |
| HCM Lane V/C Ratio                                  | SENECTHALOGAE   | #<br>  | 808 (n. 901)               | e Jacobs Nation   | •<br>Pratoriotari     | _<br>::::::::::::::::::::::::::::::::::::  |                                       | enassas (n. c.)                     |                               |                       |                    | 5005-239                 |
| HCM Lane LOS  |   | Salarity.  |                            | 네 건 강북:           |                       | A  |                                       |                                     | rajir (a) rose <del>j</del> a | inited each           | (1917)。1376年       | 5.85(4-50)               |
| HCM 95th-tile Q, veh                                |   | -  | -                          | -                 | -                     | 0.0  | -                                     | -                                   | -                             |                       |                    |                          |
| Notes   |   |  |                            |                   |                       |  |                                       |                                     |                               |                       |                    |                          |

<sup>~:</sup> Volume Exceeds Capacity; \$: Delay Exceeds 300 Seconds; Error: Computation Not Defined

| Intersection   |  |              |                  |                             |                | 77,574,110,111      |  |                     |                     |      |   |              |
|--|--|--------------|------------------|-----------------------------|----------------|---------------------|--|---------------------|---------------------|------|---|--------------|
| Intersection Delay, s/veh  | 1.1  |              |                  | A THE PARTY OF THE PARTY OF |                |                     | and the second s |                     |                     |      | 1400 A 1141 H. 1995 B. 12.1.                |              |
|  |  |              |                  |                             | And AMA        | <b>有些对于</b>         | Sold No.   |                     |                     | 100  | \$ 1  | 4 6          |
| Movement   | EBL  | ÉBT          | EBR              | WBL                         | WBT            | WBR                 | NBL  | NBT                 | NBR                 | SBL  | SBT   | SBR          |
| Vol, veh/h   | 3  | 1            | 12               | 11                          | 0              | 1                   | 29   | 831                 | 53                  | 2    | 1544  | 8            |
| Conflicting Peds, #/hr   | 0  | 0            | 0                | 0                           | 0              | 0                   | 0  | 0                   | 0                   | 0    | 0   | 0            |
| Sign Control   | Stop   | Stop         | Stop             | Stop                        | Stop           | Stop                | Free   | Free                | Free                | Free | Free  | Free         |
| RT Channelized   | None   | None         | None             | None                        | None           | None                | None   | None                | None                | None | None  | None         |
| Storage Length   | 0  |              | 25               | 0                           |                | 50                  | 150  |                     | 250                 | 200  |   | 250          |
| Median Width   |  | 0            |                  |                             | 0              |                     |  | 12                  |                     |      | 12  |              |
| Grade, %   |  | 0%           |                  |                             | 0%             |                     |  | 0%                  | 智慧場                 |      | 0%  |              |
| Peak Hour Factor   | 0.92   | 0.92         | 0.92             | 0.92                        | 0.92           | 0.92                | 0.92   | 0.92                | 0.92                | 0.92 | 0.92  | 0.92         |
| Heavy Vehicles, %  | 2  | 2            | 2                | 2                           | 2              | 2                   | 2  | 2                   | 2                   | 2    | 2   | 2            |
| Mvmt Flow  | 3  | 1            | 13               | 12                          | 0              | 1                   | 32   | 903                 | 58                  | 2    | 1678  | 9            |
| Number of Lanes  | 0  | 1            | 1                | 0                           | 1191           | 1                   | W. 1941.   | 2                   | 1                   | 1    | 2   | 1            |
|  |  |              |                  |                             |                |                     |  |                     |                     |      |   |              |
| Major/Minor  |  | Minor 2      |                  |                             | Minor 1        |                     |  | Major 1             |                     |      | Major 2                                     |              |
| Conflicting Flow All   | 2198   | 2649         | 839              | 1810                        | 2649           | 452                 | 1678   | 0                   | 0                   | 903  | 0   | 0            |
| Stage 1  | 1683   | 1683         |                  | 966                         | 966            |                     |  |                     |                     |      |   |              |
| Stage 2  | 515  | 966          | -                | 844                         | 1683           | -                   | -  | -                   | •                   | -    | -   | -            |
| Follow-up Headway  | 3.52   | 4.02         | 3.32             | 3.52                        | 4.02           | 3.32                | 2.22   |                     |                     | 2.22 |   | 네 내 를        |
| Pot Capacity-1 Maneuver  | 25   | 23           | 309              | 49                          | 23             | 555                 | 378  | -                   | -                   | 749  | -   | -            |
| Stage 1  | 98   | 149          |                  | 273                         | 331            |                     |  |                     |                     |      |   | 및 기반원복       |
| Stage 2  | 511  | 331          | <b>.</b>         | 324                         | 149            | <b>.</b>            |  | -                   |                     |      | -   | <u>-</u>     |
| Time blocked-Platoon, %  | 0  | 0            | 0                | 0                           | . 0            | 0                   | 0  |                     |                     | 0    |   |              |
| Mov Capacity-1 Maneuver  | 23   | 21           | 309              | 42                          | 21             | 555                 | 378  |                     |                     | 749  |   | <del>.</del> |
| Mov Capacity-2 Maneuver  | 23   | 21           |                  | 42                          | 21             |                     |  |                     |                     |      |   |              |
| Stage 1  | 90   | 149          | *******          | 250                         | 303            | e dia separtual see | First research of the  |                     | -                   |      | ·   |              |
| Stage 2  | 467  | 303          |                  | 307                         | 149            |                     |  |                     |                     |      |   |              |
| a large a filtre la la constitue de l'objetement à UNIDAN (sons propagations de l'entre constitue en constitue | No thanks to the second |              |                  |                             |                |                     |  |                     |                     |      |   |              |
| Approach   | EB   |              |                  | WB                          |                |                     | NB   |                     |                     | SB   |   |              |
| HCM Control Delay, s   | 64.4   | a version of | an exercis to se | 113.4                       | an englister e | and the backers of  | 0.5  | e treatment consist | t. tal distribution | 0    | e transitions                               |              |
| HCM LOS  | #USA <b>F</b> #  | 선생하다         |                  | . F                         |                |                     | July 4   |                     |                     |      |   | THE SH       |
|  |  |              |                  |                             |                |                     |  |                     |                     |      |   |              |
| Minor Lane / Major Mymt  |  | NBL          | NBT              | NBR                         | EBLn1          | EBLn2               | WBLn1  | WBLn2               | SBL                 | SBT  | SBR   |              |
| Cap, veh/h   |  | 378          | -                | -                           | 42             | 309                 | 43   | 555                 | 749                 | _    | -   |              |
| HCM Control Delay, s   |  | 15.388       |                  |                             | 111.8          | 17                  | 119.4  | 11.5                | 9.82                |      |   |              |
| HCM Lane V/C Ratio   | , ,  | 0.08         | -                | •                           | 0.21           | 0.03                | 0.29   | 0.00                | 0.00                | -    |   |              |
| HCM Lane LOS   |  | С            |                  |                             | PARTE:         | C                   | JUNE!  | В                   | Α.                  |      |   |              |
| HCM 95th-tile Q, veh   |  | 0.3          | -                | -                           | 0.7            | 0.1                 | 1.0  | 0.0                 | 0.0                 | -    | •   |              |
| Votes  |  |              | population.      |                             |                | To be the           |  |                     |                     |      | ania da |              |
| Anico  |  |              | Hailen (III      | Half Calific                |                |                     |  | ordinida (G         |                     |      |   |              |

| Movement   WBL   WBR   NBT   NBR   SBL   SBT   | Intersection   |  |   |   |                             | (15174 1316 <del>1</del> 151 - 1        |  |                             |  |
|--|--|--|---|---|-----------------------------|---|--|-----------------------------|--|
| Vol, veh/h   | Intersection Delay, s/veh  | <b>1.1</b><br>3.1 4.193 (3.45)   | agine di antigame a la 11   |   |                             |   | nere ere   | 93.19 N.1                   |  |
| Vol, veh/h   | Columnia de la columna de la c | THE COLUMN   | WING S  | (1) (1) (1) (1) (1) (1) (1) (1) (1) (1)       | e vee                       | oni                                     | COT  |                             |  |
| Conflicting Peds, #hr 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0  |  |  |   | To construct the second section of the second | אַסעו 1                     | O Procedurate and Company of the        |  |                             |  |
| Stop   |  |  |   |   | n                           | and the second second                   |  | 40% \$ 40 08                |  |
| None    |  | and the second of the second second  | and the same of the same of the   |   |                             |   |  | STACKS                      | TEER RAINS   |
| Storage Length   |  |  |   |   | A CONTRACTOR                |   |  |                             | TALL FOR THE STATE OF THE STATE |
| Median Width   | the second secon | and the second second second second  | <ul> <li>Compared to the second control of the second control</li></ul> |   |                             | and the second of the second            | grader St. Orbital                                   | stration to                 |  |
| Owner   Owner   Owner   Owner   Owner  |  |  |   | 0   |                             | eran e e.                               | 1  |                             |  |
| Peak Hour Factor 0.92 0.92 0.92 0.92 0.92 0.92 1-eavy Vehicles, % 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2  |  |  | g Bart Bride  |   |                             |   | 0%   |                             | <b>军刑器企業制</b>  |
| Heavy Vehicles, % 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2  |  |  | 0.92  |   | 0.92                        | 0.92                                    | or a contract of the                                 |                             |  |
| Major/Mirror   Major 1   |  | and the second second second   |   |   | car and a second            |   | and a reserve of the second                          |                             |  |
| Major/Minor   Major 1  |  | the state of the s |   | and the second second                         | 1                           | 4                                       | 29   |                             |  |
| Major Minor   Major Ma | and the same of th | ar wewii as res  | 0   | the second second second                      | 0                           | 0                                       |  |                             |  |
| Stage 1  |  |  |   |   |                             |   |  |                             |  |
| Stage 1  | Major/Minor  |  |   | Major 1                                       |                             | Ā                                       | Najor 2  |                             |  |
| Stage 1  |  | 81   | 43  | 0   | 0                           | 43                                      | 0  |                             |  |
| Follow-up Headway 3.518 3.318 - 2.218 - 2.000 Capacity-1 Maneuver 921 1027 - 1566 - 2.000 Capacity-1 Maneuver 921 1027 - 1566 - 2.000 Capacity-1 Maneuver 918 1027 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0   | Stage 1  | 43   |   |   |                             |   |  |                             |  |
| Pot Capacity-1 Maneuver 921 1027 - 1566 - Stage 1 979  |  |  | 3,318   |   |                             | 2.218                                   |  |                             |  |
| Stage 1  |  |  |   |   | -                           |   |  |                             |  |
| Stage 2   984  |  |  |   |   |                             |   |  |                             |  |
| Time blocked-Platoon, % 0 0 0 - 0 0 0 0 0 0 0 0 0 0 0 0 0 0  |  | 984  | -   |   | -                           | -                                       | -  |                             |  |
| Mov Capacity-1 Maneuver         918         1027         -         - 1566         -           Mov Capacity-2 Maneuver         918         -  | Time blocked-Platoon, %  | 0  | 0   |   |                             | 0.                                      |  |                             |  |
| Stage 1   979       Stage 2   981       Approach   WB  | Mov Capacity-1 Maneuver  | 918  | 1027  |   | _                           | 1566                                    |  | nica i se si ne esta i deca | and send of contract between   |
| Stage 2   981  | Mov Capacity-2 Maneuver  |  |   |   |                             |   |  |                             |  |
| Approach   WB  | Stage 1  |  | <u>.</u>  | _   |                             |   |  | rin suur konnon tara at o   | The state of the state of the state of the   |
| CM Control Delay, s   8.7   0   0.9  | Stage 2  | 981  |   |   |                             |   |  |                             |  |
| CM Control Delay, s   8.7   0   0.9  | Normach  | WR   |   | ŇŘ  |                             | SR                                      | 17 [17] 14 [17]                                      |                             |  |
| HCM LOS  A  Winor Lane / Major Mvmt  NBT  NBR  WBLn1  SBL  SBT  Cap, veh/h  - 993 1566 -  HCM Control Delay, s - 8.7 7.305 0  HCM Lane V/C Ratio - 0.01 0.00 -  HCM Lane LOS - A A A  HCM 95th-tile Q, veh - 0.0 0.0 -   |  |  | 1(2152):03-11:04:5(1.475-4.13-  |   | 2312934335553               |   | -F-1175 NY 413 145 614                               |                             | ***************************************  |
| Minor Lane / Major Mvmt NBT NBR WBLn1 SBL SBT  Cap, veh/h - 993 1566 -  HCM Control Delay, s - 8.7 7.305 0  HCM Lane V/C Ratio - 0.01 0.00 -  HCM Lane LOS - A A A  HCM 95th-tile Q, veh - 0.0 0.0 -   |  | υ.,<br>Δ   |   | anistania.                                    | 83147713                    |   | A MERSEN   |                             | HERRICA  |
| Cap, veh/h       -       -       993       1566       -         HCM Control Delay, s       -       -       8.7       7.305       0         HCM Lane V/C Ratio       -       -       0.01       0.00       -         HCM Lane LOS       -       -       A       A         HCM 95th-tile Q, veh       -       -       0.0       0.0       -  |  | Take in the in € • • • • • • • • • • • • • • • • • •   | ithu nigasian attaspin i i i i ni i sain.   | e Barrest Carpanista (1997)                   | SANTE TAK SUSES             | THE PROPERTY OF                         |  | and a state of the          |  |
| Cap, veh/h       -       -       993       1566       -         HCM Control Delay, s       -       -       8.7       7.305       0         HCM Lane V/C Ratio       -       -       0.01       0.00       -         HCM Lane LOS       -       -       A       A         HCM 95th-tile Q, veh       -       -       0.0       0.0       -  | Minor Lane / Maior Mymt  | Ň  | RT NRR WR   | nt SBL  | SBT"                        |   |  |                             |  |
| HCM Control Delay, s 8.7 7.305 0<br>HCM Lane V/C Ratio 0.01 0.00 -<br>HCM Lane LOS - A A A<br>HCM 95th-tile Q, veh 0.0 0.0 -   |  |  |   |   | -                           | *************************************** | oreactive transfer                                   |                             |  |
| HCM Lane V/C Ratio 0.01 0.00 - HCM Lane LOS A A A HCM 95th-tile Q, veh 0.0 0.0 -   |  |  |   |   | O                           | 1996, 1981                              |  |                             | ete value  |
| HCM Lane LOS<br>HCM 95th-tile Q, veh 0.0 0.0 -   |  | सम्बद्धाः इति इति । इति । इति । इति ।  |   |   | astystice <b>y</b> tti<br>- | ing Gerster (1971) (1981)               | n nyesiph y hipisa APAS                              | ARM REST                    | ester in the State of Carlo  |
| HCM 95th-tile Q, veh 0.0 0.0 -   | and the end of the contract of the end of th |  | ngnyendikki.  |   | Α                           | TANK MA                                 |  | TOMPIN                      |  |
| ,  |  | · 1946年 - 東京日本日本日本日本日本日本日本日本日本日本日本日本日本日本日本日本日本日本日本   | **************************************  |   | enga ng Pelikitan<br>•      | resistrati Bilita sita Mili             | Section 1997, 19                                     | garaner aggesti             | The second secon |
|  |  | i are con gradules de serve de serve   | ing no state of the state of th      | Establication and Service Co                  | PARTE SANCES                |   | 18 G 5 T 1 G 7 T 1 T 1 T 1 T 1 T 1 T 1 T 1 T 1 T 1 T | erillen frei ein ein ein    | ***1004058757887363578687  |

<sup>~:</sup> Volume Exceeds Capacity; \$ : Delay Exceeds 300 Seconds; Error : Computation Not Defined

| Intersection                               |                |   |   |   |                               |  |  |                                   |  |   |                        |   |
|--|----------------|---|---|---|-------------------------------|--|--|-----------------------------------|--|---|------------------------|---|
| Intersection Delay, s/veh                  | 7.3            |   |   | 3 |                               |  |  | 21. LANGE LANGE                   | *****************                            |   |                        |   |
| Movement                                   | EBL            | EBT                                     | EBR                                     | WBL                                     | WBT                           | WBR                                      | NBL  | NBT                               | NBR  | ŚBL   | ŠBT                    | SBF   |
| Vol, veh/h                                 | 27             | 2                                       | 6                                       | 0                                       | 2                             | 0  | 1  | 13                                | 0  | <u>عرب                                     </u> | 12                     | موري<br>17                                    |
| Conflicting Peds, #/hr                     | 0              | 0                                       | 0                                       | 0                                       | 0                             | 0  | 0  | 0                                 | Ō  | Ō   | 0                      | C   |
| Sign Control                               | Free           | Free                                    | Free                                    | Free                                    | Free                          | Free                                     | Stop   | Stop                              | Stop   | Stop  | Stop                   | Stop  |
| RT Channelized                             | None           | None                                    | None                                    | None                                    | None                          | None                                     | None   | None                              | None   | None  | None                   | None  |
| Storage Length<br>Median Width             | 0              | 0<br>0                                  | 0                                       | . (O) (O)                               | * (18 <sub>0)</sub> (18.<br>0 | 0  | 0  | 0                                 | 0  | 0   | 0                      | 0   |
| Grade, %                                   | 한테, 김경화        | 0%                                      |   | eneri                                   | 0%                            |  | Kristin.   | 0%                                |  |   | 0%                     |   |
| Peak Hour Factor                           | 0.92           | 0.92                                    | 0.92                                    | 0.92                                    | 0.92                          | 0.92                                     | 0.92   | 0.92                              | 0.92   | 0.92  | 0.92                   | 0.92  |
| Heavy Vehicles, %                          | 2              | 2                                       | 2                                       | 2                                       | 2                             | 2  | 2  | 2                                 | 2  | 2   | 2                      | 2   |
| Mvmt Flow                                  | 29             | 2                                       | 7                                       | 0                                       | 2                             | 0  | 1  | 14                                | 0  | 0   | 13                     | 18  |
| Number of Lanes                            | Ô.             | TO HE                                   |   | 0                                       | 特性相思                          | 0  | 0  |                                   | 0  | 0   |                        | 0   |
| Major/Minor                                |                | Major 1                                 |   |   | Major 2                       |  |  | Minor 1                           |  |   | Minor 2                |   |
| Conflicting Flow All                       | 2              | 0                                       | 0                                       | 2                                       | 0                             | 0  | 79   | 63                                | 2  | 70  | 63                     | 2   |
| Stage 1                                    | na māi         |   |   | 18. BY                                  |                               |  | 61   | 61                                |  | . 2   | 2                      | gendî   |
| Stage 2                                    |                | -                                       | •                                       | TRUMA I NEEDER                          | nne by ebby                   | 34 YV 4 Y                                | 18   | 2                                 | en er en | 68  | 61                     |   |
| Follow-up Headway                          | 2.218          | Assa . T                                | \$2553\$                                | 2.218                                   |                               |  | 3.518  | 4.018                             | 3.318  | 3.518   | 4.018                  | 3.318   |
| Pot Capacity-1 Maneuver                    | 1620           |   | •                                       | 1620                                    | •                             |  | 910  | 828                               | 1082   | 922   | 828                    | 1082  |
| Stage 1                                    |                |   |   | 451.5 <u>4</u> 1.                       |                               |  | 950  | 844                               |  | 1021  | 894                    | MARK  |
| Stage 2                                    |                | -                                       | -                                       | -                                       |                               | -  | 1001   | 894                               | •  | 942   | 844                    |   |
| Time blocked-Platoon, %                    | 0              |   |   | 0                                       |                               |  | 0  | 0                                 | 0  | 0   | 0                      | 0   |
| Mov Capacity-1 Maneuver                    | 1620           | -                                       | •                                       | 1620                                    |                               | -  | 871  | 813                               | 1082   | 897   | 813                    | 1082  |
| Mov Capacity-2 Maneuver                    |                |   |   |   |                               |  | 871  | 813                               |  | 897   | 813                    |   |
| Stage 1                                    |                | -                                       | -                                       | -                                       | -                             | -  | 933  | 829                               | -  | 1003  | 894                    |   |
| Stage 2                                    |                |   |   |   |                               |  | 970  | 894                               |  | 909   | 829                    |   |
| Approach                                   | ËB             |   |   | WB                                      |                               |  | . NB   |                                   |  | SB  |                        |   |
| HCM Control Delay, s                       | 5.6            | 100001111110000000000000000000000000000 |   | 0                                       |                               | 255 27 40 195 CAC                        | 9.5  | 38353888 <b>3</b> 366 <b>3</b> 36 | <u> </u>                                     | 8.9   | 187612 (1676) \$48     | T25 0 7 5 3 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 |
| HCM LOS                                    |                |   |   | skyy.                                   |                               |  | A  |                                   | STEEL STEEL                                  | Ä.  |                        |   |
| Minor Lane / Major Mymt                    |                | NBLn1                                   | EBL                                     | 'EBT                                    | EBR                           | WBL                                      | <i>йю</i> т  | i digital                         | SBLn1  | 1934 11 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2     | \$ <b>1</b> 211233333  | G:::::::::::::::::::::::::::::::::::::        |
|  | nn essayatta i | 1                                       | 100000000000000000000000000000000000000 | ED!                                     | . LON                         | 200-20-00-00-00-00-00-00-00-00-00-00-00- | VVDI   | VVOIX:                            |  | 1012 2 2 2 2 2 2                                |                        |   |
| Cap, veh/h<br>HCM Control Delay, s         | readhraidh     | 817<br>9.5                              | 1620<br>7.263                           | _<br>                                   | 255574543844)                 | 1620                                     | grapiani   | -<br>Agregiotación                | 952  | rang sya tan                                    |                        | afettikeini                                   |
| HCM Control Delay, s<br>HCM Lane V/C Ratio |                | and the state of the second             | Contract to the second                  | 0                                       |                               | 0  | ing in the particular in the p |                                   | 8.9  |   |                        |   |
| HCM Lane V/C Ratio<br>HCM Lane LOS         |                | 0.02<br>A                               | 0.02<br>A                               | 2 (14 <b>k</b> .ye)                     | uranistaras.                  | ederkva<br>Totorkva                      |  | Nama                              | 0.03   | Taranan (1904)                                  | . 1884 e 41 a 2 13 3 1 | ]   5   |
| HCM 95th-tile Q, veh                       | ariyani eçki   | Sur division - Se arrive                |   | Α                                       |                               | Α.                                       | 참여의 이불성  | LES STEELS                        | Α  |   | MARCHARA               | 相下清   |
|  |                | 0.1                                     | 0.1                                     | -                                       | -                             | 0.0                                      | -  | -                                 | 0.1  |   |                        |   |
| Votes                                      |                |   |   |   |                               |  |  |                                   |  |   |                        |   |

Notes:

~: Volume Exceeds Capacity; \$ : Delay Exceeds 300 Seconds; Error : Computation Not Defined

| Intersection Delay, s/veh | 1.3               |  |                                       |                         |          |                       |        |          |          |                |                       |               |
|---------------------------|-------------------|--|---------------------------------------|-------------------------|----------|-----------------------|--------|----------|----------|----------------|-----------------------|---------------|
|                           |                   |  |                                       |                         |          | D 1 11                |        | is Wind  |          |                |                       |               |
| Movement                  | EBL               | EBT.                                   | EBR                                   | WBL                     | WBT      | WBR                   | NBL    | NBT      | NBR      | SBL            | SBT                   | SB            |
| Vol, veh/h                | 5                 | 1                                      | 11                                    | 8                       | 2        | 8                     | 13     | 1299     | 26       | 8              | 1042                  |               |
| Conflicting Peds, #/hr    | 0                 | 0                                      | 0                                     | 0                       | 0        | 0                     | 0      | 0        | 0        | 0              | 0                     |               |
| Sign Control              | Stop              | Stop                                   | Stop                                  | Stop                    | Stop     | Stop                  | Free   | Free     | Free     | Free           | Free                  | Fre           |
| RT Channelized            | None              | None                                   | None                                  | None                    | None     | None                  | None   | None     | None     | None           | None                  | Non           |
| Storage Length            | 0                 |  | 25                                    | 0                       |          | 50                    | 150    |          | 250      | 200            |                       | 25            |
| Median Width              |                   | 0                                      |                                       |                         | 0        |                       |        | 12       |          | 771 Table 1    | 12                    |               |
| Grade, %                  |                   | 0%                                     |                                       |                         | 0%       |                       |        | 0%       |          |                | 0%                    |               |
| Peak Hour Factor          | 0.92              | 0.92                                   | 0.92                                  | 0.92                    | 0.92     | 0.92                  | 0.92   | 0.92     | 0.92     | 0.92           | 0.92                  | 0.9           |
| Heavy Vehicles, %         | 2                 | 2                                      | 2                                     | 2                       | 2        | 2                     | 2      | 2        | 2        | 2              | 2                     |               |
| Mvmt Flow                 | 5                 | 1                                      | 12                                    | 9                       | 2        | 9                     | 14     | 1412     | 28       | 9              | 1133                  |               |
| Number of Lanes           | 0                 | 1.11                                   | 1                                     | 0                       |          | 1                     | 1/2/1  | 2        |          | 3.54           | 2                     |               |
|                           |                   |  |                                       |                         |          |                       |        |          |          |                |                       |               |
| Major/Minor               | (Marie            | Minor 2                                |                                       |                         | Minor 1  |                       |        | Major 1  |          |                | Major 2               |               |
| Conflicting Flow All      | 1885              | 2590                                   | 566                                   | 2024                    | 2590     | 706                   | 1133   | 0        | 0        | 1412           | 0                     |               |
| Stage 1                   | 1150              | 1150                                   |                                       | 1440                    | 1440     |                       |        |          |          |                |                       |               |
| Stage 2                   | 735               | 1440                                   | -                                     | 584                     | 1150     | -                     |        | -        | _        |                |                       |               |
| Follow-up Headway         | 3.52              | 4.02                                   | 3.32                                  | 3.52                    | 4.02     | 3.32                  | 2.22   |          |          | 2.22           |                       |               |
| Pot Capacity-1 Maneuver   | 43                | 25                                     | 467                                   | 34                      | 25       | 378                   | 612    | -        | -        | 479            | -                     |               |
| Stage 1                   | 211               | 271                                    |                                       | 139                     | 196      |                       |        |          |          |                |                       |               |
| Stage 2                   | 377               | 196                                    | · · · · · · · · · · · · · · · · · · · | 465                     | 271      |                       | -      | -        | -        | •              | -                     |               |
| Time blocked-Platoon, %   | 0                 | 0                                      | 0                                     | 0                       | 0        | 0                     | 0      |          | 456J.    | 0              |                       | K.S.          |
| Mov Capacity-1 Maneuver   | 38                | 24                                     | 467                                   | 3.1                     | 24       | 378                   | 612    |          | -        | 479            | -                     |               |
| Mov Capacity-2 Maneuver   | 38                | 24                                     |                                       | 31                      | 24       |                       |        |          |          |                |                       |               |
| Stage 1                   | 206               | 266                                    | -                                     | 136                     | 192      | -                     | -      | -        | -        | -              | -                     |               |
| Stage 2                   | 356               | 192                                    |                                       | 443                     | 266      |                       | rutjus |          | DESEÇT   |                |                       |               |
|                           |                   |  |                                       |                         |          |                       |        |          |          |                |                       |               |
| Approach                  | ËB                |  |                                       | WB                      |          |                       | NB     |          |          | SB             |                       |               |
| HCM Control Delay, s      | 56.1              | ************************************** | 1-0000717313523                       | 114.9                   | ******** | + mercung + 3.70.2524 | 0.1    |          |          | 0.1            |                       | ********      |
| HCM LOS                   | ::                |  |                                       | , i i i i               |          |                       | 95 Ÿį: |          |          |                |                       |               |
|                           | A Track           | a suitz i savatta                      | ranger sees in ea                     | ren er ie en Fransk son |          |                       |        |          |          |                |                       |               |
|                           |                   | NBL                                    | NBT                                   | NBR                     | EBLn1    | EBLn2                 | WBLn1  | MDI HO   | SBL      | SBT            | SBR                   | iki kulul     |
| Minor Lane / Major Mymt   |                   |  | NpT                                   | NOW                     |          | 2002-123-1            |        | 378      | 479      | OPI            | DDU                   |               |
| Cap, veh/h                | egrapady pengilia | 612                                    |                                       | Signa besa              | 53       | 467                   | 36     |          |          |                | 왕() 2 4 1 1 1 1 1 1 1 | NA 14310      |
| HCM Control Delay, s      | 部队的自由             | 11.021                                 |                                       |                         | 89       | 12.8                  | 157.1  | 14.7     | 12.655   |                | (1) [[[]]             | WANT!         |
| HCM Lane V/C Ratio        | HAN KIRSSHER I    | 0.02                                   |                                       | •<br>Sektartyssert (S   | 0.20     | 0.02                  | 0.38   | 0.01     | 0.02     | Regio seregios | -<br>988-338-3486     | 1988 (B) 44   |
| HCM Lane LOS              |                   | В                                      |                                       |                         | F        | В                     |        | B<br>0.0 | B<br>0.1 |                |                       | rebüliği<br>İ |
| HCM 95th-tile Q, veh      |                   | 0.1                                    | _                                     | -                       | 0.7      | 0.1                   | 1.3    | () ()    | 117      |                | -                     |               |

<sup>~:</sup> Volume Exceeds Capacity; \$ : Delay Exceeds 300 Seconds; Error : Computation Not Defined

| Intersection              |                               |   |           | 100         |                            |  |  |  |   |
|---------------------------|-------------------------------|---|-----------|-------------|----------------------------|--|--|--|---|
| Intersection Delay, s/veh | 1.7                           |   |           |             | 12:12:4:4:4:3:17:4:4:5<br> | ************************************** | A. S. C. |  | 100 100 100 100 100 100 100 100 100 100 |
| Movement                  | WBL                           | WBR                                       | NBT       | NBR         | SBL                        | SBT                                    |  |  | Mossyds atta                            |
| Vol, veh/h                | 7                             | 10  | 58        | 1 1         | 2                          | 18                                     | ######################################       | 100001111111111111111111111111111111111      |   |
| Conflicting Peds, #/hr    | 0                             | 0   | 0         | 0           | 0                          | 0                                      |  |  |   |
| Sign Control              | Stop                          | Stop                                      | Free      | Free        | Free                       | Free                                   |  | e de la company                              |   |
| RT Channelized            | None                          | None                                      | None      | None        | None                       | None                                   | The stay of the                              | AND THE PROPERTY.                            |   |
| Storage Length            | 0                             | 0   |           | 0           | 0                          |  |  |  |   |
| Median Width              | 12                            |   | 0         |             | 1819                       | 0                                      | A 1145 A 11 A 11                             | 3 - 12 - 14 - 14 - 14 - 14 - 14 - 14 - 14    |   |
| Grade, %                  | 0%                            |   | 0%        | de los      |                            | 0%                                     |  |  | No Alban                                |
| Peak Hour Factor          | 0.92                          | 0.92                                      | 0.92      | 0.92        | 0.92                       | 0.92                                   |  | No street that the                           |   |
| Heavy Vehicles, %         | 2                             | 2   | 2         | 2           | 2                          | 2                                      | t linearly                                   | Markin.                                      | SHARA                                   |
| Mvmt Flow                 | 8                             | 11  | 63        | 1           | 2                          | 20                                     | 20,8367, 0,000                               | tions and a feet read                        | 1 12 1 1 1 1 1                          |
| Number of Lanes           |                               | 0.7                                       |           | 0           | 0                          | 1                                      |  |  | NAME OF THE                             |
|                           |                               |   |           |             |                            |  |  |  |   |
| Major/Minor               |                               |   | Major 1   |             |                            | Major 2                                |  |  |   |
| Conflicting Flow All      | 88                            | 64  | 0         | 0           | 64                         | 0                                      |  |  |   |
| Stage 1                   | 64                            |   |           |             |                            |  |  |  |   |
| Stage 2                   | 24                            |   | -         | -           |                            | •                                      |  |  |   |
| Follow-up Headway         | 3.518                         | 3.318                                     |           |             | 2.218                      |  |  |  |   |
| Pot Capacity-1 Maneuver   | 913                           | 1000                                      | -         | -           | 1538                       | -                                      |  |  |   |
| Stage 1                   | 959                           |   |           |             |                            |  |  |  |   |
| Stage 2                   | 999                           |   | -         | -           | <b>.</b>                   | -                                      |  |  |   |
| Time blocked-Platoon, %   | 0                             | 0   |           |             | 0                          |  |  |  |   |
| Mov Capacity-1 Maneuver   | 912                           | 1000                                      |           |             | 1538                       |  |  |  |   |
| Mov Capacity-2 Maneuver   | 912                           |   |           |             |                            |  |  |  |   |
| Stage 1                   | 959                           | ·   |           |             |                            |  | earling survey of the                        |  |   |
| Stage 2                   | 998                           |   |           |             |                            |  |  |  |   |
|                           |                               |   |           |             |                            |  |  |  |   |
| Approach                  | WB                            |   | NB        |             | SB                         |  |  |  |   |
| HCM Control Delay, s      | 8.8                           | na ay katalan ya katawa katalan a maja da | 0         |             | 0.7                        | -1001 (5 m rec 5) (5                   | were to be an observed as                    | e taka manang kepada palabahan               |   |
| HCM LOS                   | Α                             |   |           |             |                            |  |  |  |   |
|                           |                               |   |           |             |                            |  |  |  |   |
| Minor Lane / Major Mymt   | Ń                             | BT NBR WBL                                | n1 SBL    | SBT         |                            |  |  |  |   |
| Cap, veh/h                |                               |   | 62 1538   | _           |                            |  |  |  |   |
| HCM Control Delay, s      |                               |   | 3.8 7.344 | 0           |                            |  |  |  |   |
| HCM Lane V/C Ratio        | is in the first of the second | 0.  |           | · ALASAM A) | 4144 1 1884                |  | **   | erny nisa je a 1994 stil (1994)              | Service of Mallia                       |
| HCM Lane LOS              |                               |   | A A       | Α           |                            |  |  |  |   |
| HCM 95th-tile Q, veh      |                               | (   | .1 0.0    | -           |                            |  |  |  | a, extense (at ord                      |
| Notes                     |                               | Parkanasan asahan bara                    |           | nikana.     | #13517742 #00Fi            | Haran                                  | 1015903758555588                             | \$ \$5 \$4 \$45 \$ <del>4</del> 5 \$55 \$865 | HANDASTE STATESTA                       |
| INDICS                    |                               |   |           | inceptals.  |                            |  | unica inila                                  |  | aneanania                               |

<sup>~:</sup> Volume Exceeds Capacity; \$ : Delay Exceeds 300 Seconds; Error : Computation Not Defined

| Intersection   |   |                         |                                       |   |   |                          |  |                   |                       |   |                         |  |
|--|---|-------------------------|---------------------------------------|---|---|--------------------------|--|-------------------|-----------------------|---|-------------------------|--|
| Intersection Delay, s/veh  | 0   | 22.354.683.3400         |                                       |   |   |                          | 32 23 23 23 23 23 23 23 23 23 23 23 23 2 |                   |                       |   |                         |  |
|  |   |                         |                                       |   |   |                          |  |                   |                       |   |                         |  |
| Movement   | EBL   | EBT                     | EBR                                   | WBL   | WBT                                     | WBR                      | NBL                                      | NBT               | NBR                   | SBL   | SBT                     | SBR                                      |
| Vol, veh/h   | 51  | 1                       | 5                                     | 0   | 0                                       | 0                        | 0  | 8                 | 0                     | 0   | 11                      | 14                                       |
| Conflicting Peds, #/hr   | 0   | 0                       | 0                                     | 0   | 0                                       | 0                        | 0  | 0                 | 0                     | 0   | 0                       | 0  |
| Sign Control   | Free  | Free                    | Free                                  | Free  | Free                                    | Free                     | Stop                                     | Stop              | Stop                  | Stop  | Stop                    | Stop                                     |
| RT Channelized   | None  | None                    | None                                  | None  | None                                    | None                     | None                                     | None              | None                  | None  | None                    | None                                     |
| Storage Length<br>Median Width   | 0   | 0                       | 0                                     | 0   | 0                                       | 0.                       | 100                                      | 0                 | 0                     | 0   | 0                       | 0  |
| Grade, %   |   | 0%                      |                                       |   | 0%                                      |                          |  | 0%                |                       |   | 0%                      | h-PAN                                    |
| 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                                     |
| Heavy Vehicles, %  | 2   | 2                       | 2                                     | 2   | 2                                       | 2                        | 2  | 2                 | 2                     | 2   | 2                       | 2  |
| Mvmt Flow  | 55  | 1                       | 5                                     | 0   | 0                                       | 0                        | 0  | 9                 | 0                     | 0   | 12                      | 15                                       |
| Number of Lanes  | 0   | 1                       | 1                                     | 0   |   | 0                        | 0.                                       | 1 1               | 0                     | 0   |                         | 0  |
|  |   |                         |                                       |   |   |                          |  |                   |                       |   |                         |  |
| Major/Minor  |   | Major 1.                |                                       |   | Major 2                                 |                          |  | Minor 1           |                       |   | Minor 2                 |  |
| Conflicting Flow All   | 0   | 0                       | 0                                     | 1   | 0                                       | 0                        | 126                                      | 112               | 1                     | 116   | 112                     | 0  |
| Stage 1  |   |                         |                                       |   |   |                          | 112                                      | 112               | -                     | 0   | 0                       |  |
| Stage 2  | en e      | -<br>                   | . was to see a second                 | ere to abecom                                     | eta ji aye kita sa sa s                 | erosalitas racion        | 14                                       | 0                 |                       | 116   | 112                     | ۔<br>عددہ مدادہ                          |
| Follow-up Headway  | 2.218   |                         |                                       | 2.218   |   |                          | 3.518                                    | 4.018             | 3.318                 | 3.518                                       | 4.018                   | 3.318                                    |
| Pot Capacity-1 Maneuver  |   |                         | ena regionale                         | 1622  | -<br>4-9908040                          | ing againship            | 848                                      | 778<br>803        | 1084                  | 861   | 778                     | -<br>1991 (1991)                         |
| Stage 1  |   |                         | principal                             |   | N. H. Baylan                            |                          | 893<br>1006                              |                   | 지역한 회원하다.             | 889   | 803                     |  |
| Stage 2 Time blocked-Platoon, %  | -<br>   |                         | er agat                               | 0   |   |                          | 000                                      | 0                 | 0                     | 009   | 003                     | -<br>0                                   |
| Mov Capacity-1 Maneuver  | er geroogsjye                                 | \$3.50 \$6.50<br>_      | ed grajidēt<br>-                      | 1622  | 99 PYP, PG+                             |                          | ji Mystir <b>V</b> taj<br>-              | 778               | 1084                  | 854   | 778                     |  |
| Mov Capacity-1 Maneuver  |   |                         |                                       | 1022  |   |                          | 56,025                                   | 778               |                       | 854   | 778                     |  |
| Stage 1  | kĝi kilijina artikuna:<br>•                   | angan rumi 1944<br>=    | ar i de l'Alvante l'                  |   | of the plant of the sec<br>-            | eritario (m. 1920).<br>E | 893                                      | 803               | -                     |   | -                       | -  |
| Stage 2  |   |                         |                                       |   |   |                          | 1006                                     |                   |                       | 879   | 80.3                    |  |
| e i a la compressión de la compressión   |   |                         |                                       |   |   |                          |  |                   |                       |   |                         |  |
| Approach   | ËB  |                         | 1111611751                            | WB  |   | Mark Comp                | NB                                       | CHINESE.          |                       | SB  |                         |  |
| HCM Control Delay, s   | 0   | 168 24 27 (1.1.)        | 3414153333                            | 0   | 100000000000000000000000000000000000000 | 15:17:16:18:11:19:       | -  | 42224848484       | 19234334558           | -   |                         | W3922507-V4.131                          |
| HCM LOS  |   |                         | Yawa Rogi                             |   | Madist.                                 |                          |  |                   |                       |   |                         | 175.191                                  |
|  | ART POTE SECTIONS                             | Australia part          | a abbe particle                       |   | , a season a se                         | in the second            | and the first of the second              | KA SATE A TO A S  |                       |   |                         |  |
| ACTOR OF THE PROPERTY OF THE P | KORRINARIYA (1888)                            | KIHYEK                  | · · · · · · · · · · · · · · · · · · · | WEST)   | u veani                                 | WBL                      | WBT                                      | WBR               | SBLn1                 |   |                         |  |
| Minor Lane / Major Mymt  |   | NBLn1                   | : EBL                                 | EBT   | EBR                                     |                          | N¥D1                                     | VVDI              | OPLIN                 |   | e ueze e                |  |
| Cap, veh/h   | erran er Europa.                              | <del>-</del><br>Martina | e<br>San Carland                      | ensektie.   | e<br>Chefranas                          | 1622<br>0                | -<br>vartvitasesi                        |                   | -<br>Lighter (1882)   |   |                         |  |
| HCM Long V/C Potio   | PERMIT  |                         |                                       |   | AV. Bladies                             | asias Xx                 | 4866 4 <u>.</u> 5.                       |                   | ing in Marketina<br>- | Eligiph base in                             | Distriction of the      | REPUBLICAN (1)                           |
| HCM Lane V/C Ratio HCM Lane LOS  | Meastra                                       |                         | _<br>galifeilí                        | <u>-</u><br>9401,1999                             |   | -<br>A                   |  |                   | 14 Met <b>5</b> :     | N Hoat                                      | neral Car               |  |
| HCM 95th-tile Q, veh   | riede port 10°                                | Banda Pelan Bi<br>B     | nagy-np.04 €.<br>_                    | , tersengi (j. 1 <del>7</del> 83)<br><del>-</del> | . y - 300gg तिर्थ<br>•                  | 0.0                      | entra de Pede<br>-                       | na di Pilita<br>• | - 1200 (1.200 E.)     | ave to the series                           | * * \$2 *** * \$7   \$8 | e, una a                                 |
| •  | <b>(</b> //////////////////////////////////// |                         | \$2545694184E1                        | ######################################            | \$\$\$\$\$\$\$\$\$\$\$\$\$\$            | ereneren er              | (1445)P(\$6749)                          | STORY HERE        | eretokerkere          | anarete e e e e e e e e e e e e e e e e e e | and the same            | en e |
| Notes  | di Maria (M.                                  |                         |                                       |   |   |                          |  |                   |                       |   |                         |  |

<sup>~:</sup> Volume Exceeds Capacity; \$ : Delay Exceeds 300 Seconds; Error : Computation Not Defined

| Intersection  |                             |                     | 111111111111111111111111111111111111111 | 71 (15 <b>)</b> (5   |                              |   |  |                      |                   |                         |  |                       |
|---|-----------------------------|---------------------|---|--|------------------------------|---|--|----------------------|-------------------|-------------------------|--|-----------------------|
| Intersection Delay, s/veh   | 3.7                         |                     | 10000                                   | *C4\$***********************************                           |                              | *************************************** | 10.001 \$210.19 61   |                      |                   |                         | \$ 50,153,44,47,7,48,2                 | (4)51171112444        |
| Movement  |                             | Ent                 |   | . was  |                              | woon                                    | 1888 <b>/198</b> 4   |                      | W. Who            | S KKW                   | ###################################### |                       |
| Vol, veh/h  | EBL<br>10                   | EBT.<br>1           | EBR<br>30                               | WBL<br>13  | WBT                          | WBR<br>1                                | NBL<br>35  | NBT<br>894           | NBR<br>53         | SBL<br>2                | SBT.<br>1665                           | SBR                   |
| Conflicting Peds, #/hr  | 0                           | 0                   | 0                                       | 0  | 0                            | 0                                       | 0  | 094                  | 0                 | 0                       | 0                                      | 11<br>0               |
| Sign Control  | Stop                        | Stop                | Stop                                    |  | Stop                         | Stop                                    | Free   | Free                 | Free              | 50.001.00               | Free                                   | Free                  |
| RT Channelized  | None                        | None                | None                                    | Stop<br>None   | None                         | None                                    | None   | None                 | None              | Free<br>None            | None                                   | None                  |
| Storage Length  | 0                           | NOILE               | 25                                      | 0  | NONE                         | 50                                      | 150  | None                 | 250               | 200                     | INONE                                  | 250                   |
| Median Width  | g <sub>al</sub> an <b>v</b> | 0                   | 20                                      |  | 0                            |   | 100  | 12                   |                   | 200                     | 12                                     | 200                   |
| Grade, %  |                             | 0%                  |   |  | 0%                           |   |  | 0%                   | eta eta           | 医外头毛                    | 0%                                     |                       |
| Peak Hour Factor  | 0.92                        | 0.92                | 0.92                                    | 0.92   | 0.92                         | 0.92                                    | 0.92   | 0.92                 | 0.92              | 0.92                    | 0.92                                   | 0.92                  |
| Heavy Vehicles, %   | 2                           | 2                   | 2                                       | 2  | 2                            | 2                                       | 2  | 2                    | 2                 | 2                       | 2                                      | 2                     |
| Mvmt Flow   | 11                          | 1                   | 33                                      | 14   | 0                            | 1                                       | 38   | 972                  | 58                | 2                       | 1810                                   | 12                    |
| Number of Lanes   | 0                           |                     | 1                                       | 0  |                              | 1.5                                     | 1  | 2                    | 特点值               | 1                       | A COLOR OF BUILDING                    |                       |
|   |                             |                     |   |  |                              |   |  |                      |                   |                         |  |                       |
| Major/Minor   |                             | Minor 2             |   |  | Minor 1                      |   |  | Major 1              |                   |                         | Major 2                                |                       |
| Conflicting Flow All  | 2376                        | 2862                | 905                                     | 1958   | 2862                         | 486                                     | 1810   | 0                    | 0                 | 972                     | 0                                      | 0                     |
| Stage 1   | 1814                        | 1814                |   | 1048   | 1048                         |   |  | Nedalia.<br>Ventalia |                   |                         |  |                       |
| Stage 2   | 562                         | 1048                | -                                       | 910  | 1814                         | -                                       | -  | -                    | •                 | -                       | -                                      | -                     |
| Follow-up Headway   | 3.52                        | 4.02                | 3.32                                    | 3.52   | 4.02                         | 3.32                                    | 2.22   |                      |                   | 2.22                    |  |                       |
| Pot Capacity-1 Maneuver   | 18                          | 16                  | 279                                     | 38   | 16                           | 527                                     | 336  | -                    | _                 | 705                     | -                                      | _                     |
| Stage 1   | 81                          | 128                 |   | 244  | 303                          |   |  |                      |                   |                         |  |                       |
| Stage 2   | 479                         | 303                 | -                                       | 296  | 128                          | -                                       | -  | -                    | -                 | -                       | -                                      |                       |
| Time blocked-Platoon, %   | 0                           | 0                   | 0                                       | 0  | 0                            | 0                                       | 0  |                      |                   | 0                       |  |                       |
| Mov Capacity-1 Maneuver   | 16                          | 14                  | 279                                     | 29   | 14                           | 527                                     | 336  |                      | •                 | 705                     | -                                      | -                     |
| Mov Capacity-2 Maneuver   | 16                          | 14                  |   | 29   | 14                           |   |  |                      |                   |                         |  |                       |
| Stage 1   | 72                          | 128                 | <del>-</del>                            | 216  | 269                          | -                                       | -  | -                    | -                 | -                       | -                                      | -                     |
| Stage 2   | 424                         | 269                 |   | 258  | 128                          |   | Valoria de la Companya de la Company |                      |                   |                         |  |                       |
|   | 7505-1767-1 <b>723</b> -165 |                     | erennen en en en en en en               | 201 (2 <b>0 20 20 20 20</b> 20 20 20 20 20 20 20 20 20 20 20 20 20 | 87.74.74.74.25.27.25.2       | fullsetenere                            | 75 T. F.   | PERSONAL             | Oppression of the | F1950-77 <b>5115</b> 78 | record are excess                      | 4.000.000.000.000.000 |
| Approach HCM Control Delay, s   | EB<br>161                   |                     |   | WB   |                              |   | NB<br>oc   | 11211111111          |                   | SB                      |  |                       |
| HCM LOS   | 101<br>F                    |                     |   | 198.4<br>F   |                              |   | 0.6  |                      | Sasalisi          | 0<br>Markete            |  |                       |
| विकास विद्यास्त्र स्थानिक विकास । विकास स्थानिक स्थानिक विकास ।<br>विकास समितिक स्थानिक स | entre e e .                 | 3 T - 8 TT - 9 (24) |   | 21427 12462  | Constitution and Section 201 | na majari                               | · 11 · 12 · 13 · 14 · 14 · 14 · 14 · 14 · 14 · 14  |                      | ***               | e, 1 1 (144 144)        | yangan sasar an se                     | 981 W 34              |
| Minor Lane / Major Mymt   |                             | NBL                 | NBT                                     | NBR  | EBLn1                        | EBLn2                                   | WBLn1  | WBLn2                | SBL               | SBT                     | SBR                                    |                       |
| Cap, veh/h  |                             | 336                 | *                                       | -  | 29                           | 279                                     | 30   | 527                  | 705               | _                       | -                                      | 11222-1003103         |
| HCM Control Delay, s  |                             | 17.078              |   |  | 296.3                        | 19                                      | 207.7  | 11.8                 | 10.122            |                         |  | 9446A                 |
| HCM Lane V/C Ratio  | ean agus na haras a gare    | 0.11                | त्रात्वस्य असेन्द्रास्त्रस्य ।<br>•     | era generala<br>#  | 0.79                         | 0.08                                    | 0.48   | 0.00                 | 0.00              | ue a maga esta.<br>●    | s retregijaliji.<br>•                  | reson assigned by     |
| HCM Lane LOS  | HE GENE                     | С                   |   |  | W. F.                        | Ċ                                       | K F  | В                    | В                 |                         |  |                       |
| HCM 95th-tile Q, veh  |                             | 0.4                 |   |  | 2.6                          | 0.3                                     | 1.6  | 0.0                  | 0.0               |                         | · s s (**);                            | \$10.4000             |
| Notes   |                             |                     |   |  | 71771911013                  |   |  |                      |                   |                         |  |                       |

Notes

~: Volume Exceeds Capacity; \$ : Delay Exceeds 300 Seconds; Error : Computation Not Defined

| Intersection Delay, s/veh       | 1.3                       | Valid Control (1887)                                  |                 |      |                | ut 14778                              |                    | 1992.4         |  |                           |
|---------------------------------|---------------------------|---|-----------------|------|----------------|---------------------------------------|--------------------|----------------|--|---------------------------|
| Movement                        | WBL                       | WBR   | NBT             | NBR  | SBL            | SBT                                   |                    |                |  |                           |
| Vol, veh/h                      | 3                         | 5   | 39              | 2    | 5              | 27                                    |                    |                |  |                           |
| Conflicting Peds, #/hr          | 0                         | 0   | 0               | 0    | 0              | 0                                     |                    |                |  |                           |
| Sign Control                    | Stop                      | Stop  | Free            | Free | Free           | Free                                  |                    |                |  |                           |
| RT Channelized                  | None                      | None  | None            | None | None           | None                                  |                    |                |  |                           |
| Storage Length                  | 0                         | 0   | <b>表引用数值数据</b>  | 0    | 0              |                                       |                    | 14 15          |  |                           |
| Median Width                    | 12                        |   | 0               |      | a 1 a - 1414.5 | 0                                     |                    | tra rate a     | - 10195 1 - 5139 6                                   |                           |
| Grade, %                        | 0%                        |   | 0%              |      |                | 0%                                    |                    |                |  |                           |
| Peak Hour Factor                | 0.92                      | 0.92  | 0.92            | 0.92 | 0.92           | 0.92                                  | Nejfyk Letvick, di | 1 . * 1        | umo sekti paliup imeen                               | naga a Ma                 |
| Heavy Vehicles, %               | 2                         | 2   | 2               | 2    | 2              | 2                                     |                    |                |  |                           |
| Mvmt Flow                       | 3                         | 5   | 42              | 2    | 5              | 29                                    | 12-147-0           | ati taga jawa  | dinada seria   | 414.17.07                 |
| Number of Lanes                 | 11                        | 0   |                 | 0    | 0              | MEN                                   | e galas bi         |                |  |                           |
| Vlajor/Minor                    |                           |   | Major 1         |      |                | Major 2                               |                    |                |  |                           |
| Conflicting Flow All            | 83                        | 43  | 0               | 0    | 45             | 0                                     |                    |                |  | <u> </u>                  |
| Stage 1                         | 43                        |   | artaner P       |      |                |                                       | MARKE              |                |  |                           |
| Stage 2                         | 40                        | · · · · · · · · · · · · · · · · · · ·                 |                 | -    | -              | -                                     |                    |                |  |                           |
| Follow-up Headway               | 3.518                     | 3.318   |                 |      | 2.218          | 1000 C.C.<br>CONTACTOR                |                    |                |  |                           |
| Pot Capacity-1 Maneuver         | 919                       | 1027  | •               | -    | 1563           | _                                     |                    |                |  |                           |
| Stage 1                         | 979                       |   |                 |      |                |                                       |                    |                |  |                           |
| Stage 2                         | 982                       | •   | -               | •    | -              | <del>.</del>                          |                    |                |  | * * * * * * * * * * * * * |
| Time blocked-Platoon, %         | 0                         | 0   |                 |      | 0              |                                       |                    | RECT           |  |                           |
| Mov Capacity-1 Maneuver         | 916                       | 1027  | -               | -    | 1563           |                                       | A CONTRACT OF A ST |                | S. Co. A. of China                                   |                           |
| Mov Capacity-2 Maneuver         | 916                       |   |                 |      |                |                                       |                    |                |  |                           |
| Stage 1                         | 979                       | <del>-</del>  | <u>-</u>        |      | -              | · · · · · · · · · · · · · · · · · · · |                    | Neces Section  | e mer de lime virial militare d                      | ara se vez                |
| Stage 2                         | 979                       |   |                 |      |                |                                       |                    |                |  |                           |
| Approach                        | WB                        |   | NB              |      | SB             |                                       |                    |                |  |                           |
|                                 | 8.7                       |   | 0               |      | 1.1            | 78031275134 <u>1</u>                  | 12105519121112     | +2541-222-5484 | • 24 20 11 24 11 12 12 12 12 12 12 12 12 12 12 12 12 | N. BACK COURSE            |
| HCM Control Delay, s<br>HCM LOS | ο. <i>ι</i><br>Επικολίστη | ATHAIREN ANNS A TUST                                  | PERESERVES      |      | en en en       |                                       |                    | FEET 1950      | Marketh  |                           |
|                                 | energene ere              | ारे प्राप्ता के संस्थान से वेद के <b>वेद</b> ें के कर | 사람들들은 화장이 가득했다. |      | Pro Art Top Ad | 195 gr 451 474                        | period and         | 1.677.00.000   | The state of the state of                            | 100                       |
| Minor Lane / Major Mymt         |                           | NBT NBR WB  | Ln1 SBL         | SBT  |                |                                       |                    |                |  |                           |
| Cap, veh/h                      |                           | - +   | 982 1563        | -    |                |                                       |                    |                | - 10 10 10 10 10 10 10 10 10 10 10 10 10             |                           |
| HCM Control Delay, s            |                           |   | 8.7 7.311       | 0    |                |                                       |                    |                |  |                           |
| HCM Lane V/C Ratio              | and the second second     | (   | 0.00            | -    |                | a a sen er e                          |                    |                |  |                           |
| HCM Lane LOS                    |                           |   | A A             | Α    |                |                                       |                    |                |  |                           |
| HCM 95th-tile Q, veh            |                           |   | 0.0 0.0         |      |                |                                       |                    |                |  |                           |

<sup>~:</sup> Volume Exceeds Capacity; \$: Delay Exceeds 300 Seconds; Error: Computation Not Defined

| Intersection   |  |                         |  |                     |   |   |                                     |                       |                   |   |               |                             |
|--|--|-------------------------|--|---------------------|---|---|-------------------------------------|-----------------------|-------------------|---|---------------|-----------------------------|
| Intersection Delay, s/veh  | 7.4                                    |                         | 24.1000000000000000000000000000000000000 | ******              | **************************************        |   |                                     |                       | ******            |   | *****         |                             |
| The Companies and the common particular and a common p |  |                         | es tenedostronos.                        |                     |   |   | Chone A Proper Action 4.10          | Witness Friday Albert | e sa teo carra de |   |               | the Victor by led pane with |
| Movement   | EBL                                    | EBT                     | EBR                                      | WBL                 | WBT   | WBR                                       | NBL                                 | NBT                   | NBR               | SBL   | SBT           | SBR                         |
| Vol, veh/h   | 28                                     | 2                       | 6  | 0                   | 2   | 0   | 1                                   | 13                    | 0                 | 0   | 12            | 17                          |
| Conflicting Peds, #/hr   | 0                                      | 0                       | 0  | 0                   | 0   | 0   | 0                                   | 0                     | 0                 | 0   | 0             | 0                           |
| Sign Control   | Free                                   | Free                    | Free                                     | Free                | Free  | Free                                      | Stop                                | Stop                  | Stop              | Stop  | Stop          | Stop                        |
| RT Channelized   | None                                   | None                    | None                                     | None                | None  | None                                      | None                                | None                  | None              | None  | None          | None                        |
| Storage Length   | 0                                      |                         | 0  | 0                   |   | 0   | 0                                   |                       | 0                 | 0   |               | . 0                         |
| Median Width   |  | 0                       |  |                     | 0   |   |                                     | 0                     |                   |   | 0             | *** *** ***                 |
| Grade, %   |  | 0%                      |  |                     | 0%  | 제 - 전기                                    |                                     | 0%                    |                   |   | 0%            |                             |
| Peak Hour Factor   | 0.92                                   | 0.92                    | 0.92                                     | 0.92                | 0.92  | 0.92                                      | 0.92                                | 0.92                  | 0.92              | 0.92  | 0.92          | 0.92                        |
| Heavy Vehicles, %  | 2                                      | 2                       | 2  | 2                   | 2   | 2   | 2                                   | 2                     | 2                 | 2   | 2             | 2                           |
| Mvmt Flow  | 30                                     | 2                       | 7  | 0                   | 2   | 0   | 1                                   | 14                    | 0                 | 0   | 13            | 18                          |
| Number of Lanes  | 0                                      | 1                       | 4  | 0                   |   | 0   | 0                                   | 1                     | 0                 | 0   |               | 0                           |
|  | Talifæret stelle                       |                         | izirefeninevel                           | corrections and     | laes inverse                                  |   | JISTON (SOUTH                       | grandan ord           | raist outliktes   | ismir torotu  |               | ereraniere                  |
| Major/Minor  |  | Major 1                 |  |                     | Major 2                                       |   |                                     | Minor 1               |                   |   | Minor 2       |                             |
| Conflicting Flow All   | 2                                      | 0                       | 0  | 2                   | 0   | 0   | 81                                  | 65                    | 2                 | 72  | 65            | 2                           |
| Stage 1  |  | Hijasi¥,                |  |                     |   |   | 63                                  | 63                    |                   | _2  | 2             |                             |
| Stage 2  | u<br>National                          | e<br>Na Stribenci en al | ers ett vik allekt                       | =<br>Bandadasını    | ·   | -<br>************************************ | 18                                  | 2                     | •<br>• 12.02.2.26 | 70  | 63            | encesses established        |
| Follow-up Headway  | 2.218                                  |                         |  | 2.218               |   |   | 3.518                               | 4.018                 | 3.318             | 3.518   | 4.018         | 3,318                       |
| Pot Capacity-1 Maneuver  | 1620                                   | enskumbarski i          | -<br>45000333555384                      | 1620                | en jarkanta y                                 | -<br>897 31338-95. 5                      | 907                                 | 826                   | 1082              | 919   | 826           | 1082                        |
| Stage 1  |  |                         |  | linik Val           |   |   | 948                                 | 842                   |                   | 1021  | 894           | SUMME                       |
| Stage 2  | HOVE RESE                              | engua i valasist        | e<br>disposassesso                       | Kakakataa⊈ii        |   | Wanashi ilawan                            | 1001                                | 894                   | -<br>             | 940   | 842           | Nasarasa                    |
| Time blocked-Platoon, %  | 0                                      |                         |  | 0                   |   |   | 0                                   | 0                     | 0                 | 0   | 0             | 0                           |
| Mov Capacity-1 Maneuver  | 1620                                   | e<br>Gregoria           | -<br>Referencie                          | 1620                | -<br>Massatrasyn                              | −<br>Sectionals                           | 868                                 | 810                   | 1082              | 894   | 810           | 1082                        |
| Mov Capacity-2 Maneuver  | 特別的                                    |                         |  |                     | e ingles <del>e</del> n                       |   | 868                                 | 810                   |                   | 894   | 810           | in in a                     |
| Stage 1  | E<br>Painsperime                       | -<br>33% 191102.88%     | Janis (Necesia)                          | -<br>Sadira winkiri | narena eta eta eta eta eta eta eta eta eta et | -<br>Naci proposio                        | 930                                 | 826                   | e<br>granda k. k  | 1002  | 894           | •<br>Narez e silando. C     |
| Stage 2  | 마기 (1) (1) (1)<br>-                    |                         |  |                     |   |   | 970                                 | 894                   |                   | 906   | 826           |                             |
| Approach   | ÉB                                     |                         |  | WB                  |   |   | NB                                  |                       |                   | SB  | 702175741187  | Maria.                      |
| HCM Control Delay, s   | 5.7                                    |                         |  | 0                   | 14114032451                                   |   | 9.5                                 |                       |                   | 8.9   |               |                             |
| HCM LOS  |  |                         |  |                     |   |   | Α                                   | ANTE                  |                   | Α   | N. M. M.      |                             |
|  |  |                         |  |                     |   |   |                                     |                       |                   |   |               |                             |
| Minor Lane / Major Mymt  |  | NBLn1                   | EBL                                      | EBT                 | ÉBR   | WBL                                       | WBT                                 | WBR                   | SBLn1             |   |               |                             |
| Cap, veh/h   |  | 814                     | 1620                                     | -                   |   | 1620                                      | -                                   | •                     | 950               |   |               |                             |
| HCM Control Delay, s   |  | 9.5                     | 7.265                                    | 0                   |   | 0   | नेस्तर होतुः ।<br>स्टब्स्य स्टब्स्य |                       | 8.9               |   |               |                             |
| HCM Lane V/C Ratio   | e e e e e e                            | 0.02                    | 0.02                                     |                     |   |   | -                                   |                       | 0.03              |   | 41.44.1514.25 |                             |
| HCM Lane LOS   | ALMEN !                                | Α                       | Α  | Α                   |   | Α   |                                     |                       | Α.                |   |               | 25/10%                      |
| HCM 95th-tile Q, veh   | * ************************************ | 0.1                     | 0.1                                      |                     | -   | 0.0                                       |                                     | ***                   | 0.1               |   |               |                             |
| Notes  | ON ARCHIE                              |                         | NY NY INDRESE                            | 11170351717         | 361185141181                                  | ETANGUS (ST                               |                                     | este e a seco         | 31537383111666    | e de la contraction |               | 24175741113                 |

Notes
~: Volume Exceeds Capacity; \$ : Delay Exceeds 300 Seconds; Error : Computation Not Defined

| Intersection              |  |              |  |                   |            |              |                      |                      |  |                    |   |                     |
|---------------------------|--|--------------|--|-------------------|------------|--------------|----------------------|----------------------|--|--------------------|---|---------------------|
| Intersection Delay, s/veh | 2.4  |              |  |                   |            |              | 35                   | 257646-5 W318-346-34 | ************************************** | O INSK SECTION     | 595072422496594                           |                     |
|                           |  |              |  |                   |            |              |                      |                      |  |                    |   |                     |
| Movement                  | EBL  | EBT          | EBR  | WBL               | WBT        | WBR          | NBL.                 | NBT                  | NBR                                    | SBL                | SBT                                       | SBF                 |
| Vol, veh/h                | 9  | 1            | 19   | 8                 | 2          | 8            | 21                   | 1399                 | 27                                     | 8                  | 1123                                      | 10                  |
| Conflicting Peds, #/hr    | 0  | 0            | 0  | 0                 | 0          | 0            | 0                    | 0                    | 0                                      | 0                  | 0   | (                   |
| Sign Control              | Stop   | Stop         | Stop                                       | Stop              | Stop       | Stop         | Free                 | Free                 | Free                                   | Free               | Free                                      | Free                |
| RT Channelized            | None   | None         | None                                       | None              | None       | None         | None                 | None                 | None                                   | None               | None                                      | None                |
| Storage Length            | 0  |              | 25   | 0                 |            | 50           | 150                  |                      | 250                                    | 200                |   | 250                 |
| Median Width              |  | 0            |  |                   | 0          |              |                      | 12                   | el state alle                          | 17.5               | 12  | ang sy regard       |
| Grade, %                  |  | 0%           |  |                   | 0%         |              |                      | 0%                   |  |                    | 0%  |                     |
| Peak Hour Factor          | 0.92   | 0.92         | 0.92                                       | 0.92              | 0.92       | 0.92         | 0.92                 | 0.92                 | 0.92                                   | 0.92               | 0.92                                      | 0.92                |
| Heavy Vehicles, %         | 2  | 2            | 2  | 2                 | 2          | 2            | 2                    | 2                    | 2                                      | 2                  | 2   | 2                   |
| Mvmt Flow                 | 10   | 1            | 21   | 9                 | 2          | 9            | 23                   | 1521                 | 29                                     | 9                  | 1221                                      | 11                  |
| Number of Lanes           | 0  | FEB. (14)    | 1  | 0                 | 1001       |              | 1.                   | 2                    | 4                                      |                    | 2   |                     |
|                           |  |              |  |                   |            |              |                      |                      |  |                    |   |                     |
| Major/Minor               |  | Minor 2      |  |                   | Minor 1    |              |                      | Major 1              |  |                    | Major 2                                   |                     |
| Conflicting Flow All      | 2045   | 2804         | 610  | 2194              | 2804       | 760          | 1221                 | 0                    | 0                                      | 1521               | 0   | C                   |
| Stage 1                   | 1238   | 1238         |  | 1566              | 1566       |              |                      |                      |  |                    |   |                     |
| Stage 2                   | 807  | 1566         | •  | 628               | 1238       | _            | <u>-</u>             | _                    |  |                    |   |                     |
| Follow-up Headway         | 3.52   | 4.02         | 3.32                                       | 3.52              | 4.02       | 3.32         | 2.22                 |                      |  | 2.22               |   |                     |
| Pot Capacity-1 Maneuver   | 33   | 18           | 437  | 25                | 18         | 349          | 567                  | -                    |  | 435                |   |                     |
| Stage 1                   | 186  | 246          |  | 116               | 170        |              |                      |                      |  |                    |   |                     |
| Stage 2                   | 341  | 170          | _  | 437               | 246        |              | etanolts nocest      |                      | _<br>                                  | ·                  | e<br>Chilosophy and an                    | •<br>site arts. Jew |
| Time blocked-Platoon, %   | 0.   | . 0          | 0  | 0.                | 0          | 0            | 0                    |                      |  | 0.                 |   |                     |
| Mov Capacity-1 Maneuver   | 28   | 17           | 437  | 22                | 17         | 349          | 567                  | -<br>                | _<br>success (2007)                    | 435                | ·<br>rankantalen kina a                   | - Carretto          |
| Mov Capacity-2 Maneuver   | 28   | 17           |  | 22                | 17         |              |                      |                      |  |                    |   |                     |
| Stage 1                   | 178  | 241          |  | 111               | 163        | . 6000 11000 | e<br>CONTRACT VERSON |                      | •<br>88 54 558 J. J. Scal              |                    | #<br>************************************ | Heraldri            |
| Stage 2                   | 315  | 163          |  | 406               | 241        |              |                      |                      |  |                    | i i yaki i j <del>i</del> s               |                     |
|                           |  |              |  |                   |            |              |                      |                      |  |                    |   |                     |
| Approach                  | EB   |              |  | WB                |            |              | NB                   |                      |  | SB                 |   |                     |
| HCM Control Delay, s      | 89.2   |              |  | 179               |            |              | 0.2                  |                      | *******                                | 0.1                | *** ***                                   | . e a est           |
| HCM LOS                   | F  |              |  | J. F              |            |              |                      |                      |  |                    |   | 可能特                 |
|                           |  |              |  |                   |            |              |                      |                      |  |                    |   |                     |
| Minor Lane / Major Mvmt   |  | NBL          | NBT  | NBR               | EBLn1      | ËBLn2        | WBLn1                | WBLn2                | SBL                                    | SBT                | SBR                                       |                     |
| Cap, veh/h                | x = x 10 1 4 7 0 1 2 7 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 | 567          | -  | -                 | 41         | 437          | 26                   | 349                  | 435                                    | _                  | *   | ALCO DE ANTONIO     |
| HCM Control Delay, s      |  | 11.615       |  |                   | 147.9      | 13.5         | 247.8                | 15.5                 | 13.445                                 |                    |   |                     |
| HCM Lane V/C Ratio        | (1714) 4449 (1717) 1717                                  | 0.04         | erige die erfolgie<br>-                    | 1964 (1964)<br>-  | 0.43       | 0.03         | 0.53                 | 0.02                 | 0.02                                   | 17 AMERICAN SERVER | y vertes tiks i d<br>•                    | er priese hely 279  |
| HCM Lane LOS              |  | В.           |  | HW71615           | I E        | В            | (i.F)                | Č                    | В                                      |                    |   |                     |
| HCM 95th-tile Q, veh      | es and ex provided by Life                               | 0.1          | , seri versioni.                           | - 2.54 & -2.7 MAC | 1.5        | 0.1          | 1.6                  | 0.1                  | 0.1                                    | - 100 Sec.         | •   | 14 25 17 27         |
|                           | akahira essarabah  | erressarvors | ere en | ening arthur      | CHIP SHIPP | (ILYNII)     |                      | remillanteren        | (1513)(EE)(EE)                         |                    | tingi tingi                               |                     |
| Notes                     |  |              |  |                   |            |              |                      |                      | n Princil                              | 110231111          |   |                     |

<sup>~:</sup> Volume Exceeds Capacity; \$ : Delay Exceeds 300 Seconds; Error : Computation Not Defined

| 140548046665111551514151515151515  |  | 744 MARKE (AVITSONES) (11)   |  | 101111111111111111111111111111111111111 | 0.53945753453  |  | HARIMANIAN KANTEN HARIMAN KANTEN  |                |
|--|--|--|--|---|--|--|--|----------------|
| Intersection Intersection Delay, s/veh   | 1.7  |  |  |   |  |  |  |                |
|  | grifia en r  |  |  |   |  |  | <b>企业的包围和电影</b>  | 1 5            |
| Movement   | . WBL  | WBR  | NBT  | NBR                                     | SBL  | SBT  |  |                |
| Vol, veh/h   | 7  | 10   | 58   | 1                                       | 2  | 18   |  | 2334           |
| Conflicting Peds, #/hr   | 0  | 0  | 0  | 0                                       | 0  | 0  |  |                |
| Sign Control   | Stop   | Stop   | Free   | Free                                    | Free   | Free   |  |                |
| RT Channelized   | None   | None   | None   | None                                    | None   | None   | Committee the string of the st |                |
| Storage Length   | 0  |  |  | 1 0                                     | 0  |  | 통위 경찰은 가 위한 기술에 가는데 불어왔다.  |                |
| Median Width   | 12   | renerala de la combie.   | 0  | era traggaria                           | e gerengaji in ge  | 0  | (2008-04) (48/24) 1902-140 (46/24) (47/24) 1902-190  | rate           |
| Grade, %<br>Peak Hour Factor   | 0%<br>0.92   | 0.92   | 0%<br>0.92   | 0.92                                    | 0.92   | 0%<br>0.92   | क्षा । अस्तिस् (१००० मन्द्री) कर्त्य सार्थका स   | 13.19          |
| Heavy Vehicles, %  | 0.52   | 0.92<br>2  | 0.92   | 0.92                                    | 0.92   |  |  | did.           |
| Mymt Flow  | 8  | 11   | 63   | ,;;;;;; <b>∠</b> ;;;;<br>1              | 2  | 20   | 내 돌마다 14년 년의 및 기본의 전 기본 교육인 가장 하는  | 111            |
| Number of Lanes  |  |  |  |   | ō  | ាំ   |  |                |
| AND THE CONTRACT OF THE PROPERTY OF THE CONTRACT OF THE CONTRA |  |  |  |   |  |  |  | ,              |
| Major/Minor  |  |  | Major 1  |   |  | Major 2  |  |                |
| Conflicting Flow All   | 88   | 64   | 0  | 0                                       | 64   | 0  |  |                |
| Stage 1  | 64   | 集的原本的政治  |  |   |  |  |  |                |
| Stage 2  | 24   |  |  | -                                       |  | -  | 2.00 m. a. 1.00 m. a.  |                |
| Follow-up Headway  | 3.518  | 3.318  |  |   | 2.218  |  |  |                |
| Pot Capacity-1 Maneuver  | 913  | 1000   | ÷<br>Andros Parkos rasininka   | -<br>Lettase estati                     | 1538   | <br>សម្រង្គកម្ពុជៈ   | Geografia unta liberario derifero de l'ocologia en septembro de l'ocologia de l'ocologia de l'ocologia de l'oc   | t man          |
| Stage 1  | 959<br>999   |  |  | Heraliku<br>Heraliku                    | and year   |  |  | G.V.           |
| Stage 2 Time blocked-Platoon, %  | 999  |  | Haristan   |   | 0  |  |  | 65             |
| Mov Capacity-1 Maneuver  | 912  | 1000   |  |   | 1538   | Bank PR  |  | 5,547          |
| Mov Capacity-2 Maneuver  | 912  |  |  |   |  |  |  | Mari           |
| Stage 1  | 959  | ** The section of the | ** 1 200 0 3 to 4*18, 541 \$1  |   | •  | **************************************   |  | * 4 5          |
| Stage 2  | 998  |  |  |   |  |  |  |                |
|  |  |  |  |   |  |  |  |                |
| Approach   | WB   |  | . NB   |   | SB,  |  |  |                |
| HCM Control Delay, s   | 8.8  |  | 0  |   | 0.7  |  |  |                |
| HCM LOS  | Α  |  |  |   |  |  |  | Ä              |
|  |  |  |  |   |  |  |  |                |
| Minor Lane / Major Mvmt  | NBT  | NBR WBLn   | 1 SBL  | SBT                                     |  |  |  |                |
| Cap, veh/h   |  | 96   | 2 1538   | -                                       |  |  |  |                |
| HCM Control Delay, s   |  | - 8.   | 8 7.344  | 0                                       |  |  |  |                |
| HCM Lane V/C Ratio   | ends, regarded to  | 0.03   |  | Supergravement of                       | nemongalor to the term   | total distance of the  | most compressed at an indicator and a first control of the control |                |
| HCM Lane LOS   |  |  |  | Α                                       |  |  |  | ii.            |
| HCM 95th-tile Q, veh   | •  | 0.   | 1 0.0  | -                                       |  |  |  |                |
| Notes  | STREET, STREET | CONTRACTOR AND SERVICE AND SER | and the state of the continuent of the state | and the second second second second     | ar annual de del committe de la comm | and the second s | to be a second and the second and th | a large market |

<sup>~:</sup> Volume Exceeds Capacity; \$: Delay Exceeds 300 Seconds; Error : Computation Not Defined

| PER PRINCIPAL NO DE SERVICIO DE LA COMPANSA DEL COMPANSA DEL COMPANSA DE LA COMPA |                       | 1809111811984      | uning indi                 | HNII GUANA                              |   | (4562504 <b>)</b><br>(4562504 <b>)</b>   |                     |                             |   | HARIBANI                   |  |                           |
|--|-----------------------|--------------------|----------------------------|---|---|--|---------------------|-----------------------------|---|----------------------------|--|---------------------------|
| Intersection Intersection Delay, s/veh   | 0                     |                    |                            |   |   |  |                     | DUMENTAL SERVICE            |   |                            |  | (11,121,11)               |
|  |                       |                    | e groed                    | wigh,                                   | i da esta esta esta esta esta esta esta est | 校排作员   | N. A. W.            |                             |   | 1994 7 149<br>24           |  |                           |
| Movement   | EBL                   | EBT                | EBR                        | WBL                                     | WBT   | WBR  | NBL                 | NBT                         | NBR                                       | SBL                        | SBT  | SBF                       |
| Vol, veh/h   | 51                    | 1                  | 5                          | 0                                       | 0   | 0  | 0                   | 8                           | 0   | 0                          | 11   | 12                        |
| Conflicting Peds, #/hr   | 0                     | 0                  | 0                          | 0                                       | 0   | 0  | 0                   | 0                           | 0   | 0                          | 0  | (                         |
| Sign Control   | Free                  | Free               | Free                       | Free                                    | Free  | Free   | Stop                | Stop                        | Stop                                      | Stop                       | Stop   | Stop                      |
| RT Channelized   | None                  | None               | None                       | None                                    | None  | None   | None                | None                        | None                                      | None                       | None   | None                      |
| Storage Length   | 0                     | 無事節                | 0                          | 0                                       |   | 0  | 0                   | 본별기                         | 0   | 0                          |  |                           |
| Median Width   |                       | 0                  |                            |   | 0   |  |                     | 0                           |   |                            | 0  | . 16                      |
| Grade, %   |                       | 0%                 |                            | 4. 温度                                   | 0%  |  |                     | 0%                          |   |                            | 0%   |                           |
| Peak Hour Factor   | 0.92                  | 0.92               | 0.92                       | 0.92                                    | 0.92  | 0.92   | 0.92                | 0.92                        | 0.92                                      | 0.92                       | 0.92   | 0.92                      |
| Heavy Vehicles, %  | 2                     | 2                  | 2                          | 2                                       | 2   | 2  | 2                   | 2                           | 2   | 2                          | 2  |                           |
| Mvmt Flow  | 55                    | 1                  | 5                          | 0                                       | 0   | 0  | 0                   | 9                           | 0   | 0                          | 12   | 15                        |
| Number of Lanes  | 0                     | 1.                 | 1                          | 0                                       | 1 1 1                                       | 0  | 0                   | 1                           | 0   | 0                          | 4 1  |                           |
|  |                       |                    |                            |   |   | Jan. 20.70 ft Word St. W. St.  | ra: www.tuwkto      | ತಿಪ್ರಾಣಕ ಸಂಭವಿಸಿ ಇವರು 200 ಇ | N T - C.S E T S - CC X A D A E            |                            | are the second of the second o | is and the desired law in |
| Major/Minor  |                       | Major 1            |                            | 2.5.2.2.2.2.2.2.2.2.2.2.2.2.2.2.2.2.2.2 | Major 2                                     |  |                     | Minor 1                     |   |                            | Minor 2  |                           |
| Conflicting Flow All   | 0                     | 0                  | 0                          | .1                                      | 0   | 0  | 126                 | 112                         | 1   | 116                        | 112  | (                         |
| Stage 1  |                       |                    |                            |   |   |  | 112                 | 112                         | •   | 0                          | 0  |                           |
| Stage 2  |                       | -                  |                            |   |   |  | 14                  | 0                           | en aktoure ne e                           | 116                        | 112  | 1 31232-11                |
| Follow-up Headway  | 2.218                 |                    |                            | 2.218                                   |   |  | 3.518               | 4.018                       | 3.318                                     | 3.518                      | 4.018  | 3.318                     |
| Pot Capacity-1 Maneuver  |                       |                    |                            | 1622                                    |   |  | 848                 | 778                         | 1084                                      | 861                        | 778  | rados (se espet           |
| Stage 1  |                       |                    |                            |   |   |  | 893                 | 803                         |   |                            |  |                           |
| Stage 2  |                       |                    |                            |   | -<br>                                       | u de la compania del compania del compania de la compania del la compania de  la compania d | 1006                | _<br>malaa kalesaa          | =<br>Dinsovidan                           | 889                        | 803  | Dinamakata                |
| Time blocked-Platoon, %  | 0                     |                    |                            | 0                                       | 일 3시 생                                      | in the second  | 0                   | 0                           | 0   | 0                          | 0  |                           |
| Mov Capacity-1 Maneuver  | er totaler vers       |                    | -<br>                      | 1622                                    | -<br>(10,528 (0,651)                        | ·  | _<br>- 194142-08-59 | 778                         | 1084                                      | 854                        | 778  | Seriestras                |
| Mov Capacity-2 Maneuver  |                       |                    |                            |   |   |  |                     | 778                         |   | 854                        | 778  | 15,11,5,1                 |
| Stage 1  |                       | e<br>English Nars  | =<br>Sean National States  | ······································  | <mark>⇒</mark><br>Section (Environ)         |  | 893                 | 803                         | •<br>Capping at at sales.                 | -                          | -<br>  | Alaman Se                 |
| Stage 2  |                       |                    |                            |   |   |  | 1006                |                             |   | 879                        | 803  | HANN                      |
|  | niosessa <b>li</b> go | (SNI) (STORES SNI) | neriorires                 | mesaan                                  |   |  | isto <b>vik</b> ti  |                             |   | SB                         | elimiteith   | Z1744959333               |
| Approach   | EB                    |                    |                            | WB.                                     |   | at pro-  | NB                  |                             | ii da | ) OD                       |  | 116, V 13811              |
| HCM Control Delay, s   | 0<br>555-050000       | 4644633            | .658 [155835]              | 0<br>                                   |   | en en en en  |                     | CHARLE                      |   |                            | (89448-119   |                           |
| HCM LOS  |                       |                    | 400.891941                 |   |   |  |                     | ji svot v                   | alfrig tatterk                            |                            | ADAMA BENJADA  | 4)) 83 EV 14 F            |
|  | 157458111125          | NDC-4              | / Poi                      | ËBT                                     | Epp   | WBL  | WBT                 | WBR                         | SBLn1                                     | 135 JA 2011)               |  |                           |
| Minor Lane / Major Mvmt  |                       | NBLn1              | EBL:                       | EDI:                                    | EBR   | 1622   | y (O I              | Werk                        | ODLIH                                     |                            | H. Market Market   | ration()                  |
| Cap, veh/h   | eld Microsoft         |                    | _<br>#1514479538           | _<br>.2975 Y YAY                        |   | *****  | -<br>cyffyddiff     |                             |   | gill at aput               | (de 1944) d  |                           |
| HCM Control Delay, s   | CERTIFIED             |                    |                            |   |   | 0  | o in the transf     | 经基本证据                       |   | संक्षा, श्रेडी             |  | APPINE                    |
| HCM Lane V/C Ratio   |                       | 291154634          |                            | nis Berre                               | 1847119451                                  | Ā  |                     | Netrosiles                  |   | ing and                    | H.STHE   |                           |
| HCM Lane LOS   |                       |                    | garing at <del>s</del> ide | New edite                               | athine                                      | 0.0  | oog garbe¶it<br>_   | yr meley 🕬                  | កស្នកមិនជីវិ<br>-                         | gradelitishi<br>-          | estiga kuristik  | Profession (              |
| HCM 95th-tile Q, veh   |                       |                    | -                          | -                                       |   | 0.0  |                     | era serana era arta ar      |   | Constitution and the views | nasztapan partier  | neggs gr./agrAss          |
| Notes  |                       |                    |                            |   |   |  |                     |                             |   |                            |  |                           |

Notes:

~: Volume Exceeds Capacity; \$ : Delay Exceeds 300 Seconds; Error : Computation Not Defined

| Intersection              |   |                |                                       |                      | Ť.  |                                       |                  |                         |                             |                                   |                                   |  |
|---------------------------|---|----------------|---------------------------------------|----------------------|---|---------------------------------------|------------------|-------------------------|-----------------------------|-----------------------------------|-----------------------------------|--|
| Intersection Delay, s/veh | 3.7                                     | na æ           | 34) (34) (4)                          |                      |   |                                       |                  | n garragi               |                             |                                   |                                   | Sign :   |
| Movement                  | EBL                                     | EBT            | EBR                                   | WBL                  | WBT   | WBR                                   | NBL              | NBT                     | NBR                         | SBL                               | SBT                               | SBF  |
| Vol, veh/h                | 10                                      | 1              | 30                                    | 13                   | 0   | 1                                     | 35               | 894                     | 53                          | 2                                 | 1665                              | 1  |
| Conflicting Peds, #/hr    | 0                                       | 0              | 0                                     | 0                    | 0   | 0                                     | 0                | 0                       | 0                           | 0                                 | 0                                 | (  |
| Sign Control              | Stop                                    | Stop           | Stop                                  | Stop                 | Stop  | Stop                                  | Free             | Free                    | Free                        | Free                              | Free                              | Free   |
| RT Channelized            | None                                    | None           | None                                  | None                 | None  | None                                  | None             | None                    | None                        | None                              | None                              | None   |
| Storage Length            | 0                                       |                | 25                                    | 0                    | Welling)  | 50                                    | 150              |                         | 250                         | 200                               |                                   | 250  |
| Median Width              |   | 0              |                                       |                      | 0   |                                       |                  | 12                      | n teun e det                |                                   | 12                                |  |
| Grade, %                  |   | 0%             |                                       |                      | 0%  |                                       |                  | 0%                      |                             | \$5 EXTS                          | 0%                                |  |
| Peak Hour Factor          | 0.92                                    | 0.92           | 0.92                                  | 0.92                 | 0.92  | 0.92                                  | 0.92             | 0.92                    | 0.92                        | 0.92                              | 0.92                              | 0.92   |
| Heavy Vehicles, %         | 2                                       | 2              | 2                                     | 2                    | 2   | 2                                     | 2                | 2                       | 2                           | 2                                 | 2                                 |  |
| Mvmt Flow                 | 11                                      | 1              | 33                                    | 14                   | 0   | 1                                     | 38               | 972                     | 58                          | 2                                 | 1810                              | 12   |
| Number of Lanes           | 0                                       |                |                                       | 0                    | 13454.  | Madi.                                 |                  | 2                       | SERVE                       | AN ALMAY                          |                                   |  |
|                           | rritish rokultur                        | ALWESVI (1200) | 1211112122335133344                   | i de une s'ale le le | gual de duce de | **********                            | ************     | SISYOSYDJSA SA          | GFTUNGNOSIA 2013            | 41 THE STREET STREET BOOK BOOK RE | FANCOS CONTRACTOR                 | e de la companya de l |
| Major/Minor               | *************************************** | Minor 2        |                                       |                      | Minor 1   |                                       |                  | Major 1                 |                             |                                   | Major 2                           |  |
| Conflicting Flow All      | 2376                                    | 2862           | 905                                   | 1958                 | 2862  | 486                                   | 1810             | 0                       | 0                           | 972                               | 0                                 | 0  |
| Stage 1                   | 1814                                    | 1814           |                                       | 1048                 | 1048  |                                       |                  |                         |                             |                                   |                                   |  |
| Stage 2                   | 562                                     | 1048           | erovar aug karan                      | 910                  | 1814  | · · · · · · · · · · · · · · · · · · · | Garantan da mara |                         |                             |                                   |                                   |  |
| Follow-up Headway         | 3.52                                    | 4.02           | 3.32                                  | 3,52                 | 4.02  | 3.32                                  | 2.22             |                         |                             | 2.22                              |                                   |  |
| Pot Capacity-1 Maneuver   | 18                                      | 16             | 279                                   | 38                   | 16  | 527                                   | 336              | en i e sytualis         | e<br>Santa anno en su santa | 705                               | ·                                 |  |
| Stage 1                   | 81                                      | 128            |                                       | 244                  | 303   |                                       |                  |                         | No said                     |                                   |                                   |  |
| Stage 2                   | 479                                     | 303            |                                       | 296                  | 128   |                                       | titi vektuta     | -<br>((0.000 No. 200    | energy of the control of    | · con about cour.                 | Silver autoritaria                | e<br>Saka Siri Masa  |
| Time blocked-Platoon, %   | 0                                       | 0              | 0                                     | 0                    | 0   | 0                                     | 0                |                         |                             | 0                                 |                                   |  |
| Mov Capacity-1 Maneuver   | 16                                      | 14             | 279                                   | 29                   | 14  | 527                                   | 336              | e<br>Vara singra mesila | Li recesoras per            | 705                               | ·<br>Maria de reco                | e<br>Harristan e   |
| Mov Capacity-2 Maneuver   | 16                                      | 14             |                                       | 29                   | 14  |                                       |                  |                         | <b>国际的基本</b>                | 经制度的                              |                                   |  |
| Stage 1<br>Stage 2        | 72<br>424                               | 128<br>269     |                                       | 216<br>258           | 269<br>128  | -<br>140790-213                       |                  |                         | -<br>-0.1/2056/99           | <b></b><br>1왕3일 2017년학            | -<br>78040977                     | Oppskipist   |
| Transpide 4 visible dist  | 424                                     | 209            | 원생시 왕 <b>라</b>                        | 200                  | 120   | ABSADE A                              | 경우 47 후 된        | 왕이 [11점 중시]             | SAN (MESA)                  |                                   |                                   |  |
| Approach                  | ĒΒ                                      |                |                                       | WB                   |   |                                       | ΝB               |                         |                             | SB                                |                                   |  |
| HCM Control Delay, s      | 161                                     |                |                                       | 198.4                | ***************************************             |                                       | 0.6              |                         |                             | 0                                 |                                   |  |
| HCM LOS                   | F                                       |                |                                       | F                    |   |                                       |                  | K.W.                    |                             |                                   |                                   |  |
|                           | 8444/W800598585TS                       | Manarensyeta   | ************                          | diomentaria          | 405000000000000000                                  | 99556 <b>5</b> 277777423              | Pa (Francisco)   | Describing of           | satiojarekar ing            | nas kisamutaasin aat              | 8 d. 2010 to 40 8 20 4 20 5 5 5 5 | Fuchtor 200  |
| Minor Lane / Major Mvmt   |   | NBL            | NBT                                   | NBR                  | EBLn1   |                                       | MBLn1 1          |                         | SBL                         | SBT                               | ŠBR                               |  |
| Cap, veh/h                | -5 42+7 L R4 450+                       | 336            | and a reserve                         |                      | 29  | 279                                   | 30               | 527                     | 705                         |                                   | -                                 |  |
| HCM Control Delay, s      |   | 17.078         |                                       | 語為語                  | 296.3   | 19                                    | 207.7            |                         | 10.122                      |                                   |                                   |  |
| HCM Lane V/C Ratio        | Projection Commission                   | 0.11           | # # # # # # # # # # # # # # # # # # # |                      | 0.79  | 0.08                                  | 0.48             | 0.00                    | 0.00                        |                                   | -                                 |  |
| HCM Lane LOS              |   | C              |                                       |                      | F   | C                                     | F                | В                       | В                           |                                   |                                   |  |
| HCM 95th-tile Q, veh      |   | 0.4            | -                                     | -                    | 2.6   | 0.3                                   | 1.6              | 0.0                     | 0.0                         | -                                 | -                                 |  |
| Votes                     |   |                | 147514641356                          |                      |   |                                       |                  |                         |                             | 1983 1915                         |                                   | THE STATE  |

Notes

~: Volume Exceeds Capacity; \$ : Delay Exceeds 300 Seconds; Error : Computation Not Defined

| Intersection                                  |  |  |  |                        |  |   |  |  |   |
|---|--|--|--|------------------------|--|---|--|--|---|
| Intersection Delay, s/veh                     | 2.5  |  |  | SERIES S               | gangrya  | ravazene  | 4050000  |  |   |
| Movement                                      | WBL  | WBR  | NBT  | NBR                    | SBL  | SBT   |  |  |   |
| Vol, veh/h                                    | 8  | 17   | 58   | 3                      | 8  | 18  |  |  |   |
| Conflicting Peds, #/hr                        | 0  | 0  | 0  | 0                      | 0  | 0   |  |  |   |
| Sign Control                                  | Stop   | Stop   | Free   | Frèe                   | Free   | Free  |  |  |   |
| RT Channelized                                | None   | None   | None   | None                   | None   | None  | and the engineers with respective                      | t Salvadoro e cotto in the S           | e with the state of the state of  |
| Storage Length                                | 0  | 0  |  | 0                      | 0  |   |  |  |   |
| Median Width                                  | 12   |  | 0  |                        | and the second                                   | 0   | salten i de e belef a                                  | anne et batika atra i                  | na ana na ana sa ing ang ang ang ang ang ang ang ang ang a  |
| Grade, %                                      | 0%   |  | 0%   |                        |  | 0%  |  |  |   |
| Peak Hour Factor                              | 0.92   | 0.92   | 0.92   | 0.92                   | 0.92   | 0.92  |  | t or volument.                         | ra muzica associa de perio de la colo   |
| Heavy Vehicles, %                             | 2  | 2  | 2  | 2                      | 2  | 2   |  |  |   |
| Mvmt Flow                                     | 9  | 18   | 63   | 3                      | 9  | 20  | an a seek noon waxaa baa                               |  | s carrier and the state of the |
| Number of Lanes                               | 1  | 0  | 1.   | 0                      | 0.   | 10  |  |  |   |
| Accompting and application を表現を表現を表現を表現しています。 |  | neen voor der een een een een een een een een een e  |  | December 1981          |  |   | elen erretari  |  |   |
| Major/Minor                                   |  |  | Major 1  |                        | 1211   | Major 2   |  |  |   |
| Conflicting Flow All                          | 102  | 65   | O<br>Vita and Carle Lake See Tables  | 0                      | 66   | 0   | eyere mek progesor                                     | rua Awara mata                         | SCOVERSECTION   |
| Stage 1                                       | 65   |  |  |                        |  |   |  |  |   |
| Stage 2                                       | 37   | and the second of the second o | ■<br>Haran Maran et en   | #<br>3,975 (0.755) #   | en nogerenne grennen                             | =<br>energyanac   | 2000 EC 615 CT 615 E                                   | drian raka eleberikasi                 | 444380915055 5.5444   |
| Follow-up Headway                             | 3.518  | 3,318  |  |                        | 2.218  |   |  |  |   |
| Pot Capacity-1 Maneuver                       | 896  | 999  | -<br>- And 10.00000000000000000000000000000000000  | -<br>Samone dali asi   | 1536   | e<br>Posta seria sulci  | a utroa atroi (454 de)                                 | 505 64600 CC 3507473                   | an and an and an  |
| Stage 1                                       | 958  |  |  | 學的情報                   |  |   |  | William P                              |   |
| Stage 2                                       | 985  | #<br>#URBETO CONTONO NO NO NO PORTO DE PERE  |  | errasias punts         | erredek izab                                     | •<br>00.11.4 (350,541)  | nger programm  | seretisee And                          | 44555445544 H 25514 H H6  |
| Time blocked-Platoon, %                       | 0  | 0  |  |                        | 0  |   |  | <b>斯利拉特合</b> 约                         |   |
| Mov Capacity-1 Maneuver                       | 891  | 999  | untere de altraga en documento de la composición del composición de la composición d | •<br>Väskonstvadas     | 1536   | •<br>98993323555  | harranan (sa)  | POTERNANS:                             | SOME SERVICE  |
| Mov Capacity-2 Maneuver                       | 891  |  |  |                        |  |   |  | 的特殊的                                   |   |
| Stage 1                                       | 958  | ₩<br>Chiennististicae Northestaelinestae   | =<br>Presidente de la Section d  | e<br>grajaga rekaskaa  | enga tuma, 484 ESR                               | er atstrati   | (85,20 h p \$55,64 z p \$ 2                            | 20 a to 6,44,750 (7)550 B              | Per Process Stranger  |
| Stage 2                                       | 979  |  |  |                        |  |   |  |  |   |
|   | ₩B   |  | NB   |                        | SB   |   |  |  |   |
| Approach                                      | 8.9  |  | ****************   |                        | 2.3  |   | 1411, 112, 211, 211                                    | Aga karar sesari se                    |   |
| HCM Control Delay, s                          | 8.9  | nene Pelineberk  | 0  | n makanta              | 2.3<br>11001-1116                                |   |  |  | an akakikan   |
| HCM LOS                                       | and residence                                    |  |  | dan Made Pil           |  |   | 4.6360.53399   | , angrings.                            | The College of the  |
| Minor Lane / Major Mymt                       | Ň  | BT NBR WBI   | n1 SBL   | SBT                    |  |   |  |  |   |
| Cap, veh/h                                    | anostra arrabilisti (f)                          | And the second s | 962 1536   |                        | ADSTRACT STREET                                  | 2 may 2 ma 3 ma 2 ma 2 ma 2 ma 2 ma 2 ma 2 ma   |  |  |   |
| HCM Control Delay, s                          |  |  | 8.9 7.357  | 0                      |  |   | SERVICE  |  |   |
| HCM Lane V/C Ratio                            | STATES AND   |  | .03 0.01   | :K+ W2 <b>K</b> (1)    |  | energe de la  | , 4469 NO 1254244A                                     | क्षेत्रक समाप्त्य दिन क्षेत्र होते हैं | -p-14 \$1,000 01/2 \$200 \$1,000 1.5  |
| HCM Lane LOS                                  | ET VISUE DA REVIEW                               |  | .03 0.01<br>A A  | Α                      |  | <b>有数据数据</b>  |  |  | Jakan na  |
| HCM 95th-tile Q, veh                          | and telephone and the fi                         |  | 0.1 0.0  | 13-819:11 MA           | tarthey fulfallus 44 f                           | y a garaga haringa  | gaginati, me kuasandhak                                | a produced distributions               | enner vin gyffytgbareft   |
| ·   | in the same and an interpretation of the same of | e was a magazina gali ga maa la minindis kansasis sa   |  | ursanir bayah enggalar | erterezzen en e | Secretaria de la composición de la comp | MARKATAN PARAMANAN AND AND AND AND AND AND AND AND AND |  | Haristik vindini  |
| Notes   | and the second                                   |  |  |                        |  |   |  |  |   |

<sup>~:</sup> Volume Exceeds Capacity; \$ : Delay Exceeds 300 Seconds; Error : Computation Not Defined

| Intersection  <br>Intersection Delay, s/veh                                     | 0                            | 50121051-124052                         |                          |  |  | *************************************** |   |                                   | 1-10-11-11-11-11-11-11-11-11-11-11-11-11 |                 | 2,010,000         | 4621-377-974-11                          |
|---|------------------------------|---|--------------------------|--|--|---|---|-----------------------------------|--|-----------------|-------------------|--|
|   | Birthis                      |   | PRE                      |  |  |   |   |                                   |  | i i i i i i     |                   |  |
| Movement  | EBL                          | EBT                                     | ÉBR                      | WBL                                    | WBT                                    | WBR                                     | NBL                                     | NBT                               | NBR.                                     | ŚBĽ             | SBT               | SB                                       |
| Vol, veh/h  | 53                           | 1                                       | 5                        | 0                                      | 0                                      | 0                                       | 0                                       | 8                                 | 0  | 0               | 11                | 1  |
| Conflicting Peds, #/hr  | 0                            | 0                                       | 0                        | 0                                      | 0                                      | 0                                       | 0                                       | 0                                 | 0  | 0               | 0                 |  |
| Sign Control  | Free                         | Free                                    | Free                     | Free                                   | Free                                   | Free                                    | Stop                                    | Stop                              | Stop                                     | Stop            | Stop              | Sto                                      |
| RT Channelized  | None                         | None                                    | None                     | None                                   | None                                   | None                                    | None                                    | None                              | None                                     | None            | None              | Non                                      |
| Storage Length  | 0                            |   | 0                        | . 0                                    |  | 0                                       | 0                                       |                                   | 0  | 0               |                   |  |
| Median Width  |                              | 0                                       |                          |  | 0                                      |   |   | 0                                 |  |                 | 0                 |  |
| Grade, %  |                              | 0%                                      |                          |  | 0%                                     |   |   | 0%                                |  |                 | 0%                |  |
| Peak Hour Factor  | 0.92                         | 0.92                                    | 0.92                     | 0.92                                   | 0.92                                   | 0.92                                    | 0.92                                    | 0.92                              | 0.92                                     | 0.92            | 0.92              | 0.9                                      |
| Heavy Vehicles, %   | 2                            | 2                                       | 2                        | 2                                      | 2                                      | 2                                       | 2                                       | 2                                 | 2  | 2               | 2                 |  |
| Mvmt Flow   | 58                           | 1                                       | 5                        | 0                                      | 0                                      | 0                                       | 0                                       | 9                                 | 0  | 0               | 12                | 1  |
| Number of Lanes   | 0                            |   | 1                        | 0                                      |  | 0                                       | 0                                       | 101                               | 0  | 0               |                   |  |
|   |                              |   |                          |  |  |   |   |                                   |  |                 |                   |  |
| Major/Minor   |                              | Major 1                                 |                          |  | Major 2                                |   |   | Minor 1                           |  |                 | Minor 2           |  |
| Conflicting Flow All  | 0                            | 0                                       | 0                        | 1                                      | 0                                      | 0                                       | 130                                     | 116                               | 1  | 121             | 116               |  |
| Stage 1<br>Stage 2  |                              |   |                          |  |  |   | 116<br>14                               | 116<br>0                          |  | 0<br>121        | 0<br>116          |  |
| Follow-up Headway   | 2.218                        | leareila:                               |                          | 2.218                                  |  |   | 3.518                                   | 4.018                             | 3.318                                    | 3.518           | 4.018             | 3.31                                     |
| Pot Capacity-1 Maneuver   |                              | 2929380 =560°<br>-                      | : 1원학교학:<br>_            | 1622                                   | ं के का अपने स्ट्रिक्ट<br>-            |   | 843                                     | 774                               | 1084                                     | 854             | 774               | 0.01                                     |
| Stage 1   | ***** <u>*</u> **            |   |                          |  |  |   | 889                                     | 800                               | 1004<br>1841320                          | 23 8 2 3        | 848 Sig           | 451.47V                                  |
| Stage 2   | renderation.<br>•            | MARTEN EN                               |                          | -                                      | YYRAN CHY<br>•                         | ningagi jaga                            | 1006                                    |                                   | 541-41(155(1<br>-                        | 883             | 800               | 보다 (1978                                 |
| Time blocked-Platoon, %   | 0                            |   |                          | 0                                      |  | 844,524                                 | 100                                     | 0                                 | 0  | ိ <b>်</b> 0    |                   |  |
| Mov Capacity-1 Maneuver   | . segueges <b>s</b> ena      | and the state of the                    | Hitter in the A          | 1622                                   | Para para paga                         | Tresparate                              | şke Yerin <b>∀</b> şke<br>•             | 774                               | 1084                                     | 847             | 774               | 석기선(총기                                   |
| Mov Capacity-2 Maneuver   |                              |   |                          |  |  |   |   | 774                               |  | 847             | 774               |  |
| Stage 1   |                              | STATISTICS.                             |                          | 4.00 BB 44.                            | CONTRACTOR                             | 30 (0.03) (3.03)<br>-                   | 889                                     | 800                               | ege sand bytting till<br>•               | actioners;      | agad <b>T</b> eat | augast 804                               |
| Stage 2   |                              |   |                          |  |  |   | 1006                                    |                                   |  | 873             | 800               | SAMES                                    |
| ल्डाबाहोत्तरण ११४ व्यवस्थात् च्याचे व्यवस्थात् । दृष्टाराच स्थापः १११६ दश्याहरू |                              | Carlo a se e Charle de                  | 11 (1) 6 (1) 8 (1)       | despit a situation                     | er in erigenee                         | 1450 A. 1474 July 1450                  | :: "M########                           | H3 4 (425 TH 426                  | et artistar ar er er                     |                 |                   | \$ 1, \$1500 jul \$\$ 81                 |
| Approach  | EB                           |   | 14 11                    | WB                                     |  |   | NB                                      |                                   |  | SB              |                   |  |
| -ICM Control Delay, s   | 0                            |   |                          | 0                                      |  |   | -                                       |                                   |  | -               |                   |  |
| HCM LOS   |                              |   |                          |  |  |   |   |                                   |  |                 |                   |  |
| ,   |                              |   |                          |  |  |   |   |                                   |  |                 |                   |  |
| Vinor Lane / Major Mymt   |                              | NBLn1                                   | EBL                      | EBT                                    | EBR                                    | WBL                                     | WBŤ                                     | WBR                               | SBLn1                                    | 1.5             |                   |  |
| Cap, veh/h  |                              | -                                       | _                        | _                                      | +                                      | 1622                                    | _                                       | -                                 | -  |                 |                   |  |
| HCM Control Delay, s  |                              |   |                          |  |  | 0                                       |   |                                   | 建销量的                                     |                 |                   |  |
| ICM Lane V/C Ratio  | And the second second second | e see e e e e e e e e e e e e e e e e e | , se milyr drift is<br># | erwedy a Notifier<br>•                 | eg asparadabes :                       | o ayan tariya ta<br>■                   | * 54 ********************************** | का का स्टब्स्टर के स्टब्स्टर<br>- | · · · · · · · · · · · · · · · · · · ·    | unari nari nasa | - Average S       | 14. 1. 2.5 智利                            |
| HCM Lane LOS  |                              |   |                          |  |  | Α                                       |   |                                   |  |                 | ECHUMN            |  |
| ICM 95th-tile Q, veh  | ones ruspe (45 gire figf)    | s artin 1989 (il                        | e noverský králedí<br>•  | ************************************** | ************************************** | 0.0                                     | r - r - s elevis i i i i i i i i i      | ero - ero in system               |  | a and the state | 1.10年6月 - 超级电影    | 19 N N N N N N N N N N N N N N N N N N N |
|   |                              |   |                          |  |  |   |   |                                   |  |                 |                   |  |

<sup>~:</sup> Volume Exceeds Capacity; \$ : Delay Exceeds 300 Seconds; Error : Computation Not Defined

| Intersection   |                                     |  |   |                                      |                  |                             |   |   |   |  |   |   |
|--|-------------------------------------|--|---|--------------------------------------|------------------|-----------------------------|---|---|---|--|---|---|
| Intersection Delay, s/veh  | 1.3                                 | edoses são   |   |                                      |                  | Jakan                       |   |   |   |  |   |   |
| Movement   | ËBL                                 | EBT  | EBR   | WBL                                  | WBT              | WBR                         | NBL                                     | NBT                                     | NBR                                     | SBL                                    | SBT   | SBF   |
| Vol, veh/h   | 3                                   | 1  | 12  | 14                                   | 0                | 1                           | 29                                      | 831                                     | 55                                      | 2                                      | 1544  | 8   |
| Conflicting Peds, #/hr   | 0                                   | 0  | 0   | 0                                    | 0                | Ò                           | 0                                       | 0                                       | 0                                       | 0                                      | 0   | (   |
| Sign Control   | Stop                                | Stop   | Stop  | Stop                                 | Stop             | Stop                        | Free                                    | Free                                    | Free                                    | Free                                   | Free  | Free  |
| RT Channelized   | None                                | None   | None  | None                                 | None             | None                        | None                                    | None                                    | None                                    | None                                   | None  | None  |
| Storage Length<br>Median Width   | 0                                   | 0  | 25  | 0                                    | 0                | 50                          | 150                                     | 12                                      | 250                                     | 200                                    | 12  | 250   |
| Grade, %   |                                     | 0%   | 08.9888                                       | HACK Y                               | 0%               |                             |   | 0%                                      | HARRES.                                 |  | 0%  |   |
| Peak Hour Factor   | 0.92                                | 0.92   | 0.92  | 0.92                                 | 0.92             | 0.92                        | 0.92                                    | 0.92                                    | 0.92                                    | 0.92                                   | 0.92  | 0.92  |
| Heavy Vehicles, %  | 2                                   | 2  | 2   | 2                                    | 2.02             | 2                           | 2                                       | <u> </u>                                | 2                                       | 2                                      | 2   |   |
| Mymt Flow  | 3                                   | 1  | 13  | 15                                   | Ō                | 1                           | 32                                      | 903                                     | 60                                      | 2                                      | 1678  | (   |
| Number of Lanes  | 0                                   |  | anije   | ်ဝိ                                  |                  |                             | . 10 <b>. 1</b>                         | 2                                       | 1                                       |  |   |   |
| <b>- 18 A. M. P. S. A. H. S. A.</b> M. A. M. M. W. | Service Adv                         | **********   | 14 - 171 17840                                | i. To respect the                    | 171              |                             |   |   |   |  |   |   |
| Major/Minor  |                                     | Minor 2  |   |                                      | Minor 1          |                             |   | Major 1                                 |   |  | .Major 2                                    | li di ji  |
| Conflicting Flow All   | 2198                                | 2649   | 839   | 1810                                 | 2649             | 452                         | 1678                                    | 0                                       | 0                                       | 903                                    | 0   |   |
| Stage 1  | 1683                                | 1683   |   | 966                                  | 966              |                             | [4886] <b>:</b> (                       |   |   |  |   |   |
| Stage 2  | 515                                 | 966  | ·   | 844                                  | 1683             | ana yasa in in in           | # / / / / / / / / / / / / / / / / / / / | e.<br>Sitse akkitete eta                | -<br>                                   | eri elle seles m                       | * * * * * * * * * * * * * * * * * * *       | •<br>588 \$14 \$44.5  |
| Follow-up Headway  | 3.52                                | 4.02   | 3.32  | 3.52                                 | 4.02             | 3.32                        | 2.22                                    |   |   | 2.22                                   |   | A Service   |
| Pot Capacity-1 Maneuver  | 25                                  | 23   | 309   | 49                                   | 23               | 555                         | 378                                     | #<br>544 175 (0.034.4.4.5.5)            | =<br>800 (2000) 200                     | 749                                    | Ek ti mir dili kini.                        | van des seus  |
| Stage 1  | 98                                  | 149  |   | 273                                  | 331              |                             |   |   |   |  |   |   |
| Stage 2  | 511                                 | 331  | _<br>5  | 324                                  | 149              | <b>-</b><br>Stoffsteles⊾ fo | erere ere <u>e</u>                      | =<br>Armonoma a ca                      | **************************************  | -<br>9458 /44 8 148                    | ·<br>wanaadaa ee aa                         | •<br>\$4.505.60   |
| Time blocked-Platoon, %  | 0                                   | 0  | 0   | . 0                                  | 0                | 0                           | 0                                       |   |   | 0                                      |   |   |
| Mov Capacity-1 Maneuver  | 23                                  | 21   | 309   | 42                                   | 21               | 555                         | 378                                     | =<br>:31:00:00:00:00:00:00              |   | 749                                    |   | 2015-201505   |
| Mov Capacity-2 Maneuver  | 23                                  | 21   |   | 42                                   | 21               |                             |   | 94 / S                                  |   |  |   |   |
| Stage 1  | 90                                  | 149  |   | 250                                  | 303              | es talende (s. 1907         |   | Januaria                                | e<br>Originalista                       | ·<br>Neiskautants tila                 | erika (an ariyana)                          | Postantian  |
| Stage 2  | 467                                 | 303  |   | 307                                  | 149              | 4. (1. (1. <del>1.</del> )  |   |   |   |  |   |   |
| Approach   | ÉB                                  |  |   | WB                                   |                  |                             | NB                                      |   |   | SB                                     |   |   |
| HCM Control Delay, s   | 64.4                                | CA. SECT. 1888 943 22                                      | 0.125361999984843                             | 125                                  |                  | LOWER STERES                | 0.5                                     | *************************************** | *************************************** | 0                                      |   | A PROPERTY OF THE PARTY OF THE |
| HCM LOS  | , i Fa                              |  |   | Ŋij <b>Ť</b>                         |                  |                             |   |   |   |  |   |   |
|  | and the second second second second | z pod to standarda pod | programa waka waka waka waka waka waka waka w | getatus <del>Kan</del> gkarata si we | SEVER OF THE WAR | SAMMA MINIS CON T           | r pyropitanyje troduktova (* 1800       | *\$234345*048.F1                        | neraliko Rozannen                       | ne sie eer                             | nt 160 de de <u>180 de 180 de 1</u> 80 de 1 | 41500kp078171   |
| Minor Lane / Major Mymt  |                                     | NBL  | NBT   | NBR                                  | EBLn1:           | EBLn2                       | ACAMPAGA AND ACTION OF                  | WBLn2                                   | SBL                                     | SBT                                    | SBR   | West of   |
| Cap, veh/h   |                                     | 378  | •   | _                                    | 42               | 309                         | 43                                      | 555                                     | 749                                     | =                                      | •<br>Stabilish tablish                      | Tan makasa  |
| HCM Control Delay, s   |                                     | 15.388   |   |                                      | 111.8            | 17                          | 130.3                                   | 11.5                                    | 9.82                                    |  |   |   |
| HCM Lane V/C Ratio   |                                     | 0.08   |   | _                                    | 0.21             | 0.03                        | 0.36                                    | 0.00                                    | 0.00                                    | ······································ | a medan second                              | 43551409  |
| HCM Lane LOS   |                                     | С  |   |                                      | . F              | С                           | F)                                      | В                                       | Α                                       |  |   |   |
| HCM 95th-tile Q, veh   |                                     | 0.3  | -   | -                                    | 0.7              | 0.1                         | 1.2                                     | 0.0                                     | 0.0                                     | -                                      | -   |   |
| Notes  |                                     |  |   |                                      |                  |                             |   |   | (MILLIANI)                              | na igui                                |   | THE   |

<sup>~:</sup> Volume Exceeds Capacity; \$: Delay Exceeds 300 Seconds; Error : Computation Not Defined

| Mov Capacity-1 Maneuver         904         1026         -         -         1562         -           Mov Capacity-2 Maneuver         904         -   |  | A TATAGANA AND AND   |   | SECRETARIOS HAVE A                                  | \$53725.G-2857                         | GEGERALI ZERFE   | teskistiketet                           | PROFESSION STATES      | sing deliver of the  |  |                                  |
|---|--|--|---|---|--|--|---|------------------------|--|--|----------------------------------|
| Movement   WBL  | The state of the s | 1.8  |   |   |  |  |   |                        |  |  |                                  |
| Vol, vehih         3         9         39         3         8         27           Conflicting Peds, #/hr         0   | interaction Delay, siven   |  |   |   |  |  |   | Tanyur<br>Hali         |  |  |                                  |
| Vol, vehih         3         9         39         3         8         27           Conflicting Peds, #/hr         0   | Movement   | WBL  | WBR   | NBT   | NBR                                    | SBI  | SBT                                     | · 1914                 |  |  |                                  |
| Conflicting Peds, #/hr 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0  |  |  |   |   |  |  |   |                        |  |  |                                  |
| RT Channelized  |  |  | 0   | 0   | 0                                      | 20.00  | 0                                       | 71 Y 3 11 W.           |  | 41.2   |                                  |
| Storage Length  |  | Stop   | Stop  | Free  | Free                                   | Free   | Free                                    |                        |  |  |                                  |
| Median Width         12         0         0           Grade, %         0%         0%         0%           Peak Hour Factor         0.92         0.92         0.92         0.92         0.92           Peak Hour Factor         0.92         0.92         0.92         0.92         0.92           Heavy Vehicles, %         2         2         2         2         2         2         2           Morn Flow         3         10         42         3         9         29           Number of Lanes         1         0         1         0         0         4           Major Mill         91         44         0         0         46         0           Stage 1         44         -   | The second secon |  | None  | None  | None                                   | None   | None                                    |                        |  |  |                                  |
| Grade, % 0% 0% 0% 0% Peak Hour Factor 0.92 0.92 0.92 0.92 0.92 0.92 0.92 Munt Flow 3 10 42 3 9 29 Number of Lanes 1 0 1 0 0 1  Major Minor  Conflicting Flow All 91 44 0 0 0 46 0 Stage 1 44  |  |  | 0   |   | 0                                      | 0  |   |                        |  |  |                                  |
| Peak Hour Factor         0.92         0.93 |  |  | nagy k 3040 agus 2050 millions, a lachai  |   | 5 ( 5 E) 8/3/3/5                       | a no objects   | _                                       | - 6% VON 15 (17 065)   | ter 112 veneteti suke  | n traden kit kuseb tirk tokse                            |                                  |
| Heavy Vehicles, % 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2   |  |  |   |   |  |  |   |                        |  | 功能計划其  |                                  |
| Mymit Flow         3         10         42         3         9         29           Number of Lanes         1         0         1         0         0         1           Major II         Major II           Major II         Major II           Major III         Major III           Major III         Major III           Major III         Major III           Major III         Major IIII           Major III         Major III           Major III         Major III           Major III         Major III         Major III           Major III <th cols<="" th=""><th>a contract to a contract to the contract of</th><th></th><th>raine ofference transmission of the following</th><th></th><th></th><th></th><th></th><th>184818181848</th><th>DRIDA en Barkillias ko</th><th>esetti ile alimbi ve metroli ile</th></th>   | <th>a contract to a contract to the contract of</th> <th></th> <th>raine ofference transmission of the following</th> <th></th> <th></th> <th></th> <th></th> <th>184818181848</th> <th>DRIDA en Barkillias ko</th> <th>esetti ile alimbi ve metroli ile</th>  | a contract to a contract to the contract of  |   | raine ofference transmission of the following       |  |  |   |                        | 184818181848   | DRIDA en Barkillias ko                                   | esetti ile alimbi ve metroli ile |
| Major/Minor         Major 1         Major 2           Conflicting Flow All         91         44         0         0         46         0           Stage 1         44         -         -         -         -         -           Stage 2         47         -         -         -         -           Follow-up Headway         3.518         3.318         -         -         2.218         -           Pot Capacity-1 Maneuver         909         1026         -         -         -         -           Stage 1         978         -         -         -         -         -         -           Stage 2         975         -  |  |  | Carried and Stranger of Marie and Control of the Principles   |   | 4 4 7 4 7 7 1 27 4 4 4                 | the state of the s |   |                        |  |  |                                  |
| Major Minor   Major 1   |  |  | A REPORT OF THE PROPERTY OF THE PROPERTY OF THE PARTY OF | 42<br>100 (15 (14)                                  |  |  |   |                        |  |  |                                  |
| Conflicting Flow All 91 44 0 0 46 0  Stage 1 44   | Number of Lanca  | Para Maria Balkata Maria   | (AMMERICAL SERVICES)  |   | a a may <b>y</b> sa                    | ovijes jies <b>v</b> ete:  | tok tellij                              |                        |  |  |                                  |
| Conflicting Flow All 91 44 0 0 46 0  Stage 1 44   | MaiadMiner   |  |   |   |  |  | ana a                                   |                        |  | racetarana   |                                  |
| Stage 1   |  | 04   | 4.4   |   | ^                                      |  | ******                                  |                        |  | 100  |                                  |
| Stage 2   |  |  | <b>44</b><br>B-7470E7837912.BF40  | U<br>Januarra                                       | U<br>Prior in Piter                    | 40<br>5393377  | U<br>Diamenta                           |                        |  | erinter (artikarakan kata)                               |                                  |
| Follow-up Headway 3.518 3.318 - 2.218 - Pot Capacity-1 Maneuver 909 1026 - 1562 - Stage 1 978 Stage 2 975 Time blocked-Platoon, % 0 0 - 0 - 0 - Mov Capacity-1 Maneuver 904 1026 - 1562 - Mov Capacity-2 Maneuver 904 Stage 1 978 Stage 1 978 Stage 1 978 Stage 2 969  Approach HCM Control Delay, s 8.7 0 1.7 HCM LOS A STAGE SB  Minor Lane / Major Mymt NBT NBR WBin1 SB SB  AlcM Control Delay, s 8.7 7.318 0 HCM Control Delay, s 8.7 7.318 0 HCM Lane V/C Ratio 0.01 0.01 - HCM Lane LOS - A A A HCM 95th-tile Q, veh 0.00 0.0 -  |  | er in a control of when the control of the   |   | 87.8 (19.00 (1). (1). (1). (1). (1). (1). (1). (1). |  |  | trispetation.                           |                        | Uralina Arija  |  |                                  |
| Pot Capacity-1 Maneuver 909 1026 - 1562 -  Stage 1 978  |  |  | 2 212   |   |  | 2 218  | _<br>                                   | a.suve                 | TANAPAT  | Visioni Metal  |                                  |
| Stage 1   978     -   |  |  |   | ANTAL TO ATT  | trate, set es                          |  | #4759935.<br>•                          | esi Pipi terdah Pro    |  | क्ष इस्तिकालिक विकास के राज्य देवे                       |                                  |
| Stage 2   975   |  |  |   |   |  |  | 188322                                  | HANNAH                 |  |  |                                  |
| Time blocked-Platoon, % 0 0 0 -  Mov Capacity-1 Maneuver 904 1026 - 1562 -  Mov Capacity-2 Maneuver 904  Stage 1 978  Stage 2 969  Approach WB NB SB  HCM Control Delay, s 8.7 0 1.7  HCM LOS A SB  |  |  | <ul> <li>eastles Wilk evaluation of 145</li> </ul>  | Tatiti (Sate Hall May Hall<br>■                     | rangiga ng m                           | a traditalisti un arte   |   | State All Control to A | NO. 18 NO. 18 NO. 18   | 2011 (2010 HOUSE AND |                                  |
| Mov Capacity-1 Maneuver         904         1026         -         -         1562         -           Mov Capacity-2 Maneuver         904         -   | Time blocked-Platoon, %  |  | 0   |   |  | 0  |   |                        |  |  |                                  |
| Stage 1   978   -   -   -   -     -   | Mov Capacity-1 Maneuver  | 904  | 1026  | · Andread to reside the                             | * ************************************ |  | - · · · · · · · · · · · · · · · · · · · | , magagine mengangan   | tille Britain of the contract  | Newson and the season of                                 |                                  |
| Stage 2   969   -   -   -   -   -   -   -   -   -   | Mov Capacity-2 Maneuver  | 904  |   |   | MENSE.                                 |  |   |                        | <b>建筑建设</b>  |  |                                  |
| Approach WB   | Stage 1  |  | -   | •   | -                                      | -  | -                                       | ~                      |  |  |                                  |
| CM Control Delay, s   | Stage 2  | 969  |   |   |  |  |   |                        |  |  |                                  |
| CM Control Delay, s   |  |  |   |   |  |  |   |                        |  |  |                                  |
| Minor Lane / Major Mvmt   NBT   NBR   WBLn1   SBL   SBT     Cap, veh/h   -   -   993   1562   -     HCM Control Delay, s   -   8.7   7.318   0     HCM Lane V/C Ratio   -   -   0.01   0.01   -     HCM Lane LOS   -   A   A   A     HCM 95th-tile Q, veh   -   -   0.0   0.0   -   | Approach   | WB   |   | NB  |  | SB   |   |                        |  |  |                                  |
| Minor Lane / Major Mvmt   NBT   NBR   WBLn1   SBL   SBT     Cap, veh/h   -   -   993   1562   -     HCM Control Delay, s   -   8.7   7.318   0     HCM Lane V/C Ratio   -   -   0.01   0.01   -     HCM Lane LOS   -   A   A   A     HCM 95th-tile Q, veh   -   -   0.0   0.0   -   |  | 8.7  |   | 0   |  |  |   |                        |  | ***************************************                  |                                  |
| Cap, veh/h       -       -       993       1562       -         HCM Control Delay, s       -       -       8.7       7.318       0         HCM Lane V/C Ratio       -       -       0.01       -         HCM Lane LOS       -       -       A       A         HCM 95th-tile Q, veh       -       -       0.0       0.0       -  | HCM LOS  |  |   |   |  | mareniyetidir.<br>Halifa alifadir  |   | THE STATE              | TAR TEN  |  |                                  |
| Cap, veh/h       -       -       993       1562       -         HCM Control Delay, s       -       -       8.7       7.318       0         HCM Lane V/C Ratio       -       -       0.01       -         HCM Lane LOS       -       -       A       A         HCM 95th-tile Q, veh       -       -       0.0       0.0       -  |  |  |   | ,             |  |  |   |                        |  | *****  |                                  |
| Cap, veh/h       -       -       993       1562       -         HCM Control Delay, s       -       -       8.7       7.318       0         HCM Lane V/C Ratio       -       -       0.01       -         HCM Lane LOS       -       -       A       A         HCM 95th-tile Q, veh       -       -       0.0       0.0       -  | Minor Lane / Major Mymt  | Ň  | AT NRR WRIT   | i1 SRI  | SRT                                    |  |   |                        |  |  |                                  |
| HCM Control Delay, s - 8.7 7.318 0<br>HCM Lane V/C Ratio - 0.01 0.01 -<br>HCM Lane LOS - A A A<br>HCM 95th-tile Q, veh 0.0 0.0 -  |  |  | ***********************   |   |  |  |   |                        |  |  |                                  |
| HCM Lane V/C Ratio       -       -       0.01       -         HCM Lane LOS       -       -       A       A         HCM 95th-tile Q, veh       -       -       0.0       0.0       -   |  |  |   |   | 0                                      | NEW WEEK   |   |                        |  | areno cue esta   |                                  |
| HCM Lane LOS A A A A A A A COM 95th-tile Q, veh 0.0 0.0 -   | HCM Lane V/C Ratio   | e and he committee that the committee of |   |   | grade spok <b>m</b> g Not<br>•         | N. 917193.1333   | en en altala                            | 1,000,000,000,000      | নৰপ্ৰকৃত্য প্ৰতিষ্ঠিত্তি   | ngerryasing terrap bet                                   |                                  |
| HCM 95th-tile Q, veh 0.0 0.0 -  | HCM Lane LOS   |  |   |   | Α                                      |  |   |                        | \$4.00m  |  |                                  |
|   | HCM 95th-tile Q, veh   | eng i kamanan orang perdapat pendapat  |   |   | , goden eg estedelig (skr              |  | gus reservings som                      | grangere N. Eusterni   | e o consideration de la completa de | 12 4 2 12 42 5 4 4 1 4 1 4 1 5 5 5 6 6 7 1 1 1           |                                  |
|   | Notes :  |  |   |   | 1151.000 415.00                        |  | anninga                                 |                        | e se   |  |                                  |

<sup>~:</sup> Volume Exceeds Capacity; \$: Delay Exceeds 300 Seconds; Error: Computation Not Defined

| Intersection              | į                                |                  |                                       |                        |                                |                          |            |         |                   |                 |   |                      |
|---------------------------|----------------------------------|------------------|---------------------------------------|------------------------|--------------------------------|--------------------------|------------|---------|-------------------|-----------------|---|----------------------|
| Intersection Delay, s/veh | 7.4                              | TYSUSA SES       |                                       | tala Latelo            |                                |                          |            |         |                   |                 |   |                      |
| Movement                  | EBL                              | EBT              | EBR                                   | WBL                    | WBT                            | WBR                      | NBL        | NBT     | NBR               | SBL             | SBT   | SBR                  |
| Vol, veh/h                | 30                               | 2                | 6                                     | 0                      | 2                              | 0                        | 1          | 13      | 0                 | 0               | .12   | 19                   |
| Conflicting Peds, #/hr    | 0                                | 0                | 0                                     | 0                      | 0                              | 0                        | 0          | 0       | 0                 | 0               | 0   | 0                    |
| Sign Control              | Free                             | Free             | Free                                  | Free                   | Free                           | Free                     | Stop       | Stop    | Stop              | Stop            | Stop  | Stop                 |
| RT Channelized            | None                             | None             | None                                  | None                   | None                           | None                     | None       | None    | None              | None            | None  | None                 |
| Storage Length            | 0                                | STATE            | 0                                     | 0                      |                                | 0                        | 0          |         | 0                 | 0               |   | 0                    |
| Median Width              |                                  | 0                |                                       |                        | 0                              |                          |            | 0       |                   |                 | 0   |                      |
| Grade, %                  |                                  | 0%               |                                       |                        | 0%                             |                          |            | 0%      |                   |                 | 0%  |                      |
| Peak Hour Factor          | 0.92                             | 0.92             | 0.92                                  | 0.92                   | 0.92                           | 0.92                     | 0.92       | 0.92    | 0.92              | 0.92            | 0.92  | 0.92                 |
| Heavy Vehicles, %         | 2                                | 2                | 2                                     | 2                      | 2                              | 2                        | 2          | 2       | 2                 | 2               | 2   | 2                    |
| Mymt Flow                 | 33                               | 2                | 7                                     | 0                      | 2                              | 0                        | 1          | 14      | 0                 | 0               | 13  | 21                   |
| Number of Lanes           | 0                                | 17 18 19.        |                                       | 0                      | 1                              | 0                        | 0          |         | 0                 | 0               |   | 0                    |
|                           |                                  | Major 1          |                                       |                        | Major 2                        | 3511341555T              |            | Minor 1 |                   | F312 E32 3182 1 | Minor 2   |                      |
| Major/Minor               |                                  |                  | •                                     |                        | 177                            | 0                        | 86         | 69      | n                 | 76              | C. 7-12-14 10 10 10 10 10 10 10 10 10 10 10 10 10 | 9                    |
| Conflicting Flow All      | 2                                | 0                | 0                                     | 2                      | 0                              | 0                        |            |         | <b>2</b>          | 76<br>2         | 69<br>2   | <b>2</b><br>3557 457 |
| Stage 1                   |                                  |                  | NOR HE                                |                        |                                |                          | 67         | 67      |                   | 55 47474        |   | िर्देशीयपूर्व        |
| Stage 2                   | -<br>(4) (1) (2) (2) (1) (1) (1) | erese desert     | -<br>1994945991199                    | -<br>ereseven          | · the same very groups         | enecipals. A             | 19         | 2<br>   | -                 | 74              | 67  | -                    |
| Follow-up Headway         | 2.218                            |                  |                                       | 2.218                  |                                |                          | 3.518      | 4.018   | 3.318             | 3.518           | 4.018   | 3.318                |
| Pot Capacity-1 Maneuver   | 1620                             |                  | e<br>Johanna a Jea                    | 1620                   | e view stressand).             | -<br>TO POST NATION (18) | 900        | 822     | 1082              | 914             | 822   | 1082                 |
| Stage 1                   |                                  |                  | 학생하라님                                 |                        |                                |                          | 943        | 839     |                   | 1021            | 894   |                      |
| Stage 2                   | i.<br>Jackson Vien               | Januaria         | aromini avalla                        | -<br>Nastaratura       | e<br>Paramanan                 | HUR FARE FOR             | 1000       | 894     | _<br>             | 935             | 839   | -<br>&©@%            |
| Time blocked-Platoon, %   | . 0                              |                  |                                       | 0                      |                                |                          | 0          | 0       | 0                 | 0               | 0   | 0                    |
| Mov Capacity-1 Maneuver   | 1620                             |                  | n vijesek evere e eve                 | 1620                   | <b>-</b><br>Na - Setterba≥     | ·<br>Santa dasas         | 859        | 806     | 1082              | 888             | 806   | 1082                 |
| Mov Capacity-2 Maneuver   |                                  |                  |                                       |                        |                                |                          | 859        | 806     |                   | 888             | 806   |                      |
| Stage 1                   | -<br>                            | #                | · · · · · · · · · · · · · · · · · · · | -<br>25-43-43-55-43    | E<br>Servitorio, Nitteralitati | =<br>San Nahari (San San | 924        | 822     | enstabilite ili   | 1001            | 894   | −<br>NSSelksefa      |
| Stage 2                   |                                  |                  |                                       | \$5/48/ <del>•</del> 5 |                                |                          | 967        | 894     |                   | 901             | 822   |                      |
| Approach                  | . EB                             |                  |                                       | . WB                   |                                |                          | NB         | W.      |                   | SB              |   |                      |
| HCM Control Delay, s      | 5.7                              | 292190:2017c1    | 2209787#463 <u>525</u>                | 0                      | 35(4), 34-141                  | (1.15.02.10##02##1       | 9.5        |         | 5212.0123.2.2.2.2 | 8.9             |   | 24333444444          |
| HCM LOS                   |                                  |                  |                                       |                        |                                |                          | A.         |         |                   | Ä               |   |                      |
|                           |                                  |                  |                                       |                        |                                |                          |            |         |                   |                 |   |                      |
| Minor Lane / Major Mymt   |                                  | NBLn1.           | EBL                                   | EBT                    | EBR                            | WBL                      | WBT        | WBR     | SBLn1             |                 |   |                      |
| Cap, veh/h                |                                  | 810              | 1620                                  |                        | -                              | 1620                     | -          | -       | 955               |                 | - MARTIN - 11 1                                   |                      |
| HCM Control Delay, s      |                                  | 9.5              | 7.268                                 | 0                      |                                | 0                        |            |         | 8.9               |                 |   |                      |
| HCM Lane V/C Ratio        |                                  | 0.02             | 0.02                                  | -                      | -                              |                          | -          |         | 0.04              |                 |   |                      |
| HCM Lane LOS              |                                  | Α                | Α                                     | Α.                     |                                | Α                        |            |         | Α                 |                 |   |                      |
| HCM 95th-tile Q, veh      |                                  | 0.1              | 0.1                                   | •                      | -                              | 0.0                      | -          | -       | 0.1               |                 |   |                      |
|                           |                                  | 71/12/2014/19/94 |                                       |                        | apennare                       | ogranist.                | h Braken   |         |                   |                 |   |                      |
| Notes                     |                                  |                  |                                       |                        | Santa di A                     |                          | 3111161111 |         | tion of the same  |                 | 30000   | unidadi.             |

<sup>~:</sup> Volume Exceeds Capacity; \$: Delay Exceeds 300 Seconds; Error: Computation Not Defined

| Intersection              |                                    |  |                   |                      | STANCES                           |                      |                        |                    |  |                       |                            |                               |
|---------------------------|------------------------------------|--|-------------------|----------------------|-----------------------------------|----------------------|------------------------|--------------------|--|-----------------------|----------------------------|-------------------------------|
| Intersection Delay, s/veh | 1.5                                |  |                   |                      | Mar Wilde                         |                      |                        |                    |  |                       |                            |                               |
| Movement                  | EBL                                | EBT  | EBR               | WBL                  | WBT                               | WBR                  | NBL                    | NBT                | NBR                                    | SBL                   | SBT                        | SBF                           |
| Vol, veh/h                | 5                                  | 1  | 11                | 10                   | 2                                 | 8                    | 13                     | 1299               | 29                                     | 8                     | 1042                       |                               |
| Conflicting Peds, #/hr    | 0                                  | 0  | 0                 | 0                    | 0                                 | 0                    | 0                      | 0                  | 0                                      | 0                     | 0                          | (                             |
| Sign Control              | Stop                               | Stop   | Stop              | Stop                 | Stop                              | Stop                 | Free                   | Free               | Free                                   | Free                  | Free                       | Free                          |
| RT Channelized            | None                               | None   | None              | None                 | None                              | None                 | None                   | None               | None                                   | None                  | None                       | None                          |
| Storage Length            | 0                                  | EFE  | 25                | 0                    |                                   | 50                   | 150                    |                    | 250                                    | 200                   |                            | 250                           |
| Median Width              |                                    | 0  |                   | 104.9                | 0                                 |                      |                        | 12                 |  |                       | 12                         | , re-symme                    |
| Grade, %                  | 性為技術                               | 0%   |                   |                      | 0%                                | day (Sage            |                        | 0%                 |  | S. APP.               | 0%                         | 734W                          |
| 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                          |
| Heavy Vehicles, %         | 2                                  | 2  | 2                 | 2                    | 2                                 | 2                    | 2                      | 2                  | 2                                      | 2                     | 2                          | 2                             |
| Mymt Flow                 | 5                                  | 1  | 12                | 11                   | 2                                 | 9                    | 14                     | 1412               | 32                                     | 9                     | 1133                       | 5                             |
| Number of Lanes           | 0                                  |  |                   | 0                    |                                   |                      |                        | 2                  |  |                       | 2                          |                               |
| Major/Minor               |                                    | Minor 2  |                   |                      |                                   |                      | NYN 317395             | Niele i            |  | NE - 18 2 18 1        | . Valle of                 |                               |
|                           |                                    |  | F00               |                      | Minor 1                           | 700                  | 4400                   | Major 1            | ************************************** | 4 4 4 4 4             | Major 2                    | •                             |
| Conflicting Flow All      | 1885                               | 2590   | 566               | 2024                 | 2590                              | 706                  | 1133                   | 0                  | 0                                      | 1412                  | 0                          | <b>0</b><br>Omstrekt          |
| Stage 1                   | 1150                               | 1150   |                   | 1440                 | 1440                              | Filter Pr            |                        |                    | 33 1, 14, <del>1</del> 0,              |                       |                            |                               |
| Stage 2                   | 735                                | 1440   | -<br>- ^ ^ ^ ^    | 584                  | 1150                              | -<br>                | -<br>                  | -<br>              | -<br>Serie Design                      | -<br>                 | Sarada mareens             | =<br>2012 2019 2019           |
| Follow-up Headway         | 3.52                               | 4.02   | 3.32              | 3.52                 | 4.02                              | 3.32                 | 2.22                   |                    | 의원, (기독)                               | 2.22                  |                            |                               |
| Pot Capacity-1 Maneuver   | 43                                 | 25   | 467               | 34                   | 25                                | 378                  | 612                    | •<br>•1327 : 13323 | ·<br>Besprietsk                        | 479                   | -<br>1248 85 95,600        | ≖<br>Constantion              |
| Stage 1                   | 211                                | 271  |                   | 139                  | 196                               |                      | HARRY                  |                    |  | Opadahin              |                            |                               |
| Stage 2                   | 377                                | 196  |                   | 465                  | 271                               | enter elimante       | -<br>KOMBINANZO        | ensetinantes.      | —<br>Syater terrala                    | NA. 11020             | Nativitalita vini (ess.)   | −<br>Vaki Egynijijak,         |
| Time blocked-Platoon, %   | 0                                  | 0  | 0                 | 0                    | 0                                 | . 0                  | 0                      |                    | ·K·特别的·                                | . 0                   |                            | 學以為學情                         |
| Mov Capacity-1 Maneuver   | 38                                 | 24   | 467               | 31                   | 24                                | 378                  | 612                    | Table Jacob Jawa   | #<br>108 87 10 878                     | 479                   | ÷<br>NewNorth              | <del></del><br>Partiana trans |
| Mov Capacity-2 Maneuver   | 38                                 | 24   |                   | 31                   | 24                                |                      |                        |                    |  |                       |                            |                               |
| Stage 1                   | 206                                | 266  | erskit kanasari   | 136                  | 192                               | #<br>UR7898+V6UA-177 | #<br>\$15.44 (\$15.55) | _<br>              | interes du traca la                    | _<br>                 |                            | −<br>Saas Josef Kon. W        |
| Stage 2                   | 356                                | 192  |                   | 443                  | 266                               |                      |                        |                    |  |                       |                            |                               |
| Approach                  | EB                                 |  |                   | WB.                  |                                   |                      | ŇB                     |                    |  | SB                    |                            |                               |
| HCM Control Delay, s      | 56.1                               | The state of the s |                   | 127.4                | THE RESERVE OF THE PROPERTY SERVE |                      | 0.1                    |                    |  | 0.1                   | •                          | ero Exponenti Si              |
| HCM LOS                   | F                                  |  |                   | COSE                 | YEST.                             |                      |                        |                    |  |                       |                            |                               |
|                           |                                    | T NAC  | Wor               | . Who                | £60.24                            | CDI A                | MOL 4                  | Wall La            | on.                                    | 657                   | onn.                       |                               |
| Minor Lane / Major Mymt   | 30 144 1 441 1                     | NBL  | NBT               | NBR                  | EBLn1                             | EBLn2                |                        | WBLn2              | SBL                                    | SBT                   | SBR                        |                               |
| Cap, veh/h                | WA WARREST                         | 612  | ÷<br>Nationalista | <u> </u>             | 53                                | 467                  | 36                     | 378                | 479                                    | ±<br>1gr4, egystgtida | _<br>61-61-27-279-115-615- | North Brasilian               |
| HCM Control Delay, s      |                                    | 11.021   |                   |                      | 89                                | 12.8                 | 168,4                  | 14.7               | 12,655                                 | 14 PM                 |                            |                               |
| HCM Lane V/C Ratio        | \$ 0 % <b>8</b> 25 18 9 1 19 01 19 | 0.02   | ·                 | ·<br>Oncognophysical | 0.20                              | 0.02                 | 0.44                   | 0.01               | 0.02                                   | #<br>1941/03/2021 14  | e<br>Representativo        | jaga Pesale                   |
| HCM Lane LOS              |                                    | В  |                   |                      | F                                 | В                    | E                      | В                  | В                                      |                       |                            |                               |
| HCM 95th-tile Q, veh      |                                    | 0.1  | -                 | -                    | 0.7                               | 0.1                  | 1.5                    | 0.0                | 0.1                                    | -                     | -                          |                               |
| Notes                     |                                    |  |                   |                      |                                   |                      |                        |                    |  |                       |                            |                               |

<sup>~:</sup> Volume Exceeds Capacity; \$: Delay Exceeds 300 Seconds; Error: Computation Not Defined

| Intersection Intersection Delay, s/veh  | 2.7                                      |  |  | .,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,    |             | 2 1 28 51 77 8                          | 12 1 1 1 TO 1 TO 1 1 1 1 1 1 1 1 1 1 1 1 1   | an nasan sa | Matrix (Matrix)  |
|---|--|--|--|--|-------------|---|--|---|--|
|   |  |  |  |  |             |   |  | 41.0000   |  |
| Movement  | WBL                                      | WBR  | NBT  | NBR  | SBL         | SBT                                     |  |   |  |
| Vol, veh/h  | 10                                       | 18   | 58   | 3  | 8           | 18                                      |  |   |  |
| Conflicting Peds, #/hr  | 0  | 0  | 0  | 0  | 0           | 0                                       | ku Nama - Kamanada                           | data akti dake                                  | as source, or extern   |
| Sign Control  | Stop                                     | Stop   | Free   | Free                                       | Free        | Free                                    |  | 是是是自己   |  |
| RT Channelized  | None                                     | None   | None   | None                                       | None        | None                                    | 1981 1981 TO                                 | 9.56-2 <b>M</b> 9.3-25                          | \$2121573605-3446551-1   |
| Storage Length  | 0  | 0.   |  | 0  | 0           |   | HEATHER                                      |   |  |
| Median Width  | 12                                       | 1、直接:"我不明,我 <sub>是不</sub> 是你有的,你就是   | 0  | La raiges, indit                           | estrettokte | 0                                       | eriya sira                                   |   |  |
| Grade, %  | 0%                                       |  | 0%   |  |             | 0%                                      |  |   |  |
| Peak Hour Factor  | 0.92                                     | 0.92   | 0.92   | 0.92                                       | 0.92        | 0.92                                    | 1. 1989 NATO                                 | Marian Administra                               | 1884: 110   1887   18 Million 198  |
| Heavy Vehicles, %   | 2  | 2  | 2  | 2.   | 2           | 2                                       |  | 등 국가의 본 1 합                                     |  |
| Mvmt Flow   | 11<br>(************************          | 20   | <b>63</b>  | 3  | 9           | 20                                      | 12.044.2844.13.1                             | arvisaki.                                       | riodwa a wiki  |
| Number of Lanes   |  | 0  |  | 0  | 0           |   |  |   |  |
| Major/Minor   | (*)<br>                                  |  | Major 1  |  |             | Major 2                                 |  | -   |  |
| Conflicting Flow All  | 102                                      | 65   | 0  | 0  | 66          | 0                                       |  |   |  |
| Stage 1   | 65                                       |  |  |  |             |   |  |   |  |
| Stage 2   | 37                                       | este i en la terral deste de la consensa de la cons | A Papar Paris ang Pangalan and Singal  |  | -           | -                                       |  |   |  |
| Follow-up Headway   | 3.518                                    | 3.318  |  |  | 2.218       |   |  |   |  |
| Pot Capacity-1 Maneuver   | 896                                      | 999  | # 00 0444 Wester 61 Wester   | 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6      | 1536        | •                                       |  | *   |  |
| Stage 1   | 958                                      |  |  |  |             |   |  |   |  |
| Stage 2   | 985                                      |  | -  | -  | -           | -                                       |  |   | AND STANDS OF BRIDE  |
| Time blocked-Platoon, %   | 0  | 0  |  |  | . 0         |   |  | 是其代表  |  |
| Mov Capacity-1 Maneuver   | 891                                      | 999  | -  | -  | 1536        | -                                       |  | many or fally this                              | and a comment of the following the country   |
| Mov Capacity-2 Maneuver   | 891                                      |  |  |  |             |   |  |   |  |
| Stage 1   | 958                                      | <b>-</b>   | -  | -  | -           | ·                                       |  | r village and including the College             |  |
| Stage 2   | 979                                      |  |  |  | H. Wall     |   |  |   |  |
| THE STREET ALL THE STREET AND A |  |  |  | etheth seithead ei                         | enerane     | 100000000000000000000000000000000000000 | er ine transa                                | H150331153                                      |  |
| Approach  | WB                                       |  | NB   |  | SB          |   |  | 13  |  |
| HCM Control Delay, s  | 8.9                                      | on that the gradustackers and Gradus   | 0  | eranna yana kan                            | 2.3         | anatan sa sa                            | -1.1505434465 <b>1</b>                       | GSEX BOOK WAS IN                                | randria e en el Branchia.<br>Particia en el Branchia   |
| HCM LOS   | Α  |  |  |  |             | ajorgálu s                              |  | (PAS HVL  |  |
|   | an in the second was                     | BT NBR WB  | int SBL  | SBT  |             |   |  | IN STATE  |  |
| Minor Lane / Major Mymt   |  | 17.7   |  | (ODI                                       | 214H1154    |   |  |   | an est est de la fille de la f |
| Cap, veh/h  | an a |  | 958 1536<br>8.9 7.357  | -<br>1100000000000000000000000000000000000 | estetse e   |   | alganarri                                    |   |  |
| HCM Control Delay, s  |  |  | 8.9 7.357<br>1.03 0.01   | 0  |             | PERMIT                                  | · 特别 传播的                                     |   |  |
| HCM Lane V/C Ratio  | 1809AU1893188AAAD1                       | g<br>Profesionalistications  | and the same of th | -<br>::::::::::::::::::::::::::::::::::::  |             |   |  | 3817 V 231 V 231                                | regree Princip   |
| HCM Lane LOS  | 20世紀1月1日報刊                               |  | A A<br>0.1 0.0   | Α.   | <b>经验的</b>  | 174. NG 1879                            | GREEN AND AND AND AND AND AND AND AND AND AN | 9148183858                                      | gete a stalent film  |
| HCM 95th-tile Q, veh  |  |  | U. I U.U   | -  |             |   | The second second second second second       | en berete som ver er stere                      | DE NAMES PORTE AND THE STATE OF |
| Notes   |  |  |  |  |             |   |  |   |  |

<sup>~:</sup> Volume Exceeds Capacity; \$: Delay Exceeds 300 Seconds; Error: Computation Not Defined

| Intersection  |   |  |  |                      |                                 |   |                             | 1515115151            |                       |   |  | 189453812674<br>160842447524          |
|---|---|--|--|----------------------|---------------------------------|---|-----------------------------|-----------------------|-----------------------|---|--|---------------------------------------|
| Intersection Delay, s/veh   | 0   |  |  |                      |                                 |   |                             | ngra salat            |                       |   |  |                                       |
| Movement  | EBL   | EBT  | EBR  | WBL.                 | WBT                             | WBR   | NBL                         | NBT                   | NBR                   | SBL.  | SBT                                    | SBR                                   |
| Vol, veh/h  | 53  | 1  | <u> </u>                                   | 0                    | 0                               | 0   | 0                           | 8                     | 0                     | 0   | 11                                     | 17                                    |
| Conflicting Peds, #/hr  | 0   | 0  | 0  | 0                    | 0                               | 0   | 0                           | 0                     | 0                     | 0   | 0                                      | 0                                     |
| Sign Control  | Free  | Free   | Free                                       | Free                 | Free                            | Free  | Stop                        | Stop                  | Stop                  | Stop  | Stop                                   | Stop                                  |
| RT Channelized  | None  | None   | None                                       | None                 | None                            | None  | None                        | None                  | None                  | None  | None                                   | None                                  |
| Storage Length  | 0   |  | 0  | 0                    |                                 | 0   | 0                           |                       | 0                     | 0   |  | 0                                     |
| Median Width  |   | 0  |  |                      | 0                               |   |                             | 0                     |                       |   | 0                                      |                                       |
| Grade, %  |   | 0%   |  |                      | 0%                              |   |                             | 0%                    |                       |   | 0%                                     |                                       |
| Peak Hour Factor  | 0.92  | 0.92   | 0.92                                       | 0.92                 | 0.92                            | 0.92  | 0.92                        | 0.92                  | 0.92                  | 0.92  | 0.92                                   | 0.92                                  |
| Heavy Vehicles, %   | 2   | 2  | 2  | 2                    | 2                               | 2   | 2                           | 2                     | 2                     | 2   | 2                                      | 2                                     |
| Mvmt Flow   | 58  | 1  | 5  | 0                    | 0                               | 0   | 0                           | 9                     | 0                     | 0   | 12                                     | 18                                    |
| Number of Lanes   | 0   | 344,16   | 3.1  | 0                    | 1                               | 0   | 0                           | 1.1                   | 0                     | 0   | 1                                      | 0                                     |
| Major/Minor   |   | Major 1  |  |                      | Major 2                         |   |                             | Minor 1               |                       |   | Minor 2                                |                                       |
| Conflicting Flow All  | 0   | (VIQ)UI 1                                      | 0  | 1                    | <u> </u>                        | 0   | 131                         | 116                   | 1                     | 121   | 116                                    | 0                                     |
| Stage 1   | 40年1月2日(19<br>18日日日日(19                                       | USAN SECTES                                    |  | agaya naga           |                                 |   | 116                         | 116                   | -                     | 0   | 0                                      |                                       |
| Stage 2   |   | THE THE PARTY                                  | 성영 등을 열린다.                                 |                      | A HAME                          | 6 1명원인 작동 설.  | 15                          | 0                     | redictions.           | 121   | 116                                    | v 2019 N/3                            |
| Follow-up Headway   | 2.218   |  | Nasanie                                    | 2.218                | e (Masyer)                      |   | 3.518                       | 4.018                 | 3.318                 | 3.518   | 4.018                                  | 3.318                                 |
| Pot Capacity-1 Maneuver   | 2.210   | บระกรสถา<br>-                                  | SMITH AND THE                              | 1622                 | er in engañ.                    | NIMAN EPAN  | 841                         | 774                   | 1084                  | 854   | 774                                    | . 0.0 (0                              |
| Stage 1   |   |  | 980.1916 <u>-</u><br>980.1916- <u>5</u> 76 |                      |                                 |   | 889                         | 800                   | 1004                  |   |  | Sym. (1894)                           |
| Stage 2   | escondist.  |  |  | + 1173 & #393t       | a systematical di               | 新者がよる。<br>-   | 1005                        | <b></b>               | 1617년 1월 1 등년<br>-    | 883   | 800                                    | 300 003                               |
| Time blocked-Platoon, %   | 0.0   |  |  | 0                    |                                 |   | 0                           | 0                     | 0                     | 000   | 000                                    | \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ |
| Mov Capacity-1 Maneuver   | - 14 A. C.                | ·  | # A SA C A CURATION                        | 1622                 | -<br>-14-04-05-0760             | esta de la companya d<br>Banancia de la companya de la | e 4840 (4 <b>7.</b> 6)<br>• | 774                   | 1084                  | 847   | 774                                    | 999.118.11. <del>1</del> .<br>•       |
| Mov Capacity-2 Maneuver   |   |  |  |                      |                                 |   |                             | 774                   |                       | 847   | 774                                    |                                       |
| Stage 1   | The second of the second                                      | -  | •  | -<br>-               | enga sadika ya Kilipina<br>#    | ga ta ang samanaa.<br>•   | 889                         | 800                   | * ·                   | erences<br>•  | <ul> <li>→ 1.5 (1992) (3.6)</li> </ul> | -                                     |
| Stage 2   |   |  |  |                      |                                 |   | 1005                        |                       |                       | 873   | 800                                    |                                       |
|   |   | 1680\T\$1827\$\$\$                             | erkyelastesetts                            | angrapi              | (504 <b>51</b> )44 <b>4</b> 773 | eranakan perangan   |                             | ercesses a trace      | eranera (enso         | enere <b>ae</b> us  |  | HVOLENI.                              |
| Approach  | EB.   |  |  | WB                   |                                 |   | NB                          |                       |                       | SB  |  |                                       |
| HCM Control Delay, s<br>HCM LOS   | 0<br>   |  |  | 0<br>- V 1 2 1       |                                 |   |                             |                       |                       | Synain  |  | ana.                                  |
| and a second right spokes of the first of the first first flower flower | ter de personalis de la                                       | nik a wakit kuan su Alif                       | - 11 y 11 + 1100                           |                      |                                 | (astrone et et  | an emercial                 | 11.5 \$2.0 × 855 × 1  | r, remain             |   | 1.00 (2.00 )                           | 2 ( 224 (247)                         |
| Minor Lane / Major Mymt   |   | NBLn1  | ĔBL  | EBT                  | ÉBR                             | .WBL  | WBT.                        | WBR                   | SBLn1                 |   |  |                                       |
| Cap, veh/h  | - vo 2 - e vivig de 25 2 - e viz 2 2 2 2 2 2                  | -  | -  |                      | -                               | 1622  | -                           | •                     | -                     |   |  | ***********                           |
| HCM Control Delay, s  |   |  |  |                      |                                 | 0   |                             |                       |                       |   |  |                                       |
| HCM Lane V/C Ratio  | e komige, bus i deskube                                       |  |  | en en Litter is<br>• |                                 | e, ejskištationi<br>•   | er . Mar 1977 /             | es constitútere.<br>■ | - Committee and State | 02 6162   | SECTION OF THE SECTI                   | r e sur (BVR                          |
| HCM Lane LOS  |   |  |  |                      |                                 | Α   |                             |                       |                       | RHALL   |  | SIGNAL.                               |
| HCM 95th-tile Q, veh  | 11 0 15 14 15 17 18 17 18 18 18 18 18 18 18 18 18 18 18 18 18 | - N. O. S. |  |                      |                                 | 0.0   | -                           | •                     |                       | . 67171   | acres, esciá                           | 11 - 25 <u>200</u>                    |
|   | diserrativas seri   | alleriki (23                                   | ayemis en                                  |                      | Devientsies                     | MARKET IN   | SUPPLIE NATIONS             | instruteron.          |                       | i de la compania de<br>La compania de la co |  | MATERIA .                             |
| Notes   |   | utili in la                                    |  |                      |                                 |   |                             |                       |                       |   |  | <b>HANGE</b>                          |

<sup>~:</sup> Volume Exceeds Capacity; \$ : Delay Exceeds 300 Seconds; Error : Computation Not Defined

|  | ************                   | 78505748935NA          | regiusesines de  |                     | 1317 W T T T T T T T T T T T T T T T T T T | aletine Englis                                     | 0.5 628513:VIF                          | HERRENAMES | 112551499244       | nerwanie             | (3)(0503)(3)(1) | MANNES.                 |
|--|--------------------------------|------------------------|--|---------------------|--|--|---|------------|--------------------|----------------------|-----------------|-------------------------|
| Intersection   | 4.4                            |                        | i va   |                     |  |  |   |            |                    |                      | and the second  |                         |
| Intersection Delay, s/veh  | 4.1                            | nganako                | 715 Notes  | 8:115:54(L)         | 54. 1.15.                                  |  |   |            | Agrana.            |                      |                 |                         |
| *CONTRACTOR OF THE PROPERTY OF | asa san <del>ggara</del> zanga | 17071 <u>784800</u> 00 |  | antingsister        |  |  |   |            | SEMAN!             |                      | ONT             | ou one                  |
| Movement   | EBL                            | EBT                    | EBR  | WBL                 | WBT  | WBR  | NBL.                                    | NBT        | NBR                | SBL                  | SBT.            | SBF                     |
| Vol, veh/h   | 10                             | , <b>. 1</b> .,        | 30   | 16                  | 0  |  | 35                                      | 894        | 55                 | 2                    | 1665            | 1                       |
| Conflicting Peds, #/hr   | 0                              | 0                      | 0  | 0                   | 0  | 0  | 0                                       | _ 0        | _ 0                | 0                    | 0               | )<br>15 4 <b>4</b> 55 6 |
| Sign Control   | Stop                           | Stop                   | Stop   | Stop                | Stop                                       | Stop   | Free                                    | Free       | Free               | Free                 | Free            | Free                    |
| RT Channelized   | None                           | None                   | None   | None                | None                                       | None   | None                                    | None       | None               | None                 | None            | None                    |
| Storage Length   | 0                              | With the               | 25   | 0                   | 经营销  | 50   | 150                                     |            | 250                | 200                  | AT AND          | 250                     |
| Median Width   |                                | 0                      | a a a annual a la  | 44.44.00 CO 11.5    | 0  | stwictors in the                                   | er e la tri tritti sa                   | 12         | en anno carro o co | transa salah sa kaca | 12              | ili se en ena den en e  |
| Grade, %   |                                | 0%                     |  |                     | 0%   | Diffilm  |   | 0%         |                    |                      | 0%              | Proside).               |
| 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                    |
| Heavy Vehicles, %  | 2                              | 2                      | 2  | 2                   | 2  | 2  | 2                                       | 2          | 2                  | 2                    | 2               |                         |
| Mvmt Flow  | 11                             | 1                      | 33   | 17                  | 0  | 1  | 38                                      | 972        | 60                 | 2                    | 1810            | 12                      |
| Number of Lanes  | 0                              | 1                      | 1  | . 0                 | 1  |  | 1.                                      | 2          | N 4 1              | V 31                 | 2               |                         |
|  |                                |                        |  |                     |  |  |   |            |                    |                      |                 |                         |
| Major/Minor  |                                | Minor 2                |  |                     | Minor 1                                    |  |   | Major 1    |                    |                      | Major 2         |                         |
| Conflicting Flow All   | 2376                           | 2862                   | 905  | 1958                | 2862                                       | 486  | 1810                                    | 0          | . 0                | 972                  | 0               | . (                     |
| Stage 1  | 1814                           | 1814                   |  | 1048                | 1048                                       |  |   |            |                    |                      |                 |                         |
| Stage 2  | 562                            | 1048                   | -  | 910                 | 1814                                       | -  |   | -          | -                  | -                    | -               |                         |
| Follow-up Headway  | 3.52                           | 4.02                   | 3.32   | 3.52                | 4.02                                       | 3.32   | 2.22                                    |            |                    | 2.22                 |                 |                         |
| Pot Capacity-1 Maneuver  | 18                             | 16                     | 279  | 38                  | 16   | 527  | 336                                     | -          | -                  | 705                  | -               |                         |
| Stage 1  | 81                             | 128                    |  | 244                 | 303  |  |   |            |                    |                      |                 |                         |
| Stage 2  | 479                            | 303                    |  | 296                 | 128  | -  | -                                       | -          | _                  | -                    | -               |                         |
| Time blocked-Platoon, %  | 0                              | 0                      | 0  | 0                   | 0  | 0  | 0                                       |            |                    | 0                    |                 |                         |
| Mov Capacity-1 Maneuver  | 16                             | 14                     | 279  | 29                  | 14   | 527  | 336                                     |            | -                  | 705                  | -               |                         |
| Mov Capacity-2 Maneuver  | 16                             | 14                     |  | 29                  | 14   |  | SERVEY.                                 |            |                    |                      |                 |                         |
| Stage 1  | 72                             | 128                    | •  | 216                 | 269  | -  | -                                       | -          | -                  | -                    | -               |                         |
| Stage 2  | 424                            | 269                    |  | 258                 | 128  |  |   |            |                    |                      |                 |                         |
| in the state of th |                                |                        |  | ***                 |  |  |   |            |                    |                      |                 |                         |
| Approach   | ËB                             |                        |  | WB                  |  |  | NB                                      |            |                    | ŚB                   |                 |                         |
| HCM Control Delay, s   | 161                            |                        | - 0. 10. 7 <u>0. 600 0</u> 10. 500 0 50 0 50 0 50 0 50 0 50 0 50 0 | 225.4               |  |  | 0.6                                     |            |                    | 0                    |                 |                         |
| HCM LOS  |                                |                        | i de la                        | NONE!               |  |  |   |            |                    |                      |                 |                         |
| HOMECO   | rank i i Zuna kikara           | propries               | agraninad str  | 5313 - 115 KT 1 - 2 | A HOUSE STATE                              | astus Aftasti sa                                   | nyayana mayana                          |            |                    |                      |                 |                         |
| nasachan sarabayan de essa   | 27015,7197,311211              | . Kiril                | TK/B†  | NBR                 | edi ka                                     | EBLn2  | WEI HA                                  | WBLn2      | SBL                | SBT                  | SBR             |                         |
| Minor Lane / Major Mymt  |                                | NBL                    | NBT  | אטוו                | A11-4-1-5-1-4-1-4-1-4-1-4-1-4-1-4-1-4-1-4  | 7, 2-27 - 47 7 1 2 7 1 1 2 2 2 2 2 2 2 2 2 2 2 2 2 | * * *********************************** | *****      |                    | OD!                  | ZIUO:           | 2011                    |
| Cap, veh/h   | vita, italiassi ka             | 336                    | Singara  | -<br>9109965310     | 29   | 279  | 30                                      | 527        | 705                | yanan                |                 | 1975 Del                |
| HCM Control Delay, s   |                                | 17.078                 |  |                     | 296.3                                      | 19   | 234.1                                   | 11.8       | 10.122             |                      |                 | 15 9 E E                |
| HCM Lane V/C Ratio   | permental re                   | 0.11                   | Gearliste da est   | -<br>valsesusais    | 0.79                                       | 0.08   | 0.59                                    | 0.00       | 0.00               | _<br>9505865         | -<br>1489,1985  | 255-0. abs              |
| HCM Lane LOS   | Section (Section 1)            | C                      |  |                     |  | C  | F                                       | В          | В                  |                      | delite (, f)    | +GN-Ve                  |
| HCM 95th-tile Q, veh   |                                | 0.4                    | -  | -                   | 2.6  | 0.3  | 1.9                                     | 0.0        | 0.0                | -                    | -               |                         |
| Notes  |                                |                        |  |                     |  |  |   |            |                    |                      |                 |                         |

<sup>~:</sup> Volume Exceeds Capacity; \$ : Delay Exceeds 300 Seconds; Error : Computation Not Defined

| Intersection Intersection Delay, s/veh | 1.9                   |  |   |   |                       |   |   |  |  |
|--|-----------------------|--|---|---|-----------------------|---|---|--|--|
| Movement                               | WBL                   | WBR  | NBT   | NBR                                     | SBL                   | SBT                                       | 377 - 371                                   |  |  |
| Vol. veh/h                             | 4                     | 9  | 39  | 4                                       | 9                     | 27  | 217223.70                                   | 1 67 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1   | ************************************** |
| Conflicting Peds, #/hr                 | 0                     | 0  | 0   | 0                                       | 0                     | 0   | 7 11 1 1 1 7                                |  |  |
| Sign Control                           | Stop                  | Stop   | Free  | Free                                    | Free                  | Free                                      |   |  |  |
| RT Channelized                         | None                  | None   | None  | None                                    | None                  | None                                      |   | 4) p. 60 p. 100 p. 100 p. 100  |  |
| Storage Length                         | 0                     | 0.17   |   | 0                                       | 0                     |   |   |  | 387                                    |
| Median Width                           | 12                    |  | 0   |   |                       | 0   |   |  |  |
| Grade, %                               | 0%                    |  | 0%  |   |                       | 0%  |   |  |  |
| Peak Hour Factor                       | 0.92                  | 0.92   | 0.92  | 0.92                                    | 0.92                  | 0.92                                      |   |  |  |
| Heavy Vehicles, %                      | 2                     | 2  | 2   | 2                                       | 2                     | 2   |   |  |  |
| Mvmt Flow                              | 4                     | 10   | 42  | 4                                       | 10                    | 29  |   |  |  |
| Number of Lanes                        |                       | 0  |   | 0                                       | 0                     | 1994                                      |   |  | 35.45                                  |
| Major/Minor                            |                       |  | Major 1   |   |                       | Major 2                                   |   |  |  |
| Conflicting Flow All                   | 94                    | 45   | 0   | 0                                       | 47                    | 0   | 200712111111111111111111111111111111111     | 5152412311821131111  | ********                               |
| Stage 1                                | 45                    |  | musikan <b>i</b> t  |   |                       |   | harrins.                                    |  |  |
| Stage 2                                | 49                    | 마이스 (기대왕의 왕의 왕의 (14년) 최기의<br>-   | PERSONALIANS EN   |   | - 44912 2343-944<br>- | a (Charle Arthréile                       | Tracing to year                             | Added Note: 19-54  |  |
| Follow-up Headway                      | 3.518                 | 3.318  |   |   | 2.218                 |   |   |  |  |
| ot Capacity-1 Maneuver                 | 906                   | 1025   | - Carlos de Carlos d<br>- Carlos de Car | =<br>KaraA daAtta                       | 1560                  | antis, iliets estab                       | for a representant that                     | e e partie grêng ûn ngayên.  | 36 (18692)                             |
| Stage 1                                | 977                   |  |   |   |                       |   |   |  |  |
| Stage 2                                | 973                   | <ul> <li>A STATE OF THE STA</li></ul> | —<br>De par bus in same van in near   | Deni, Telda VARSTE:<br>#                | e at engrapese        | -<br>-                                    | TOTAL PROPERTY OF STATE                     | Park Nacarak (PA) (Nacara  | All the state of                       |
| Fime blocked-Platoon, %                | 0                     | 0  |   |   | 0                     | HEALERS                                   |   |  |  |
| Mov Capacity-1 Maneuver                | 900                   | 1025   | a argumenta i e tualismoni<br>=   | • · · · · · · · · · · · · · · · · · · · | 1560                  | <ul> <li>Provided medical dis-</li> </ul> | NEL TERMINE                                 | and the first of a second  | 94 175 <b>(</b> 5 f)                   |
| Mov Capacity-2 Maneuver                | 900                   |  |   |   |                       |   | W/41/258                                    |  | 13333                                  |
| Stage 1                                | 977                   | in a francia funesca un minima ser ambre.  | e Call, se calendar es importos<br>•  |   | ento escuses post     | amanaga maagada sa                        | managanasan a -ha                           | The state of the s | [3,4+1++                               |
| Stage 2                                | 966                   |  |   |   |                       |   |   |  |  |
| approach:                              | WB                    |  | NB  |   | SB                    |   |   |  |  |
| ICM Control Delay, s                   | 8.7                   |  | 0   |   | 1.8                   |   |   |  |  |
| ICM LOS                                | 0.7<br>A              |  |   | (PERSON                                 | 1.0<br>Markata        | oran negationale                          | OST (SAME)                                  |  | wayen                                  |
| ICINI LOS                              |                       |  |   |   |                       |   |   | Marina Referen   |  |
| Minor Lane / Major Mymt                | Ŋ                     | BTNBR_WBL  | n1 SBL  | SBT                                     |                       |   |   |  |  |
| Cap, veh/h                             |                       | 9  | 83 1560   | -                                       |                       |   |   |  |  |
| ICM Control Delay, s                   |                       |  | 8.7 7.322   | 0                                       |                       |   |   |  |  |
| ICM Lane V/C Ratio                     |                       |  | .01 0.01  | -                                       | -5 * -7               |   |   | and the second second second second  |  |
| ICM Lane LOS<br>ICM 95th-tile Q, veh   |                       |  | A A<br>0.0 0.0  | A -                                     |                       |   |   |  |  |
| iotes                                  | rakan mengan kenangan | interaceiassacher  |   |   | 1614.000              | udefocialidade de la com                  | eren er | Ostaturus suite  | endere en                              |
|  |                       |  |   |   |                       |   |   |  |  |

| VI ACAD DANIM DANIM DEN TOR DE SENTE SE SE SENTE SE  |                        | estregrenety           |                    | -16-1 2589218  | ermenan                |                              | : \$1.50 to \$100 to \$10 | ocane:                                | TING BEET                              |  | n na maranta       | erena en            |
|--|------------------------|------------------------|--------------------|----------------|------------------------|------------------------------|--|---------------------------------------|--|--|--------------------|---------------------|
| Intersection Delay, s/veh  | 7.3                    |                        |                    |                | 1200 SP                |                              |  |                                       |  | 4.4                                      |                    |                     |
| intersection Delay, siven  | 7.5<br>390323          |                        |                    |                |                        |                              |  | neauth.                               |  |  |                    | XXX                 |
| Movement   | EBL                    | ĔĠŤ                    | EBR:               | WBL.           | WBT                    | WBR                          | NBL  | NBT                                   | NBR                                    | SBL                                      | SBT                | SBF                 |
| Vol, veh/h   | 30                     | 2                      | 6                  | 0              | 2                      | 0                            | 1  | 13                                    | 0                                      | 0  | 12                 | 18                  |
| Conflicting Peds, #/hr   | 0                      | 0                      | 0                  | 0              | 0                      | 0                            | 0  | 0                                     | 0                                      | 0  | 0                  | (                   |
| Sign Control   | Free                   | Free                   | Free               | Free           | Free                   | Free                         | Stop   | Stop                                  | Stop                                   | Stop                                     | Stop               | Stop                |
| RT Channelized   | None                   | None                   | None               | None           | None                   | None                         | None   | None                                  | None                                   | None                                     | None               | None                |
| Storage Length   | 0                      |                        | 0                  | 0              |                        | . 0                          | 0  |                                       | 0                                      | .0                                       |                    | (                   |
| Median Width   |                        | 0                      |                    |                | 0                      |                              |  | 0                                     |  | na e e e e e e e e e e e e e e e e e e e | 0                  | Jesus Source (1987) |
| Grade, %   |                        | 0%                     |                    |                | 0%                     |                              |  | 0%                                    |  |  | 0%                 |                     |
| Peak Hour Factor   | 0.92                   | 0.92                   | 0.92               | 0.92           | 0.92                   | 0.92                         | 0.92   | 0.92                                  | 0.92                                   | 0.92                                     | 0.92               | 0.92                |
| Heavy Vehicles, %  | 2                      | 2                      | 2                  | 2              | 2                      | 2                            | 2  | 2                                     | 2                                      | 2  | 2                  | 2                   |
| Mvmt Flow  | 33                     | 2                      | 7                  | 0              | 2                      | 0                            | 1  | 14                                    | 0                                      | 0  | 13                 | 20                  |
| Number of Lanes  | 0                      |                        |                    | 0              |                        | 0                            | 0  | 1.                                    | 0                                      | 0  | 1                  | C                   |
| no na lesinistica emercia escala estador e 2005 2006 e 4405 a 1000 e     | 105 ferære 5770 bon 27 | ran eto o numero nava: | 8.580#+32KK8## \$. | 19314001509349 | alesteratoriot         | eraren erane.                | 47.1854184/37.1E   |                                       |  | neverent                                 | i i                | etiniiv             |
| Major/Minor  |                        | Major 1                |                    |                | Major 2                |                              | 7.00   | Minor 1                               | -                                      | 7.7.7.7.7.3.3.3.2.3.2.2.2.2.2.2.2.2.2.2. | Minor 2            |                     |
| Conflicting Flow All   | 2                      | 0                      | 0                  | 2              | 0                      | 0                            | 85   | 69                                    | 2                                      | 76                                       | 69                 | 2<br>(1880) (1881)  |
| Stage 1  |                        |                        |                    |                |                        |                              | 67   | 67                                    |  | 2  | 2                  |                     |
| Stage 2  | <b>→</b>               |                        | _<br>              | -<br>          | e<br>Listania in sta   | ucestore en reter            | 18   | 2                                     | -<br>1891 - L.                         | 74                                       | 67                 |                     |
| Follow-up Headway  | 2.218                  |                        |                    | 2.218          |                        |                              | 3.518  | 4.018                                 | 3.318                                  | 3.518                                    | 4.018              | 3.318               |
| Pot Capacity-1 Maneuver  | 1620                   |                        |                    | 1620           | ·                      | _<br>                        | 901  | 822                                   | 1082                                   | 914                                      | 822                | 1082                |
| Stage 1  |                        |                        |                    |                |                        |                              | 943  | 839                                   |  | 1021                                     | 894                |                     |
| Stage 2  |                        |                        | -                  | ·              | ender varieties to to  | # 25% NO 47% A 2000          | 1001   | 894                                   | . <b>-</b><br>91. o. 50. <u>1</u> 50   | 935                                      | 839                | ta gustanik s       |
| Time blocked-Platoon, %  | 0                      |                        |                    | 0              |                        |                              | 0  | 0                                     | 0                                      | 0  | 0                  | (                   |
| Mov Capacity-1 Maneuver  | 1620                   | -                      |                    | 1620           | e<br>No set contractor | e<br>Letour evisione         | 860  | 806                                   | 1082                                   | 888                                      | 806                | 1082                |
| Mov Capacity-2 Maneuver  |                        |                        |                    |                |                        |                              | 860  | 806                                   |  | 888                                      | 806                |                     |
| Stage 1  |                        | <u>.</u>               |                    | _              |                        | and the second second to the | 924  | 822                                   | #************************************* | 1001                                     | 894                | store ungesk        |
| Stage 2  |                        |                        |                    |                |                        |                              | 969  | 894                                   |  | 901                                      | 822                |                     |
|  | ŕn                     |                        |                    | WB             | omeni                  |                              | . Në   |                                       | na na mara                             | SB                                       |                    | H. H.               |
| Approach   | EB<br>5.7              | 11.0                   |                    | , vyp.<br>0    |                        |                              | 9.5  |                                       |  | 8.9                                      |                    |                     |
| HCM Control Delay, s<br>HCM LOS  | 3.7                    |                        |                    |                |                        |                              | A  |                                       |  | Ö.Ö<br>A                                 |                    |                     |
| The state of the s | e en tve ellu≢ le Men  |                        |                    |                |                        |                              |  |                                       |  |  |                    |                     |
| Minor Lane / Major Mymt  |                        | NBLn1                  | EBL                | EBT            | EBR                    | WBL                          | WBT  | WBR                                   | SBLn1                                  |  |                    |                     |
| Cap, veh/h   |                        | 810                    | 1620               |                |                        | 1620                         | ·  | · · · · · · · · · · · · · · · · · · · | 952                                    | Select of the se                         | Se digital di Chil | . N. Jaharan        |
| HCM Control Delay, s   |                        | 9,5                    | 7.268              | 0              |                        | 0                            |  |                                       | 8.9                                    |  |                    | rels:               |
| HCM Lane V/C Ratio   |                        | 0.02                   | 0.02               | -              |                        | _                            |  | usum status vaita                     | 0.03                                   | y ngyan awar                             |                    | greene sandi-       |
| HCM Lane LOS   |                        | Α                      | Α                  | Α              |                        | Α                            |  |                                       | Α                                      | policios.                                | 经制件                | <b>运行</b> 员         |
| HCM 95th-tile Q, veh   | 200 02 0000            | 0.1                    | 0.1                | -              | -                      | 0.0                          | -  | -                                     | 0.1                                    |  |                    |                     |
| The second secon |                        | MENDIN                 | an agradan         | ena arris      |                        | 1971, IDANIES                |  |                                       |  | ersonist                                 |                    |                     |
| Notes  |                        |                        |                    |                | 1000                   | 498.000                      |  | 14201416                              | 114 24 25 2                            |  | (1997)             |                     |

<sup>~:</sup> Volume Exceeds Capacity; \$ : Delay Exceeds 300 Seconds; Error : Computation Not Defined

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|--|---|--|--------------------------------------|--|---|--|--|---|--|---|---|
| 2.5  |   |  |                                      |  |   |  | VIII STOR  |   |  | 1 Name (1971)   |   |
| ĖBL  | ЕВТ   | EBR  | WBL                                  | WBT  | WBR   | NBL  | NBT  | NBR   | SBL  | SBT   | SBF   |
| 9  | 1.  | 19   | 9                                    | 2  | 8   | 21   | 1399   | 29  | 8  | 1123  | 10  |
| 0  | 0   | 0  | 0                                    | 0  | 0   | 0  | 0  | 0   | Ö  | 0   | 0   |
| Stop   | Stop  | Stop   | Stop                                 | Stop   | Stop  | Free   | Free   | Free  | Free   | Free  | Free  |
| None   | None  | None   | None                                 | None   | None  | None   | None   | None  | None   | None  | None  |
| 0  |   | 25   | 0                                    |  | 50  | 150  |  | 250   | 200  |   | 250   |
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|  | 0%  |  |                                      | 0%   |   |  | 0%   |   |  | 0%  |   |
| 0.92   | 0.92  | 0.92   | 0.92                                 | 0.92   | 0.92  | 0.92   | 0.92   | 0.92  | 0.92   | 0.92  | 0.92  |
| 2  | 2   | 2  | 2                                    | 2  | 2   | 2  | 2  | 2   | 2  | 2   | 2   |
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| 0  | erena.  | 4  | 0                                    | 1.   | 1   | 1.1  | 2  |   | 10   | 2   | 1   |
| 1  | Ainer 2   | 1371   |                                      | Minor 1  |   | 1  | Úaior 1  |   |  | Major Ó   |   |
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|  |   |  |                                      |  | SERVICE STATE   | 1221   |  | 200000  | 1021   |   | u<br>Bara kata  |
|  |   | BARTETA<br>-   |                                      | 2.6 -1 12.51   | )   | -<br>22/21-21-21/2   | 0.000 (1960 (1960)<br>-  | 4393914 <b>7</b> 80                                 |  |   |   |
|  | and the second second   | 3 32   |                                      |  | 3 32  | 2 22   |  | ere a Sier  | 2 22   | Jakanak   |   |
|  | The state of the state of the   | 7 A  |                                      |  |   |  |  | 14.0kg:27.0₹(5:                                     | 4 5 5 6  | şihaladı azızı filozofi<br>-                                    |   |
| Control of the second of the second                                    | and the second second   | 人名英格兰姓氏 经工作  |                                      |  |   |  |  |   |  |   |   |
|  |   | star de la serie   |                                      | A CONTRACTOR OF THE PROPERTY O | -<br>14394943 (V  | 14년 <sup>4</sup> 11년 (1년 14년)<br>-   | (#1967) (Fig.)<br>_  |   | 와 남자 성독실<br>-  | March (III) Flut  | 772 No. 1465<br>-   |
| · · · · · · · · · · · · · · · · · · ·                                  | the second and the second   | n.   |                                      | A DECEMBER OF STREET   | n   | n o  |  |   | 'n   | Nasanūs   |   |
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|  |   | andis.   |                                      |  |   |  |  | HANAGE!   |  |   | THE MAN   |
|  |   | erit e vite ytt e til 1 e<br>•   |                                      | or our advises re  | [[16] 된 67 4성 등이<br>#   | n bentrugas tejn<br>•  | andronista.  | 007849998<br>-                                      | MANTE KOT (A)  |   | **************************************  |
| 315  | 163   |  | 406                                  | 241  |   |  |  | ÇHEŞ.   |  |   |   |
| i ca   |   | ne ees   | ia/m                                 |  |   | Nin .  |  | ngangari  | ôn.  | s e le se const   | PRETERNA  |
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| er i v zina ba ba a de de en de en | National artificial from a 10 days  | O alor dadowa N. d ubis  | E.S. v. W. Charle Lands M. Arrendon  |  |   |  |  | ,   |  |   |   |
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|  | en utilities and a second   |  |                                      |  | Same and the same   | ansk, krassisti  |  | "陈"说:"我们一""我们是有效的                                   |  |   |   |
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|  | 0.1   | -  | -                                    | 1.5  | 0.1   | 1.8  | 0.1  | 0.1   |  | -   |   |
|  |   |  |                                      |  |   |  | THE REPORT   |   |  |   | FFE-1, 151  |
|  | EBL<br>9<br>0<br>Stop<br>None<br>0<br>0<br>0.92<br>2<br>10<br>0<br>0<br>2045<br>1238<br>807<br>3.52<br>33<br>186<br>341<br>0<br>28<br>28<br>178<br>315<br>EB<br>89.2<br>F | EBL EBT  9 1 0 0 Stop Stop None None 0 0 0% 0.92 0.92 2 2 2 10 1 0 1 0 1 | ### EBL   EBT   EBR      9           | EBL         EBT         EBR         WBL           9         1         19         9           0         0         0         0           Stop         Stop         Stop           None         None         None           0         25         0           0%         0.92         0.92         0.92           2         2         2         2         2           10         1         21         10         1         0           1238         1238         -         1566         807         1566         -         628         3.52         4.02         3.32         3.52         3.52         33         18         437         25         186         246         -         116         341         170         -         437         0         0         0         0         0         0         28         17         437         22         28         17         -         22         178         241         -         111         315         163         -         406         6         6         6         6         6         6         116         341         -   | EBL         EBT         EBR         WBL         WBT           9         1         19         9         2           0         0         0         0         0           Stop         Stop         Stop         None         None           None         None         None         None         None           0         25         0         0         0           0.92         0.92         0.92         0.92         0.92           2         2         2         2         2         2           10         1         21         10         2           10         1         21         10         2           10         1         21         10         2           10         1         1         0         1           2045         2804         610         2194         2804           1238         1238         -         1566         1566           807         1566         -         628         1238           3.52         4.02         3.32         3.52         4.02           33         18         437 | EBL         EBT         EBR         WBL         WBT         WBR           9         1         19         9         2         8           0         0         0         0         0         0           Stop         Stop         Stop         Stop         None         None           None         None         None         None         None         None           0         25         0         50         50           0         0%         0%         0%         092           0.92         0.92         0.92         0.92         0.92         0.92           2         1         2 | EBL         EBT         EBR         WBL         WBT         WBR         NBL           9         1         19         9         2         8         21           0         0         0         0         0         0         0           Stop         Stop         Stop         Stop         Free           None         None         None         None         None           0         25         0         50         150           0         0%         0%         0         0           0.92         0.92         0.92         0.92         0.92         0.92         0.92           2 | EBL   EBT   EBR   WBL   WBT   WBR   NBL   NBT     9 | Beautiful  | FBL   EBT   EBR   WBL   WBT   WBR   NBL   NBT   NBR   SBL     9 | Fig.   Fig. |

<sup>~:</sup> Volume Exceeds Capacity; \$ : Delay Exceeds 300 Seconds; Error : Computation Not Defined

| Intersection              |  |   |  |  |                                    |  |  |                                 |   |
|---------------------------|--|---|--|--|------------------------------------|--|--|---------------------------------|---|
| Intersection Delay, s/veh | <b>1</b>   |   |  |  |                                    |  |  |                                 |   |
| Movement                  | .WBL   | WBR   | NĖT  | NBR  | SBL.                               | SBT                                    | (1) (7) (1)<br>-1) (1) (1)   |                                 |   |
| Vol, veh/h                | 5  | 9   | 92   | 1  | 2                                  | 29                                     |  |                                 |   |
| Conflicting Peds, #/hr    | 0  | 0   | 0  | 0  | 0                                  | 0                                      | %##6 * % 8 % 8,008   | ter samboseeten                 | ON NEW YEARS OF NOVEL                     |
| Sign Control              | Stop   | Stop  | Free   | Free   | Free                               | Free                                   |  |                                 |   |
| RT Channelized            | None   | None  | None   | None   | None                               | None                                   | AND THE SERVICES   | na est and a sec                | ana despeidada.<br>Anare despeidada       |
| Storage Length            | <b>0</b>   | 0   |  | 0  | 0                                  |  |  |                                 | vers veetstadi                            |
| Median Width              | 12   | e a koping (* Enervier Switze   | 0  | HERESTER   |                                    | 0<br>0%                                | acygrigita i   |                                 | Metadswind                                |
| Grade, %                  | 0%   |   | 0%   | 0.00   | 0.92                               | 0.92                                   | part styllists   |                                 |   |
| Peak Hour Factor          | 0.92   | 0.92  | 0.92   | 0.92   | 0.92                               | 0.92                                   | igangaran<br>Pangaran  | MARIA STANES                    |   |
| Heavy Vehicles, %         | 2  | 2   | 2  | 2.   | 2                                  | 32                                     | SPAPER N   | (国际联系的) (1)                     | 38 M. BY 40, 60 (48)                      |
| Mvmt Flow                 | <b>5</b><br>###\$##\$##############################  | 10  | 100  | 1<br>0   | 0                                  | عد<br>1                                |  |                                 |   |
| Number of Lanes           |  | 0   |  | No.  |                                    | (5), 14(04), <b>1</b> 4(               | · 1813年日本本   |                                 |   |
|                           | 1517555-72171755   |   | Major 1  |  |                                    | Major 2                                |  |                                 |   |
| Major/Minor               | 407  | 101   | <u>।शाबाुधाः ।</u><br>0                        | 0  | 101                                | 0                                      |  |                                 | 4612-1118-1119-1119-1119-1                |
| Conflicting Flow All      | 137  | IUI<br>Santana Nasan Kasana   | U<br>Paramentanian                             | MERSAN   | 101<br>34 (3 (1 (1))               |  |  | TERMINE.                        |   |
| Stage 1                   | 101<br>36  |   | 40. 20. 14. 14. 14. 14. 14. 14. 14. 14. 14. 14 |  | Distriction -                      | ANNE, VARA<br>-                        | 1881 (SW (886-4)   | l i ha filigil gabladi          | Statistic market                          |
| Stage 2                   | 3.518  | 3.318   | enikasiwa araw                                 |  | 2.218                              | 400 PHE                                | AND AND A  | NORTH TO                        | DUE PROPERTY                              |
| Follow-up Headway         | 化基化化 医结肠管 化异氯酚 经经验 化二氢甲二酚亚甲  | 954   |  | 14 4 4 4 5 5<br>-                                    | 1491                               | ingsantara<br>•                        | १ अल्ब्सिसे प्रती  |                                 | SY TAGE BROKE KORK                        |
| Pot Capacity-1 Maneuver   | 856<br>923   | 904   |  |  |                                    | Trail Sky                              |  | RENEED AND A SECOND CO.         |   |
| Stage 1<br>Stage 2        | 920<br>986   |   |  | 15 N N N N T-12                                      |                                    | 1000000000                             | १४ समिति योगसम्बद्धाः<br>-   | 49 (1896) 34689                 | eta kali 1948 din 300 tini kali ya ere    |
| Time blocked-Platoon, %   | 0  |   | ANTENSALI MONTESS                              |  | 0                                  |  |  |                                 |   |
| Mov Capacity-1 Maneuver   | 855  | 954   | (16 년 왕조) (15 년 년 년<br>-                       |  | 1491                               | 9431.74237.7443<br>-                   | udderstatett.  | e rait stall plant after the st | Again to the spiller should be don't      |
| Mov Capacity-1 Maneuver   | 855  | TENESS ESSA   |  | F19482C  |                                    |  |  |                                 |   |
| Stage 1                   | 923  | 4, 49, 53, 14, 14, 14, 14, 14<br>-  | Incligation to a                               | erander et et en | Megaperena.<br>•                   | .6031115711111<br>•                    | A) - 24/17/4/2019  | Carallan Makeria                | State to Bully as seems out               |
| Stage 2                   | 985  | e e la compania de la |  |  |                                    |  |  |                                 |   |
| orane 7                   | ar arecombine  |   |  | \$ \$ 75 em (\$46 + 4 + 6 4 + 6 )                    | Special at the Par                 | Care with                              | g Table a feet that sport  | Cable and one assistan          | TACABLE SERVER CONTRACTOR                 |
| Approach                  | . WB   |   | NB:  |  | SB                                 |  |  |                                 |   |
| HCM Control Delay, s      | 9  |   | 0  |  | 0.5                                | <u> </u>                               |  |                                 |   |
| HCM LOS                   | Ă  |   |  |  |                                    |  |  |                                 |   |
| HOM EQUAL TELESCOPE       |  | gagina palawyan agu Siawaniasi kwa  | ne più fit la stablecturation se               | ere plan introduc                                    | . 30 # 10h ( n ( 1 1/1 n n n n n 1 | oris o decision                        |  |                                 |   |
| Minor Lane / Major Mymt   | N.   | BT NBR WBI  | nn SBL   | SBT  |                                    |  |  |                                 |   |
| Cap, veh/h                |  |   | 1491   |  |                                    | ************************************** | CONTRACTOR OF STATE O |                                 |   |
| HCM Control Delay, s      |  |   | 9 7.418  | 0  |                                    |  |  |                                 |   |
| HCM Lane V/C Ratio        | MINERAL SERVICES   | የማንያ አዋጥ ተግፍለመው ።<br>በ  | .02 0.00                                       | 41.401939 <b>30</b> ₹(1)<br><b>-</b>                 | G1. 1257 S-117                     | e, posperson i pieto.                  | ers of the Brief C   | raince was about the            | NA 12 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 |
| HCM Lane LOS              | ned all receives   |   | .02 0.00<br>A A                                | Α  |                                    |  |  |                                 |   |
| HCM 95th-tile Q, veh      |  | ######################################  | 0.1 0.0  | avis da poplatibi                                    | 1-14-2019899999                    | raustralis et statillu                 | ranger (1965)  | real or state or water?         | ya iliyaya ke katawa Katawa Ka            |
|                           | and the second s | omeen falkanding dakka dakka angara   |  | 65999995W045   | 17(\$0.03521501°25                 | nesalmini<br>Territoria                |  |                                 | 49441119111111111111111111111111111111    |
| Notes                     |  |   |  |  |                                    |  |  |                                 |   |

Notes

~: Volume Exceeds Capacity; \$ : Delay Exceeds 300 Seconds; Error : Computation Not Defined

| Intersection   |  |                    |  |                               |  |  |  |                           |                              |  | Tarana a                        |                   |
|--|--|--------------------|--|-------------------------------|--|--|--|---------------------------|------------------------------|--|---------------------------------|-------------------|
| Intersection Delay, s/veh  | 0  | 1674) 1721225      | 94 (1 <b>9</b> 37 <b>)</b> (197                | n ga sala ingasti             | Silaasi esta <i>j</i> a                  | ghtipalita   | ndauni inang                                     | odenia. W                 | a sanagen                    | ta SATUANTA  | 24872 m 18438                   | OVER NO           |
| Movement   | EBL                                      | EBT                | ËBR  | WBL                           | WBT                                      | WBR  | NBL  | NBT                       | NBR                          | SBL  | SBT                             | SBR               |
| Vol, veh/h   | 81                                       | 1                  | 5  | 0                             | 0  | 0  | 0  | 13                        | 0                            | 0  | 17                              | 19                |
| Conflicting Peds, #/hr   | Ò  | 0                  | 0  | 0                             | 0  | 0  | 0  | 0                         | 0                            | 0  | 0                               | 0                 |
| Sign Control   | Free                                     | Free               | Free   | Free                          | Free                                     | Free   | Stop   | Stop                      | Stop                         | Stop   | Stop                            | Stop              |
| RT Channelized   | None                                     | None               | None   | None                          | None                                     | None   | None   | None                      | None                         | None   | None                            | None              |
| Storage Length   | 0  |                    | 0  | 0                             |  | 0  | 0  | ORKE.                     | 0                            | 0  |                                 | 0                 |
| Median Width   |  | 0                  | •  |                               | 0  |  |  | 0                         |                              |  | 0                               |                   |
| Grade, %   |  | 0%                 |  |                               | 0%                                       |  |  | 0%                        |                              |  | 0%                              |                   |
| Peak Hour Factor   | 0.92                                     | 0.92               | 0.92   | 0.92                          | 0.92                                     | 0.92   | 0.92   | 0.92                      | 0.92                         | 0.92   | 0.92                            | 0.92              |
| Heavy Vehicles, %  | 2  | 2                  | 2  | 2                             | 2  | 2  | 2  | 2                         | 2                            | 2  | 2                               | 2                 |
| Mvmt Flow  | 88                                       | 1                  | 5  | 0                             | 0  | 0  | 0  | 14                        | 0                            | 0  | 18                              | 21                |
| Number of Lanes  | Ö  | 1                  | 1  | 0                             | 1  | 0  | 0  | 404                       | 0                            | 0  |                                 | 0                 |
| Major/Minor  |  | Viajor 1           |  |                               | Major 2                                  | N. C. State of the Control of the Co |  | Minor 1                   |                              |  | Minor 2                         |                   |
| Conflicting Flow All   | 0  | 0                  | 0  | 1                             | 0  | 0  | 197  | 177                       | 1                            | 184  | 177                             | 0                 |
| Stage 1  |  |                    |  |                               | PORT MEGO                                |  | 177  | 177                       | statan <u>i</u> n            | - 0  | 0                               |                   |
| Stage 2  | **************************************   | - 1995 (1995)<br>- | - 14 (14 14 14 14 14 14 14 14 14 14 14 14 14 1 | -<br>Dr. 4839 40.             | ta i dispatispia.<br>•                   | saur West (d)<br>•   | 20   |                           | 15 (15) 363 364 Ta (15)<br>_ | 184  | 177                             | 621111144<br>-    |
| Follow-up Headway  | 2.218                                    |                    |  | 2.218                         |  |  | 3.518  | 4.018                     | 3.318                        | 3.518  | 4.018                           | 3.318             |
| Pot Capacity-1 Maneuver  | ***. <b>***</b> .) <b>*</b> (*).         | areare, teegal     |  | 1622                          | GANARI RIDAN                             | ## *##################################   | 762  | 717                       | 1084                         | 777  | 717                             | .0.010            |
| Stage 1  |  |                    |  |                               |  |  | 825  | 753                       | 73.849.843.                  |  |                                 | 3886 <b>9</b>     |
| Stage 2  | ing national, expedi                     | -                  | (15) 1 (15) (15) (15) (16)<br>                 | ev statistic i                | -<br>12*3*201**2*3:                      | er a seasan  | 999  | ε εμ <b>ησο</b> μία.<br>• | haran Makagad<br>•           | 818  | 753                             | 1334784548<br>-   |
| Time blocked-Platoon, %  | 0  |                    | y in the                                       | 0                             |  |  | 0  | 0                         | 0                            | 0  | Ö                               | Ó                 |
| Mov Capacity-1 Maneuver  | -<br>-                                   | -                  | · ·  | 1622                          | entre reprise                            | 546 SV2 1497 NR 1  | *  | 717                       | 1084                         | 765  | 717                             | -                 |
| Mov Capacity-2 Maneuver  |  |                    |  |                               |  | inggan<br>salamatan  |  | 717                       |                              | 765  | 717                             | 91910             |
| Stage 1  | •  |                    | -  | -                             | #13 re. reserv                           |  | 825  | 753                       | e namente este en            | an kanananan an ka<br>≠                              | ***********                     | - ACCESS (ACCESS) |
| Stage 2  |  |                    |  | Astrije.                      |  |  | 999  |                           |                              | 803  | 753                             |                   |
| William State of the state of t | EB                                       |                    |  | WA''                          | 940 ************************************ | 447721741935   |  | - 1975 (ASE)              |                              | on.  | Selfold Bernieber               |                   |
| Approach<br>HCM Control Delay, s   |  |                    |  | WB                            |  |  | NB   |                           |                              | SB   |                                 |                   |
| HCM LOS  | 0  | MARATEN W          | gustana va                                     | <b>0</b><br>a 1947/880/895189 | recentation of                           | **************************************   | -<br>30 93844506                                 | arya estata               | Tarang yagan sa              | · CANADARAN  | Pagetoretices ass               | sinerita koda     |
| TOM LOS  |  | PHINA              | V. NSBINSE                                     | Who it take                   |  | WARES.   |  | NEW TO                    | AMERICAN.                    |  |                                 |                   |
|  |  |                    |  |                               |  |  |  |                           |                              |  |                                 |                   |
| Minor Lane / Major Mymt  |  | VBLn1.             | EBL  | EBT .                         | ĖBŔ                                      | WBL  | WBT  | WBR                       | SBLn1                        |  |                                 |                   |
| Cap, veh/h   |  | -                  | -  | •                             | -  | 1622   | -  |                           | -                            |  |                                 |                   |
| HCM Control Delay, s   |  |                    |  |                               |  | 0  |  |                           |                              | THE STATE  |                                 |                   |
| HCM Lane V/C Ratio   | The second second second                 | -                  |  | •                             |  |  | en extra est |                           |                              | A STATE OF STATES                                    | MARKET ARMED A PERSON           | 14 75 × 8575      |
| HCM Lane LOS   |  |                    |  |                               |  | Α  |  |                           |                              |  |                                 |                   |
| HCM 95th-tile Q, veh   |  |                    |  |                               |  | 0.0  | -  |                           |                              | a agricultura eta eta eta eta eta eta eta eta eta et | , to the contract of the second | rang mengangan    |
| Notes  |  |                    |  | an serietist                  | 533123242343                             |  | 4151111111                                       |                           | (aggggggg                    |  | 7578257118787                   | 7723670E          |
| Note2  | ni din din din din din din din din din d |                    | Side a del                                     |                               |  | uzmani   |  |                           |                              |  | war in                          | 1254              |

Notes

~: Volume Exceeds Capacity; \$ : Delay Exceeds 300 Seconds; Error : Computation Not Defined

| Intersection   |                                 | THE STATES            |   |                               |                         |                          |                         |   |                    |  |                          |  |
|--|---------------------------------|-----------------------|---|-------------------------------|-------------------------|--------------------------|-------------------------|---|--------------------|--|--------------------------|--|
| Intersection Delay, s/veh  | 11.2                            | <u> </u>              | 3 2 1 2 2 2 3 C 2 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 | **********                    |                         | 100123344                |                         |   | Ness 34 (Ness 25 2 | ngg tig mayandir                       | guagh na Natina          | F. 199. 3A.                                |
|  |                                 |                       |   |                               |                         |                          | 是智慧                     |   | · 电影响 2013         |  |                          |  |
| Movement   | ËBL                             | EBT                   | EBR   | . WBL                         | WBT                     | WBR                      | NBL.                    | NBT                                       | NBR :              | SBL                                    | SBT                      | SBF  |
| Vol, veh/h   | 3                               | 3 1 <b>1</b>          | 12  | 11                            | 0                       | 1                        | 29                      | 1321                                      | 53                 | 2                                      | 2455                     |  |
| Conflicting Peds, #/hr   | 0                               | 0                     | 0   | 0                             | 0                       | 0                        | 0                       | 0   | 0                  | 0                                      | 0                        | ĺ  |
| Sign Control   | Stop                            | Stop                  | Stop  | Stop                          | Stop                    | Stop                     | Free                    | Free                                      | Free               | Free                                   | Free                     | Free                                       |
| RT Channelized   | None                            | None                  | None  | None                          | None                    | None                     | None                    | None                                      | None               | None                                   | None                     | None                                       |
| Storage Length   | 0                               |                       | 25  | 0                             |                         | 50                       | 150                     |   | 250                | 200                                    | Hand.                    | 25   |
| Median Width   | To the property                 | 0                     | 4.61.7  |                               | 0                       |                          |                         | 12  |                    |  | 12                       |  |
| Grade, %   |                                 | 0%                    |   |                               | 0%                      |                          |                         | 0%  |                    |  | 0%                       |  |
| Peak Hour Factor   | 0.92                            | 0.92                  | 0.92  | 0.92                          | 0.92                    | 0.92                     | 0.92                    | 0.92                                      | 0.92               | 0.92                                   | 0.92                     | 0.9  |
| Heavy Vehicles, %  | 2                               | 2                     | 2   | 2                             | 2                       | 2                        | 2                       | 2   | 2                  | 2                                      | 2                        |  |
| Mvmt Flow  | 3                               | 1                     | 13  | 12                            | 0                       | 1                        | 32                      | 1436                                      | 58                 | 2                                      | 2668                     | ere vest i                                 |
| Number of Lanes  | 0                               |                       |   | 0                             |                         | 949.1                    | 1.1.                    | 2   | 1                  | 1.1.1                                  | 2                        | Marin .                                    |
|  |                                 |                       |   |                               |                         | ann earne en takken vets | anas wagen pangangan ti | an e de encépsia de la la                 | PASSACTA PARTE S   |  | 7425575 7448625          | 5054221234556                              |
| Major/Minor  |                                 | Minor 2               |   |                               | Minor 1                 |                          |                         | Major 1                                   |                    |  | Major 2                  |  |
| Conflicting Flow All   | 3454                            | 4172                  | 1334  | 2838                          | 4172                    | 718                      | 2668                    | 0   | <b>0</b>           | 1436                                   | <b>0</b><br>Desentations | t<br>Banalayta                             |
| Stage 1  | 2673                            | 2673                  |   | 1499                          | 1499                    |                          |                         |   | Figure 4           |  |                          |  |
| Stage 2  | 781                             | 1499                  | -<br>   | 1339                          | 2673                    | Harana                   | -<br>Koloniani          | una neo in                                | •<br>0.4436154553  |  | -<br>Korbako SESE:       | 5444(254)                                  |
| Follow-up Headway  | 3.52                            | 4.02                  | 3.32  | 3,52                          | 4.02                    | 3.32                     | 2.22                    |   |                    | 2.22                                   |                          | di later                                   |
| Pot Capacity-1 Maneuver  | #3                              | 2                     | 144   | #8                            | 2                       | 371                      | 154                     | -<br>:::::::::::::::::::::::::::::::::::: | Votatika           | 469                                    | -<br>116554561           |  |
| Stage 1  | 22                              | 46                    |   | 128                           | 184                     |                          |                         |   | 18.4. i-18.5       |  | NUMBER 5                 | REPUBLIS                                   |
| Stage 2  | 354                             | 184                   | -<br>Newspapers                                       | 161                           | 46                      | esternik .<br>-          | -<br>Hartenaka          | u<br>Ver anger                            | entrasio           | -<br>0                                 | -<br>20(88224 (1))       |  |
| Time blocked-Platoon, %  | . 0                             | 0.                    | 0   | 0                             | 0                       | 0<br>274                 | 0<br>154                |   |                    | 469                                    |                          | HE OFFICE                                  |
| Mov Capacity-1 Maneuver  | #3                              | 2                     | 144   | #4                            | 2<br>(0.555.55)         | 371                      | 104                     | narati                                    |                    | 405<br>1000 m                          |                          | HANKAN                                     |
| Mov Capacity-2 Maneuver  | #3                              | 2                     |   | #4                            | 146                     |                          |                         |   |                    | ##13 40 5<br>-                         | 리가 생산하다.<br>-            | TEACH (See                                 |
| Stage 1  | 17                              | 46                    | #<br>#4445#81W#                                       | 101<br>142                    | 146<br>46               | nerenara.                |                         |   |                    |  |                          | 8: WW                                      |
| Stage 2  | 280                             | 146                   | ######################################                | 142                           | 40                      | geloffe, 1 <b>7</b> 8    |                         | juden str                                 | Practic More∳all   | id, selfy.V                            | क्षित्र विकास<br>-       | #1.44.44.64.64.64.64.64.64.64.64.64.64.64. |
| wandan kantan ing kantang kant | ËË                              |                       |   | WB                            |                         |                          | NB                      |   |                    | SB                                     |                          |  |
| Approach  HCM Control Dolay s  | \$ 845.9                        |                       | 0   | 2441.1                        | ng pagalaga sa sa sa sa |                          | 0.7                     | enau zilesznelek                          |                    | 0                                      |                          | and the state of the state of              |
| HCM Control Delay, s<br>HCM LOS  | ა ი4ე.შ<br>                     | NEW S                 |   | , 2441.1<br>F                 |                         |                          |                         |   |                    |  |                          |  |
| FIGURERAL SERVICES   | er Grant Mer in dit 🖣 die in    | , estima en encaste o | Ağaşın Oştanlik                                       | i i kuji iza i izani izani ku | en erter                |                          | trust triver.           |   |                    |  |                          |  |
| Minor Lane / Major Mymt  |                                 | NBL                   | NBT   | NBR                           | EBLn1                   | EBLn2                    | WBLn1                   | WBLn2                                     | SBL                | SBT                                    | SBR                      |  |
| Cap, veh/h   | 3202304494684328                | 154                   | -   | -                             | 5                       | 144                      | 4                       | 371                                       | 469                | -                                      | -                        |  |
| HCM Control Delay, s   | ASSESSED A                      | 34,295                |   | -9                            | 2583.8                  |                          | 2583.8                  | 14.7                                      | 12.712             |  |                          |  |
| HCM Lane V/C Ratio   | estrations.                     | 0.21                  | anderstation<br>-                                     | -<br>(5467,597); 9 <u>1</u>   | 1.74                    | 0.06                     | 3.08                    | 0.00                                      | 0.01               |  |                          | 10.1                                       |
| HCM Lane LOS   |                                 | Ü.D                   |   |                               | F                       | D                        | i i i                   | В   | В                  |  |                          |  |
| HCM 95th-tile Q, veh   | 4. <b>6</b> . g 17 H - 1, PM(2) | 0.7                   | -<br>-<br>-   | e estanti e, a, ett<br>•      | 2.1                     | 0.2                      | 2.7                     | 0.0                                       | 0.0                | ************************************** |                          |  |
| t total oout mo de ton   |                                 | ٠.,                   |   |                               |                         |                          |                         |   |                    |  |                          |  |

Notes:

~: Volume Exceeds Capacity; \$ : Delay Exceeds 300 Seconds; Error : Computation Not Defined

| Intersection  |  |  |   |   |   |                         |   |  |  |
|---|--|--|---|---|---|-------------------------|---|--|--|
| Intersection Delay, s/veh   | 0.8  |  | GE 4294 N. P. J., 1744                    |   |   |                         |   | NGN 53850 619  | Nigros, ogsåstearen de   |
| Movement  | WBL  | WBR  | NBT                                       | NBR                                     | SBL   | SBT                     |   |  |  |
| Vol, veh/h  | 2  | 5  | 62  | 1                                       | 4   | 43                      |   |  |  |
| Conflicting Peds, #/hr  | 0  | O season of the resident thinkers .  | 0   | 0                                       | 0   | 0                       | - Wind Sept. (1981)                                 | gerina y promi   | Page 10 Page 14 and 15 The State 18 and 18 a |
| Sign Control  | Stop   | Stop   | Free                                      | Free                                    | Free  | Free                    |   |  |  |
| RT Channelized  | None   | None   | None                                      | None                                    | None  | None                    |   |  | tion and a second  |
| Storage Length  | 0  | 0.6  |   | 0                                       | . 0   | fichie                  |   | 學是其中   |  |
| Median Width  | 12   |  | 0   |   |   | 0                       |   |  |  |
| Grade, %  | 0%   |  | 0%  |   |   | 0%                      |   |  |  |
| Peak Hour Factor  | 0.92   | 0.92   | 0.92                                      | 0.92                                    | 0.92  | 0.92                    |   |  |  |
| Heavy Vehicles, %   | 2  | 2  | 2   | . 2                                     | 2   | 2                       |   |  |  |
| Mvmt Flow   | 2  | 5  | 67  | 1                                       | 4   | 47                      | Carriotic Service Proper                            | verser i sacritica   | 20 - 211000 too 2100 to 110 to 110   |
| Number of Lanes   |  | 0  | 1   | 0                                       | 0   | 1.                      |   |  |  |
| Major/Minor "   |  |  | Major 1                                   |   | Ma  | ajor 2                  |   |  |  |
| Conflicting Flow All  | 123  | 68   | 0   | 0                                       | 68  | 0                       | N. 1888 - E. S. | **************************************   | (when 1112 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2   |
| Stage 1   | 68   |  |   |   |   |                         | SERVER SE   | NEWSTEEL   |  |
| Stage 2   | 55   |  | *<br>************************************ | * 1 * * * * * * * * * * * * * * * * * * |   | 4 121631-1111<br>-      | 4502000-00-00-00-00-00-00-00-00-00-00-00-0          | : \$7 Burg Nire Gill Day   | (1995年) 1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.   |
| Follow-up Headway   | 3.518  | 3.318  |   |   | 2.218   |                         |   |  |  |
| Pot Capacity-1 Maneuver   | 872  | 995  | en transcription of the service of the    | ek skilligisis i                        | 1533  | -<br>                   | 1,580,63,037,550,6                                  | 202 304 654 654  | 1 pk ( 2.5 %) ( # 8 1 % 1 %) ( # 8 4 6 4 5 # 1 % )   |
| Stage 1   | 955  |  |   |   |   |                         |   |  |  |
| Stage 2   | 968  | - Control of the state of the s | - Danier die servicie (197                |   | <ul> <li>■ Other rate of the state of t</li></ul> |                         | 3 4 5 4 5 4 5 5 5 5 5 5 5                           | e considerado de servicios   | a man a sea a sea a sea de sea finesa  |
| Time blocked-Platoon, %   | Ö  | 0  |   |   | 0   |                         |   |  |  |
| Mov Capacity-1 Maneuver   | 869  | 995  | •   | -                                       | 1533  | -                       |   |  |  |
| Mov Capacity-2 Maneuver   | 869  |  |   |   |   |                         |   | Sana   |  |
| Stage 1   | 955  | •  | -   | -                                       | -   | -                       |   |  |  |
| Stage 2   | 965  |  |   |   |   |                         |   |  |  |
| Approach  | WB   |  | ŇВ  |   | SB  | 111                     |   |  |  |
| HCM Control Delay, s  | 8.8  | 115 (45-2) (3-3) (3-4) (3-4)   | 0   | 30421114-454                            | 0.6   | (A. (V.) (B.) (B.) (B.) | 15/15/11/94/00/55/                                  | 11 -641 141 16111  | F412(G)240(2012)311  |
| HCM LOS   | A  |  |   |   |   |                         |   |  |  |
| The subsection of the control of the subsection |  |  |   |   |   |                         | andre of a William Street Street and a control of   | Production of the second secon |  |
| Minor Lane / Major Mymt   | . N  | BT NBR WBL   |   | SBT                                     |   |                         |   |  |  |
| Cap, veh/h  | granden og grande skalender i de skelender i de skalender i de skelender i de skalender i de skelender i de sk | 95   |   |   | to the same and the same  | 50.000.000.000.0000     | and the second second                               | Jacobs was good to the con-  | No. 10. por National Company of the  |
| HCM Control Delay, s  |  | - 8  |   | 0                                       |   |                         |   |  |  |
| HCM Lane V/C Ratio  | ga dan lada di kacamatan katawa  | 0.0  |   | as commenter record                     | la contentant   | upyronausion            | a. Jegate toward                                    | 经连续撤货 攀纳地名 人名英巴尔   | rafibologia ang tao ao i or i s  |
| HCM Lane LOS  |  |  | A A                                       | Α                                       |   |                         |   |  |  |
| HCM 95th-tile Q, veh  |  | 0  | .0 0.0                                    | -                                       |   |                         |   |  |  |
| Notes   |  |  | 1   |   |   |                         |   |  |  |

<sup>~:</sup> Volume Exceeds Capacity; \$: Delay Exceeds 300 Seconds; Error: Computation Not Defined

|  |   | <del>,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,</del> |  |  |   |   |                     |                             |                       |                      |                   |                 |
|--|---|--|--|--|---|---|---------------------|-----------------------------|-----------------------|----------------------|-------------------|-----------------|
| Intersection   |   |  |  |  |   |   |                     |                             |                       |                      |                   |                 |
| Intersection Delay, s/veh  | 7.8   |  |  |  | N. S. C. 1871, 410  | control of the                              | n ern konenkula     | Million a section           | + 12 (4 + 15) \$5 (4) | aren dan elektrisis. | overmer in        | Samera S        |
|  |   |  |  |  |   |   |                     |                             |                       |                      | THE WAY           |                 |
| Movement   | i ÈBL                                       | ËBT  | EBR  | WBL                                    | WBT   | WBR   | NBL                 | NBT                         | NBR                   | SBL                  | SBT               | SBF             |
| Vol, veh/h   | 43  | 2  | 6  | 0                                      | 2   | 0   | 1                   | 21                          | 0                     | 0                    | 19                | 27              |
| Conflicting Peds, #/hr   | 0   | 0  | 0  | 0                                      | 0   | 0   | 0                   | 0                           | 0                     | 0                    | 0                 | (               |
| Sign Control   | Free  | Free   | Free   | Free                                   | Free  | Free  | Stop                | Stop                        | Stop                  | Stop                 | Stop              | Stop            |
| RT Channelized   | None  | None   | None   | None                                   | None  | None  | None                | None                        | None                  | None                 | None              | None            |
| Storage Length   | 0   |  | 0  | 0                                      |   | 0   | 0                   |                             | 0                     | 0                    |                   | (               |
| Median Width   |   | 0  |  |  | 0   |   |                     | 0                           |                       | E 100 PM 1400        | 0                 | era skraevi     |
| Grade, %   |   | 0%   |  |  | 0%  |   |                     | 0%                          |                       |                      | 0%                |                 |
| Peak Hour Factor   | 0.92  | 0.92   | 0.92   | 0.92                                   | 0.92  | 0.92  | 0.92                | 0.92                        | 0.92                  | 0.92                 | 0.92              | 0.92            |
| Heavy Vehicles, %  | 2   | 2  | 2  | 2                                      | 2   | 2   | 2                   | 2                           | 2                     | 2                    | .2                |                 |
| Mvmt Flow  | 47  | 2  | 7  | 0                                      | 2   | 0   | 1                   | 23                          | 0                     | 0                    | 21                | 29              |
| Number of Lanes  | 0   | 1  |  | 0                                      | 3-41  | 0   | 0                   | 1.                          | 0                     | 0                    | 1                 | (               |
|  |   |  |  |  |   |   |                     |                             |                       |                      |                   |                 |
| Major/Minor  |   | Major 1  |  |  | Major 2   |   |                     | Minor 1                     |                       |                      | Minor 2           |                 |
| Conflicting Flow All   | 2   | 0  | 0  | 2                                      | 0   | 0   | 123                 | 98                          | 2                     | 109                  | 98                | 2               |
| Stage 1  |   | renovio  |  |  |   |   | 96                  | 96                          |                       | 2                    | 2                 |                 |
| Stage 2  | enenga sa negarata<br>•                     | - 1897 FEBRUARIA                                 | and intervent  | en englaseria<br>•                     |   | - 1444 - 14 - 1 - 1 - 1 - 1 - 1 - 1 - 1     | 27                  | 2                           | -                     | 107                  | 96                |                 |
| Follow-up Headway  | 2.218                                       |  |  | 2.218                                  |   |   | 3.518               | 4.018                       | 3.318                 | 3.518                | 4.018             | 3.318           |
| Pot Capacity-1 Maneuver  | 1620  | 987 H 2799-9                                     | · Service Serv | 1620                                   | - 1. (1. (1. s. | # 120 C 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 | 852                 | 792                         | 1082                  | 870                  | 792               | 1082            |
| Stage 1  |   |  |  |  |   |   | 911                 | 815                         |                       | 1021                 | 894               |                 |
| Stage 2  | =<br>rivernazionen                          |  | **************************************   |  | , , , , , , , , ,   | -   | 990                 | 894                         | -                     | 898                  | 815               |                 |
| Time blocked-Platoon, %  | 0   |  |  | 0                                      |   |   | 0                   | 0                           | 0                     | 0                    | 0                 |                 |
| Mov Capacity-1 Maneuver  | 1620  | -  | -  | 1620                                   | •   | -   | 794                 | 769                         | 1082                  | 832                  | 769               | 1082            |
| Mov Capacity-2 Maneuver  |   |  |  |  |   |   | 794                 | 769                         |                       | 832                  | 769               |                 |
| Stage 1  |   | -  | -  | -                                      | -   | -   | 885                 | 791                         |                       | 991                  | 894               | risk til etnest |
| Stage 2  |   |  |  |  |   |   | 941                 | 894                         |                       | 847                  | 791               |                 |
| A CHINA CONTRACTOR OF THE CONT |   |  |  |  |   |   |                     |                             |                       |                      |                   |                 |
| Approach   | EB  |  |  | WB                                     |   | () (militi)                                 | NB                  |                             |                       | SB                   |                   |                 |
|  | 6.1   | 12:41:00:00:01:11                                |  | 0                                      | 3144374435545   |   | 9.8                 | 7.12. <b>3</b> 4.18.12.13.1 |                       | 9.1                  |                   |                 |
| HCM Control Delay, s<br>HCM LOS  | 9.1<br>9.50 (1.04 <u>1.</u> )               |  |  | 1919 ( PE)                             |   |   | Δ.                  | TO THE                      |                       | Α                    |                   |                 |
| HOM LOO  | (Admining a Diffusi                         | Me Dyngrebe                                      | Magazi A GARA  | - E x 214 L X 35000 000                | enderstativist  | Territorial toda                            | iga a san sayana    | erne en mercher             | isa anana er.         | . ,                  |                   |                 |
| AND  | . T. J. | caaayawanaadeeki                                 | 1201047-600 <del>111</del>   | ************************************** | 6580805 <u>2882646</u> 801  | *******************                         | atre vialual        | SHEET SHEET                 | nga mandani           | ANNED I BRANK TE     | 0.00364316310.013 | HAFEDNI)        |
| Minor Lane / Major Mymt  |   | NBLn1  | EBL  | EBT                                    | EBR   | WBL   | WBT                 | WBR                         | SBLn1                 |                      |                   |                 |
| Cap, veh/h   | ates to discontinuo                         | 770  | 1620   | #<br>- 2000 - 10 10 00 00 00           | #<br>288598 /2018/08  | 1620  | Sarah auton         | -<br>COLDERNOVERS           | 926                   | arstenne             | DUNGS SSE         | na più sesse e  |
| HCM Control Delay, s   |   | 9.8  | 7.288  | 0                                      |   | 0   |                     |                             | 9.1                   | THE REAL PROPERTY.   |                   |                 |
| HCM Lane V/C Ratio   | 187-1848 BB 486                             | 0.03   | 0.03   |  | egranger värksad  | Valedas/4 <b>1</b> 0s                       | •<br>6864/4/2014634 | _<br>4-47-61-63-13-63       | 0.05                  | :011711167           | e, ique acetes    | eryksongan      |
| HCM Lane LOS   |   | Α  | A  | Α                                      |   | Ä   | okouta.             |                             | A                     |                      |                   | UNIVERSE        |
| HCM 95th-tile Q, veh   |   | 0.1  | 0.1  | -                                      | -   | 0.0   | -                   | -                           | 0.2                   |                      |                   |                 |
| Notes  |   |  |  |  |   |   |                     |                             |                       |                      |                   |                 |

<sup>~:</sup> Volume Exceeds Capacity; \$: Delay Exceeds 300 Seconds; Error : Computation Not Defined

| Intersection   |                            | 32.45° 22.57° 27° 28                   |                          |                    |  |   |                   |  |   |                  |  |
|--|----------------------------|--|--------------------------|--------------------|--|---|-------------------|--|---|------------------|--|
| Intersection Delay, s/veh                                    | 12.7                       |  | NAME OF THE OWNER OF THE |                    |  |   |                   |  |   |                  |  |
| and the Winter of a new instantial basis of a remarks of the | enteral programment on the | 40000000000000000000000000000000000000 |                          |                    |  |   |                   |  |   |                  |  |
| Movement   | EBL                        | EBT                                    | EBR                      | WBL                | WBT  | WBR                                       | NBL               | NBT  | NBR   | SBL              | SBT SBR  |
| Vol, veh/h   | 5                          | 1                                      | 11                       | 8                  | 2  | 8   | 13                | 2065   | 26  | 8                | 1657 5   |
| Conflicting Peds, #/hr                                       | 0                          | 0                                      | 0                        | 0                  | 0  | 0   | 0                 | 0  | 0   | 0                | 0 0  |
| Sign Control   | Stop                       | Stop                                   | Stop                     | Stop               | Stop   | Stop                                      | Free              | Free   | Free  | Free             | Free Free  |
| RT Channelized   | None                       | None                                   | None                     | None               | None   | None                                      | None              | None   | None  | None             | None None  |
| Storage Length<br>Median Width                               | 0                          | 0                                      | 25                       | 0                  | 0  | 50  | 150               | 12   | 250   | 200              | 250<br>12  |
| Grade, %   |                            | 0%                                     |                          |                    | 0%   |   |                   | 0%   |   |                  | 0%   |
| Peak Hour Factor   | 0.92                       | 0.92                                   | 0.92                     | 0.92               | 0.92   | 0.92                                      | 0.92              | 0.92   | 0.92  | 0.92             | 0.92 0.92  |
| Heavy Vehicles, %  | 2                          | 2                                      | 2                        | 2                  | 2  | 2   | 2                 | 2  | 2   | 2                | 2 2  |
| Mvmt Flow  | 5                          | 1                                      | 12                       | 9                  | 2  | 9   | 14                | 2245   | 28  | 9                | 1801 5   |
| Number of Lanes  | 0                          | 10                                     | 1                        | 0                  |  |   |                   | 2  | 1   | 145745           | 2 1  |
| Marana a sa                 |                            | MENERAL AND                            |                          |                    | MARS SERVICES  |   | <b>3.</b> 2015/07 | nieronius.   | 5455 <b>5</b> 510000  | Kan Shifairi     |  |
| Major/Minor  |                            | Minor 2                                | 004                      |                    | Minor 1  | 4400                                      |                   | Major 1  | •   | 00.45            | Major 2  |
| Conflicting Flow All   | 2970                       | 4091                                   | 901                      | 3191               | 4091   | 1122                                      | 1801              | 0  | 0   | 2245             | 0 0  |
| Stage 1  | 1818                       | 1818                                   |                          | 2273               | 2273   |   |                   |  |   |                  |  |
| Stage 2  | 1152                       | 2273                                   | -<br>Personales          | 918                | 1818   | -<br>:::::::::::::::::::::::::::::::::::: | en savaraton      | Attrastacti  | # \$51:00 to 120:00.  | Teranski         | e<br>Nataria sa mayo kata ing paga                                   |
| Follow-up Headway  | 3.52                       | 4.02                                   | 3.32                     | 3.52               | 4.02   | 3.32                                      | 2.22              | 1000   | Major <del>T</del> al   | 2.22             |  |
| Pot Capacity-1 Maneuver                                      | 6<br>80                    | 2                                      | 281                      | #4                 | #2   | 200                                       | 338               |  | # 15 15 15 15 15 47<br>15 15 15 15 15 15 15 15 15 15 15 15 15 1 | 227              | •<br>Par estrate estrate estrate                                     |
| Stage 1  | 210                        | 128<br>75                              |                          | 41                 | 75   |   | Wall like         |  |   |                  |  |
| Stage 2<br>Time blocked-Platoon, %                           |                            | 75<br>0                                | -<br>Protestina          | 292                | 128  | ESTONOMES                                 | -<br>Presentation | -<br>(034/2049));                                  | -<br>Rajouveniya  | areas <b>a</b> r | -<br>Partagrant edites sector  |
|  | 0                          | 0                                      | 0                        | 0                  | . 0  | 0.00                                      | 0                 |  |   | 0                |  |
| Mov Capacity-1 Maneuver                                      |                            | 2<br>2                                 | 281                      | #2<br>#2           | #2<br>#2   | 200                                       | 338               | en Nessessi  | -<br>Siyaryara  | 227              | Series orientes  |
| Mov Capacity-2 Maneuver                                      | 77.                        | 34 3 (-5) 3 2 4 5 5 5 3 5              |                          | 1967年1月1日日日日1日日日日  | enter a profession of the same   | <b>公司的</b> 基件                             | (では)              | V, U, E. E. S. |   |                  |  |
| Stage 1  | 77<br>187                  | 123<br>72                              | -<br>Patrionista         | 39                 | 72<br>123  | -<br>505/0902/930                         | Challestable      | nadaleses.<br>Padaleses                            |   |                  | -<br>Seltensavererende   |
| Stage 2  | 187                        | /Z                                     | 報用を基礎                    | 266                | 123  |   |                   |  |   |                  |  |
| Approach   | ËB                         |  |                          | WB.                |  |   | Ν̈́Β              |  |   | SB               |  |
| HCM Control Delay, s   | en tanna (1.1 July Sud)    | Kayaak coeka o                         | \$                       | 2668.3             | o and the state of | teaternia Seuts.                          | 0.1               | 315 TH 375 W C 300                                 | žvod ogranjanom   | 0.1              | tanking dalah gida galak yan fina dalah di                           |
| HCM LOS  |                            |  |                          | (                  | O) SWILLE  |   |                   | WINNEY.  |   | Adrie († )       |  |
| Minor Lane / Major Mvmt                                      |                            | NBL                                    | NBT                      | NBR                | EBLn1  | EBLn2 \                                   | NBLn1             | WBLn2  | SBL   | SBT              | SBR  |
| Cap, veh/h   |                            | 338                                    | -                        | -                  | -  | 281                                       | 3                 | 200  | 227   | -                | *  |
| HCM Control Delay, s   |                            | 16.115                                 |                          | ALCOME.            | MANUS III  | 18.2\$                                    |                   | 23.5   | 21.49   |                  |  |
| HCM Lane V/C Ratio   | erina nine aktien kalen    | 0.04                                   | pagar serangan ta        | v 1878.853,5∙<br>■ | ** (** * * * * * * * * * * * * * * * *   | 0.03                                      | 4,59              | 0.03   | 0.04  | =<br>            | 125 47 415 125 29.2 + 70.0 1.2 1.2 1.2 1.2<br>-                      |
| HCM Lane LOS   |                            | C                                      |                          |                    | 19852444   | C   | F                 | C  | Ċ   |                  |  |
| HCM 95th-tile Q, veh   | e responding               | 0.1                                    | er e gestriktati<br>=    | ere result (F \$2) | en a de la compania del compania de la compania de la compania del compani | 0.1                                       | 3.0               | 0.1  | 0.1   | e vila navejski. | en er en en er er er en en en er |
| ·  | (252))   [11]              | 350776367577                           | 25015301-01-1            | ereka turgelu      | 713774. <b>78</b> 774.774  | #59030000 JEST                            |                   | 782 (  | ##-210#\$###25#   |                  |  |
| Votes  |                            |  |                          |                    |  |   |                   |  |   |                  |  |

<sup>~:</sup> Volume Exceeds Capacity; \$ : Delay Exceeds 300 Seconds; Error : Computation Not Defined

| Intersection  |  |   |  |                           |                      |                           |  |                 |
|---|--|---|--|---------------------------|----------------------|---------------------------|--|-----------------|
| Intersection Delay, s/veh                                   | 1.8  |   |  |                           |                      |                           | 1,000 a 1,000 miles (1,000 mile | ermanera e      |
|   |  |   |  | MANUE                     |                      |                           |  | in Hilli        |
| Movement  | WBL.                                       | WBR   | NBT  | NBR                       | SBL                  | SBT                       |  |                 |
| Vol, veh/h  | 8  | 17  | 92   | 3                         | 8                    | 29                        |  |                 |
| Conflicting Peds, #/hr                                      | 0  | 0   | 0  | 0                         | 0                    | 0                         | ser sen i kritarras eta si isineras viginar iti dilektividi. Sale  | n cheartair à   |
| Sign Control  | Stop                                       | Stop  | Free   | Free                      | Free                 | Free                      |  | HE THE          |
| RT Channelized  | None                                       | None  | None   | None                      | None                 | None                      | 在1997年 1月 10 至于2007年 10 20 11 11 12 12 12 12 12 12 12 12 12 12 12  | 49/50 Ph (33)   |
| Storage Length  | 0  | 0   |  | 0                         | 0                    |                           |  | Willy of        |
| Median Width  | 12   | material action of the defeat of the  | 0  | Bura a SINTA A NASA B     | ene di Marka kan     | 0                         |  | BYC - MC        |
| Grade, %  | 0%   |   | _0%  |                           |                      | 0%                        |  |                 |
| Peak Hour Factor  | 0.92                                       | 0.92  | 0.92   | 0.92                      | 0.92                 | 0.92                      |  | 2848 B.         |
| Heavy Vehicles, %   | 2  | 2   | 2  | 2                         | 2                    | 2                         | · 1000年月月10日 - 1000年月11日 - 1000年月11日 - 1000年月  | TALLES OF       |
| Mvmt Flow   | 9<br>Sektopostapi istaks                   | 18<br>  | 100  | 3<br>0                    | 9<br>0               | 32<br>1                   |  |                 |
| Number of Lanes   | 1  | 0   |  | 0                         | U                    |                           |  | Marten          |
|   |  |   | and the second s | enterorizatori entrettori | arrenerak indo       | or the curve space of the | THE CHARGE TO SECTION OF THE CONTROL | ***********     |
| Major/Minor   |  |   | Major 1  |                           |                      | Major 2                   |  |                 |
| Conflicting Flow All  | 151  | 102   | 0  | 0                         | 103                  | 0                         | en e   | :000 milyatak   |
| Stage 1   | 102  |   |  |                           |                      |                           |  |                 |
| Stage 2   | 49   | enaka kan katufatuhat masunthusan m   | enero cerendo escular energa   | #<br>Alexy1250 1855       | _<br>*************** | =<br>Ferensetvo           |  | a has a shift   |
| Follow-up Headway   | 3.518                                      | 3.318   |  |                           | 2.218                | EVENE S                   |  |                 |
| Pot Capacity-1 Maneuver                                     | 841  | 953   | -<br>CORNER DISVENDADI TOCK  | erramaturksidad           | 1489                 | energia energia.          |  |                 |
| Stage 1   | 922  | 被制度的 <b>证明</b>  |  |                           | REAL TO              |                           | 是自身的 (1995年)   | W.W.            |
| Stage 2   | 973  |   |  |                           | enerary<br>Snerary   | -<br>Aggyanangian         | noskrepte otte George Ganger skrive stylke och tra   |                 |
| Time blocked-Platoon, %                                     | 0  | 0   |  |                           | 4400                 |                           |  |                 |
| Mov Capacity-1 Maneuver                                     | 836  | 953   |  | sagataria.                | 1489                 | -<br>90:00:08:35)         |  |                 |
| Mov Capacity-2 Maneuver                                     | 836  |   |  |                           |                      |                           |  |                 |
| Stage 1   | 922  | _<br>Carlottera establista establista   | Safi erane samente   | -<br>1994/4851178         | -<br>687463417A      | Spiroten                  |  |                 |
| Stage 2   | 967  |   |  |                           |                      |                           |  | W-18810         |
| ma on a particular out the tribe the feetbeech entities the |  | enggaragan dan kanangan dan kana<br>Kanangan dan kanangan dan kanang  |  |                           | W. WAR               | TKM57H5E                  |  |                 |
| Approach  | WB   |   | NB   |                           | SB                   |                           |  |                 |
| HCM Control Delay, s  | 9.1  |   | <b>0</b><br>Parkokus akakaka   | 187 F40000                | 1.6                  | 13,600 SAR4               |  | ONAN            |
| HCM LOS   | Α  |   |  |                           |                      | (Mally 10)                |  |                 |
|   |  | mounted to the transport こうかん かんしゅう できま かんしゅう はっぱい かんしゅう かんしゅう かんしゅう かんしゅう しゅうしゅう しゅう | navan nasaratar karar da karar 1909  | a daggarangar anggar      | 4072                 | armertelser.              | entropolismi entre (Sportantonolismi entre Piete   | annenat.        |
| Minor Lane / Major Mymt                                     | N  | BT NBR WB   |  | SBT                       |                      |                           |  |                 |
| Cap, veh/h  |  |   | 912 1489   | ·                         | en nevacinas en      | este i disastini          |  | Litaryangan sak |
| HCM Control Delay, s  |  |   | 9.1 7.432  | 0                         |                      |                           |  | A MARK          |
| HCM Lane V/C Ratio  | en early out the art to the control of the | (   | 0.01   | a reguentaria             | e. Zataroteko.       | gova sa garantina s       | en e   | g55929-119      |
| HCM Lane LOS  |  |   | A A  | Α                         |                      |                           |  |                 |
| HCM 95th-tile Q, veh  |  |   | 0.1 0.0  | -                         |                      |                           |  |                 |
| Notes   |  |   | *10119788  |                           |                      |                           |  |                 |

<sup>~:</sup> Volume Exceeds Capacity; \$: Delay Exceeds 300 Seconds; Error : Computation Not Defined

| Intersection Delay, s/veh            |  |   |   |                     |                                       |  |                        |  |   |                          |                    |  |
|--------------------------------------|--|---|---|---------------------|---------------------------------------|--|------------------------|--|---|--------------------------|--------------------|--|
| Movement                             | EBL  | EBT   | EBR                                       | WBL                 | WBT                                   | WBR  | NBL                    | NBT                                    | NBR                                     | SBL                      | SBT                | SB                                       |
| Vol, veh/h                           | 83   | 1.  | 5   | 0                   | 0                                     | 0  | 0                      | 13                                     | 0                                       | 0                        | 18                 | 2  |
| Conflicting Peds, #/hr               | 0  | 0   | 0   | 0                   | 0                                     | 0  | 0                      | 0                                      | 0                                       | 0                        | 0                  |  |
| Sign Control                         | Free   | Free  | Free                                      | Free                | Free                                  | Free   | Stop                   | Stop                                   | Stop                                    | Stop                     | Stop               | Sto                                      |
| RT Channelized                       | None   | None  | None                                      | None                | None                                  | None   | None                   | None                                   | None                                    | None                     | None               | Non                                      |
| Storage Length                       | 0  |   | 0   | 0                   |                                       | 0  | 0                      |  | 0                                       | 0                        |                    |  |
| Median Width                         |  | 0   |   |                     | 0                                     |  |                        | 0                                      |   |                          | 0                  |  |
| Grade, %                             |  | 0%  |   |                     | 0%                                    |  |                        | 0%                                     |   |                          | 0%                 |  |
| Peak Hour Factor                     | 0.92   | 0.92  | 0.92                                      | 0.92                | 0.92                                  | 0.92   | 0.92                   | 0.92                                   | 0.92                                    | 0.92                     | 0.92               | 0.9                                      |
| Heavy Vehicles, %                    | 2  | 2   | 2.  | 2                   | 2                                     | 2  | 2                      | 2                                      | 2                                       | 2                        | 2                  |  |
| Mvmt Flow                            | 90   | 1   | 5   | 0                   | 0                                     | 0  | 0                      | 14                                     | 0                                       | 0                        | 20                 | 2  |
| Number of Lanes                      | 0  | 31.31   | 1.  | 0                   | 1                                     | 0  | 0                      | 1                                      | 0                                       | 0                        | 1.                 |  |
| Major/Minor                          |  | Vajor 1   |   |                     | Major 2                               |  |                        | Minor 1                                |   |                          | Minor 2            |  |
| Conflicting Flow All                 | 0  | 0   | 0   | 1                   | 0                                     | 0  | 205                    | 182                                    | 1                                       | 189                      | 182                | 5 5 1 2 30 5 1 4 1 H                     |
| Stage 1                              |  |   | New AND P                                 |                     | grandi.                               |  | 182                    | 182                                    |   | . 0                      |                    | MARKS.                                   |
| Stage 2                              | -9 4 10 41 75 10 10 10 3 47<br>  | er in the east of east of the | *<br>:*:476:30.100.1                      | 1417 × 2812<br>•    | 7 19.54 1999<br>*                     | ** ***********************************   | 23                     | 0                                      | . # # # # # # # # # # # # # # # # # # # | 189                      | 182                | Contract Contract                        |
| Follow-up Headway                    | 2.218  |   |   | 2,218               |                                       | HERE   | 3.518                  | 4.018                                  | 3.318                                   | 3.518                    | 4.018              | 3.31                                     |
| Pot Capacity-1 Maneuver              |  | ভাল কর্টে মার্থকার<br>•   | enghang juan sana<br>•                    | 1622                | \$ 180 N A 110                        | aneri de eta e<br>•  | 753                    | 712                                    | 1084                                    | 771                      | 712                | va <b>yıy</b> a.                         |
| Stage 1                              |  |   |   |                     |                                       | THE STATE  | 820                    | 749                                    |   |                          | NO SEA             | MARINE.                                  |
| Stage 2                              | e and a distributed to the first of the firs | - CONTRACTOR  | (11) 100 × 9.11 × .<br>■                  | -<br>-              | energia de la fares.                  | • Constitution (Constitution ( | 995                    | ***********                            | . 1150 km (1871) #8<br>#                | 813                      | 749                | tig North House                          |
| Time blocked-Platoon, %              | 0  | HASAYA  |   | 0                   |                                       |  | 0                      | 0                                      | 0                                       | 0                        | 0                  | (2.74M)                                  |
| Mov Capacity-1 Maneuver              | proposition and Europe   |   | FA PAGE 21 15                             | 1622                | . 00 \$2,000 \$4.4.4.4.               | eeshiy pro 10 - 10   | eries e estrer         | 712                                    | 1084                                    | 759                      | 712                | Santa da la                              |
| Mov Capacity-2 Maneuver              |  |   |   |                     |                                       |  |                        | 712                                    |   | 759                      | 712                | HEAR.                                    |
| Stage 1                              | * 15, -4 4 , -4 35, 75, -5 -4<br>•   | . 1994 1997 1   | . 1964 1964 1964 1964 1964 1964 1964 1964 | was y s             | · · · · · · · · · · · · · · · · · · · | **************************************   | 820                    | 749                                    | . 5.7                                   | ere gererangen.          | entra incessor.    | Approximate California                   |
| Stage 2                              |  |   |   |                     |                                       |  | 995                    |  |   | 798                      | 749                |  |
| Approach                             | EΒ   |   |   | WB                  |                                       |  | ŇB                     |  |   | ŠB                       |                    | PARIOR                                   |
| CM Control Delay, s                  | 0  | 4444343   | Les established                           | 0                   |                                       | 4344   |                        | tari (11 juni                          | Necessary (Const.)                      |                          |                    | ******                                   |
| ICM LOS                              |  |   |   | 79 18 9 19 1        |                                       | ONATSTEE   |                        |  |   |                          |                    |  |
| IOM COO SERVICE SERVICES             | produktifyky   | philippinis   | (42d) 1954 (J) 14                         |                     | an established                        | je nejeta P  | Pys.H.C.T.             |  |   |                          |                    |  |
| //inor Lane / Major Mvmt             |  | NBLn1   | EBL                                       | 'EBT                | EBR                                   | WBL  | WBT                    | WBR                                    | SBLn1                                   |                          |                    |  |
| Cap, veh/h<br>ICM Control Delay, s   |  | -<br>1888:128   | 1877: 186                                 | Wane                |                                       | 1622<br>0  | -<br>14.89 <b>(</b> 2) | 1688-1691                              | Greek (1                                |                          |                    | en e |
| ICM Lane V/C Ratio                   | n propries formation   | (इ.स्ड.च.) (चेश) (०.स्ड.<br>-   |   | =<br>engaritati (a) | radja e rezve keri:<br>•              | The property of the second   | yang Magaritan<br>•    | ************************************** | ngorga portido, in                      | and the same of the same | kalen jegologijona | mgd wedding                              |
| ICM Lane LOS<br>ICM 95th-tile Q, veh |  |   |   |                     |                                       | A  |                        |  |   |                          |                    |  |
| TOWN SOUTHING W, VEH                 |  | -   |   | -                   |                                       | 0.0  | -                      | -                                      | <u>-</u>                                |                          |                    |  |
| otes                                 | 1774501431411116   | THE SHARE   |   | inatasana           | etunkeen                              | <b>WINNESS</b>   | APPRINCED              | SHAPE STATE                            |   | HATE STATES              |                    |  |

| Intersection Intersection Delay, s/veh | 15.9         | 28-1558811-4-7- | . K. (1927 - 1944   1945   1947   1947   1947   1947   1947   1947   1947   1947   1947   1947   1947   1947 | 200000000000000000000000000000000000000 | er a transcer et  | Pet Statement Section   |                       |   | 300 - 18 THE ST        | N. C. S. |                   |                        |
|--|--------------|-----------------|--|---|-------------------|---|-----------------------|---|------------------------|--|-------------------|------------------------|
| mersection belay, siven                | 10.5         |                 | n sum sie<br>Guishii in  |   |                   |   |                       |   |                        | er Pyril                                     | WHI.              |                        |
| Movement                               | EBL          | EBT             | EBR  | WBL                                     | WBT               | WBR   | NBL                   | NBT                                     | NBR                    | SBL  | SBT               | SBF                    |
| Vol, veh/h                             | 3            | 1               | 12   | 15                                      | 0                 | 1   | 29                    | 1321                                    | 55                     | 2  | 2455              |                        |
| Conflicting Peds, #/hr                 | 0            | 0               | 0  | 0                                       | 0                 | 0   | 0                     | 0                                       | 0                      | 0  | 0                 | (                      |
| Sign Control                           | Stop         | Stop            | Stop   | Stop                                    | Stop              | Stop  | Free                  | Free                                    | Free                   | Free   | Free              | Free                   |
| RT Channelized                         | None         | None            | None   | None                                    | None              | None  | None                  | None                                    | None                   | None   | None              | Non                    |
| Storage Length                         | 0            |                 | 25   | 0                                       | 北海河               | 50  | 150                   |   | 250                    | 200  |                   | 25                     |
| Median Width                           |              | 0               | a free name a sec  |   | 0                 | n in vitation   | areas a server a sa   | 12                                      | 55.7 - 454.18 ()       | 1. 1. 电电影电影电影                                | 12                | NOTE BOX               |
| Grade, %                               |              | 0%              |  |   | 0%                | 数量的   |                       | 0%                                      |                        |  | 0%                |                        |
| Peak Hour Factor                       | 0.92         | 0.92            | 0.92   | 0.92                                    | 0.92              | 0.92  | 0.92                  | 0.92                                    | 0.92                   | 0.92   | 0.92              | 0.9                    |
| Heavy Vehicles, %                      | 2            | 2               | 2  | 2                                       | 2                 | 2   | 2                     | 2                                       | 2                      | 2  | 2                 |                        |
| Mvmt Flow                              | 3            | 1               | 13   | 16                                      | 0                 | 1<br>::\:\:\:\:\:\:\:\  | 32                    | 1436                                    | 60                     | 2  | 2668              | Ngsa prad              |
| Number of Lanes                        | 0            |                 | NS S MA  | 0                                       | \$ 25. <b>1</b> 8 |   | 1.                    | 2                                       | 3,3,1                  |  | 2                 |                        |
| Major/Minor                            |              | Minor 2         |  |   | Minor 1           |   |                       | Major 1                                 |                        |  | Major 2           |                        |
| Conflicting Flow All                   | 3454         | 4172            | 1334   | 2838                                    | 4172              | 718   | 2668                  | 0                                       | 0                      | 1436   | 0                 | (                      |
| Stage 1                                | 2673         | 2673            | gradija<br>S   | 1499                                    | 1499              |   |                       |   |                        |  |                   |                        |
| Stage 2                                | 781          | 1499            |  | 1339                                    | 2673              | -   | -                     |   | -                      | -  | •                 |                        |
| Follow-up Headway                      | 3.52         | 4.02            | 3.32   | 3.52                                    | 4.02              | 3.32  | 2.22                  |   |                        | 2.22   |                   |                        |
| Pot Capacity-1 Maneuver                | #3           | 2               | 144  | #8                                      | 2                 | 371   | 154                   | -                                       |                        | 469  | -                 |                        |
| Stage 1                                | 22           | 46              |  | 128                                     | 184               |   | -1                    |   | •                      |  |                   |                        |
| Stage 2                                | 354          | 184             |  | 161                                     | 46                | -   | -                     | -                                       | -                      |  | _                 |                        |
| Time blocked-Platoon, %                | 0            | 0               | 0  | 0                                       | 0                 | 0   | . 0                   |   | •                      | 0  |                   |                        |
| Mov Capacity-1 Maneuver                | #3           | 2               | 144  | #4                                      | 2                 | 371   | 154                   |   |                        | 469  |                   | 12.41 ( 214 )          |
| Mov Capacity-2 Maneuver                | #3           | 2               |  | #4                                      | 2                 |   |                       |   |                        |  |                   |                        |
| Stage 1                                | 17           | 46              | -  | 101                                     | 146               | <u>.</u>  |                       |   | ·                      |  | e ere to simo nec | a see a comment        |
| Stage 2                                | 280          | 146             |  | 142                                     | 46                |   |                       |   |                        |  |                   |                        |
| Marthi caff cashessnootossa sass       | ËB           |                 | marine.  | WB                                      |                   |   | NB                    |   |                        | ŠB   |                   |                        |
| Approach<br>HCM Control Delay, s       | \$ 845.9     |                 | 2012:00:0122:14<br><b>2</b>  | 2970.6                                  | ****************  | estración (de la constante de | 0.7                   | 0.000 S S S S S S S S S S S S S S S S S | ##19.544.01/62.529     | 0  | -4-7-34 E-7-7-7-1 | A CONTRACTOR OF STREET |
| HCM LOS                                | ъ о4ט.э<br>F |                 |  | 2370.0<br>F                             |                   |   |                       |   |                        |  |                   | FREE N                 |
|  |              | 3049-604039-614 | eja, er gaga varidas a   | \$ (1.4) t h to \$ 4.490                | de poblicación en | 고생하는 이 하고 기록한다.   | 공기동안안 공항              |   | to period personal dis | 11525 11114 11                               |                   |                        |
| Minor Lane / Major Mymt                |              | NBL.            | NBT  | NBR                                     |                   | Sept. Carrent   | 2010023-110-2-121-2-2 | WBLn2                                   |                        | SBT  | SBR               |                        |
| Cap, veh/h                             | 0. 442       | 154             | #  |   | 5                 | 144   | 4                     | 371                                     | 469                    | =<br>Ngga sakas Pas                          | ESTA SECRESARIA   | sgayo siin s           |
| HCM Control Delay, s                   |              | 34.295          |  | -\$                                     | 3099.1            | 医乳化生物 医骶线 医阿尔特氏   | 3099.1                | 14.7                                    | 12.712                 |  | i was             |                        |
| HCM Lane V/C Ratio                     |              | 0.21            |  | en en en en en en en en en              | 1.74              | 0.06  | 4.17                  | 0.00                                    | 0.01                   | <mark></mark>                                |                   | 90 E.C.N. 1950         |
| HCM Lane LOS                           |              | D               |  |   | NU F              | D   | F.                    | В                                       | В                      |  |                   |                        |
| HCM 95th-tile Q, veh                   |              | 0.7             |  |   | 2.1               | 0.2   | 3.4                   | 0.0                                     | 0.0                    | _  |                   |                        |

<sup>~:</sup> Volume Exceeds Capacity; \$ : Delay Exceeds 300 Seconds; Error : Computation Not Defined

| Intersection              |          |  |  |  |                      |  |   |                                     |
|---------------------------|----------|--|--|--|----------------------|--|---|-------------------------------------|
| Intersection Delay, s/veh | 1.3      |  |  |  |                      | rayahar                                |   |                                     |
| Movement                  | WBL      | WBR  | NBT  | NBR  | SBL                  | SBT                                    |   |                                     |
| Vol, veh/h                | 3        | 9  | 62   | 3  | 8                    | 43                                     |   |                                     |
| Conflicting Peds, #/hr    | 0        | 0  | 0  | 0  | 0                    | 0                                      |   |                                     |
| Sign Control              | Stop     | Stop   | Free   | Free   | Free                 | Free                                   |   |                                     |
| RT Channelized            | None     | None   | None   | None   | None                 | None                                   |   |                                     |
| Storage Length            | 0        | 0  |  | 0  | 0                    |  |   |                                     |
| Median Width              | 12       |  | 0  |  |                      | 0                                      |   |                                     |
| Grade, %                  | 0%       |  | 0%   |  |                      | 0%                                     |   |                                     |
| Peak Hour Factor          | 0.92     | 0.92   | 0.92   | 0.92   | 0.92                 | 0.92                                   |   |                                     |
| Heavy Vehicles, %         | 2        | 2  | 2  | 2  | 2                    | 2                                      |   |                                     |
| Mvmt Flow                 | 3        | 10   | 67   | 3  | 9                    | 47                                     |   | Letter village                      |
| Number of Lanes           | 1        | 0  |  | 0  | 0                    |  |   |                                     |
| Major/Minor               |          |  | Major 1  |  | 1                    | Major 2                                |   |                                     |
| Conflicting Flow All      | 133      | 69   | 0  | 0  | 71                   | 0                                      |   |                                     |
| Stage 1                   | 69       |  |  |  |                      |  |   |                                     |
| Stage 2                   | 64       | ·  | <ul> <li>Zikorik (19 A juga prizek (1994)</li> </ul> | en en de segue de la servición | edered er serel<br>• | ***********                            | Foreign und Missel en maneran i de se antablet  | Garan in the safe of the safe       |
| Follow-up Headway         | 3.518    | 3.318  |  |  | 2.218                |  |   | ENTERNA DE                          |
| Pot Capacity-1 Maneuver   | 861      | 994  | y nich der 20 state (bei nich eine der<br>           | ************   | 1529                 | * ************************************ | and a series of the series of | a (da) na a da a da a a a a a a a a |
| Stage 1                   | 954      | 44.7833.014.2624   | 3680 MAGA  |  |                      |  | HARRIE MARKER   |                                     |
| Stage 2                   | 959      | <ul> <li></li></ul>  | La traducipatenda de labara.                         | **************************************   | e earlineer en       | enteres de el el el el                 | \$ 446.56 p. 446.50 p. 456.50 p. 146.50 [4.45.52]   | re all consistent and place         |
| Time blocked-Platoon, %   | 0        | 0  |  |  | 0                    |  |   |                                     |
| Mov Capacity-1 Maneuver   | 856      | 994  | Entra transfer and an artist                         |  | 1529                 | · · · · · · · · · · · · · · · · · · ·  | Calleria and and the control of the | ta , n. mpe ta aj este e tasa.      |
| Mov Capacity-2 Maneuver   | 856      |  |  |  |                      |  |   |                                     |
| Stage 1                   | 954      | eran eranda erandak bila   | -  | *  |                      |  | Angles of the bound of the second second to the best of the bound   | 10 PRO4 PM 5 W 14 C 7 C W 150       |
| Stage 2                   | 953      |  |  |  |                      |  |   |                                     |
| Approach                  | WB       |  | ŇB   |  | ŠB                   |  |   |                                     |
| HCM Control Delay, s      | 8.8      | 2.00   | 0  |  | 1.2                  |  |   |                                     |
| HCM LOS                   | 0.0<br>A |  |  |  |                      |  |   |                                     |
|                           |          |  |  |  |                      |  |   |                                     |
| Minor Lane / Major Mvmt   | Ņ        | BT NBR WBL   | 2712.00000000000000000000000000000000000             | SBT  |                      |  |   |                                     |
| Cap, veh/h                |          |  | 55 1529  | -  |                      |  |   |                                     |
| HCM Control Delay, s      |          | Street Confidence and an experience of the confidence of the confi | 3.8 7.368  | 0  |                      |  |   |                                     |
| HCM Lane V/C Ratio        |          | 0.   | 01 0.01  | _  |                      |  |   |                                     |
| HCM Lane LOS              |          |  | ΑΑ   | Α  |                      |  |   |                                     |
| HCM 95th-tile Q, veh      |          | (  | 0.0  | -  |                      |  |   |                                     |
| Notes                     |          |  |  |  |                      |  |   |                                     |

<sup>~:</sup> Volume Exceeds Capacity; \$: Delay Exceeds 300 Seconds; Error: Computation Not Defined

| Intersection Delay, s/veh | 7.8                       |                    |                            |                                 |  |   |                                      | Servers as the second     | . nunsta majoria                       | 1, 11 1 1 1 1                |                        |                   |
|---------------------------|---------------------------|--------------------|----------------------------|---------------------------------|--|---|--------------------------------------|---------------------------|--|------------------------------|------------------------|-------------------|
|                           |                           |                    |                            |                                 |  |   |                                      |                           |  | 급 경기 설명                      |                        |                   |
| Movement                  | EBL                       | EBT                | EBR                        | WBL                             | WBT  | WBR   | NBL                                  | NBT.                      | NBR                                    | SBL                          | SBT                    | SBF               |
| Vol, veh/h                | 47                        | 2                  | 6                          | 0                               | 2  | 0   | 1.                                   | 21                        | 0                                      | 0                            | 19                     | 30                |
| Conflicting Peds, #/hr    | 0                         | 0                  | 0                          | 0                               | 0  | 0   | 0                                    | 0                         | 0                                      | 0                            | 0                      | onstilate i       |
| Sign Control              | Free                      | Free               | Free                       | Free                            | Free   | Free  | Stop                                 | Stop                      | Stop                                   | Stop                         | Stop                   | Stop              |
| RT Channelized            | None                      | None               | None                       | None                            | None   | None  | None                                 | None                      | None                                   | None                         | None                   | None              |
| Storage Length            | 0                         |                    | 0                          | 0                               |  | 0   | 0                                    |                           | 0                                      | 0                            |                        |                   |
| Median Width              | The state of the state of | 0                  | *<br>** ** ** ** * * * * * | till a right tot                | 0  | 7-2-740W B - 6  | osacitesettee                        | 0                         | a iskaisty tv                          | rainty na rinda.             | 0                      | ya districi       |
| Grade, %                  |                           | 0%                 | (CENTAL)                   |                                 | 0%   |   |                                      | 0%                        |  |                              | 0%                     |                   |
| Peak Hour Factor          | 0.92                      | 0.92               | 0.92                       | 0.92                            | 0.92   | 0.92  | 0.92                                 | 0.92                      | 0.92                                   | 0.92                         | 0.92                   | 0.92              |
| Heavy Vehicles, %         | 2                         | 2                  | 2                          | 2                               | 2  | 2   | 2                                    | 2                         | 2                                      | 2                            | 2                      |                   |
| Mvmt Flow                 | 51                        | 2                  | 7                          | 0                               | 2  | 0   | <b>1</b><br>Turi Nama y <b>a</b> naw | 23                        | 0                                      | 0                            | 21                     | 33                |
| Number of Lanes           | 0                         | 1                  | 1.                         | 0                               | 1.   | 0   | 0                                    | 11                        | 0                                      | 0                            | 1.                     |                   |
|                           |                           |                    |                            | manus a seria della Mana di Sta | . The second of the second | o na sua santan tampa na santa  | vann-reinidhalladhnid                | anenasina sakaselenii     | .rJ1647786888888                       | era v ziew iera              | **********             | FIELDY EARLIN     |
| Major/Minor               |                           | Major 1            |                            |                                 | Major 2  |   |                                      | Minor 1                   |  |                              | Minor 2                |                   |
| Conflicting Flow All      | 2                         | 0                  | 0                          | 2                               | 0  | 0   | 133                                  | 106                       | 2                                      | 118                          | 106                    | a<br>Danisansa di |
| Stage 1                   | 1                         |                    |                            |                                 |  |   | 104                                  | 104                       |  | 2                            | 2                      |                   |
| Stage 2                   | -                         | _                  |                            |                                 |  | en de la companiona de | 29                                   | 2                         | •<br>8962 (2 2.%)                      | 116                          | 104                    | Salakana          |
| Follow-up Headway         | 2.218                     |                    |                            | 2.218                           |  |   | 3.518                                | 4.018                     | 3.318                                  | 3.518                        | 4.018                  | 3.318             |
| Pot Capacity-1 Maneuver   | 1620                      | -                  | -                          | 1620                            |  | energia de permitor de la   | 839                                  | 784                       | 1082                                   | 858                          | 784                    | 1082              |
| Stage 1                   | <b>:</b>                  |                    | 1. P.                      |                                 |  |   | 902                                  | 809                       |  | 1021                         | 894                    |                   |
| Stage 2                   | -                         |                    |                            | <u> </u>                        |  |   | 988                                  | 894                       | ************************************** | 889                          | 809                    | ny fizitateni.    |
| Time blocked-Platoon, %   | 0                         |                    |                            | 0                               |  |   | 0                                    | 0                         | 0                                      | 0                            | 0                      |                   |
| Mov Capacity-1 Maneuver   | 1620                      |                    |                            | 1620                            | -  |   | 777                                  | 759                       | 1082                                   | 818                          | 759                    | 1082              |
| Mov Capacity-2 Maneuver   |                           |                    | •                          |                                 |  | •   | 777                                  | 759                       |  | 818                          | 759                    |                   |
| Stage 1                   | -                         | <u>-</u>           | -                          | -                               |  | table after coss  | 873                                  | 783                       | ·<br>Same servania di                  | 988                          | 894                    |                   |
| Stage 2                   |                           |                    |                            |                                 |  |   | 936                                  | 894                       |  | 835                          | 783                    |                   |
|                           |                           |                    |                            |                                 |  |   | error                                | our area to book          | under en telte frå 5.7%                | erene an aerope              | www.www.               | ***********       |
| Approach                  | ΕB                        |                    |                            | WB.                             |  |   | NB                                   |                           |  | SB                           |                        |                   |
| HCM Control Delay, s      | 6.2                       | 14 1 25 20 20 20 2 | es el escapeo              | 0                               | escent at the fee  | eraan indeeliyah  | 9.9                                  | ramera a grazi na virajih | jes uniterate                          | 9.1                          | 50mm. July 1425.45     | anangan s         |
| HCM LOS                   |                           |                    |                            |                                 |  |   | Α                                    |                           |  | Α                            |                        |                   |
|                           |                           |                    |                            |                                 |  |   | ***********                          | 14231FFFFFFFFF            | 5-11498#87##66                         | n en en en en en en en en en | 1.00 5 4 16 C T T T SA | videat-avati      |
| Minor Lane / Major Mvmt   |                           | NBLn1              | EBL                        | EBT.                            | EBR  | WBL   | WBT                                  | WBR                       | SBLn1                                  |                              |                        |                   |
| Cap, veh/h                |                           | 760                | 1620                       | -                               | -  | 1620  | -                                    | -                         | 929                                    |                              | Comment of the second  | 5.144 70441       |
| HCM Control Delay, s      |                           | 9.9                | 7.295                      | 0                               |  | 0   |                                      |                           | 9.1                                    |                              |                        |                   |
| HCM Lane V/C Ratio        | - 121-14 Televis 5 %      | 0.03               | 0.03                       | -                               | -  | · ·   | -                                    | _                         | 0.06                                   | Section 6                    | and the second         |                   |
| HCM Lane LOS              | PANEX.                    | Α                  | Α                          | Α                               |  | Α-  |                                      |                           | Α                                      |                              |                        |                   |
| HCM 95th-tile Q, veh      |                           | 0.1                | 0.1                        | -                               | -  | 0.0   | _                                    | -                         | 0.2                                    |                              |                        |                   |
|                           |                           |                    |                            |                                 |  |   |                                      |                           |  |                              |                        |                   |

<sup>~:</sup> Volume Exceeds Capacity; \$: Delay Exceeds 300 Seconds; Error: Computation Not Defined

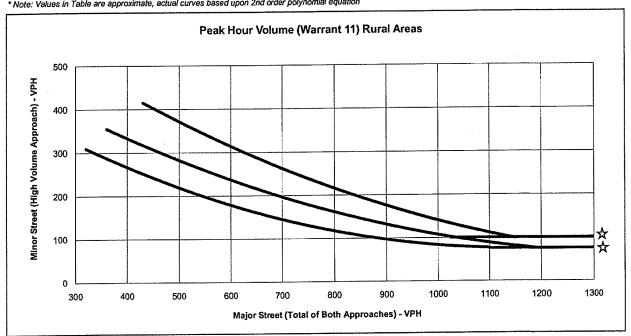
| Intersection Delay, s/veh                            | 24.6                        |                                       |  |                     |   |  |                      |                    |                   | *411                         |                       |                  |
|--|-----------------------------|---------------------------------------|--|---------------------|---|--|----------------------|--------------------|-------------------|------------------------------|-----------------------|------------------|
| increction Delay, S/Ven                              | ∠4.0                        |                                       |  |                     |   |  |                      |                    |                   | ASPA                         |                       | 1223             |
| Movement   | EBL                         | EBT                                   | EBR  | WBL                 | WBT                                     | WBR  | NBL                  | NBT                | NBR               | SBL                          | SBT                   | SBF              |
| Vol, veh/h   | 5                           | 1.                                    | 11   | 10                  | 2                                       | 8  | 13                   | 2065               | 29                | 8                            | 1657                  |                  |
| Conflicting Peds, #/hr                               | 0                           | 0                                     | 0  | 0                   | 0                                       | 0  | 0                    | 0                  | 0                 | 0                            | 0                     | (                |
| Sign Control   | Stop                        | Stop                                  | Stop   | Stop                | Stop                                    | Stop   | Free                 | Free               | Free              | Free                         | Free                  | Free             |
| RT Channelized                                       | None                        | None                                  | None   | None                | None                                    | None   | None                 | None               | None              | None                         | None                  | None             |
| Storage Length                                       | 0                           |                                       | 25   | 0                   |   | 50   | 150                  |                    | 250               | 200                          |                       | 25               |
| Median Width   |                             | 0                                     |  |                     | 0                                       |  |                      | 12                 |                   |                              | 12                    |                  |
| Grade, %   |                             | 0%                                    |  |                     | 0%                                      |  |                      | 0%                 |                   |                              | 0%                    |                  |
| Peak Hour Factor                                     | 0.92                        | 0.92                                  | 0.92   | 0.92                | 0.92                                    | 0.92   | 0.92                 | 0.92               | 0.92              | 0.92                         | 0.92                  | 0.92             |
| Heavy Vehicles, %                                    | 2                           | 2                                     | 2  | 2                   | 2                                       | 2  | 2                    | 2                  | 2                 | 2                            | 2                     |                  |
| Mvmt Flow  | 5                           | 1                                     | 12   | 11                  | 2                                       | 9  | 14                   | 2245               | 32                | 9                            | 1801                  |                  |
| Number of Lanes                                      | 0                           | . 1                                   |  | 0                   | 1.                                      | ¥0,43  | 1                    | 2                  | 1                 | 1                            | 2                     |                  |
| Major/Minor  |                             | Minor 2                               |  | f (3)               | Minor 1                                 |  |                      | Major 1            | B.Chinist         |                              | Maior 2               |                  |
| Conflicting Flow All                                 | 2970                        | 4091                                  | 901  | 3191                | 4091                                    | 1122   | 1801                 | 0<br>0             | 0                 | 2245                         | ागवा <u>ण २</u><br>() | ( <u>(</u>       |
| Stage 1  | 1818                        | 1818                                  | 30 I   | 2273                | 2273                                    | 1122   | 1001                 | iana baka a        |                   | 2240                         | erikani.              |                  |
| Stage 2  | 1152                        | 2273                                  |  | 918                 | 1818                                    |  | Agendal Agen         |                    | 경기를 하는 것이다.<br>-  | 역하다 독급량                      |                       | A traile         |
| Follow-up Headway                                    | 3.52                        | 4.02                                  | 3.32   | 3.52                | 4.02                                    | 3.32   | 2.22                 | Garrera<br>Garrera |                   | 2.22                         | Such seit             | Navenja          |
| Pot Capacity-1 Maneuver                              | 5.5 <u>2</u><br>6           | 4.02                                  | 281  | #4                  | #2                                      | 200  | 338                  |                    |                   | 227                          |                       | 1777 N.S.        |
| Stage 1  | 80                          | 128                                   | 201  | 41                  | 75                                      | 200  |                      | 3014W-245Es        | n Harara          | <u> </u>                     |                       |                  |
| Stage 2  | 210                         | 75                                    | পুন সামী প্রিমিক্ট্রিটের<br>_                          | 292                 | 128                                     |  | (14년 왕조 왕조)<br>-     | , 14일 2일 중요<br>-   |                   | - 1780 B (7)                 | 194444                |                  |
| Time blocked-Platoon, %                              |                             | 0                                     | 0  | 232                 | 120                                     | 0  | 0                    |                    | 411.00E           | 0                            | -<br>748767623        | estini.          |
| Mov Capacity-1 Maneuver                              | . 1939 (S.1. <b>M</b> .) (S | 2                                     | 281  | #2                  | #2                                      | 200  | 338                  | 년 5년 1957년<br>-    |                   | 227                          |                       |                  |
| Mov Capacity-2 Maneuver                              |                             | 2                                     |  | #2                  | #2                                      | 200<br>3447 614  | 330<br>4844 14       | a Paggala          | 1833/1872S        |                              |                       |                  |
| Stage 1  | 77                          | 123                                   |  | 39                  | 72                                      | r Nasas ratio  | A414545,00           | denvaca.           | 이 항상(1942년 국가<br> | . 14. 1971 Th                | 4447 1811414          |                  |
| Stage 2  | 187                         | 72                                    |  | 266                 | 123                                     |  |                      |                    |                   |                              |                       |                  |
| kriassi - 1812 piesti ir pri ippieser i i decensore. | Treestad <u>est</u> aine    | \$\$\$\$\$\$#\$\$\$\$\$\$\$\$\$\$\$\$ |  | *****************   | **************************************  | en a company de la company<br>La company de la company d | THE CALL SECTION     | restrates es       | ereason (vice)    |                              |                       | ************     |
| Approach   | EB                          |                                       |  | WB                  |   |  | NB.                  | Citizent I         |                   | SB                           |                       |                  |
| HCM Control Delay, s                                 | Reng reng tal               | FERENCE SE                            | 12:3715:17.575   | \$ 4670<br>F        | APPERE SHEET                            | Salana sa  | 0.1                  |                    | austārā is        | 0.1                          | Mark Statistics.      | tinger tinger in |
| HCM LOS  |                             | (Vallyerily)                          |  |                     |   |  |                      |                    |                   | idan kata                    |                       |                  |
| Minor Lane / Major Mvmt                              |                             | NBL                                   | NBT  | NBR                 | EBLn1                                   | EBLn2  | WBLn1                | WBLn2              | SBL               | SBT                          | SBR                   |                  |
| Cap, veh/h   |                             | 338                                   | -  | -                   | -                                       | 281  | 2                    | 200                | 227               | -                            | •                     |                  |
| HCM Control Delay, s                                 |                             | 16.115                                |  |                     |   | 18.2\$   | 6359.6               | 23.5               | 21.49             |                              |                       |                  |
| ICM Lane V/C Ratio                                   |                             | 0.04                                  |  | * *** *********     |   | 0.03   | 7.97                 | 0.03               | 0.04              | -                            |                       | 7                |
| ICM Lane LOS   |                             | С                                     |  |                     |   | C  | Ė                    | С                  | С                 | 455040                       |                       |                  |
| ICM 95th-tile Q, veh                                 | a ay a sa sa sa wa          | 0.1                                   | ***  |                     | • · · · · · · · · · · · · · · · · · · · | 0.1  | 3.5                  | 0.1                | 0.1               | -                            |                       |                  |
| lotes  |                             | TENNESTERN ERSTEN                     | \$ 6 <b>\$ 1</b> 7 9 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 | a orona superior de | -1-775-E83-9773- <b>V</b> 3             | res escenteatestos   | MANUFECULO ALCONOMIC | enigarekanga.      | ienstraentskiene  | TOTAL OF THE TANK OF THE STA | eranterantorus        | -                |

Notes

~: Volume Exceeds Capacity; \$ : Delay Exceeds 300 Seconds; Error : Computation Not Defined

| Both 1 Lane                              | Approaches                           | 2 or more Lane and Or                    | ne Lane Approaches                   | Both 2 or more La                        | ane Approaches                       |
|--|--------------------------------------|--|--------------------------------------|--|--------------------------------------|
| Major Street Total of<br>Both Approaches | Minor Street High<br>Volume Approach | Major Street Total of<br>Both Approaches | Minor Street High<br>Volume Approach | Major Street Total of<br>Both Approaches | Minor Street High<br>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:

Bell Cellars Winery Driveway / Washington Street Exist + Project PM Weekday Peak

Minor St. Volume:

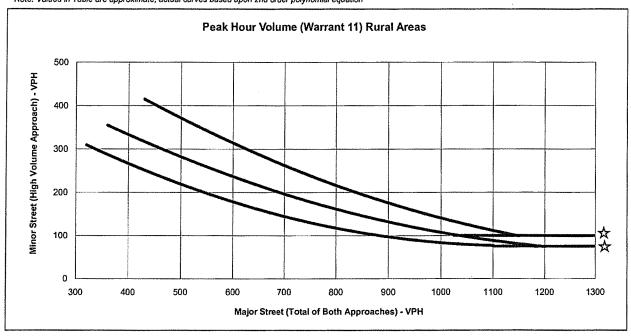
Major St. Volume:

25 87

Warrant Met?:

| 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



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# 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:

Bell Cellars Winery Driveway / Washington Street

Existing + Project Weekend Mid-Day Peak 12

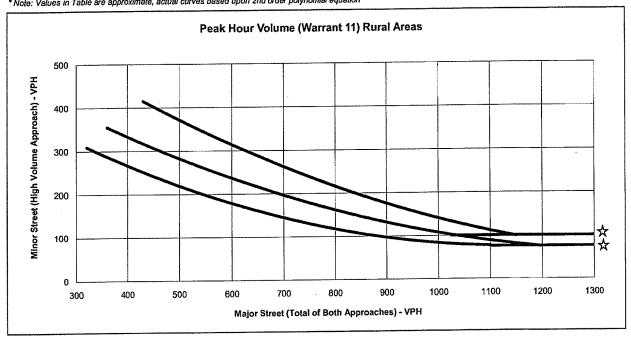
Minor St. Volume: Major St. Volume:

77

Warrant Met?:

| Both 1 Lane                              | Approaches                           | 2 or more Lane and O                     | ne Lane Approaches                   | Both 2 or more La                        |                                      |
|--|--------------------------------------|--|--------------------------------------|--|--------------------------------------|
| Major Street Total of<br>Both Approaches | Minor Street High<br>Volume Approach | Major Street Total of<br>Both Approaches | Minor Street High<br>Volume Approach | Major Street Total of<br>Both Approaches | Minor Street High<br>Volume Approach |
| 370                                      | 280                                  |  |                                      | 400                                      | 440                                  |
| 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                                  |
|  | 75                                   | 1200                                     | 75                                   | 1150                                     | 100                                  |
| 1200<br>1300                             | 75                                   | 1300                                     | 75                                   | 1300                                     | 100                                  |

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



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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:

Hoffman Lane / Washington Street

Exist + Project PM Weekday Peak

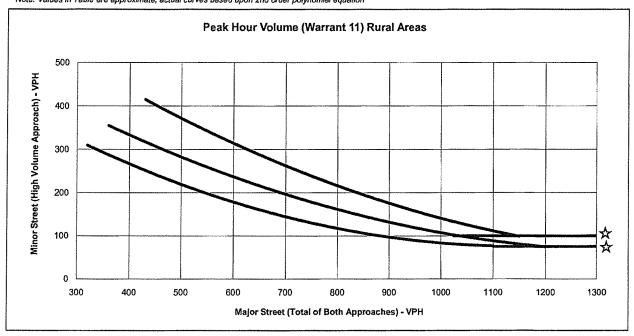
Scenario: Minor St. Volume:

34 59

Major St. Volume: Warrant Met?:

| Both 1 Lane           | Approaches        | 2 or more Lane and C  | ne Lane Approaches | Both 2 or more La     | ne 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



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# NOTE:

 $100~\rm VPH$  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: Hoffman Lane / Washington Street Existing + Project M-D Weekend Peak

Minor St. Volume:

45

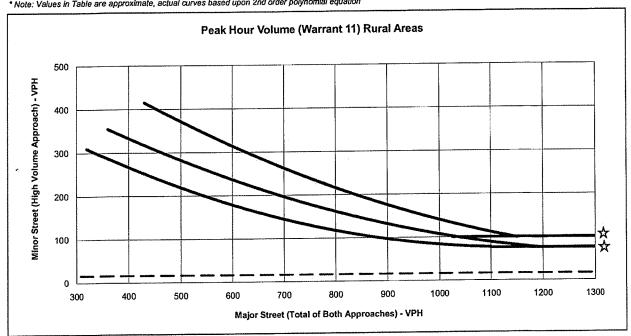
Major St. Volume:

38

Warrant Met?:

| Both 1 Lane                              | Approaches                           | 2 or more Lane and O                     | ne Lane Approaches                   | Both 2 or more La                        | ane Approaches                       |
|--|--------------------------------------|--|--------------------------------------|--|--------------------------------------|
| Major Street Total of<br>Both Approaches | Minor Street High<br>Volume Approach | Major Street Total of<br>Both Approaches | Minor Street High<br>Volume Approach | Major Street Total of<br>Both Approaches | Minor Street High<br>Volume Approach |
| 370                                      | 280                                  |  |                                      | 100                                      | 410                                  |
| 400                                      | 270                                  | 460                                      | 297                                  | 430                                      |                                      |
| 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                                  |
|  | 75                                   | 1200                                     | 75                                   | 1150                                     | 100                                  |
| 1200<br>1300                             | 75<br>75                             | 1300                                     | 75                                   | 1300                                     | 100                                  |

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



# ☆

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:

Hoffman Lane / SR-29

Scenario:

Exist + Project PM Weekday Peak

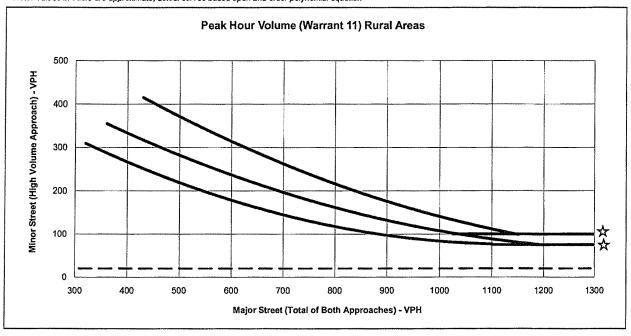
Minor St. Volume:

16 2467 NO

Major St. Volume: Warrant Met?:

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

<sup>\*</sup> Note: Values in Table are approximate, actual curves based upon 2nd order polynomial equation



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## 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:

Hoffman Lane / SR-29

Scenario:

Existing + Project M-D Weekend Peak

Minor St. Volume: Major St. Volume:

20 2396

Warrant Met?:

# RADAR SPEED SURVEY

# OMNI-MEANS LTD.

Washington Street approaching Bell Winery access road

DATE: 9/12%13/14 TIME START: Various TIME END: Various WEATHER: Clear

ROAD TYPE: 2 lanes

DIRECTION: Both SPEED LIMIT: Not Posted

OBSERVER: OM

CALIBRATION TEST: Yes

| SPEED  | FREQUENCY | ACUM % | PERCENTAGE BREAKDOWN  | č A                             | 70                                 | Q^                        | 0                                   | iſ              |
|--------|-----------|--------|---|---------------------------------|------------------------------------|---------------------------|-------------------------------------|-----------------|
| <br>27 | i         | 2.3    | -01020304050<br>!**   | -0/                             | /                                  |                           | 30                                  | 4.0             |
| 28     | 1         |        | \$255<br>\$255  |                                 |                                    |                           |                                     |                 |
| 29     | 0         |        | 12%X  |                                 |                                    |                           |                                     |                 |
| 30     | 1         |        | { <del> </del>  |                                 |                                    |                           |                                     |                 |
| 31     | 2         |        | [****5****]*  |                                 |                                    |                           | *                                   |                 |
| 32     | 1         |        | ; <del>5 5 5 5</del> 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5  |                                 |                                    |                           |                                     |                 |
| 33     | i         |        | <u>                                   </u>  |                                 |                                    |                           |                                     |                 |
| 34     | 3         |        | ####5 <del> ###</del> # ####5####2##  |                                 |                                    |                           |                                     |                 |
| 35     | 1         |        | ####5@### ####5####2####5   |                                 |                                    |                           |                                     |                 |
| 35     | 3         |        | #9995#899199995#89299985#9993#`   |                                 |                                    |                           |                                     |                 |
| 37     | 1         |        | { <del>2 2 2 2 3 2 2 2 2 2 2 2 2 2 2 2 2 2 2 </del>   |                                 |                                    |                           |                                     |                 |
| 38     | 4         |        | ****55***1****5****5***5***3****5****4***   |                                 |                                    |                           |                                     |                 |
| 39     | 2         |        | ****50***1****5****2****3****3****4****5**  |                                 |                                    |                           |                                     |                 |
| 40     | 2         |        | <u>*****5**** ****5****2****5****5***</u>   |                                 | •                                  |                           |                                     |                 |
| 41     | 2         |        | [****55****[****5****2****5****5********  |                                 |                                    |                           |                                     |                 |
| 42     | 3         |        | {****55***55***55****55****5**********  | 3*6***                          |                                    |                           |                                     |                 |
| 43     | 4         |        | {   |                                 | <del>222</del> 7733                |                           |                                     |                 |
| 44     | 2         | 77.3   | ++++5+++1+++1=+++5++2++++5+++5+++5++++++++++  | **6***5                         | 226578 <b>23</b> 8                 | <del>133</del>            |                                     |                 |
| 45     | 2         | 81.8   | <u>  </u>   | **6****5                        | ****7****                          | 5####8#                   |                                     |                 |
| 46     | 0         | 81.8   |   | <del>226223</del> 5             | ****7****                          | ]434284<br>               |                                     |                 |
| 47     | 0         | 81.8   | ####55####  ####5####5###5###5###5###5  | 34643445                        | *****                              | 244484                    |                                     |                 |
| 48     | 2         | 86.4   |   | <del>176443</del> 5             | ****7****                          | } <del>***</del>          | <del>-</del> 5-                     |                 |
| 49     | 0         | 36.4   | .; xxxx5xxxx1xxxx5xxxxxxxxxxxxxxxxxxxxxxx   | <del>2+6+4+5</del>              | <del>2222</del> 7 <del>222</del> 1 | ]### <b>@#</b> ###        | ŧ5 <b>ŧ</b>                         |                 |
| 50     | 2         | 90.9   | \$###5###5###5###5###5###5###5###5###5##  |                                 | ****7****                          | }### <b>\$</b> }###       | 57779                               |                 |
| 51     | ÷         | 93.2   | ####5###\$!###\$###5####5###5###5####5###   | <del>4</del> *6# <del>4*5</del> | ****7****                          | ]**** <u> </u>            | :5*** <b>9</b> ***                  |                 |
| 52     | 1         | 95.5   | \####5####J####5####2####5####5##########   | <del>446444</del> 5             | ****7****                          | ::==8#=±±                 | £534549¥344                         | 5               |
| 53     | 0         | 95.5   | ====5================================   | **6****5                        | ****7****                          | <u> </u>                  | <del>:::::9x::</del>                | 5               |
| 54     | 0         |        | = = = = = = = = = = = = = = = = = = =   |                                 |                                    |                           |                                     |                 |
| 55     | i         |        | [+**95+**0[++**5****2****5****3****5***4****5***5***5**   |                                 |                                    |                           |                                     |                 |
| 56     | 0         | 37.7   | [====55====[====5=====2====5====3==========   | <del>7464445</del>              | ****7***                           | 533838349                 | :5::::9::::                         | 583             |
| 57     | 0         | 97.7   | +***5****1 ****5****2****5****5***5****4****5****5  | **6****5                        | ****7 ****                         | 5****8***                 | £5***9***                           | 5 <del>11</del> |
| 58     | 0         | 97.7   | <u>   = = + 5 + + + = 1 = + + = 5 = 2 = + = 2 + + + 5 + + + 5 + + + 5 + + + 5 + 4 + 5 + 4 + 4</u> | **6****5                        | ****7***                           | 5****8***                 | :5* <del>***</del> 9 <del>***</del> | 544             |
| 59     | 0         |        | { ****5****[****5****2****5****3****5****6***5****5*  |                                 |                                    |                           |                                     |                 |
| 50     | . 1       | 100.0  | ####5###1###5###5###5###5###5###5###5##   | **6***5<br>                     | ####7####<br>70                    | 5**** <u>\$</u> ***<br>90 | 45***9***<br>90                     | 15841<br>1      |
|        | 44        | ~      | -01020304050  | -04                             | 10                                 |                           | 10                                  |                 |

AVERAGE SPEED = 40.3 50th PERCENTILE = 39.5 85th PERCENTILE = 47.7

90th PERCENTILE = 49.8

95th PERCENTILE = 51.9

PACE = 34 - 43 % IN PACE = 56.8 VEHICLES IN PACE = 25

SAMPLE VARIANCE = 52.0972 STANDARD DEVIATION = 7.217939

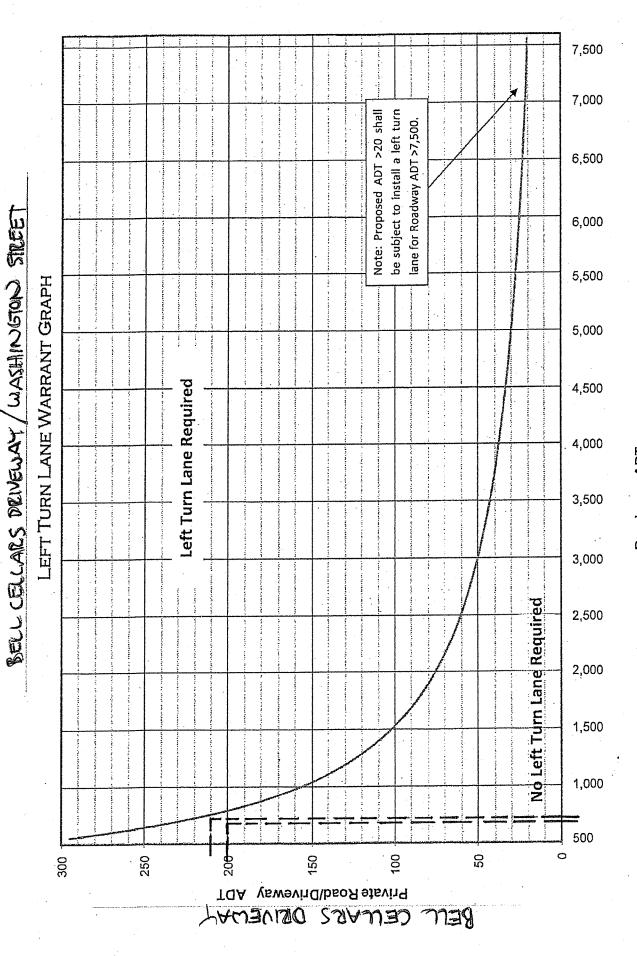
RANGE 1#5 = 65.9091

RANGE 2\*S = 95.45454

RANGE 3#5 = 100

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

TOTAL PEAK HOUR APPROACH VOLUME (VPH)



WASHINGTON STREET

# BAYMETRICS ADT COUNTS IN BELL CELLARS WINERY IN NAPA VALLEY

| Dat          | e        | 30-Sep-   | 14 Tuesda     |          | 1-0c+         |       | Wednesdav    |               | Thu            | ırsday              |          | Oct-14      | Friday        |            | 4-Oci-14       | Saturday       | T :    | 5-Oct-14     | Sunday                                 |           | 6-Oct-14       | Monday |          |
|--------------|----------|-----------|---------------|----------|---------------|-------|--------------|---------------|----------------|---------------------|----------|-------------|---------------|------------|----------------|----------------|--------|--------------|--|-----------|----------------|--------|----------|
|              |          | ЕВ        | WE            |          | EB            | 2. W  | ASHING I     | ON STREE      | r, bet         | WEEN                | BELL     |             | CELLA         |            | INERY DR       | IVEWAY         | k HOF  | FMAN L<br>EB | ANE WB                                 |           | EB             | WB     |          |
| TIM          | E 15 M   | IN 60 k   | EN 15 MIN     | 60 MIN   | 15 MIN 6      | 0 MIN | 15 MIN 60 M  |               | MIN 15 &       |                     |          |             |               |            |                | IIN 15 MIN 60  | MIN 15 |              |  |           | 15 MIN 60 M    |        |          |
| 120          |          | 0         |               | 0        | 0             | 0     | 0 0          |               | 0 3            |                     | 0        | 0           | 0             | 0          | 0 0            | 0              | 0      | 2 0          | 0                                      | 0         | 0 0            | 0      | 0        |
| 121<br>123   | 0 0      | 0         | 0             | 0        | 0             | 0     | 0 0          |               | 0 0            |                     | 0        | 0           | 0             | 0          | 0 0            |                | 0   1  | 0 0          | 1 0                                    | 0         | 0 0            |        | 0        |
| 124          |          | 0         | 0             | 0        | 1             | 0     | 0 1          | 0             | 3   1<br>2   1 | 4 2                 | 0        | <u> </u>    | 0             | 0          | 2 4            | 11             | 3 (    | 3            | 0                                      | 1         | 1 3            | ō      | 0        |
| 115          | i 0      | i         | 0             | 0        | 0             | i     | 0 0          | 0             | 2 0            | 2                   | 0        | 0           | 0             | 8          | 0 2            | 1              | 2 (    | 1            | 0                                      | 1         | 0 3            |        | 0        |
| 145          | 1        | 2         | 1             | 1        | 0             | 1     | 0 0          | 0<br>1        | 0              | -                   | 0        | 0           | 0             | 0          | 0 2            |                | 2 (    | -            | 0                                      | 1         | 0 1            | 0      | 1 2      |
| 200          |          | 1         | 0             | 1        | 0             | 0     | 1 I<br>0 I   | l<br>1        | 2 0            | 0                   | 0        | 0           | 0             | 0<br>1     | 0 1            |                | 1 (    |              | 0                                      | 1 0       | 0 0            |        | 2        |
| 230<br>245   |          | 1         |               | 1<br>0   | 1             | 1     | 0 1          | 0             | 1              | į                   | 0        | 9           | 0             | 1          | 0 1            | 0              | 0   0  | 0            | 0                                      | 0         | 0 0            | 0      | 1        |
| 300          | 0        | ī         | 0             | 0        | Ü             | 1     | 0 0          | 0             |                | 1                   | 0        | 0           | 0             | 1          | 0 0            |                | 0 0    |              | 0                                      | 0         | 0 1            | 0      | 0        |
| 315<br>330   |          | 1<br>1    | 0             | 0        | 0             | 0     | 0 0          | 0             | 1 .            | 1                   | 0        | 0           | 0             | 0          | 1 1            |                | 0 0    |              | 0                                      | 0         | 0 1            | 0      | 0        |
| 345<br>400   |          | 0         | 0             | 0        | 0             | 0     | 0 0          | 0             | 0              | L                   | 0        | 0           | 0             | 0          | 1 2            | 0              | 0 0    | ) 0          | 0                                      | 0         | 0 0            | 0      | 0        |
| 415          | 0        | 0         | 0             | 0        | 0             | 0     | 0 0          | 0             | 1.             | 2                   | 0        | 0           | 0             | 0          | 0 2            | 1 -            | 0   0  | 0            | 0                                      | 0         | 0 0            | 0      | 0        |
| 430<br>445   | 0        | 0<br>0    | 0             | 0        | 1             | 2     | 0 0          |               |                | 2 2                 | 0        | 0           | 0             | 0          | 1 2            | } ·            | 0 0    | •            | 0                                      | 0         | 0 0            | 0      | 0        |
| 500<br>515   |          | 0         | 0             | 0        | 0 2           | 2 4   | 0 1          | 0             |                | 1 0                 | 3<br>1   | 3           | 0             | 0          | 0 1            | 0              | ) 0    |              | 0                                      | 0         | 0 0            | 0      | ō        |
| 530          | 2        | 2         | 0             | 0        | 3             | 6     | 0 1          | 1 7           |                | ì                   | 5        | 9           | 0             | 0          | 0 1            | 1 1            | 0 0    | -            | 0                                      | 0         | 2 2<br>0 2     | 0      | 0        |
| 545<br>600   |          | 12        | 0             | 2        | 1             | 10    | 1 1 3        | 7 1           | 1 2            | <u>2</u>            | 3        | 12          | 0             | - <u>l</u> | 4 5<br>3 8     | 1 0            | 0      | 1 2          | 0                                      | 0         | 3 5<br>6 II    | 1 2    | 1 3      |
| 615<br>630   | 4        | 16<br>18  | 0             | 2 2      |               | 12    | 2 5<br>0 5   | 1 1           | 2 0            | 4                   | 1 3      | 12<br>10    | 1             | 2          | 6 13<br>4 17   | 0              | 0      | 2            | o<br>o                                 | 0         | 2 11           | 0      | 3        |
| 645<br>700   | 3        | 17        | $\frac{1}{1}$ | 1 2      | 2             | 6     | 1 5          | 7 1           | 1              | 3                   | 6        | 13          | 0             | 2          | 2 15           | 1              | i      | 2            | 0                                      | 0         | 3 14<br>5 16   | 1      | 3        |
| 715          | 2        | 10        | 1             | 3        | 1             | 8     | 0 3 2 3      | 4 1           | 1              | 5                   | 8        | 13<br>20    | 0             | 2          | 4 16<br>2 12   |                | 0      |              | 0 2                                    | 0 2       | 10 20<br>3 21  | 0      | 1 5      |
| 730<br>745   | 11       | 17<br>15  | 0 2           | 3        |               | 9     | 0 3 2 4      | 8 2           |                | 8                   | 3        | 20<br>20    | 0             | 0          | 1 9            | 1 4            | 2      |              | 0                                      | 2 4       | 7 25<br>1 21   | 1 2    | 6 7      |
| 800<br>815   | 8 6      | 22<br>26  | 1 3           | 4 6      | 3             | 13    | 1 5          | 6 2:          | 0              | 6<br>7              | 7 14     | 24<br>30    | 3             | 3          | 0 5            | 0 :            | 9      | 17           | 1 6                                    | 5         | 6 17           | 0      | 7        |
| 830<br>845   | 13       | 28        | i             | 7        | 10            | 27    | 2 5          | 7 21          | 0              | 4                   | - 8      | 35          | 5             | 9          | 7 13           | 0              | !   11 | 30           | 6<br>14                                | 23        | 6 20<br>10 23  | 0      | 5        |
| 900          | 6        | 34<br>32  | I             | 5        | 10            | 37    | 3 6 7        | 8 3           | T              | 5                   | 15       | 44          | 0             | 13         | 7 18<br>4 22   | 3 2            |        | 39           | 20<br>5                                | 41        | 11 33<br>13 40 | 1      | 5        |
| 915<br>930   | 6        | 35<br>28  | 1<br>5        | 3 7      |               |       | 1 8<br>2 8   | 10 35         |                | 4                   | 6 5      | 32<br>29    | 2<br>6        | 11<br>12   | 10 28<br>2 23  | 4 9            | 8      | 40           | 7 3                                    | 46<br>35  | 4 38<br>14 42  | 3      | 7 10     |
| 945<br>1000  | 6 4      | 27        | 6             | 13<br>18 | 7 :           | 39    | 0 5          | 13 43         | 4              | 9                   | 14       | 28          | 3             | 11         | 11 27          | 3 1            | 1 19   | 46           | 6                                      | 21        | 6 37           | 2      | 9        |
| 1015         | 9        | 25        | 1             | 18       | 7 3           | 33    | 3 7          | 7 33          | 2              | 17<br>18            | 6        | 31<br>31    | 3             | 20<br>21   | 5 28<br>9 27   | 4 1            |        |              | 8 7                                    | 24        | 2 26<br>0 22   |        | 11       |
| 1030<br>1045 | 11<br>8  | 30<br>32  | 0             | 14<br>8  |               | 3     | 2 7<br>5 12  | 7 28<br>14 29 | 10             | 22<br>28            | 9        | 35<br>27    | 5 2           | 20<br>19   | 11 36<br>12 37 | 3 1<br>7 1     |        | 54<br>43     | 12                                     | 33        | 8 16<br>4 14   |        | 12       |
| 11100        | 10       | 38<br>33  | 6             | 8        |               |       | 7 17<br>1 15 | 10 38<br>6 37 |                | 27<br>27            | 11 7     | 32<br>33    | 3 8           | 13<br>18   | 9 41<br>9 41   | 2 1            | 5 10   | 42           | 7                                      | 32        | 10 22          | 5      | 17       |
| 1130<br>1145 | 4        | 26<br>29  | 5             | 15<br>18 | 2 1           | 9     | 1 14         | 5 35          | 1              | 21                  | 4        | 28          | 6             | 19         | 11 41          | 5 1            | 6      | 33           | 11<br>6                                | 36<br>30  | 10 32<br>7 31  | 3      | 19<br>18 |
| 1200         | 4        | 23        | 2             | 14       | 16 3          | 6     | 7 18         | 10 31<br>4 25 | 5              | 15                  | 7        | 30<br>26    | 4             | 23         | 9 38<br>14 43  | 6 2            |        |              | 6                                      | 28        | 5 32<br>7 29   |        | 19       |
| 1215<br>1230 | 7        | 28<br>31  |               | 11       | 2 3           |       | 6 23<br>7 29 | 14 33<br>5 33 | 10             | 15<br>24            | 8        | 28<br>32    | 3<br>11       | 19<br>24   | 10 44<br>8 41  | 6 2:           |        | 25<br>29     |  | 20<br>17  | 7 26<br>11 30  | 1      | 15<br>16 |
| 1245         | 6        | 27        |               | 14       |               | ~     | 9 29<br>2 24 | 11 34<br>3 33 | 4 8            | 24<br>27            | 5        | 29<br>28    | 3 8           | 21 25      | 15 47<br>14 47 | 6 2            | 24     | 40           | 3 7                                    | 16        | 8 33           | 10     | 20       |
| 1315<br>1330 | 8        | 28<br>25  |               | 17 22    |               | 9     | 4 22<br>2 17 | 7 26          | 5              | 27                  | 9        | 28          | 4             | 26         | 9 46           | 10 3           | . 39   | 121          | 7                                      | 20        | 8 34<br>4 31   | 2      | 19<br>20 |
| 1345         | 4        | 22        | 5             | 21       | 8 3           | 6     | 9 17         | 5 20          | 9              | 26<br>24            | 8        | 24<br>27    | 3<br>5        | 18<br>20   | 17 55<br>12 52 | 6 34           |        | 117<br>100   |  | 18<br>23  | 8 28<br>1 21   |        | 23       |
| 1400<br>1415 | 6        | 24<br>22  | 4             | 21<br>23 | 10 3<br>10 3  |       | 2 17<br>4 17 | 6 23          | 5              | 23<br>23            | 13       | 28<br>32    | 2<br>6        | 14         | 11 49<br>4 44  | 6 26           |        | 56<br>28     |  | 21        | 5 18<br>8 22   |        | 17<br>20 |
| 1430<br>1445 | 11       | 29<br>34  |               | 18<br>19 | 2 3<br>5 2    |       | 6 21<br>4 16 | 11 33<br>8 36 | 12             | 26<br>26            | 13       | 41<br>37    | 7             | 20<br>18   | 5 32<br>14 34  | 9 32           | 6      | 28<br>24     | 18                                     | 38<br>41  | 3 17<br>12 28  | 5      | 18<br>18 |
| 1500<br>1515 | 9<br>11  | 35<br>40  | 2             | 17       | 6 2<br>6 I    | 3     | 2 16<br>3 15 | 5 35          | 6 7            | 25                  | 7        | 37          | 7             | 23         | 12 35          | 8 3            | 3      | 23           | 5                                      | 41        | 2 25           | 5      | 22       |
| 1530         | 7        | 36        | 5             | 22       | 6 2           | 3   - | 6 15         | 7 24          | 10             | 27<br>25            | 9        | 33<br>29    | 7             | 28<br>28   | 7 38<br>9 42   | 8 33           |        | 15<br>14     |  | 25        | 6 23<br>2 22   |        | 24       |
| 1545         | 4        | 31<br>26  | 3             | 18       | 11 2          | 7 .   | 6 17<br>4 19 | 5 21<br>10 26 | 10             | <del>27</del><br>31 | 13       | 27<br>33    | 7             | 32<br>26   | 9 37<br>5 30   | 15 39<br>12 43 |        | 16<br>16     |  | 16        | 10 20<br>9 27  | 3      | 18<br>21 |
| 1615<br>1630 | 5<br>11  | 20<br>24  |               | 12       | 6 2<br>5 2    |       | 5 21<br>3 18 | 8 30<br>2 25  | 6 2            | 30<br>22            | 9        | 33<br>37    | 5             | 20<br>14   | 6 29<br>11 31  | 7 42<br>15 49  | 8      | 21<br>19     | 5                                      | 15        | 9 30           | 7 7    | 21       |
| 1645<br>1700 | 5        | 22        | 3             | 13       | 5 20          | 0   : | 8 20         | 7 27          | 5              | 23                  | 14       | 49          | 5             | 12         | 10 32          | 16 50          | 9      | 23           | 1                                      | 18        | 3 31<br>5 26   | 2 7    | 24       |
| 1715         | 5        | 23        | 5             | 16       | 2 1           | 8 4   | 4 18         | 6 23 2 17     | 6              | 17<br>17            | 4<br>5   | 40<br>36    | 8<br>4        | 19<br>18   | 14 41<br>10 45 | 13 51<br>10 54 | 4      | 28<br>24     | 4                                      | 15<br>14  | 8 25<br>0 16   |        | 20<br>17 |
| 1730<br>1745 | 6 2      | 18<br>18  | 4             | 18       | 4 11<br>3 11  | 5     | 8 23<br>1 16 | 12 27<br>3 23 | 4 2            | 19<br>16            | 7<br>9   | 30<br>25    | 8<br>6        | 25<br>26   | 6 40<br>4 34   | 4 43           |        | 23<br>21     |  | 14<br>15  | 5 18<br>9 22   |        | 16<br>21 |
| 1800<br>1815 | 10<br>10 | 23<br>28  |               | 16       | 2 1           |       | 3 16<br>I 13 | 1 18<br>2 18  | 4 5            | 16<br>15            | 38<br>31 | 59<br>85    | 9             | 27<br>29   | 4 24<br>5 19   | 12 30<br>10 30 | 5      | 18<br>15     | 2                                      | 14        | l 15           | 2      | 18       |
| 1830<br>1845 | 5<br>5   | 27<br>30  | 2 1           | 8        | 3 13          | 3   1 | 1 6          | 6 12          | 3              | 14                  | 7        | 85          | 6             | 27         | 4 17           | 4 30           | 1      | 14           | 5                                      | 14        | 7 24           | 6 1    | 14<br>15 |
| 1900         | 1        | 21        | 0             | 5        | 5 17          | 7 2   | 2 8          | 2 12          | 4              | 18<br>18            | . 5<br>8 | 81<br>51    | 8             | 25         | 4 17<br>3 16   | 9 30           | 2      | 9            | 5                                      | 15<br>18  | 6 21<br>0 20   |        | 12       |
| 1915<br>1930 | 1        | 12<br>8   | 2             | 9        | 5 17          | 5 2   |              | 1 11<br>9 14  | 6 2            | 19<br>18            | 4<br>11  | 24<br>28    | 8<br>1        | 26<br>21   | 3 14<br>4 14   | 4 24<br>4 24   | 2      | 10<br>11     | 2                                      | 15<br>15  | 4 17           | 4 1    | 15       |
| 1945<br>2000 | 3        | <u>3</u>  |               | 0        | 3 14<br>2 11  | 2     | 2 8          | 2 14<br>I 13  | 6              | 12<br>14            | 7        | 30<br>25    | 13            | 30         | 2 12<br>1 10   | 3 20<br>3 14   | 2      | 8 7          | 2                                      | 14        | i 6            | I 1    | 10       |
| 2015<br>2030 | 3        | 7<br>6    | 2             | 0        | 2 8<br>1 8    | 2     | 2 8          | 3 15          | 4              | 12                  | 0        | 21          | 2             | 17         | 1 8            | 3 13           | 3      | 8            | 3                                      | ti        | 1 6            | 4 1    | 16       |
| 2045         | 2        | 8         | 3 1           | 1        | 1 6           | 14    | 8            | 1 5           | 1              | 11<br>12            | 7        | 17<br>13    | 6             | 22<br>15   | 0 4            | 2 11<br>0 8    | 1      | 7<br>6       | 3                                      | 7<br>8    | 5 10<br>0 9    | 2 1    | 6        |
| 2100<br>2115 | 2<br>0   | 7         | 0 (           | 3        | 2 6           | 1     | 1 6          | 2 6<br>2 5    | 0              | 7                   | 0<br>7   | 10<br>17    | 1             | 15<br>17   | 1 3<br>0 2     | 6 11           |        | 6<br>4       |  | 9         | 2 8<br>0 7     |        | 9        |
| 2130<br>2145 | I<br>I   | 5         |               | 1        | 4 8<br>0 7    | 1     | 7            | 3 8<br>1 8    | 1 1            | 6                   | 2        | 12<br>10    | 3             | 14<br>11   | 0 2            | 2 11 3 14      |        | 4            | 1                                      | 7 6       | 2 4            | 0 :    | 5        |
| 2200<br>2215 | 1 2      | 3 5       | 3 5           | ,        | 2 7           | 1     | 3            | 2 8           | 0              | 5                   | 1        | 11          | 1             | 11         | 2 3            | 1 9            | 5      | 7            | 2                                      | 6         | 0 2            | 1 4    | 3 4      |
| 2230         | 0        | 4         | 2 7           | ,        | 4 10<br>0 6   | 1     | 3            | 1 7           | 0              | 6 2                 | 2<br>2   | 6           | 1<br>2        | 8 7        | 4 7<br>0 7     | 3 9            | 1      | 6            | 1                                      | 5         | 1 3<br>0 1     |        | 3        |
| 2245<br>2300 | 2        | 6         | 0 6           |          | 0 6           |       |              | 2 7<br>0 5    | 0              | - 1                 | <u>3</u> | 8 7         | <u>0</u><br>1 | 4          | 1 7            | 1 5            | 0      | 6<br>1       | 0                                      | 3         | 2 3<br>0 3     | 0 :    | 5        |
| 2315<br>2330 | 1<br>1   | 5         | 0 2           | :        | 0 2 2 4       | 1     | 2            | 0 4           | 2              | 2 2                 | I<br>2   | 6           | 0             | 3          | 1 4 2 6        | 2 5            | 0      | 1            | 0                                      | 1         | 0 2            | 0 7    | 2        |
| 2345         | 0        | 4         | 1 2           |          | 0 4           | 0     | 1            | 0 1           | 0              | 2                   | 2.       | 5           | 3             | 4          | 1 6            | 1 6<br>0 5     | 1      | 1 2          | 1                                      | 2 3       | 1 3<br>1 2     | 1 2    |          |
| AM           | 371      | N/A<br>35 | 195   N/      | 3        | 367 N//<br>41 |       | 8            | 390 N/A<br>43 | 270            | 9                   | 516      | N/A<br>44 - |               | 13         | 440 N/A<br>28  | 353 N/A        | 442    | N/A<br>46    |  | I/A<br>46 | 357 N/A<br>42  | 230 N  | /A<br>0  |
| NOON PM      |          | 38<br>40  | 2:            |          | 36<br>29      |       | 29<br>23     | 38<br>35      | $\vdash$       | 28<br>31            |          | 41<br>85    |               | 26<br>32   | 55<br>45       | 35<br>54       | 1-     | 121<br>28    |  | 41<br>41  | 34<br>31       | 2      | 3 4      |
| EVEN         |          | 8         |               | 3        | 11            |       | 8            | 15            | ,,,,,          | 14                  |          | 25          |               | 23         | 10             | 14             | 1      | 8            |  |           | 10             |        | 7        |
| L            |          |           |               |          | 1 61          | ерне  | опе: (3      | 10) 232-      | 1271           |                     |          |             |               |            | Fax            | : (510)        | 252-1  | 272          | ······································ |           |                | ·      |          |

# BAYMETRICS ADT COUNTS IN BELL CELLARS WINERY IN NAPA VALLEY

| Date         |        | 30-Sep-1      | 4 Tuesdo       |            | 1-0          |          | Wednesday     | 2-Oct-       | 14            | Thursda  | v         | 3-0c           | 1-14     | Friday |          | 4-Oct-       | 14 :      | IVAL A        | 5-Oct-14   | Sunday        | 6-Oct-14                                   | Mona           | av       |
|--------------|--------|---------------|----------------|------------|--------------|----------|---------------|--------------|---------------|----------|-----------|----------------|----------|--------|----------|--------------|-----------|---------------|------------|---------------|--|----------------|----------|
|              |        |               |                |            |              |          | WB            | 1. M         | D-W           | AY OF    | THE       | BELL<br>EB     | WINE     | CELL.  | ARS V    | VINERY<br>EB | / DRI     | VEWAY<br>WB   | EB         | WB            | EB   | P              | 'B       |
| TIME         |        | B<br>N 60 M   | N 15 MIN       |            | EB<br>15 MIN |          | 15 MIN 60 ATT |              | 60 MIN        |          | SO MIN    |                | 60 MIN   |        | O MIN    |              | 60 MIN    | 15 MIN 60 MIN |            | 15 MIN 60 MIN |  |                |          |
| 1200         | 0      | 0             | 1 0            | 0          | 0            | 0        | 0 0           | 0            | 0             | 0        | 0         | 0              | 0        | 0      | 0        | 0            | 0         | 0 0           | 0 0        | 0 0           |  | 0 0            | 0        |
| 1215<br>1230 | 0      | 0             | 0              | 0          | 0            | 0        | 0 0           | 1 0          | 0             | 1 0      | 0         | 0              | 0        | 0      | 0        | 0            | 0         | 0 0           | 0 0        | 0 0           |  | 0 2            | 0        |
| 1245         | 0      | 0             | 0              | 0          | 0            | 0        | 0 0           | 0            | 1             | 0        | +         | 0              | 0        | 0      | 0        | 0 0          | 0         | 0 0           | 0 0        | 0 0           |  | 0 0            | 2        |
| 100<br>115   | 0      | 0             | 0              | 0          | 0            | 0        | 0 0           | 0            | 0             | 0        | 0         | ō              | 0        | 0      | 0        | 0            | 0         | 0 0           | 0 0        | 0 0           | 0  | 0 0            | 0        |
| 130<br>145   | 0      | 0             | 0              | 0          | 0            | 0        | 0 0           | 0            | 0             | 0        | 0         | 0              | 0        | 0      | 0        | 0            | 0         | 0 0           | 0 0        | 0 0           | 0  | 0 0            | 1        |
| 200          | 0      | 0             | 0              | 0          | 0            | 0        | 0 0           | 1 0          | i<br>i        | 0        | 1         | 0              | 0        | 0      | 0        | 0            | 0         | 0 0           | 0 0        | 0 0           |  | 0 0            | !        |
| 215<br>230   | 0      | . 0           | 0              | 0          | 0            | 0        | 0 0           | 0            | į             | ŏ        | 1         | 0              | 0        | 0      | 0        | 0            | 0         | 0 0           | 0 0        | 0 0           |  | 0 0            | 0        |
| 300          | 0      | 0             | 0              | 0          | 0            | 0        | 0 0           | 0            | 0             | 0        | 0         | 0              | 0        | 0      | 0        | 0            | 0         | 0 0           | 0 0        | 0 0           | 0  | 0 0            | 0        |
| 315<br>330   | 0      | 0             | 0              | 0          | 0            | 0        | 0 0           | 0            | 0             | 0        | 0         | 0              | 0        | 0      | 0        | 0            | 0         | 0 0           | 0 0        | 0 0           | 0  | 0 0            | 0        |
| 345          | 0      | 0             | 0              | 0          | 0            | 0        | 0 0           | 2            | <u>2</u><br>3 | 0        | 0         | 0              | 0        | 0      | 0        | 0            | 0         | 0 0           | 0 0        | 0 0           |  | 0 0            | 0        |
| 400<br>415   | 0      | 0             | 0              | 0          | ľ            | 1        | 0 0           | o            | 3             | i        | 1         | 0              | 0        | 0      | 0        | 0            | 0         | 0 0           | 0 0        | 0 0           |  | 0 0            | 0        |
| 430<br>445   | 0      | 0             | 0              | 0          | 0            | 2 2      | 0 0           | 0            | 3             | 0        | 2 2       | 0              | 0        | 0      | 0        | 0            | 0         | 0 0           | 0 0        | 0 0           | 0  | 0 0            | 0        |
| 500<br>515   | 0      | 0             | 0              | 0          | 2            | 4        | 0 0           | 0            | 0             | 0        | 2         | 0              | 1        | 0      | 0        | 0            | 0         | 0 0           | 0 0        | 0 0           | 0  | 1 0            | 0        |
| 530          | 0      | 0             | 0              | 0          | 2            | 5        | 0 0           | 0            | i             | 0        | 0         | 0<br>1         | 1        | 0      | 0        | 0            | 0         | 0 0           | 0 0        | 0 0           | 0  | 1 0            | 0        |
| 545<br>600   | 0      | 0             | 0              | 0          | 0            | 3        | 1 1           | Ö            | <del>-</del>  | 0        | 0         | 0              | 1 2      | 0      | 0        | 0            | 0         | 0 0           | 0 0        | 0 0           |  | 0 0            | i<br>l   |
| 615<br>630   | 0      | 0             | 0              | 0<br>1     | 0            | 2<br>0   | 0 1 1 2       | 0            | 0             | 1        | 2         | I              | 3        | ò      | 1        | i            | 2         | 0 0           | 0 0        | 0 0           | 3  | 4 1            | 2 2      |
| 645<br>700   | 1      | 1 2           | 0              | _ <u> </u> | 1 0          | 1        | 0 3           | 0            | 2             | 0        | 4 4       | <u> </u>       | 3 4      | 0      | 1        | 0            | 3         | 0 0           | 0 0        | 0 0           | 2  | 6 0            | 2        |
| 715          | i      | 3             | 0              | 1          |              | 2 3      | 0 3 0 2       | I 2          | 3             | 0 2      | 3 4       | 0<br>1         | 3 3      | 0<br>1 | 0        | 0<br>1       | 2 2       | i 1<br>0 1    | 1 1<br>0 1 | 0 1           |  | 5 0            | 2        |
| 730<br>745   | 0      | 2             | 0              | 0          | ļ ė          | 2        | 0 0           | 1            | 4             | 0        | 2         | 0              | 2        | 0      | 1 2      | 0            |           | 0 l<br>3 4    | 1 2        | 1 2           |  | 5 I<br>3 0     | 2 2      |
| 800<br>815   | 1      | 2<br>2        | 0 2            | 0<br>2     | 0            | 3<br>2   | 1 1 2 3       | 0            | 4             | 0        | 2 2       | 0              | 2        | 1      | 3        | 1            | 2         | 0 3           | 0 2        | 0 2           | 0  | 0 0 0 2        | 1        |
| 830<br>845   | 0      | 2 2           | 0 3            | 2<br>5     | 1 3          | 2<br>5   | 0 3<br>2 5    | 2 3          | 6             | 0<br>I   | 0         | 4 2            | 5 7      | 0      | 2 2      | 0<br>8       | 9         | 0 3<br>3 6    | 0 2        | 0 1           | 6  | 8 3            | 3        |
| 900          | 3      | 4             | 1              | 6          | 2            | 6        | 0 4           | 8            | 13<br>14      | 4 5      | 5<br>10   | 2              | 9        | 2<br>1 | 3        | 2<br>1       | 11<br>11  | 3 6<br>2 8    | 2 3<br>1 4 | 0 1           | 2  | 8 2            | 5        |
| 930          | 0      | 4             | 0              | 5          | 2            | 7        | 2 5           | 3            | 15            | 0        | 10        | İ              | 6        | 3      | 6        | 0            | 11        | 1 9<br>0 6    | 1 5        | 2 3           |  | 12 2           | 7        |
| 945<br>1000  | 1      | <u>4</u><br>2 | 0              | 1          | 0            | 2        | 2 6           | 3            | 8             | 0        | 6         | 4              | 7        | 0      | 5        | 3            | 4         | 1 4           | 0 2        | 3 8 0 8       | ō  | 6 1 5 0        | 3 3      |
| 1015<br>1030 | 1 0    | 2 2           | 2 5            | 2          | 6            | 8        | 7 12<br>3 13  | 1 4          | 8<br>9        | 2        | 7         | 2<br>5         | 8<br>12  | 5<br>2 | 9        | 6<br>4       | 9         | 5 7<br>1 7    | 0 0        | 1 7           | 3  | 4 3            | 4        |
| 1045         | 1      | 3             | 0 2            | 7          | 2            | 11       | 2 14<br>0 12  | 3            | 9             | 2        | 8<br>10   | 12             | 12       | 0      | 8 8      | 10           | 17<br>24  | 4 11          | 3 3        | 0 3           |  | 4 4<br>6 1     | 8 8      |
| 1100<br>1115 | i      | 3             | 5              | 12         | 2            | 8        | 1 6           | 0 2          | 8             | 2        | 10        | 1 2            | 9        | 2      | 5        | 5<br>1       | 23<br>20  | 3 12<br>3 14  | 1 6        | 2 5<br>0 4    |  | 6 1            | 9 7      |
| 1130<br>1145 | 0      | 5<br>4        | 1 2            | 8<br>10    | 6            | 7<br>11  | 3 6<br>7 11   | 2            | 6<br>5        | 3        | 6<br>7    | 0              | 5        | 2      | 7        | 4            | 20        | 5 15          | 2 5        | 3 5           | 0  | 6 0<br>5 2     | 3        |
| 1200<br>1215 | 2      | 5             | 1 5            | 9          | 0 2          | 10<br>10 | 1 12<br>1 12  | 2            | 8<br>10       | 3        | 8         | 2              | 5        | 4 2    | 11       | 3<br>2       | 13<br>10  | 3 14<br>2 13  | 1 4 2 5    | 2 8           | 4  | 8 2            | 5        |
| 1230<br>1245 | 0      | 6             | 1 2            | 9          | 4            | 12<br>7  | 8 17<br>0 10  | 0            | 8             | 0        | 6         | 3              | 6        | 2      | 10       | 16<br>4      | 25<br>25  | 6 16<br>2 13  | 1 6 4 8    | 3 11<br>1 9   | 2  | 7 4<br>9 0     | 8 8      |
| 1300         | 0      | 5             | 0              | 8          | 1            | 8        | 4 13<br>1 13  | 3 0          | 8             | 2        | 3 4       | 2              | 8 7      | 0      | 7 5      | 6<br>1       | 28<br>27  | 3 13<br>1 12  | 0 7 2 7    | 1 7<br>0 5    |  | 9 4<br>5 1     | 10<br>9  |
| 1315<br>1330 | 2 2    | 3<br>5        | 3              | 5          | 1 4          | 7        | 4 9           | 0            | 6             | 1        | 5         | 2              | 6        | 2      | 5        | 2            | 13        | 1 7           | 1 7        | 2 4           | 1 2  | 4 1 2          | 6 8      |
| 1345         | 2      | 6             | 0              | 3          | 2            | 7        | 0 9           | 0            | <u>6</u><br>3 | 3        | 6         | 2              | 11       | 3      | 8        | 0            | 11        | 3 6           | 0 4        | 1 4           |  | 4 1            | 5        |
| 1415<br>1430 | 0      | 4             | 2 2            | 6<br>5     | 0            | 6<br>2   | 2 7           | 0            | 3<br>4        | 4        | 9         | 2              | 12<br>11 | 3      | 14       | 2            | 6 5       | 1 6 2 7       | 0 2        | 0 4           | 4  | 5 1 3          | 5 7      |
| 1445         | 0      | 3             | 0              | 5          | 2            | 4 5      | 0 4           | 2 2          | <u>3</u><br>5 | 1 3      | 9         | 3              | 8        | 0      | 9 6      | 2            | 4         | 1 7           | 0 1<br>2 3 | 0 6           | 0  | 6 3            | 8 9      |
| 1500<br>1515 | 0      | 4             | 1              | 6<br>5     | 3            | 9        | 2 5           | 2            | 7             | 5        | 10        | 0              | 7        | i      | 4        | 1            | 5         | 3 7<br>6 11   | 3 6        | 0 4           | 2  | 7 1 1 0        | 9        |
| 1530<br>1545 | 2<br>0 | 5<br>5        | 0              | 3<br>4     | 2 2          | 11<br>11 | 5 9<br>4 13   | 0            | 7<br>5        | 3 2      | 12<br>13  | 3              | 6        | 2      | 3 4      | 4            | 8         | 6 16          | 1 7        | 0 4           | <u>                                   </u> | 4 2<br>4 1     | 5        |
| 1600<br>1615 | 2      | 4             | 0              | 2 5        | 2            | 10<br>7  | 1 12<br>0 10  | 0            | 5             | 0        | 10<br>6   | 0<br>1         | 3        | 0<br>2 | 5        | 3<br>1       | 9         | 5 20<br>8 25  | 0 3        | 2 6 2 8       | 2  | 4 1            | 4        |
| 1630         | 0      | 3             | 2 2            | 7          | Ó            | 5        | 2 7<br>1 4    | 0            | 2             | 0        | 3 2       | 1              | 5        | 1      | 5        | 1            | 9         | 8 27<br>5 26  | 0 2        | 3 7           | l<br>I                                     | 5 I<br>5 2     | 5        |
| 1645<br>1700 | 0      | ı             | 1              | 9          | 1            | 3        | 0 3           | 1            | 1             | 2        | 4         | 2              | 5        | 2      | 8 9      | 1 0          | 6         | 1 22<br>1 15  | 1 2 0 2    | 1 6<br>0 4    |  | 4 0<br>3 3     | 4<br>6   |
| 1715<br>1730 | 0      | 0             | 3              | 7<br>8     | 0            | 2        | 1 4 5 7       | 0            | 2             | 5 2      | 8<br>10   | 1<br>0         | 4        | 5      | 13       | 1            | 5         | 0 7           | 2 4        | 1 2 2         |  | 3 1 2          | 6        |
| 1745<br>1800 | 1 0    | <u>2</u>      | <del>  1</del> | 7          | 1            | 2 2      | 1 7 9         | 1            | 2             | 1        | 9         | 0              | 2        | 1      | 15<br>14 | 0            | 3         | 3 6           | 0 2        | 4 7           | 0  | 3 2            | 8        |
| 1815<br>1830 | 1 0    | 3 2           | 0              | 5          | 0            | 2 2      | 0 B<br>1 4    | 0            | 1             | 1 2      | 5         | 1<br>0         | 2 2      | 2<br>1 | 13       | 0            | 4         | 2 7<br>3 10   | 2 4        | 0 7           | 3  | 3 6<br>5 1     | 11       |
| 1845         | 0      | 1             | 0              | 2          | 2            | 3        | 0 3           | 0            | <u>i</u>      | 1        | 5         | 2              | 3        | 0      | 5        | 0            | 1 2       | 1 9<br>3 9    | 1 5 7      | 2 2           | 0  | 4 <u>1</u> 5 1 | 10       |
| 1900<br>1915 | 0      | 2<br>1        | 1 2            | 2<br>4     | 0            | 2 2      | 0 2           | 1 1          | 2             | 1        | 5         | 0              | 2        | ı      | 3        | 0            | 1         | 3 10          | 0 5 2 5    | 0 2 2         | 1 0  | 5 1 0          | 4 3      |
| 1930<br>1945 | 0      | i<br>i        | 0              | 3<br>4     | 0            | 0        | 0 1<br>0 1    | 1 0          | 3             | 1<br>2   | 4<br>5    | 0<br><u>I</u>  | 2<br>1   | 0<br>3 | 2<br>4   | 0            | 1         | 1 7           | 0 4        | 0 4           | 1  | 3 2            | 4        |
| 2000<br>2015 | 0      | 2 2           | 0              | 3<br>1     | 0            | 0        | 1 1<br>0 1    | 0            | 3 2           | 0        | 4 3       | 0              | 1        | 0      | 4        | 0            | 0         | 0 4<br>0 1    | 0 3        | 0 2           | 0  | 2 0            | 3        |
| 2030         | 0      | 2             | 0              | 1          | 0            | ŏ        | 0 1           | l o          | 1             | 0        | 2 0       | 0              | 1        | 2      | 5        | 0            | 0         | 0 1           | 0 i        | 0 1 2 3       | 0  | 1 0            | 3        |
| 2045<br>2100 | 0      | 0             | 0              | 0          | 1            | 1        | 0 0           | 1            | 1             | 0        | 0         | <del>- 0</del> | i        |        | 4        | 0            | 0         | 0 I<br>0 I    | 0 0        | 0 3           | 0  | 0 0            | 1 0      |
| 2115<br>2130 | 0      | 0             | 0              | 0          | 0            | 1        | 1 1<br>0 1    | 0            | 1<br>1        | 0        | 0         | 0              | 2        | 0      | 3        | 0            | 0         | 1 2           | 0 0        | 0 2           | 0  | 0 0            | 0        |
| 2145<br>2200 | 1 0    | <u>i</u>      | 10             | 0          | 0            | 1 0      | 0 1           | 0            | 0             | 0        | 0         | 0              | 1        | 0      | 3 2      | 0            | 0         | 0 I           | 0 0        | 0 0           | 0  | 0 0            | 0        |
| 2215         | 0      | 1             | 0              | 0          | 1 0          | 1        | 0 0           | 0            | 0             | 0        | 0         | 0              | 0        | 1      | 2 2      | 0            | 0         | 0 1           | 0 0        | 0 0           | 0  | 0 0            | 1 2      |
| 2230<br>2245 | 0      | 1<br>0        | 0              | 0          | 0            | 1        | 0 0           | 6            | 0             | 1        | 1         | 0              | 0        | 0      | 1        | 0            | 0         | 0 1           | 0 0        | 0 0           | 0  | 0 0            | 2        |
| 2300<br>2315 | 0      | 0             | 0              | 0          | 0            | 1 0      | 0 0 2 2       | 0            | 0             | 0        | 1 1       | 0<br>3         | 0<br>3   | 0      | 0        | 0            | 1         | 0 2           | 0 0        | 0 0           | 0  | 0 0            | 1        |
| 2330<br>2345 | 0      | 0             | 0              | 1          | 0            | 0        | 1 3<br>1 4    | 0            | 0             | 0        | 0         | 3<br>0         | 6        | l<br>0 | 1<br>1   | 0            | 1<br>2    | 0 1<br>1 2    | 0 0        | 0 0           | 0  | 0 0            | 0        |
| TOTAL        | 45     | N/A           |                | N/A        | 81           | N/A      | 95   N/A      | 80           | N/A<br>15     | 90       | N/A<br>10 | 87             | N/A<br>9 | 96     | N/A<br>7 | 117          | N/A<br>11 | 132 N/A<br>9  | 51 N/A     | 66 N/A        |  | N/A 83         | 7        |
| AM<br>NOON   |        | 4<br>8        |                | 6<br>12    |              | 12       | 17            | <b></b>      | 11            |          | 10        |                | 12       |        | 14       |              | 28        | 16            | 8 7        | 11            |  | 9 7            | 10<br>11 |
| PM<br>EVEN   |        | 5<br>2        | +              | 9          | <b></b>      | 11       | 13<br>4       | <del> </del> | 7             | <u> </u> | 13        |                | 9<br>6   |        | 15<br>5  |              | 9<br>2    | 4             | 3          | 3             |  | 2              | 3        |
|              |        |               |                |            |              |          | hone: (       | 510) 2       | 32-           | 1271     |           |                |          |        |          |              | Fax       | : (510)       | 232-1272   |               |  |                |          |
|              |        |               |                |            |              |          |               |              |               |          |           |                |          |        |          |              |           |               |            |               |  |                |          |

# BELL CELLARS WINERY: EMPLOYMENT & WISHATION

|                  |           |        |                  |        |                |              |                 |        | 29      | 76       | 114         |       | o ve  | 225          |
|------------------|-----------|--------|------------------|--------|----------------|--------------|-----------------|--------|---------|----------|-------------|-------|-------|--------------|
|                  | Saturday  | 11-0rt | ;<br>;           | ď      | o C            | ı ru         | 8               |        |         | 11       | 35          | •     |       | 46           |
|                  |           | 10-0ct |                  | 4      | 'n             | · LS         | 12              |        | 7       | 21       | 24          |       |       | 52           |
| e Week           | Thursday  | 9-0ct  |                  | 4      | ო              | 2            | 12              |        | 6       | 16       | 14          |       | 7     | 41           |
| Days of the Week | Wednesday | 8-Oct  |                  | 4      | m              | 4            | 11              |        |         | 4        | 15          |       |       | 19           |
|                  | Tuesday   | 7-0ct  |                  | 4      | 8              | က            | 10              |        | 11      | 4        | 15          |       | т     | 31           |
|                  | Monday    | 6-0ct  |                  | 2      | က              | 4            | 6               |        | 2       | 20       | 11          | 0     | 3     | 36           |
|                  |           |        | Employees @ work | Cellar | Administration | Tasting Room | Total Employees | Guests | Trolley | Hire Car | Appointment | Group | Trade | Total Guests |

# PERMITTED BELL CELLARS

# Winery Traffic Information / Trip Generation Sheet

| Traffic during a Typical Wee                   | ekday  | <b>a</b>                                |
|--|--|---|
| Number of FT employees:                        | x 3.05 one-way trips per employee  | = daily trips.                          |
| Number of PT employees:                        | x 1.90 one-way trips per employee  | =daily trips.                           |
|  | /2.6 visitors per vehicle x 2 one-way trips                                  | =daily trips.                           |
| Gallons of production: 40,000                  | / 1,000 x .009 truck trips daily <sup>3</sup> x 2 one-way trips              | =daily trips.                           |
| (№ of FT employees) + (№ of PT                 | Total  H employees/2) + (sum of visitor and truck <u>trips</u> x .38)        | $= \frac{17}{6(2,4)}$ eak trips.        |
| Traffic during a Typical Sati                  | urday  | S)                                      |
| Number of FT employees (on Saturdays): _       | x 3.05 one-way trips per employee  | = daily trips.                          |
| Number of PT employees (on Saturdays):         | x 1.90 one-way trips per employee  | =daily trips.                           |
| Average number of Saturday visitors:           | /2. 8 visitors per vehicle x 2 one-way trips                                 | = daily trips.                          |
| (Nº of FT em                                   | Total  25 % ployees) + (№ of PT employees/2) + (visitor <u>trios</u> x . 5%) | = daily trips.  = 4(2,2) PM peak trips. |
| Traffic during a Crush Satu                    | rday   |   |
| Number of FT employees (during crush):         | x 3.05 one-way trips per employee  | = <u>3</u> daily trips.                 |
| Number of PT employees (during crush):         | x 1.90 one-way trips per employee  | =daily trips.                           |
| Average number of Saturday visitors:           | /2. 8 visitors per vehicle x 2 one-way trips                                 | = <u> </u>                              |
| Gallons of production: 40,000                  | / 1,000 x .009 truck trips daily x 2 one-way trips                           | =daily trips.                           |
|  | /144 truck trips daily <sup>4</sup> x 2 one-way trips                        | =daily trips.                           |
|  | Total  | =daily trips.                           |
| Largest Marketing Event- A                     | dditional Traffic  |   |
| Number of event staff (largest event):         | x 2 one-way trips per staff person   | = B trips.                              |
| Number of visitors (largest event): 200        | / 2.8 visitors per vehicle x 2 one-way trips                                 | = 143 trips.                            |
| Number of special event truck trips (largest 6 | 1/   | = , · · · trips.                        |

<sup>&</sup>lt;sup>3</sup> Assumes 1.47 materials & supplies trips + 0.8 case goods trips per 1,000 gallons of production / 250 days per year (see *Traffic Information Sheet Addendum* for reference).

<sup>&</sup>lt;sup>4</sup> Assumes 4 tons per trip / 36 crush days per year (see *Troffic Information Sheet Addendum* for reference).

# EXISTING BELL CELLARS

# Winery Traffic Information / Trip Generation Sheet

| Traffic during a Typical Weekday   |                                     |
|--|-------------------------------------|
| Number of FT employees:x 3.05 one-way trips per employee                                     | = Z daily trips                     |
| Number of PT employees: x 1.90 one-way trips per employee                                    | = 8 daily trips                     |
| Average number of weekday visitors: 45 /2.6 visitors per vehicle x 2 one-way trips           | = <u>35</u> daily trips.            |
| Gallons of production: 40,000 /1,000 x .009 truck trips daily <sup>3</sup> x 2 one-way trips | =daily trips.                       |
| Total  | = 65 daily trips.                   |
| (Nº of FT employees) + (Nº of PT employees/2) + (sum of visitor and truck trips x .38)       | = <u>23 (7, 16)</u> PM peak trips.  |
| Traffic during a Typical Saturday  | . '1                                |
| Number of FT employees (on Saturdays):x 3.05 one-way trips per employee                      | a l $ u$ daily trips.               |
| Number of PT employees (on Saturdays): x 1.90 one-way trips per employee                     | <i>t</i> .                          |
| Average number of Saturday visitors:   | = 54 daily trips                    |
| 4 15 14 Total  | = <del>32</del> daily trips.        |
| (No of FT employees) + (No of PT employees/2) + (visitor trips x .52)                        | = <u>20 (18, 10)</u> PM peak trips. |
| Traffic during a Crush Saturday  | 1                                   |
| Number of FT employees (during crush):x 3.05 one-way trips per employee                      | = IVdaily trips.                    |
| Number of PT employees (during crush):x 1.90 one-way trips per employee                      | =daily trips.                       |
| Average number of Saturday visitors: 75 /2. 8 visitors per vehicle x 2 one-way trips         | = 54 daily trips.                   |
| Gallons of production: 40,000 / 1,000 x .009 truck trips daily x 2 one-way trips             | =daily trips.                       |
| Avg. annual tons of grape on-haul:   | =daily trips.                       |
| Total  | = <u>78</u> daily trips.            |
| Largest Marketing Event- Additional Traffic  |                                     |
| Number of event staff (largest event):x 2 one-way trips per staff person                     | = 8trips.                           |
| Number of visitors (largest event):/ 2.8 visitors per vehicle x 2 one-way trips :            | = <u>143</u> trips.                 |
| lumber of special event truck trips (largest event): $ u$ x 2 one-way trips                  | trips.                              |

<sup>&</sup>lt;sup>3</sup> Assumes 1.47 materials & supplies trips + 0.8 case goods trips per 1,000 gallons of production / 250 days per year (see *Traffic Information* Sheet Addendum for reference).

Assumes 4 tons per trip / 36 crush days per year (see Traffic Information Sheet Addendum for reference).

# Winery Traffic Information / Trip Generation Sheet

| Traffic during a Typical Weekday   |           | NU          |                 |
|--|-----------|-------------|-----------------|
| Number of FT employees: x 3.05 one-way trips per employee  | = , , , . | <u> </u>    | daily trips.    |
| Number of PT employees:x 1.90 one-way trips per employee   | = .       | 13          | daily trips.    |
| Average number of weekday visitors: \\ \OO \\ / 2.6 visitors per vehicle x 2 one-way trips   | = .       | 77          | daily trips.    |
| Gallons of production:   | = .       |             | daily trips.    |
| Total  | = .       | 115         | daily trips.    |
| (No of FT employees) + (No of PT employees/2) + (sum of visitor and truck trips $\times$ .38)  | = ,       | 42 (15,27)  | PM peak trips.  |
| Traffic during a Typical Saturday  |           |             |                 |
| Number of FT employees (on Saturdays):x 3.05 one-way trips per employee  | =         | 12          | daily trips.    |
| Number of PT employees (on Saturdays):x 1.90 one-way trips per employee  | =         | 8           | daily trips.    |
| Average number of Saturday visitors: 140/2. 8 visitors per vehicle x 2 one-way trips   | =         | 100         | daily trips.    |
| Total  | . =       | 120 (60,60) | daily trips.    |
| $(N_{\odot} \text{ of FT employees}) + (N_{\odot} \text{ of PT employees/2}) + (visitor \frac{\text{trios}}{\text{trios}} \times .)$ | =         | 31 (16,15)  | _PM peak trips. |
| Traffic during a Crush Saturday  |           | 41)         |                 |
| Number of FT employees (during crush):x 3.05 one-way trips per employee  | =         | <u> 29</u>  | daily trips.    |
| Number of PT employees (during crush):x 1.90 one-way trips per employee  |           | 8           | daily trips.    |
| Average number of Saturday visitors:/2. 8 visitors per vehicle x 2 one-way trips   | =         |             | daily trips     |
| Gallons of production:/1,000 x .009 truck trips daily x 2 one-way trips  | =         |             | daily trips.    |
| Avg. annual tons of grape on-haul:/144 truck trips daily <sup>4</sup> x 2 one-way trips  | = , '     | . 5         | daily trips.    |
| Avg. annual tons or grape of Phasis  | . =       | 138         | daily trips.    |
| · · · · · · · · · · · · · · · · · · ·  |           |             |                 |
| Largest Marketing Event- Additional Traffic  |           | 8           | trips.          |
| Number of event staff (largest event): x 2 one-way trips per staff person  | =         | 143         | ,               |
| Number of visitors (largest event):/ 2.8 visitors per vehicle x 2 one-way trips  | =         | 11          | trips.          |
| Number of special event truck trips (largest event): x 2 one-way trips   | =         | ,           | trips.          |

<sup>&</sup>lt;sup>3</sup> Assumes 1.47 materials & supplies trips + 0.8 case goods trips per 1,000 gallons of production / 250 days per year (see Traffic Information Sheet Addendum for reference).

Assumes 4 tons per trip / 36 crush days per year (see Traffic Information Sheet Addendum for reference).