

Applicant Response to Public Comments After April 20, 2016

Part 4

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Movement	E	ER	Ente	LANGE OF STREET	WEI	WEN	NOL	NE)	- Albien	Sell	SSI	Elisi
Lane Configurations	SECONO DE LA CONTRACTION DEL CONTRACTION DE LA C	ब	7	riteratur n toga	4	indied Ph. Special const.	*	3	MEN' PRO PROJECT CONTRACTS	3	þ	
Sign Control		Stop			Stop			Free				
Grade		0%		CACATA LA POSTO	0%		H) 1983年本海绵	0%	ta Tibilia a serentia de tra	ASTRIBUTE.	0%	MANAGE AND US
Volume (veh/h)	52 0.92	0	80	10	3		50	367	0		921	4
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92		0.92 54	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph) Pedestrians	21.5	0	0.1		3	3	04	399	. 0	H.A.	1001	4
Lane Width (ft)		HASE STATE	MARCHES!		THE PARTY OF THE	MARKETHIA	TORSE STATES				1157705(2)410	
Walking Speed (ft/s)	AMILION AND	retende	BUTTON			UNITED STATES		and the last	PER STEP	hit was to		
Percent Blockage	A CONTRACT		Market					1500	a contrate	HE CHANG		13.54
Right turn flare (veh)	国民政府等深刻	and the second	ie material 1	EN MERCHANIST		ing a mali p		《公司》	Mary and Marion	AND NORTH	ALEKSKE (S	MATERIAL STATES
Median type		None	de la	HUESEN	None						HATE TO	15417410
Median storage veh)	NAME OF TAXABLE PARTY.	ORICHOTO!		Charles	El Hemman Pa	\$4.542.528.633.535.63.63.63.63.63.63.63.63.63.63.63.63.63.	地名 美国拉克斯 1997年	和工业1400 (1997)	HI HATTIET INCES	TOTAL STREET		
Upstream signal (ft)												
pX, platoon unblocked	HANGE COMPANY OF STREET	s detaile to the	\$15-14-15-13-15-16-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1	er er selfer filosofia faster	123 - 1 19: 95:05 Q	an 在5個時期 1933年時間	AND STREET STREET ST	ALCO CANADA SAN	of central states as	(1845- 元 47.00/2014年)。	C. ALTONIA PAGE	Selection of the second
vC, conflicting volume	1540	1533	1023	1554	1555	399	1046			399		The hand
vC1, stage 1 conf vol							Cy. W. C.		ACTIVE: AND LOCATION OF THE	Accurate managements in City.	1-9 24-97 8187.6-47.0	
vC2, stage 2 conf vol		1000				ig. di				N. Yer		觀測
vCu, unblocked vol	1540	1533	1023	1554	1555	399	1046	Wednesday.		399		
IC, single (s)	7,1	6.5	6.2	7.1	6.5	6.2	4.1			4.1	1	
tC, 2 stage (s)	TO STATE OF THE PARTY OF THE PA	a minuspensor Manager	*			P1784507/8004						
iF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	34	100	70	82	97	99	92	. 10 . 60 . 1 . 5 6 6	TO THE PART WHEN IN COLUMN	100	22 Months of Abrillation	There are the source
cM capacity (veh/h)	85	107	286	60	104	651	665			1160		
Direction Lane #	EB 1	WB1	NB 1	NE 2	- 681	58 2			Yes			
Volume Total	143	20	54	399	1	1048	US AND SOLD		a de la contraction de la cont	ne Erikik.	u da la	
Volume Left	57	11	54	0	1	0	LEADER OF SHIP	DATE NOT THE OWNER.	Contraction to	and the second	and the second second	& office to the or was a time to the
Volume Right	87	5	0	0	0	THE RESERVED OF	特別的					
cSH	171	89	665	1700	1160	1700	en a marite de la competition de	PR 386 11 12 1	sono i menue	to the second	n commissioner	ne-tenda anni an
Volume to Capacity	0.84	0.22	0.08	0.23	0.00	0.62			all alterial		312.16	
Queue Length 95th (ft)	145	20	7	0	0	0	100000000000000000000000000000000000000	SHARETURED HITS	STOCKET WESTERNEY	one and the	Sherraratyon / T	SERVEL TO PARTY.
Control Delay (s) Lane LOS	85.8 F	56.9 F	10.9	0.0	8.1	0.0		A PROPERTY.				
	85.8	56.9	B 1.3		A 0.0	Tales of the second second			MITTER TOTAL	Engrangen	AND PARTS	ASSESSED
Approach Delay (s)	85.8 F	50,9 F	1.3	Amrey Alle	0.0		STATE OF			1244541.4		
Approach LOS	F	F		200200-0-0							SWARD LENGTH	
Igiersection Summary	1000			100		College Park		5019 0	20 美国			ras s
Average Delay	a.companie	I MACHINE	8.4	until contri	Aug von	niviores.	NI ELECTRICATE A	TAVE CANTES - NO.	The state of the state of	for all many managers	Taribette bi Pane	n . 7
Intersection Capacity Uti	lization		69.2%	ital (1)	CU Lev	el of Sei	rvice		C			
Analysis Period (min)	*************	NAMES OF THE STREET, S	15	stables	STATE OF THE PARTY.	51/3-1747404640	LEPTON SPERFORM	escherations.	Algert State (Care)	nsaid ferrestroim	01.2.5 df 0540,7124.5	A of Chorses
Language Visit have to the Land Co.												

	1	-	7	1	4-	4	4	1	P	1	1	1
Movement	EAL	WEST	EBR	Wat.	WEL	DAMER.	I NSL	NAME OF TAXABLE PARTY.	NER	SEL	100	and the
Lane Configurations		4	7		4	BU STABIN	7	1		7	7	SHE SEW
Sign Control		Stop			Stop			Free			Free	TEN A
Grade		0%			0%			0%			0%	on the same
Volume (veh/h)	83	2	78	16	1	8	55	478	7	18	616	50
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	90	2	79	17	. 1	9	60	520	8	20	670	54
Pedestrians	10000000000	del al morre de	See Surface the	on armovani de	and units to the think	v effetenta Settlere e	that are not also acted	STATES SALVED	X6岁1945000000000000000000	ACTOR SANCTED	en elocation and a local	PARTY STATE VANCE AND A
Lane Width (ft)				- 2014		S. Arthi						
Walking Speed (ft/s)	de des tracementes	TRUM BUSINESS	THE REPORT OF THE PERSON NAMED IN COLUMN TWO IS NOT THE PERSON NAMED IN COLUMN TO THE PERSON NAM	gagagagaga kasagas	2022-000000	Same and the second of the	· ·	OF USE MERCANDAGE	OUNCE OF A CONTROL	narrana sana	574718TSF4793	encon casa secuencias
Percent Blockage								Hall in		(STANKA)		
Right turn flare (veh)	2000年末1500年8月1日本中 2000年末1500年8月1日本		1	ACTOR AND REPORTED	PARE ENGENERS	the course and the sa	ስተተቀ አስታል ነው አስፈል ነው ነው። የ	- NEW TOWNSON WES	aurstatere reinste	nak menenen.	and and a	S. DVFT-STREET
Median type		None			None		L.					
Median storage veh)	AND HAVE TO THE MAR PROPERTY.	EZERMENIONEA	I WAR MAY BE TYTTEN	101537430@8949	ma ty parte to the	000000000000000000000000000000000000000	CONTRACTOR OF	C STATE OF THE TANK THE		TERRITOR SERVICE	TORESTERESATION	- COMMENT HOLE
Upstream signal (ft)	Hart III	15.34			Selver at					alsa.		
pX, platoon unblocked	enter an alcoholic	W. Sana	n veren					ekrevenisise	CELEGRALIA AND PROPERTY OF THE		THE DEEP PROPERTY.	ACTER AMERICA
vC, conflicting volume	1384	1383	697	1392	1406	523	724		eli vi	527		a di Sta
vC1, stage 1 conf vol	NEW VERSION THE WA	Service Contracts	596/7F88319	MATERIAL COMMITTEE	STANDARD STANDARD	6.07721192350040	0.0040.00000		CENTRE NEW	CONTROL STATE	POSTER POPULATION	TO STREET
vC2, stage 2 conf vol	4004	4000	207		4400	F00	以 自 は は に に に に に に に に に に に に に	, the said	L. Water	F07	Balletini.	
vCu, unblocked vol	1384	1383 6.5	697 6.2	1392	1406 6.5	523 6.2	724 4.1	Special September	STEWN HISTORY	527 4 1		MARKET EN
fC, single (s)	7.1	0.5	0.2		6.5	0.2	協議議場	Name of the	arto Real	4.1		
tC, 2 stage (s)	3.5	SHIP SHIP SHIP	3.3	3.5		3,3	2.2	SECURIFICATION IN	ta ministra	2.2	STATE OF	SHATT
tF (s) p0 queue free %	18	4.0 98	82	81	4.0 99	98	93	1002000	- 11488	98		
cM capacity (veh/h)	110	131	441	90	127	554	879	SCORPORAS CEN	(1) 持有(1)	1040		
Civi Capacity (verifit)	119	4 104	19:04	90		224	019	SEMPLE	11010000	1040		是是连续的
Direction, Lane #	101	W8 1	NB 1	NB-7	S9 1	SB 2	150					
Volume Total	172	27	60	527	20	724	en letter lette	umariida.		go paradi	estasti	
Volume Left	90	17	60	0	20	0	THE PLANE SHOULD BE A STATE OF			AL PART IN ACTION AND A STATE OF		
Volume Right	79	9	0	8	Ö	54			0,,400			
cSH	179	125	879	1700	1040	1700	NATURAL PROPERTY AND ADDRESS OF THE PARTY AND	and officer cours no e	eminatus parria	district of sureman Easter	1131622006724	economic field the designation of
Volume to Capacity	0.96	0.22	0.07	0.31	0.02	0.43					2.114	California
Queue Length 95th (ft)	190	20	5	0	1	0	Also Por Allina	de marine (ve)	Through to find of PRESS.	LEREMOTETS 2013	A STATE PARTY	ON THE RESERVE
Control Delay (s)	110.2	41.5	9.4	0.0	8.5	0.0				13,34		
Lane LOS	F	E	Α	APRILL DANIES AND	Α	The lander of the	A COLUMN TO CALLO AL	Description of the control of the co	614.6 X700000.00	PLOSE PARTICIONS	MARKATAN PERMANA	Autoriación (a
Approach Delay (s)	110.2	41.5	1.0		0.2						問題傳統	
Approach LOS	F	E										
Intersection Summary	27 44	3	F. Jan 29	张		20,00	共五党营	The state of the s	2.5			क मित्रा
Average Delay			13.6									
Intersection Capacity Ut	ilization	Weight H	56.9%	and the	CU Lev	el of Ser	vice		В	Balletter.	BESTELLE.	
Analysis Period (min)	AND MARKET	20 1 6 1 1 1 1 1 1 1 1	15	- HERE		111	in Tax	The Designation of the Land	HILL SENSON	CONTRACTOR OF THE PERSON NAMED IN COLUMN TWO IS NOT THE PERSON NAMED IN COLUMN TRANSPORT NAMED IN COLUMN TWO IS NOT THE PERSON NAMED IN COLUMN TRANSPORT NAMED IN COLUMN TWO IS NOT THE PERSON NAMED IN COLUMN TRANSPORT NAMED IN COLUMN TWO IS NOT THE PERSON NAMED IN COLUMN TRANSPORT NAMED IN COLUMN TWO IS NOT THE PERSON NAMED IN COLUMN TRANSPORT NAMED IN COLUMN TWO IS NOT THE PERSON NAMED IN COLUMN TRANSPORT	THE PERSON NAMED IN	enothing the
	PERSONAL PROPERTY.		31 Te	A PARTY OF		NEED STORY		A SCHOOL STATE	NAME OF STREET	18 214 12	THE SERVICE	SHEET

*	\rightarrow	1	1	-	4	1					
Movement	-	- FIRM	WEL	MAT	NEL	MERA	ON SELECTION OF SE	San BU		STATE OF	
Lane Configurations	Â	William Co.	uitues es recipiones	લી	Y	CHANGE BURNING SERVE	ne obliation oblicks someone	a deuto de cito manes llav		FROM THE REP AT - T YES, TO	ch vultos
Sign Control	Free			Free	Stop	N. A.					
Grade	0%	· Took		0%	0%	W 1855 08		AN TERRETOR HOT THE TARKET	STATE OF STA		CHANGE
Volume (veh/h) Peak Hour Factor	101 0.92	204 0.92	66 0.92	90 0.92	0.92	29 0.92	Mark Marks		See H. See	And make on a	
Hourly flow rate (vph)	110	222	72	98	55	32					
Pedestrians	DIAGRAS SAL	NECTOR !		90					2011		经转移
Lane Width (ft)											
Walking Speed (ft/s)	2 m 2 m 10 m	or endearing file	\$10-401.2 \$ en \$4.5 2841	6.5.4201.0000.00000000000000000000000000000	A SUMBER OF SALES	d and a desired to the training	Contribution of Property States	CANNEL FOR STREET	(\$4 mills and miles of Box	repolition control to bigging on the Li	windsty.
Percent Blockage								574			
Right turn flare (veh)	an wife and twenterfort	no signale share the merchan	Lizadorfora de o a desta callada co	EAU STORES AT NO	National Transcript	PARAMETER AND DESCRIPTION	eticina i zarturo e de cientalia.	Managara de la companya de la compa	Managera des present	notice that the term of the control of the	#155 2Y F4
Median type					None						A LON
Median storage veh)	ONLONE PAR	THE PERSON					NYSE STATE	and the same of th			1051934
Upstream signal (ft) pX, platoon unblocked							English Carl	HENDERA	2 1 3 V T		Hess
vC, conflicting volume	APTER THE WAY		332		462	991	1 1 5 5 5		1000		e Postale Formas
vC1, stage 1 conf vol	Harman Maria	The State of the	dal Expedi	2277天 3月43年 新	经实现现的 证	REAL PROPERTY.			APPROXIMATE OF THE PARTY OF THE	2011年4月11日	1612,18
vC2, stage 2 conf vol				1 200							
vCu, unblocked vol	#12en #12euns at 10% flede	Described North Page	332	4 13 1 A 18 18 18 18 18 18	462	221	RETOX 0 000 1 200 18	CHAIL OF BURNEY SEE SCH	(1) 20 (2) (2) (4) (4) (4) (4) (4) (4) (4) (4) (4) (4	STREET CASE STREET, ST	54m 24m
fC, single (s)			4.1		6.4	6.2					
tC, 2 stage (s)	Na Maria Carrie de La com	on average as	En Control Control	nation, of the Boars	To see her water the	MON SEASON STATE	270 II-7 MD +03 ib s		trial at thresholde	CONTRACTOR OF THE PARTY OF THE	and seed
(F (s)			2.2		3.5	3.3			w.	in the late	
p0 queue free %	ORGENSTATE OF	DESCRIPTION AT	94	1359-03306	89 525	96 819	DESCRIPTIONS	NUMERO DE LA COMPANSIONA DEL COMPANSIONA DE LA COMPANSIONA DE LA COMPANSIONA DEL COMPANSIONA DE LA COM	ON STREET, SERVICE AND ASSESSMENT	RIVERSON MEDICAL	BY SOUTH
cM capacity (veh/h)	N. O. C. C.	的直接計	1220	经国际	020	019	过程也是进业的		NICE CONTROL		14.
P)A TANK	EB 1	WB 1	NB 1								
Volume Total	332	170	87		Metall	Has Mill	機能够改造	DEFORE S		NE SEED FEEL	招旗
Volume Left Volume Right	222	72 0	55 32	SHIP SHIP	town threate	ENTERNINGER	ENSPERANTE PROPERTY	CHARACTER	Officerativolists	SGG REPORTERS	5007039
cSH	1700	1228	604	in year in	BARBARAN.		STREET, STREET	NEST PRESENT	BNASASSER	SHERRING	HOL
Volume to Capacity	0.20	0.06	0.14				15 13 565 467				H.H.
Queue Length 95th (ft)	0	5	13	ATATA SATISTIC	MISHEARS)	NAME OF TAXABLE PARTY.	- 44007049790			MARK TAXABLE	45500
Control Delay (s)	0.0	3.7	12.0	STATE OF THE PARTY		SINGE STATES					WEST.
Lane LOS		A	В		THE PERSON NAMED IN		TT CONTER			Brandon Carcons	-
Approach Delay (s)	0.0	3.7	12.0								
Approach LOS			В								
Inversection Summary	3.	mayer.				as Li	是不 13 74	· 以下,如		APPLE POLY	100
Average Delay	ANON DECEMBER		2.8					CN 1100H.08			
Intersection Capacity Uti	lization		40.8%	IC	U Leve	of Servi	ce				
Analysis Period (min)	TOTAL CONTRACTOR	I'm mWh peptitud a history	15	SETTLE AND OWN I CHE	S. CLUBSON NIVERS	COLOR DE LA COLOR	evis prosition entre autoria nome	Only of Salas Process and the Salas and the	and control and	TE CALL THE COLUMN	V3.0175.3
veither the signs in the court of			in patie 1								

	-	*	1	←	4	~				
Movement		LOS	HARD	WB1	NEL	地位	*			1 22 5
Lane Configurations Sign Control	Free				Stop					
Grade	0%	na na mana mana mana mana mana mana man	et wellet out tops of the t	0%	0%	24.540.5454.54 %		Control Nowenth Control	S of a city of the state of the	ATTENDED ON TO POST OF
Volume (veh/h) Peak Hour Factor	146 0.92	0.92	43 0.92	145 0.92	20 0.92	40 0.92		THE PROPERTY.		Life to the second
Hourly flow rate (yph)	159	42	0.92 47	158	22	43	SHIP OF THE PARTY			
Pedestrians			PARTABETA	《新闻教》		end Carlotte	EXTREME ROLL TO		PRINCIPAL CONTRACTOR	
Lane Width (ft)										
Walking Speed (ft/s)	STATE OF THE STATE	Canadara de la composition della composition d	received a restrict of		antocal a surfectivities		e for the constant	OTHERSTANDS	CISCORDE OF THE OWNER	ACTIVITIES TOTALISME
Percent Blockage Right turn flare (veh)	mail Land	R. S. Shik	Mark 1	is Theory						STATE OF
Median type					Vone			TO A POST OF THE		
Median storage veh)	SHEEL STEELS		AR SWALLER		STORTICS ::	14.4.1.4.14.14.16.16	182,000		ENGLY GOVERNED	24(2), 41 144(1
Upstream signal (ft)										
pX, platoon unblocked			SHEET WAS	RESTRICTED AND ALL	Carrier of the	TO AND CONTRACTOR	ne desirence			PATRICULAR CONTRACTOR
vC, conflicting volume vC1, stage 1 conf vol	Was W		201		431	180				
vC2, stage 2 confivol						HARVIN THE				
vCu, unblocked vol	LINESCHEEL BARRY	2001.112257.21101	201	and stated and a	431	180	402.000 to Calcal 451	The 12 c. The lines of the	and the state of t	ALC ESSES STORES
(C ₁ single (s)			4.1		6.4	6.2				
tC, 2 stage (s)	IBCLES SECTION			THE STANDARDS	u s ema	2.3	554609 5 75758888	TO INSTANCE		
(F (s) p0 queue free %	Lates	the second	2.2 97	14 清新語	3.5 96	3.3 95				4
cM capacity (veh/h)	ENTITY OF THE		1371	SALES	562	863				
Direction Lane # 15 sales	A CONTRACTOR	ALSO THE	MATERIAL	2411-271.N(2D1	A THE STREET, SHIP	I CONTRACTOR		Social control of the second s	200 1-100 20 E-100 24 E-100 1	E 11 12 15 15 15 15 15 15 15 15 15 15 15 15 15
Volume Total	201	204	65	n e						
Volume Left	0	47	22	No. 54 to 1 Test	nestwarese	Market and Mark	OT BUILDING STATE			MANUSENI MANUSENI
Volume Right	42	0	43				熟集的關係		CHEST I	
cSH	1700	1371	732	er y Samuel III.	SOUTHWEST !	To all later to page	serve de la la ga	Spiritania Arweit,	zerosnimi menine	STATEMENT CONT.
Volume to Capacity Queue Length 95th (ft)	0.12	0.03	0.09	Patrician .	BUREAU				HEREN SERVICE	旅游岸次
Control Delay (s)	0.0	2.0	10.4	Manager 1	STATE STATE	SEMESTA			NEWS SHARES	
Lane LOS	MINITONIA!	A	В	Les Mary	OSTAN PODSESSES	Spirate School	contractoristics of		NAMES OF STREET	TARREST .
Approach Delay (s)	0.0	2.0	10,4				ara (5.1141)			
Approach LOS			В							
Intersection Summary	4			112		FIN AS	经	14.16 miles		
Average Delay	in the	CANCE JAMESTA	2.3	TIP LET SURV	V 7 14	A Hornor	anticklic action	Carana Attendantan	1012/000/05/0400	richeturing.
Intersection Capacity Uti Analysis Period (min)	lization	3	3.6% 15	IÇ	J Level	of Service		A		
Alialysis relied (IIIII)						Maria Section				

	1	7	4	1	1	1
acountest .	A DEN	CER	MIL	AGT!	an SEA	SON A SECRETARY AND A SECRETARY
Lane Configurations	7	71		ब	7	
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Volume (veh/h)	. 8	16	3	42	35	3
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	9	17	3	46	38	3
Pedestrians	Constitution in the State		and the second	OHISSON 6	N 47170 - 271	Charles Son and Conservation March Charles in Section 1.
Lane Width (ft)		ALL DES	Ships	THE STATE		DECEMBER 1985年1985年1985年1985年1985年1985年1985年1985年
Walking Speed (ft/s)	Majde e taka	caha in manan	WSOMILLD IN	e construction	1000000000	ALTHORNOUS CO. PRINCIPLE CO. P. C. S. C. S
Percent Blockage	PER SE	E CHARLE	Z-15-12	and the	2.4 医神经	是有多种的 医动脉形成 的复数比较 医皮肤的 医皮肤
Right turn flare (veh)	CANDLES.	CALSTANIN	CONTRACTO	FILESTA	100/100/00	THE PROPERTY OF THE PROPERTY O
Median type Median storage veh)	None	- 1000年足	WILESPIN .		PERMITTY.	中年的公司在中央中国中国企业的共享的企业的企业的企业的企业的企业。
Upstream signal (ft)	009497500	Stradus	čili (biruleo	AUTOMATES	5701057835	NEATON ASSESSMENTS SET ABOUT OF THE SET OF T
pX, platoon unblocked	THE REAL PROPERTY.	10100	Transfer Services	199171917	NA SHARA	100 0年19月1日 6年1月1日 10年10年10日 1月1日 1月1日 1月1日 1月1日 1月1日 1月1日 1月1日 1
vC, conflicting volume	92	40	41		531.20 Apr	TATUTATION OF THE PARTY AND THE PROPERTY OF THE PARTY OF
vC1, stage 1 conf vol	32	70	Rest Britis	VIETNOTON		自 2017年1月1日日本代表的公共和共24年1月1日本的公司、1975年1月1日本
vC2, stage 2 conf vol	CASHITY .	STREET,	HEAT THE PARTY OF	NEWSON.	0.0010196	在中央中的企業基本企品,但可能提供的产品的中心。在中华内
vCu, unblocked vol	92	40	41	Esperatura.	14/410/04	2016年1月2日 1月2日 1月2日 1月2日 1月2日 1月2日 1月2日 1月2日
tC, single (s)	6.4	6.2	4.1	A 14.578K	ide Page	
tC, 2 stage (s)	iniguniaga;	() [4.75.4],		H-0-24 (10)	Section 2	in the early the second of the control of the second of
tF (s)	3.5	3,3	2.2			
p0 queue free %	99	98	100	2447	weight converse man	all decorates and the executation which device the response of the second secon
cM capacity (veh/h)	906	1032	1568			
Ofrection, Lanerth 15	E.971	NET	SBI			a 的复数人工 2015年2月80日 1969年 2016年
Volume Total	26	49	41	STATE OF	38.4%	
Volume Left	9	3	0	u in Stoudfield (1954)	and the second section of the second	to the first of the costs from the section of the costs of the section of the costs
Volume Right	17	0	3			
cSH	1548	1568	1700	· Walle (Shi w)	ing and the second	
Volume to Capacity	0.02	0.00	0.02			
Queue Length 95th (ft)	1	0	0	- 10 CONTRACTOR	SH WANDWARDON	
Control Delay (s)	8.7	0.5	0.0	是自然是		
Lane LOS	A	A	0.0	- 	agen at a that the	
Approach Delay (s)	8.7	0.5	0.0			
Approach LOS	Α		Maria Parini de la	- KAPATA		
Intersection Summary			2.2			
Average Delay	disotion	nipropropri	14.7%	(2)()(3)(19)	2111 000	el of Service A
Intersection Capacity Ut Analysis Period (min)	noissani	MANAGE ST	14.7%	HERMAN	JU Leve	el di Selvice
TRANSPORTED HOUSE SERVE			210 100	WEST STREET		PROPERTY CONTRACTOR OF THE PROPERTY OF THE PRO

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hovement		Care	Alla.	NATE OF	\$0.To	大学的人的意思和发展,但是是是一种的人们的
Lane Configurations	Ŋ	7		र्स	1	
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Volume (veh/h)	19	27	19	105	95	21
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	21	29	21	114	103	1. 123 Teach and the second of
Pedestrians	etinama uz	are expenses	ndopt stop to	94-21012-0294	hillogue 9 an	bring the 1990 November 150 of the Folder and the most of the most of the Figure 150 November 15
Lane Width (ft)	4年4世年	THE PARTY	SE, SERVICE	相對中	100	《中国学校》中华40万万里11000年(1970年)。2015年1月
Walking Speed (ft/s) Percent Blockage	NEWS TO S	approximate	eyterietat o	ORDER HE	mercahah	own process and an arranged state of the control of the
Right turn flare (veh)		PHARACA	(1) 10 10 10 10 10 10 10 10 10 10 10 10 10	ALC: U	4114	所有此句的。 新聞的一句的。 新聞的一句的一句。 "我们是一句。" "我们是一句。 "我们是一句。" "我们是一句。 "我一句。 "我一。 "我们是一句。 "我们是一句。 "我们是一句。 "我们是一句。 "我一句。 "我们是一。 "我们是一。
Median type	None	HOWELE	F614C12H	extestation	THE SHARE	FREE TERMINET THE LINE OF STREET PROPERTY AND THE
Median storage veh)	140110	San Change	PHERENCE	an exercise parts	CONTRACTOR	自用基础的被选择的Application。
Upstream signal (ft)	AND OUR	ERIOLETIC	97.02.194	255251676	1976/01	SEPTIME OF THE PROPERTY OF THE
pX, platoon unblocked	(4) CONTRACTOR	SHEROMONE OF	Productivity and	OUR OLD MARKET	92.834.645.060.00	· 在在11年度中的特別的自身的自然的基本。由2000年中的自然的对象。在14年的10年的11年,11年的
vC, conflicting volume	270	115	126	SHAR	yarren a	
vC1, stage 1 conf vol	MANAGEMENT (CARL)	EL NAME AND DE		Contract of the Contract of th	375	
vC2, stage 2 conf vol		SHAPPE	《石田田田	美洲野鹭		
vCu, unblocked vol	270	115	126	12 th		
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2	Shake	STANTA	
p0 queue free %	97	97	99	Hartis Tim	TO THE THE ST	annel satura report of the last for the factor of the saturation of the factor of the saturation.
cM capacity (veh/h)	709	938	1460	Direction.	115/4E	的种类的 1916年,1916年,1916年,1916年的1916年,1916年的1916年,
Direction, Lane #	W EB	PIE C	\$84		The state of	E COMPANY OF THE STATE OF THE S
Volume Total	50	135	126			
Volume Left	21 29	21 0	0 23	NO CONTRACTOR	our date the safe	
Volume Right cSH	1598	1460	1700	STATE OF THE	415,8416	是是多类的。Cathering 10.40 年,数11.00 上面6.70 里。
Volume to Capacity	0.03	0.01	0.07	STANCES	STATE OF THE PARTY	BETTER OF THE STATE OF THE STAT
Queue Length 95th (ft)	2	1	0.07	THE PARTY		
Control Delay (s)	9.5	1.2	0.0	OR SERVE	THE SHOP	TANK PENDING PARED SERVICES STORES AND
Lane LOS	9.5 A	Α	0.0	HOMENT STATES	PHILESTAFFUL	HERMEDOGRAMMERSERRERERERERERERERERERERERERERERERER
Approach Delay (s)	9.5	1.2	0.0	CONT.	orasi Resid	PARTICULAR STREET, STR
Approach LOS	A	NTM SHAPE	.	Harmondah	DESTRUCTION OF STREET	the extension of the state of t
mersection Summary					WL 18- %	
Average Delay			2.1			
Intersection Capacity U	tilization		23.2%	10	CU Leve	el of Service A
Analysis Period (min)			15			

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Movement	EHL		ESK	WARL	Mar	WER	NO.	HOR	HER	Sele	ast	為鐵
Lane Configurations	ORITHER NOVEL	4	ř	November 1960 November	4	THE PROPERTY AND ADDRESS OF	٦	ß	Nills bendsicht (Zich	7	B	COSS OLAHO
Sign Control		Stop	Sept.	新建筑	Stop	SAR THAT	自然的	Free			Free	
Grade	in an area	0%	inconsular	with a season	0%	011085,527	MADES THE STATE	0%	masanan	atea/ at 5kg	0%	richelum e
Volume (veh/h)	35	0	56	10	3	5	42	356	0	25.41	893	35
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	38	0	61	. 11	3	5	46	387	Q.	1.	971	38
Pedestrians	an annana	1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1	ionatives shipe	AUTO NO SER	1500×12+12430	UNICO MENTENSI	SOURCE TO SE	The same	TO SHOW THE	NEW LA	sicereasous:	WEN EEP
Lane Width (ft)			4.	亚科学发展	A TONIE	maraule:	CATCH MICHIGATE	TO SERVE SER	a deposite	37.531.0	Shing.	DEN'S
Walking Speed (ft/s) Percent Blockage	ANTENNA LA	HE HIERON	reseasous:	NO KIERONO	SERVICE SALES	E9176746197	15/UNISATE	WESSELTS	engan sa		CLESSES WAL	2016/2000
Right turn flare (veh)	STEP SETTING	部和 集群。	DIMPEDE	AS LESS	NUMBER OF STREET	洲自然原 加	CLASS DO FEE	THE PERSON	DESCRIPTION	113 美电影	自治理。	MODIF!
Median type	Segration!	None	MINICAL CO.	LHSWALL	None	etida inden	And the special	KINSHIDA	AMERICA	MED 49 (1/51)	SERVE I	SERVICES
Median storage veh)	101420HESA	HADITE	THE PROPERTY.	HSAmmerica	Idoue	and section	REPRESENTED IN	经制度的	Shelling	4 10 11	经价值的	P22013
Upstream signal (ft)	TANGA	OFFICE RAPE	THE WAR	TN 30 5 3 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5	MANAGER STATE	943353549	94555500		awa Esta	DAMES TO SERVICE	ANTI LA	SEPPER S
pX, platoon unblocked	第四次的现在分别的	CINCLES/AUTO	工作技术	Name of Street	HIGHWAY	desmiches		THE PROPERTY OF	Charles M. D.	1478年1874年	医型性的现在	(共和14年)
yC, conflicting volume	1477	1470	990	1482	1489	387	1009			387		MANAGE AND A STATE OF THE STATE
vC1, stage 1 conf vol	Charles and a	(A) California	990	TOE	ITOU	YOU!	1944	PRESENTATION OF THE PROPERTY O		STATE OF STATE OF	A. 1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-	St. St. St.
vC2, stage 2 conf vol	SALES AND	STREET, ST	EHIBARELE	HILL AND	NE SAVER	WIND SERVICE	664.055ab			ARASONA.		Hiller
vCu, unblocked vol	1477	1470	990	1482	1489	387	1009	La 107 位表的标题	於 Particular 2000	387	SALES CONTRACTOR	ではなるままだ
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1		DESIGNATION OF THE PERSON OF T	4.1		
tC, 2 stage (s)	DOME OF THE PARTY.	SEAL PROPERTY.	HAR BURNEY	Minister,	N. AGRATA	escretation and a	SCHOOL AL	SCENE AND COMPANY	W. FO. 50.545	CHES DATES IN	MOSKS おおくと登録される	(4月11年11年11月11日)
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2	Y. T.		2.2		
p0 queue free %	60	100	80	86	97	99	93	eriol attachastados	0.c 1, 4.k 1/c	100		Principle of the Principle
cM capacity (veh/h)	96	119	299	78	116	661	687		N. A. ST	1172		
Direction, Lane #	EB 1	WB-1	NB 1	N9-2	681	882						
Volume Total	99	20	46	387	1	1009						1
Volume Left	38	11	46	0	1	0	meanwat verena	AND THE PERSON NAMED IN	series de demina	COOPE STANDARD		A COUNTY WAS IN
Volume Right	61	5	0	0	. 0	38						A CONTRACT
cSH	207	111	687	1700	1172	1700	Teleforni, Ibr Morte	to the property and the	Contraction of the contraction o	STRUMENT OF THE	and tree digital de	ordinoment et al mo
Volume to Capacity	0.48	0.18	0.07	0.23	0.00	0.59						
Queue Length 95th (ft)	58	15	5	0	0	0	n a transfer on the Sa	ere that the control of the co	AN ASSESSMENT	ST TO A SOLUTION	TO SEA WATERWAY	sa compa Luko
Control Delay (s)	37.3	44.1	10.6	0.0	8.1	0.0		Tale in		E		
Lane LOS	E	E	В	atomire and	A	5;**S140S(\$)	de fort the flesh	a stewartustion	IR DOVE TRANSPORT			Contraction of the Contraction o
Approach Delay (s)	37.3	44.1	1.1	PERMET	0.0	in the Let	Shirt San San					
Approach LOS	E	E										
mersection Summary					04 ()		美国	4 34	100	建元款	A10. 41	1
Average Delay	eletroria dina	novice Ween	3.2	e librar peru	~~		Description of	DAG SERVICE	cortain and	\$4.570mmer55.40		TOTAL EMPTOR
Intersection Capacity Ut	ilization		65.9%	1617	CU Leve	el of Ser	vice	14	C		What h	
Analysis Period (min)	enderstaten an en	WALLSON	15	40.000000	ASS-4662 1000	27072.3097.46.1241	STATE OF THE RE	Designation	(Alle Avjest vitte	003560000000000000000000000000000000000	all the shirt tools	-manto
v man bits of the first building the								111				

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Wivement 7	a en la	N. C.	-ENR	WE.	WEL	WIGH	Milk	NET	地名	AS PLA	SMT	250
Lane Configurations		र्व	7		4		7	7	102	ሻ	f)	
Sign Control		Stop	HE SHEET		Stop	14		Free			Free	
Grade	· Form	0%	Charles Pile P	and the same of th	0%		and the state of the state of	0%	war and the		0%	*** *** *********
Volume (veh/h)	65	2	57	16	1	. 8	42	464	图 70	18	597	. 3
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
Hourly flow rate (vph)	71	2	62	17		9	46	504		20	649	4
Pedestrians	Salari and	LICE OF LIBERTO	Segrendario	00 422 04 05 E-Sec. F	(TANKE TAKE)	TANKEN PLONE	musuke be	SHAMPLINES	17.07.537.W	(ALTERIANCE)	e William Western	NOTERAL CO
ane Width (ft)	A STATE	OW, US	g the ball	Market Line		EUS MIN		PACTOR OF		A A SHA		
Walking Speed (ft/s)	NOVEMBER OF THE PARTY OF	PERSONAL PROPERTY.	REVISION	CONSTRUCT	97100569000	90:389000000	STREET	2153336 94	CHERRY	Pendakasi Fen		AMERICAN SAN
Percent Blockage	The West	对时间用的	SEE SEE		SEMINE SE	ACT SEEDER	新加斯拉	27.15.16		165, 3510		
Right turn flare (veh)	MD981889	None	Table Wiles	NO SECTION OF THE PARTY OF THE		SENTENDER SE		AUSTE	LE BOOK TANKS	CLESTON.		WEEK NO
Median type Median storage veh)	MASS SERVICE	None	路管牌员	EPRH SO	None				HOUSE !	No fee Mass	NAME OF	In Carl
Upstream signal (ft)	WE'R METERS	CHARLES	esetten syn	AMINESS VALUE	encesone o		ECONTRACTO	非法認定法 等	masamin		REFERENCE	NOTE NA
oX, platoon unblocked	AL STREET,	SSHIMMED	SHIP SHIP	Mess	SERVICE SERVICE	COLUMN TO SE	eantale.			1449年6月		
C, conflicting volume	1313	1311	669	1320	1328	508	689		TENNEST A	512		estate e
C1, stage 1 conf vol	IN SUST	DELIC POST	003	1320	147.0	200	QUS	Edit elebera	SHEWAY!	N. P. L.	HAVE BUILD	WESTERN .
C2, stage 2 conf vol	NO ENGINEERS	090111111599	NEW YEAR	SEEDINGERS	OFFICE PROPERTY	DESTRUCTION OF		STATE PARTY		DT. M. Tel	STEPS LIVE	
Cu, unblocked vol	1313	1311	669	1320	1328	508	689	ožiu žiavinci	R380-ESSESS	512	SEA SHIPPING	Deletic
C, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1	SHOWEN	14 18 18 18 18 18 18 18 18 18 18 18 18 18	4.1	14:05:00	e de la composition della comp
C, 2 stage (s)	MINING CO.	SECONDARIA IN	ANTIGUE	E INTERNAL	- BRICORATE	The later was a second	and uthaters	CHECK WITH WARRING	DELI-PRIONED NO.	never 2 due	SAMPLANDA	STAMBORY S
F (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
00 queue free %	44	99	86	84	99	98	95	STATE OF THE ABOUT A PARTY.	1:303.000	98	Loren Substitute?	NAME ASSESSED.
M capacity (veh/h)	126	148	458	109	145	565	905			1053		
Direction Lane#	E8-1	WB4	NB	NB2	\$8.1	SB 2	1130350	107				
/olume Total	135	27	46	512	20	689					ST.	3. 7
/olume Left	71	17	46	0	20	0		111111111111111111111111111111111111111	The state of the s			. 1 2 7 7 7 7 7 7
Volume Right	62	9	0	8	0	40						
SH	211	148	905	1700	1053	1700			****	and the second		
Volume to Capacity	0.64	0.18	0.05	0.30	0.02	0.41						
Queue Length 95th (ft)	95	16	4	0	1	0	a Garantaka Militera	. download - Citica Service	or has a deal distribution	ota waterauthorn	alide at Latt Brans 1915 to 11	of the state of th
Control Delay (s)	47.9	34.6	9.2	0.0	8.5	0.0						
ane LOS	E	D	Α	LING CHINNESS AND	Α	All discourant transposes a	ONE ENGLAND LINES WA	o restuent savisti	IN A STATE OF THE STATE OF	A. Vonestana	desired a 12 to or letter.	ANDERS OF LAND
Approach Delay (s)	47.9	34.6	0.8		0.2							
Approach LOS	Ε	D										
mercontion Summary					发生企 多				AND THE			
Average Delay	sairt-park	DC21-HP1007-	5.6	einstein in d	NAME OF THE OWNER O	and the second	o de la companio	and Williams	Andrew States	In the same	ali representa	See Spines II
ntersection Capacity Uti	lization		50.5%		CU Leve	el of Ser	vice	NI DIE	Α	ALEKS!	MESSA	
Analysis Period (min)			15									

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Movement " "	1 1 A	EBR	Mar	WET	Hart.	ALTONOMIC TO THE PARTY OF THE P
Lane Configurations	ß			ની	A	
Sign Control	Free		ATENIA.	Free	Stop	
Grade	0%			0%	0%	
Volume (veh/h)	82	184	40	51	32	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	89	200	43	55	35	12
Pedestrians	And the second	evisti gelii	ini.ie wazi o io		ranka na kona n	LEVANCESCORIES CONTROL AND RESIDENCE OF THE STATE OF THE
Lane Width (ft)	Site Sur					
Walking Speed (ft/s)				Liver an owner	of the Property will be	A CASH COMPANIES OF THE STAN COMPANIES OF THE WORLD AND THE STAN COMPANIES OF THE STAN C
Percent Blockage				1, 196		
Right turn flare (veh)	name of the same of		oracional de la companya de la comp	e one make a la	POSES 11 TO	CONTRACTOR INCOME.
Median type			NE SEE	11120	None	
Median storage veh)	or and which the	er white mouth	Mary and the	Lance to the land	min America	especie uniconego o servicias Concernos de Enciclos de Nova especia, qui sobre a Maria Hi
Upstream signal (ft)	(2.15.2)	HARLE	国际情况	HENRY		
pX, platoon unblocked	stemet durier	(manager)		- Automotiv	12 JP L	TOTAL NEWS ACCUMULATION OF THE WAY THE CONTROL OF THE PROPERTY
vC, conflicting volume	District.	DOMESTIC .	289	SERVICE	332	1.189
vC1, stage 1 conf vol	Conta icon	iconomic	Norwest Lan	GONO LOUIS NO	NAME OF STREET	STANDARD WELLSTINGS OF LONG THE TRANSPORT OF CASE PROTECT OF SECTIONS
vC2, stage 2 conf vol	SUBTERNIE	DATE:		HALL SH	PROPERTY.	
vCu, unblocked vol	erweetst	Senzie tabili	289	savetyurer	332	189
tC, single (s)		特特来到	4.1	HARAGE	6.4	6.2
tC, 2 stage (s)	625-03-03-1/1	rdiniu trtaci	0.0	starcas a trus	Service Tells	
tF (s)	STEP IS	140675	2.2	HEALTH	3.5	33
p0 queue free %	SSTREET, SEC	ESTA CERCOMETA	97 1273	TE ANY PRO	95 641	99 853
cM capacity (veh/h)	CTAR WAS	12 (0/07)	12/3	THE PARTY	041	
Direction, Lane #	EB1	WB 1	NB T	ME .	12.40	Part of the state
Volume Total	289	99	47	AND BALL		Taranga vice a said
Volume Left	0	43	35	Non-remotes		 ◆療所定 學術或者以多 所以・物理的 a 無限性疑問的時期分析等可能等。 使图象 (A) 以此性認明如此於中國 医脱氧 (A) 是 (A) (A)
Volume Right	200	0	12			
cSH	1700	1273	684	NOTE OF SERVICE	PUSCUS AND DESCRIPTION	THE THIRD SECTION SECT
Volume to Capacity	0.17	0.03	0.07			Parada da Amerika pelantan mengan perada nanggah bahan da bahar
Queue Length 95th (ft)	0	3	5		Torres Person Age	### 17 1 1 1 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2
Control Delay (s)	0.0	3.6	10.6		E TOTAL	
Lane LOS		Α	В	1 1-10 to 12-12-1	elli a (chacer	
Approach Delay (s) Approach LOS	0.0	3.6	10.6 B			
intersection Summery		e hea			No.	
Average Delay			2.0			
Intersection Capacity Ut	ilization	4 North	33.9%		CU Leve	el of Service A
Analysis Period (min)			15			
MRSENES WELFARE DESIGNATION OF	RESERVA	MITE LET	THE RES	authern	ALTERS IS	

	\rightarrow	7	1	4-	1	<i>P</i>
Movement	ESI	少治国的	AVAL:	LAVELE	NO.	NBP
Lane Configurations	4			4	W	
Sign Control	Free	100	2 K K K	Free	Stop	ATTENDED TO THE PERSON OF THE
Grade	0%	CHE OWN PURSUES	FO I WILL NAME THE	0%	0%	
Volume (veh/h)	95	35		97`		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph) Pedestrians	103	38	20	105	20	14
Lane Width (ft)	ne extende	TARREST ME	ENTERNA SE	MONTHOLES	New York	
Walking Speed (ft/s)	SHIPTING H	(majorille)	\$455 MIN			到11年1974年,第375年的1986年,1986年,1986年,1986年
Percent Blockage	12.R2944	SAPARASHI	SIN WALLE	SERVED SE	WEST STORY	STOP THAT TO A STATE OF THE STOP OF THE STATE OF THE STAT
Right turn flare (veh)	and the an	的智能的共和	NEAR PROPERTY.	236621346	2010年8月1	和1947年1月1日 - 1月1日 1月1日 1月1日 1月1日 1月1日 1月1日 1月1
Median type		HEREN E		点点层)。	None	
Median storage veh)	SUN MESTICAL	SAMATO SHERIN	W100426111-21-12-1	Post National		en det november 1947 E. Die met de Landersen in de la de la de la de la destable en 1945 de la decembra de la d
Upstream signal (ft)	in the same of		SPARKE	Electric State of the Control of the	NOTE BY	
pX, platoon unblocked	CARCOLINIA IN IN	10010000000	- Contracting	C IVANGE CHAPTER	111111111111111111111111111111111111111	And the state of t
vC, conflicting volume			141	1	267	122
vC1, stage 1 conf vol		-				
vC2, stage 2 conf vol				RANGE.		
vCu, unblocked vol	Treaspean ma	YESTEVENIA ART WY	141	San (#PEC. VIII 1 Tors)	267	122
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)	STEEN SEEDS	278324	90678599	onscarezon	onnaeer	
tF (s) p0 queue free %	A state of the		2.2 99	Rivisian.	3.5 97	3.3 98
cM capacity (veh/h)	ELIMETRIA SERVICE	MARKER	1442	MARKET SERVICE	713	929
	avenue properties	Constant	HOLAS HOTELS	SHISHER	SECTION.	
Direction Lake # Volume Total	141	W81	- NB 1			
Volume Left	0	125 20	34 20		(4) 基础	SELTHAMPON CONTRACTOR OF THE PROPERTY OF THE SECOND
Volume Right	38	20	14			
cSH	1700	1442	790	WHEELE WAR	EAST-FEE	
Volume to Capacity	0.08	0.01				
Queue Length 95th (ft)	0	1	3	in a swelcom	Contractor Services	经分支收益 医克特特氏征反射 医水柱 计图片设置信息 医多克克氏试验 医多克克氏征 经有效 计多数 化二苯甲基苯甲基苯
Control Delay (s)	0.0	1.3	9.8			
Lane LOS	el sandistri	Α	A	- +65-18 ACC + 25	86 65 75 7 5 79 F 438	大大大大大大大大大大大大大大大大大大大大大大大大大大大大大大大大大大大大大
Approach Delay (s)	0.0	1.3	9.8		THE STATE	
Approach LOS			Α			THE PARTY OF THE P
Intersection Summary			ALC: N		A CONTRACTOR	
Average Delay			1.6			
Intersection Capacity Ut	ilization		26.6%	10	CU Leve	el of Service
Analysis Period (min)			15			
		Harris	Joseph L.		Statistics.	

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Mavervier	A File		EVEL	NET		SER CONTRACTOR OF THE SERVICE OF THE
Lane Configurations Sign Control	Stop	SKIRSTER STATE	ISTAINENNIS	र्व	A	TOTAL SECTION OF THE
Grade	0%	H24AANNO	NE DESERVA	Free 0%	Free 0%	
Volume (veh/h)	8	16	3	80	64	3
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph) Pedestrians	9	17	3	87	70	3
Lane Width (ft)						
Walking Speed (ft/s)	e di dichilik	HARAINE E	THE PROPERTY.	是有關係的	Wilstin	
Percent Blockage						
Right turn flare (veh)	PER SUBARITANA YAN	1	200000000000000000000000000000000000000	White state and the season		,我们就是一个一个一个一个一个一个一个一个一个一个一个一个一个一个一个一个一个一个一个
Median type Median storage veh)	None					
Upstream signal (ft)						
pX, platoon unblocked			Karana a	annaunn		是一个一个一个一个一个一个一个一个一个一个一个一个一个一个一个一个一个一个一个
vC, conflicting volume	165	71	73			
vC1, stage 1 conf vol	Estro-de de			But did not be but to the		annum neem na man chamban tink en manten (manten) tanut min you you beat mat hely film \$1 1.0 \$1.0 \$1.0 \$1.0 \$1.0 \$1.0 \$1.0 \$1
vC2, stage 2 conf vol			404119			
vCu, unblocked vol (C, single (s)	165 6.4	71 6.2	73 4.1	en en en en	2011/21/21/2014	
tC, 2 stage (s)	STEEL STEEL	0 2	1975年 1988年			
tF (s)	3.5	3.3	2.2			
p0 queue free %	99	98	100	1 - 2% m 4 - 1 - 2 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1	untilaries half, manife ast alfa a	ののではない。 はまでは、一般では、18.14年 2月 2日 1日
cM capacity (veh/h)	824	991	1527	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		
Direction, Labe #	EB	NB 1	56 1			
Volume Total	26	90	73	укра-Бу-	4.4.44	
Volume Left	9 17	3	0	BUT INTO DO NO	the way was the	Constitution of the state of th
Volume Right cSH	1487	1527	3 1700	THE PERSON NAMED IN	GEOGRAFIA	的。中的《 以 》是一些,是一个一个一个一个一个一个一个一个一个一个一个一个一个一个一个一个一个一个一个
Volume to Capacity	0.02	0.00	0.04			(1734年) 13.3万英国中华美国中华美国中华美国中华美国中华美国
Queue Length 95th (ft)	1	0	0	10000120145191	CONTRACTOR (NO.	124 700 01-005 104 60 10 10 10 10 10 10 10 10 10 10 10 10 10
Control Delay (s)	8.9	0.3	0.0			
Lane LOS	Α	Α	11-561 2 (1 2 1111	20 (No. +TII)	attenue trenue	
Approach Delay (s) Approach LOS	8.9 A	0.3	0.0		Holling	
mlerséction Summary		1047	三大	WAR.		
Average Delay		Humotima	1.4	etauteren.	To get a subserver	THE RESIDENCE OF THE PROPERTY OF THE PARTY O
Intersection Capacity Uti Analysis Period (min)	ilization	Silesten.	16.6%	IC	U Leve	of Service A
Analysis Follou (IIIIII)	crivery services		15	STATE STREET		DESERVICE CONTRACTOR OF THE PROPERTY OF THE PR
The state of the s	PARTICIPATE !	THE RESTRICT		76 - 4	White Hall	等等等。

	1	*	1	†	1	1				
Movement	N. EST	ALPIDP.	NE S	W-Co	SATE	SC 24				
Lane Configurations	7	71		र्व	7>	Phorhelin Million			- CONTRACTOR CON	PROPERTY OF
Sign Control	Stop			Free	Free					
Grade	0%	Marca Horasan	me construction and	0%	0%				10.000	*** **********************************
Volume (veh/h)	19	27	. 19	149	THE RESIDENCE OF THE PARTY OF T	21	***	and the second		
Peak Hour Factor Hourly flow rate (vph)	0.92	0.92	0.92	0.92	0.92	0.92	ners carrieres are	ens. Anne d'England al Calebra	decrease en la lacción de lacción	15750491755555
Pedestrians	£1.	29	21	162	149	23		# P		
Lane Width (ft)					aran ara				SCORPAGE FOR	
Walking Speed (ft/s)	Carlette al		STATE STATE	THE WEST	THE REAL PROPERTY.					
Percent Blockage					(40 T)					
Right turn flare (veh)	- 4 Fr. 200 (200 (200))	1	· · · · · · · · · · · · · · · · · · ·	4681001874075747	2 2 7 1 1 1 1 2 2 2 2 2 4 4 A 4 .	Tree has the restrict to water to	6.2.40.6.20.6.50.0.2pvov920.0pm	· · · · · · · · · · · · · · · · · · ·	表现中的证据的证据的企业	and the second of the second
Median type	None	Virginia.								
Median storage veh)	Description of the con-		MUNICIPAL EXPERT	CACHELO CACOLEMA	THE PARTIES OF THE	h managaran ang ang ang ang ang ang ang ang ang a	STANCE OF BUILDING THE STANCE OF STA	EX.TOTAL PARPAGES THE STARTS	ENTAGE PROPERTY PROPERTY TO VE	PANE SALISANIA PERMANANA
Upstream signal (ft) pX, platoon unblocked	HARRIE		2	23,00						
vC, conflicting volume	364	160	172	对你们要抽		Southern Report	(AFT)			TO BE TO SHOW IN
vC1, stage 1 conf vol	enterente)	KIN OF STREET		Test Land Toll	等性關係的		And Will			
vC2, stage 2 conf vol	DE BOST	NAME OF								
vCu, unblocked vol	364	160	172	TENANCE TEMEDIC	est was enough	and the second of the second o	ia Pomissia pa Gueu	Constitution P. Later In	(1) (1) (1) (1) (1) (1) (1) (1) (1) (1)	建筑的企业的现在分词
tC, single (s)	6.4	6.2	4:1							
tC, 2 stage (s)	treetween	užno berbaros	ummananin		Smartinish katasi meksi	THE STATE STATE OF THE STATE OF	in street were common	CONTRACTOR STREET CONTRACTOR CONTRACTOR	NGCANCS ACLATIVE NATION	RAEDMY BLUETING OF
(F(s) p0 queue free %	3.5 97	3.3 97	2.2 99		A CALL	an Whater	district in			
cM capacity (veh/h)	626	885	1405				414.000000 (40.00)	det en community	MONTH BROWN	
According to the second		ESPACIE	1100	code conside						
Volume Total	50	183						200		
Volume Left	21	21	172 0		· AND IN	新加州		HOROCON		
Volume Right	29	20	23		(S) S SULLED	OF THE STREET STATE OF THE STAT		SECRETARISHES	BUNNESHIN	NAME AND ADDRESS OF
cSH	1507	1405	1700	DESCRIPTION	Hatel margin	NO HISTORING CO.	HESTINATES PE	of the latest states	MANAGRAM	如在田田村時間
Volume to Capacity	0.03	0.01	0.10	No.	SEMBER OF	MARKATER .	DESCRIPTION OF THE PARTY OF THE		in valentin	
Queue Length 95th (ft)	3	1	0			TO SECURE A SECURE ASSESSMENT			ek i result Mezarethi	PER PER STATEMENT
Control Delay (s)	9.9	1.0	0.0		如問題			E TABLE		
Lane LOS	A	A		rezhumena	Semanorese	Date to the control of the control o	aminary Country	na order fundir ou et in	12/10/10/20 10	mu South Committee in the
Approach Delay (s) Approach LOS	9.9	1.0	0.0				FIREBUSE	SHOULDER		
	Α			D-100						
Intersection Suramery			V	NAME OF THE OWNER, OWNE		4, 113		Z WOOD	R. Carlotte	
Average Delay			1.7	dustrial	TAURISTI D	nather the		- Mary	MA Charles and a second	
Intersection Capacity Uti	lization	3	0.7%	IC	U Level	of Service		A		
Analysis Period (min)		STANCE AND A	15			建物系统数数 数数	A CHARLES AND ADDRESS.	AND THE TAXABLE PARTY	Arram vandtur	Security and security
aladia di Santa di Alianda di Ali	SELLE AND L		15.						That he	

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Movement (150 cm			THE STATE OF	N/HZ	网 图1	VIII	HOL	No.	YER	SBL	\$51	SE
ane Configurations	e trective stage	A CONTRACTOR		enia di la compania d	4	instantes à alteris aiche	A NAME AND THE PARTY OF THE PAR	De Lancie de Lan	PASTURE SPENS TANK	٩	1	1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1
Sign Control		Stop		367	Stop			Free			Free	
Grade	STREET HALL	0%	a in this way.	110,000,000	0%	SE CONTRACTOR		0%	NAME OF PARTY AND		0%	DINESAL COL
/olume (veh/h) Peak Hour Factor	0.92	0.92	0.92	0.92	3 0.92	0.03	0.92	367 0.92	0.92	0.02	921 0.92	
ourly flow rate (vph)	57	0.92		0.92	0.92	0.92	54	399	0.92	0.92	1001	0.9
edestrians		U			SALE SALES		ANDMEN	11999			1001	ALC: N
ane Width (ft)	1 Jan 15 25				6.000	SALATA	460 25 91	The same	to the second		11111111	
Valking Speed (ft/s)	scale safet dank	100000	Pro-Proposition (Control of the Control of the Cont	Maria (Maria	E PROPERTY	623(17.)	Haddinin	· 中国中国中国中国中国中国中国中国中国中国中国中国中国中国中国中国中国中国中国	Market Mark	1848300 (C. 12.14.14.1	机制制制物	深口的标准
Percent Blockage					Property of							
Right turn flare (veh)	a continue pro s	STREET SAFTERS	1	ACCUSED SHEET	Chara teriora	12000 malayana (5	546-1786-150-151-151-151-151-151-151-151-151-151	29/848998994470	Heritan Control	eronium proces	STATE STATE OF STATE	阿拉拉克斯
/ledian type		None			None							
Median storage veh)	mar - 11 1 - 11 1 1 -	- Salas and Allendary	2 - 2 - 2 - 2 - 2 - 2 - 2 - 2 - 2 - 2 -	21A	18134 275 000 000 000		- 1005 to 2514544	200 P. C. P. P. P. C.	A STATE OF THE PARTY	Marrie Co.	MARKET - 27 CENTS	
Jpstream signal (ft)									15		*(LES) 1	
X, platoon unblocked												
C, conflicting valume	1540	1533	1023	1555	1555	399	1046			399		
C1, stage 1 conf vol	COLTAN POSTABOLI	SATIST PRIMARY CANA	Dogwood (Nation	A ACTIO PARES TRANSPORTE	West as entit	osineet tii i Aihida	charle of the great Carlo		CATTA COMMENT AND	all impristing a same or	7.11 +8.14N71-ha	en mende
C2, stage 2 conf vol								4.44			. Havan	
Cu, unblocked vol	1540	1533 6.5	1023	1555	1555 6.5	399	1046	Ch. James 200		399	£ 13 ET 12 12 15 15 15	EKS WAZ HE
O, single (s)		0.0	6.2	7.1	0.5	6.2	4.1			4,1		am 1245
C, 2 stage (s) F (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2	(文学)		2.2	ENERGENESH	和特定
00 queue free %	34	100	69	82	97	99	92	Sales of the sales		100		is the
M capacity (veh/h)	85	107	286	60	104	651	665			1160	Bankins	EKERS.
liccion Lane		UNA 4 -	NA I	NB 0		38.2		MAZASMENI MAZASMENI	actis, i mirrei Marie essano	MORE WATER	gorgenne Jegende	SUSSESSES PERSONAL PROPERTY OF THE PERSON PRO
olume Total	145	20	54	399	and the s	1046		on seglet				1013310
/olume Left	57	11	54	0	emannies;	0	SAMILOUSE C	RECEIPTS	PARTITION OF THE PARTIES.	NAMES NO.	ALTERNATION OF	emic
/olume Right	88	5	0	0	0	45				CHECK THE	HEREN	STATE OF
SH	172	88	665	1700	1160	1700	SAL WILLIAM	4,2,0,4,0,00	1000 0 N 1 N 1 N 1 N 1 N 1 N 1 N 1 N 1 N	A128011 (+4(0)) 4.	HARPET HOUSE AND	STREET, ST
olume to Capacity	0.84	0.22	0.08	0.23	0.00	0.62	te billion		illianes.		O. Propi	mane.
Queue Length 95th (ft)	146	20	7	0	0	0	MANUAL PARTIES AND AND ADDRESS OF THE PARTIES.	11.000		Mind # 7#52/68#	E-14400-1447	THE STATE OF THE S
Control Delay (s)	85.8	57.2	10.9	0.0	8.1	0.0				No.	- Mean	
ane LOS	F	F	В		Α		a complete de la comp					
pproach Delay (s)	85.8	57.2	1.3		0.0			A SHE	150			標準
Approach LOS	F	F										
tersection Semmery						TO STATE OF THE ST	1,770,70	11/12	1000		100	
Average Delay	sinoowietus	Extension to the	8.5	and the latest	SVSTE TU-		tauru delini	District the same	Tariffic Control	Monthed and widther	PROFESS SUPPLIES	TIGHT PARK
ntersection Capacity Uti	lization		69.3%	10	U Lev	el of Ser	vice	ada (dila	C			
nalysis Period (min)		EPWRETING WAS	15		CONTRACTOR DE LA COMPA	Carlo Parinte	ESTATE TO ACCUSE OF	he the transfer of the	ON PRINTED ON	NO SENSOR	HIMELIBRATION	AT MEDICAL
	THE PERSON SEED		CEL KNIE			SPECIAL STATES			CENTRE!	CANAL STREET		1000

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Movement) EB	- FET	上	WBL	WET.	Walte	NBL!	三 海	n in	Jel-	1000	(SP)
Lane Configurations		વ	7	*****	4		٦	ħ	COMMENT SHARE SHAR	٩	7.	mak Mail A sales day is
Sign Control		Stop	NAME OF		Stop			Free			Free	
Grade	CANDON COMPANIES	0%	Charles of the Arthur and		0%	and the second section of the sectio	Chicken hold blace	0%	SACONOMINA DE LANCES PO	each ducky send	0%	Official and the analysis
Volume (veh/h)	86	2	78	. 16		8	60	478	7	18	616	. 5
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	93	2 .,	85	17		9	65	520	8	20	670	5
Pedestrians	ALDHARID VANS	AND COURTS FOR AND A	CONTRACTORS !	ECCS-GARACT	(115) T75161035			AND AND AND A	(Garage and	NATURE TO SERVE	Chrys-Festre	elosterate
Lane Width (ft)	5516			表表表			a Salakan					
Walking Speed (ft/s)	DENOMINE DESCRIPTION OF THE PERSON OF THE PE	***	METER MARKET	1191967615151	Constitution (National	SECRETARY OF THE	and the same	THE STATE OF THE	echtean Sidherra	CALL MANAGER	SECURITIES CONTRACTOR	NOTE THE PERSON
Percent Blockage	a 75.7 ()					ortalia.				118		L IV.
Right turn flare (veh)	MANGET LE	THE VEHICLE OF	PANEST STATE	reservativitis	THE PARTY		THE REST PARTY OF THE PARTY OF	HOUSE AT FORM	Maria Agras	经验的	STREET,	RESIDE
Median type Median storage veh)		indue	111		None			STREET,	TNO COLLEGE	EN PROPERTY OF		特別特
Upstream signal (ft)	CONTRACTOR OF THE PARTY OF THE		SPROBITE SE				are reson			THE PERSON		
pX, platoon unblocked		William.	Nather 1			AND THE	434.		210122	To deline		30.304
VC, conflicting volume	1307	1396	699	4446	1421	F32	729	HANKS NI	eren enen	527		
vC1, stage 1 conf vol		1030	USS			444	distribution of			461		
vC1, stage 2 conf vol			Name of the	MIRESHINE		NAME OF STREET			WHEEL ST		Surrey	
vCu, unblocked vol	1397	1396	699	1406	1421	523	728	ESTERNISCE IN COLUMN TO THE PARTY OF THE PAR		527		REPRESE
(C, single (s)	731	6.5	6.2	1111777	6.5	6.2	4.1			4.1	STATE OF	
tC, 2 stage (s)	ACTUAL NOT	District States	HOREOF TERRITORIE	HE STATE OF	Pilled Refried Barbara	No.	主席和他的			ALL BURNEY	enteractive	REMAN
(F (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2,2		
p0 queue free %	13	98	81	80	99	98	93	200 ST 100 S	And the second sections of sections	98	F ## COLUMN TOWNS	Mr Sept 18, 74
cM capacity (veh/h)	108	128	440	86	124	554	875			1040		
Direction Lane#		V4/8 45	NR	ME 2	SRIII	SEDE	THE RESERVE	HIERON MALHON	STATE OF THE STATE		A SECTION AND ADDRESS.	12 c 14 d 14
Volume Total	180	27	65	527	20	728						
Volume Left	93	17	65	0	20	0	AMIN'S AND	11 10 134 1109		A STATE OF THE PARTY OF THE PAR	98 E CE 10 VAZVI	METHOD STAN
Volume Right	85	9	0	8	0	59	The St				NA.	
cSH	176	120	875	1700	1040	1700		-0.00 to 10.00 to 10.00 percent	E 44 (400 to 6 7 10 to 6)	77.10 m 00.800029.3	SHALL COLORED STATE	200 A St. A. S. A. S.
Volume to Capacity	1.02	0.23	0.07	0.31	0.02	0.43						
Queue Length 95th (ft)	212	20	6	0	1	0				211111111	411-12-12-12-12-12-12-12-12-12-12-12-12-1	
Control Delay (s)	127.6	43.4	9.4	0.0	8.5	0.0				and the second		
Lane LOS	F	E	Α		Α	311/2/12/21						
Approach Delay (s)	127.6	43.4	1.0		0.2							
Approach LOS	F	E										
intersection Summery		PAX II	100					W 214	0,200			2.000
Average Delay		221	16.1	4.11277					N/m s	end of the cape and a first the	Contract Comment	Conden a man
Intersection Capacity Ut	ilization		57.1%	10	CU Leve	of Ser	vice		В			
Analysis Period (min)			15	AL ADA MARK ST. MARK	21. 9.4 1960 No. 100			Delication from the second		Africantain		

	-	*	1	4	1	-			
Auto Committee (1)	EB	EBR	\$701m	W. Charles	- NOL	HER			F (5/4)
Lane Configurations Sign Control	Free				Stop.				
Grade	0%	re casa save	ene a tricinational	0%	0%	MICRELEXITOR OTHER	AND MORE OF THE SHARE	***************	MENT OF THE THE TENT OF THE TOTAL PROPERTY.
Volume (veh/h) Peak Hour Factor	102	204 0.92	67 0.92	92 0.92	51 0.92	29 0.92			
Hourly flow rate (vph)	111	222	73	100	55	32			
Pedestrians	is set a company of	11357 457	CA POST TOTAL	4745-44-4(8)11	A TO THE SERVICE PROPERTY.		47740467048181818444	10.3 La 10.3 Bit. 李州中心经验管验证	NUMBER OF STREET
Lane Width (ft)									
Walking Speed (ft/s) Percent Blockage	a de la companie de l	romana.	GM ARGER TS	MEGTERS.	errogensing.				4515-5010-61-01414
Right turn flare (veh)	建制发动			HS: 3.153	HERMAN			naranikuata	er constant
Median type					None				
Median storage veh)	SED-TELWER VERSE	Michigan Company	active or rea	en makenan sibas di	Const Programs	INDOVERSE STATE OF THE STATE OF	was triangle or an independence	and the state of the last of the case of	and the beauty of the property of the party of
Upstream signal (ft) pX, platoon unblocked		42102034		519:44					
vO, conflicting volume			333		467	222			
vC1, stage 1 conf vol	After 1999 Ville (1995)	and a property of the second		SERVE MANUSCRIPTED.	To MILE STATE	NAME OF THE PARTY	KLISS AJAN MED SATA	Menselskiegterener	
vC2, stage 2 conf vol									
vCu, unblocked vol	awersow	And the second	333 4.1	ADMIT OF D	467 6.4	222 6.2	TOTAL PROPERTY OF	unen retronrens	ENTONO 1 CHECKER TO THE
tC, single (s) tC, 2 stage (s)	SHIPMEN	Bioless.	HALLAND	Part Part	19.4	0.4		HEALTH CORNE	
(F (s)			2.2	in son	3.5	3.3			
p0 queue free %	Office Million (1984)	one of the	94	V SCHWICTURY	89	96	umuhotanian sara	hydricanies enimican	0 - 477040.77 - 770.48
cM capacity (veh/h)	超用影響		1227		521	818	DESCRIPTION OF		l and an article
Direction, Lane #	EB-1	WB1	NB 1	NEW HIS		er Hub Is so			
Volume Total Volume Left	333	173 73	87 55		国际国		14. E		
Volume Right	0 222	73	32		atomorphis	TARESTON STATEM	Martin Artis		
cSH	1700	1227	600	HANSKIIIAV	MATERIAL SECTION	THE REPORT OF THE PARTY OF THE			
Volume to Capacity	0.20	0.06	0.14		OF HER CASES				
Queue Length 95th (ft)	0	5 3.7	13 12.0		1085121021010101	THE STATE OF STREET	ETHERNOUS CO.	Charles Blanding As	esonalization transies
Control Delay (s) Lane LOS	0.0	3.7 A	12.0 B		Say territor (S)		adt as i li ka		NAME OF THE OWNER, OF THE OWNER, OF THE OWNER, OF THE OWNER, OWNER, OWNER, OWNER, OWNER, OWNER, OWNER, OWNER,
Approach Delay (s)	0.0	3.7	12.0						
Approach LOS	Designation Street	ARTHUR STATES	В	2. V. C. C. S. S. Profes	100 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	advantar@displainterasteller	ATTRICT THE 18 ATTRICT	CONTRACTOR STATE OF S	tuess 2 T
Intersection Summary	(建筑)	1. 1. A.		1000	Have a		Market VIII	deriver have	
Average Delay	Calcing any	O FROM	2.8	Mercus makes	et encount		A CODE THE SHARE HAVE BEEN AND A SHARE WHEN	to far y milit out a survey to	ALCO ADDA DE DE SE
Intersection Capacity Uti Analysis Period (min)	lization		41.0% 15	10	U Leve	of Service		A	
Analysis renou (IIIII)			61 112 - 124 144 144 144 144 144 144 144 144 144						

	\rightarrow	1	1	4	1	P					
Lioven en	MEDIA	SERVICE OF	WEL	West I	NEA.	THE PARTY	trong Alex			ST. U.S.	1
Lane Configurations	ja Taranta	eren interessor	PLANT AND PROPERTY.	र्स	¥	C	4268 - Araborian promissorem	NAMES AND A SECOND OF THE PARTY	to the China was been as the	. As the methods have	
Sign Control Grade	Free 0%	tegraps		Free 0%	Stop 0%	e de					-
Volume (veh/h)		39	46	154	20	41					14
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	Formation of the Pality	(10位)AABAAAMINTEANA	本が設定された。	an which was i	10
Hourly flow rate (vph)	166	42	50	167	22	45					Section 2
Pedestrians Lane Width (ft)	PANERAL CENTRA			SOMETHING				NE POSSESSA PROPERTY.	entalezanea	ogranasiani	*
Walking Speed (ft/s)	A THE STATE OF		Milder	A L. THE	de Maria	Lincoln and the					15
Percent Blockage											Ĭ
Right turn flare (veh)	\$ 11 - 2 2 6 11 \$1 \$4 \$ M2K	Salare Someoaculow	March 1602 vote	Standard Standard Control	April William St.	Christian Publication State of Physics	Troping a sufferience and	WITH THE PARTY OF THE	MANAGEMENT AND A STREET	\$70.4 MARCH 1800	
Median type Median storage veh)					None			S. K. K.	and the second	i italia	45
Upstream signal (ft)											T.
pX, platoon unblocked	Company and the Company	Mercellonica.	NOTES AND PARK	DARRIES STREET	\$9-45-6-11.0.0.000	CIADA SILLA CATA	MUNICIPAL MARKET SK	SOLAS SOCIETA	(M140) 2440 A (M25) 42	25,252,57	i.
vC, conflicting volume			209		455	188					100
vC1, stage 1 conf vol			(1) 建元型(1) 控制	ROTOSISM	NAME AND DESCRIPTIONS				SUSTINGENCES		X.
vCu, unblocked vol	PHINDS	A TOP	209		455	188	illusia sala	AA BURALA	Aleise	100	17/12
tC, single (s)			4,1		6.4	6.2	1				SCHOOL STREET
tC, 2 stage (s)		en menso	(valoro de la		et som av state	Participation of the second	THE PROPERTY OF THE	president profes	7
(F (s) p0 queue free %			2.2 96		3.5 96	3,3 95			Contract of the Contract of th		A.
cM capacity (veh/h)	開節機		1362	WINE.	543	855					Care
Direction, Lane #	E8 1	V/B-# =	NB1	NED COM					Annie Selle	MARKING TO SERVICE	
Volume Total	209	217	66		الدين الدين الدين الدين						ı
Volume Left	0	50	22		entrapiste de pour p		HARMOND - SEINGTO	Had drifts made and a second	POST DE LA CONTRACTOR	HIST DESCRIPTION OF	
Volume Right	42	D	45 719								ì
cSH Volume to Capacity	1700 0,12	1362 0.04	0.09			SHEEK AZES		NEW PROPERTY.	Hilliamanettenen	Castalliant.	i
Queue Length 95th (ft)	0	3	8	NASHININ				Manager 1	PERCHASIN	eleta (Sert	į.
Control Delay (s)	0.0	2.0	10.5					Real Parties			12
Lane LOS	0.0	A 2.0	B 10.5	THE PASSESS	and the same	bilanarusan kanarat			evostávunávácak	TX-41/25/25/2	12
Approach Delay (s) Approach LOS	0.0	2.0	10.5 B						Net reliable		elitine.
			- ununu	Str. Free	Same	-01 MIN (a)	* 15 Wat 10	SATURE FOR		POSE AND THE	ı.
Average Delay	VI STORY G	DESTINATE OF THE PARTY OF THE P	2.3			The second second			4	国内的	
Intersection Capacity Uti	lization		34.7%	IC	U Leve	of Service		A			alcon.
Analysis Period (min)	A attionable in Ab. (1 -		15						3 CONSTRUCTOR STATE OF THE STAT	TENDOSTORES PROPERTY.	6
								1			No. of Concession, Name of Street, or other Persons, Name of Street, or ot

	1	*	1	†	Ţ	1					
Morement	三	EBA	NAME OF THE PERSON NAME OF THE P	WN5 IS	SETA	STILL ST	Purchas a pro-		THE STREET	C. Pro-Sales and III	
Lane Configurations	ሻ	7		र्श	ß		Manu midde	N. PHILOZOGIA	Harman Vin	Manager System	
Sign Control Grade	Stop			Free	Free			7 - 50 (0) (1) (6.5)			
Volume (veh/h)	0%	16		0% 105	0% 84	Kurtesano i	English in Political	44.6.066820000	estero er	S saltenbunden sangen o.e.	A Consistent
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	3 0.92	el de la companya de	114 9 2 40			
Hourly flow rate (vph)	9	17		114	91	3.					
Pedestrians Lane Width (ft)	e established	5500000000	151547114141111 3 FW	T-10-10-10-10-10-10-10-10-10-10-10-10-10-	MATRICES AND	Yellow delivered the	PROTEINS SHORT HOUSE	Married Company of the Company of th	TE SOLING CHON-MES	de and de reference de la company	11350355
Walking Speed (ft/s)		A STATE OF	i de la co	Section 1							
Percent Blockage								Control of the second	OWN SOM	CHAPTER TO THE	
Right turn flare (veh)	Minister de Discourse de l'annuelle	1		TO TO SEA OF SEA STATE OF SEA	74-160 May 434	NAME OF TAXABLE PARTY.	11 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	aca a follows:			2017
Median type Median storage veh)	None										
Upstream signal (ft)						Bakings Per	Contract Co		000000000000000000000000000000000000000	Constitution of the state of th	CONTRACTOR OF THE PARTY OF THE
pX, platoon unblocked	ara sa againe a		CAMPACTURE.			Section Services	DISABILITA	地域的特別的	的。例如此		
vC. conflicting volume	214	93	95								
vC1, stage 1 conf vol		to Early	THE PERSONS		Distance	articles properly	CANAL MARKET AND AND	10000110010000	Alica Sea Sea Constitution	Service and a se	10.01年 10.00 14 10 00 の名と別の希望者
vCu, unblocked vol	214	93	95	米达斯拉州				STURN	TEAN IN THE		
(C, single (s)	6.4	6.2	4.1	in the				***	97112-714		
tC, 2 stage (s) tF-(s)		CONTROL OF	COMMENT	i di dalendo umano	Water teached the			- Transferred Sans of a	STREET, STREET	63.71 at (62.73.75) (7.72.72)	132.244
p0 queue free %	3.5 99	3.3 98	2.2 100	有語詞類		Contain.					
cM capacity (veh/h)	773	964	1499		ENH EN	是那种	阿斯斯特尼斯的	DESCRIPTION OF	THE STATE OF	EXECUTIVE OF THE	the corp.
Direction, Lane #	TERMS	NB	RRV	Notice and the second	WATER VALUE	TO CHIMPICALE I	AND DESCRIPTION OF THE	VIGTRETURBURA	NA PERSONAL CITY		contata
Volume Total	26	117	95	100000			i sireski				0775
Volume Left	9	3	0	ortica tarriant	An exert property of	ran array raya ya sa	23401-10400-00	ATTACKT STREET	MCANE HINDY	Wanting to	AP1620
Volume Right	17 1446	1499	3 1700								
Volume to Capacity	0.02	0.00	0.06	的总数数据		MENDESCHIEFE	THE PERSON NAMED OF PERSON NAM		Endonalista e	SSIPEVIALIDADES	districts.
Queue Length 95th (ft)	1	0	0	TOTAL PROPERTY.	THE HALL	AND PROPERTY.	NEW PROPERTY.	El High High		建加热信贷	No.
Control Delay (s) Lane LOS	9.1	0.2	0.0				BUSHER	1. 2. 32			2000
Approach Delay (s)	A 9.1	A 0.2	0.0	entonoletzum	nerto control	Une distance of the	DATE: NAME OF TAXABLE PARTY.	Life integral to the	N. F. S. C. SEVIS	Diamona	
Approach LOS	A	0.2	0.0	SHIFTERN	THE REAL PROPERTY.		PER SHARE	接流性原则			
dersection Summer?		S. C. C. L. L.	XIVE DESCRIPTION		10.00	NAME OF STREET	ALL THE REAL PROPERTY.		The same of		an married
Average Delay			1.1	T.	100			大 斯	Winds (
Intersection Capacity Uti	lization	i gʻiledi.	7.9%	ICU	Level	of Service	e	Α			
Analysis Period (min)	1005 W000 acces	and an oral	15	X	NAT	err en mittelles	***************************************	OWNERSON	Table Application	APARTER DES	1351
i salah 18. ji							MARKE PARTY				W.

	1	1	1	Ť	†	4				
Мочетрый	E BRID		RAL	SAEVE	SBT	88.4				斯 [2]
Lane Configurations	THE RESIDENCE OF	ľ	verscova-com	र्भ	ß	CONTRACTOR	Ciden serve mered areas.	TO STATE SEATER CONTROL	and Market allows and Market and	2004 C Danie v 2004
Sign Control Grade	Stop 0%	Like Seri	開設	Free 0%	Free 0%	84.3006	i de la compansión de l			
Volume (veh/h)	19	27	19	210	130	21				
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92		Page District Control	CONTRACTOR AND CONTRACTOR	A STATE OF THE STA
Hourly flow rate (vph)	21	29	21	228	141	23	alde e			
Pedestrians	90% (12:10)	070508-0205097	ENERGIA EN EN	TRACOUNTABLE	an increase a constituent	i de la	ecer authory and the contra	APPROXIMENT OF THE STREET, THE	DE HANDATURE AND	医克里根氏病 经工程 医皮肤性
Lane Width (ft) Walking Speed (ft/s)	MULE	HA HALL								
CONTRACTOR OF CONTRACTOR AND DESCRIPTION OF A PROPERTY AND DESCRIPTION OF A PARTY OF THE PARTY O						建设设置			511	
Right turn flare (veh)	A THE PERSON	1	Seed Service Co.	actem appare	MEDIE MONTE	数值的系统操作系统条约	建加热工作的	1. 100 mm 100 m	HALF PROPERTY OF THE PERSON AND THE	ne a profesional
Median type	None									
Median storage veh)	ENGLES (MARIE 1999)	CASTSUARY SERVICE	1940 Part 1940 Part 1940		1699-E40030-149	ental puris energica	577984 Seizen 1225 123797	(4.4 (4.4) (4.4) (4.4) (4.4)	TO STATE WITH LAST	Market was a service
Upstream signal (ft) pX, platoon unblocked			18		PART					
vC, conflicting volume	422	153	164	14-78-36						CICK CAS
vC1, stage 1 conf vol	institution.	Sept.	can be his		AND WEST B	文化的工作的节化 对称	The Court of the C		SAN	erangeriet in der
vC2, stage 2 conf vol										
vCu, unblocked vol	422	153	164		a set that the	NEW STREET, SAME		HAMPORY, VIZ. A. TRESP.	The management was the control	To a soft the state of the state of
tC, single (s) tC, 2 stage (s)	6.4	6.2	4.1	No. of the	Selection.					
tC, 2 stage (s) (F (s)	3.5	3.3	2.2			MARKE				
p0 queue free %	96	97	99	000000000000000000000000000000000000000	ALCOHOL:	HI STATE		Commenter to the first	THE HALL ALL	
cM capacity (veh/h)	580	893	1414							
Direction, Lane #	EBY	NET	88.1		Relate to					
Volume Total	50	249	164							
Volume Left	21	21	0			LINE DISEASE OF		Alabarate Adams		
Volume Right	29	0	23		alleges.			取得精粹		
cSH Volume to Capacity	1403	1414	1700	CHEST CONTRA	#State Utod	ATTENDED TO		eru - I sies		KANTITE (D)
Queue Length 95th (ft)	3	1	0.10	NOVAL DESIRE	HINGHAM.	STEEL STATE	发展的理论的			
Control Delay (s)	10.1	0.7	0.0	and rate	数配置	HATELEN H		\$MARINERI		
Lane LOS	В	Α				The state of the s		10711 311100111111	and the second	e a mandam och in fråg det ing
Approach Delay (s)	10.1	0.7	0.0							
Approach LOS	В									
Intersection Summary		616				10			1	Contract of the last
Average Delay	ADMINISTRA	In in bioticus	1.5	(Flage-flury)	viii .		· farefaces			
Intersection Capacity Util Analysis Period (min)	lization	HERE WAS	33.6% 15	in a life	U Leve	of Serv	ice	A		
Andrysis i criou (mill)			13							

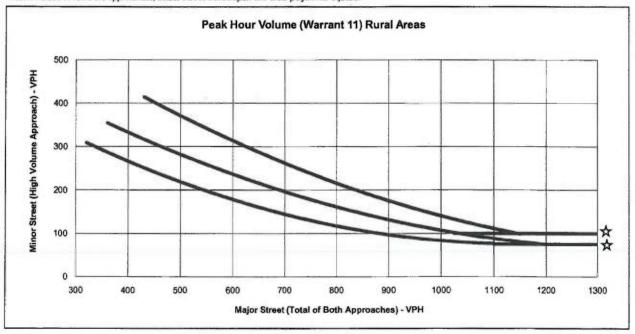
	1	→	>	1	4-	4	1	1	P	1	Ţ	1
Mo romaint	EN	683	EBR	WBE	E PER	AND I	MEL	NOTE:	NER	(地)	5.81第	981
Lane Configurations	ris responence	4	***************************************	T WENNINGT	4	seese en	SAUDICE TO SAU	A LANGE TO	SCHOOL STATE	I SECURIOR S	ß	ATTHE STATE
Sign Control Grade	Single-	Stop	lo stolet	可起源	Stop	THE SAME	湖泊或河	Free	場們自然		Free	網接
Volume (veh/h)	OK KOST	0%	70	294977	0% 3	CHIMINES		0% 585	BOTES SERVE	A SASSESTERS.	0% 1467	North Park
Peak Hour Factor	0.92	0.92	76 0.92	0.92	0.92	0.92	49 0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (yph)		0.92	83	11	3	0.92	53	636	0.92	1.92	1505	4.
Pedestrians	STATE OF STATE	Michael Mc			VII N. O.	District Control	Carl Hara	का का ताल है।		Hair Zon		P.L.P. Hills
Lane Width (ft)				TO THE RE					NY AMERICA			
Walking Speed (ft/s)	eliminice de	164 EN 384 F 106 A 715 LIN	MARKUTUS KAR	12427-416121CH		TARREST TAREST	HENNI STEENER	MARKET AND C	President Property	a half to be the		RECORDANCE.
Percent Blockage												
Right turn flare (veh)	W. W. W. W. W. W. W.	440 (0.103.429).414	1	1005-5-210-70-1-72-6-7	That are a reserve	5 444.277.777 police p	2. 1-01 (Fastistical)	el-Caracitating et av	WILE STATE STATE	012 4 0 3 D D M 4 0 D F	新 在台灣在大型有多的時代	F. E. M. S. V. S.
Median type		None			None			. 1 N				. Hills
Median storage veh)										The state of the s	a trading control to the	T. Sector Buttle
Upstream signal (ft)												
pX, platoon unblocked	GP-CTARPOTON INC	this municipality litherwise son	- 10 TO TAKE 1 - 1 10 TO THE SECOND STATES	CONTROL OF THE PARTY OF THE PAR	Page Selection and the selection and	AND PROPERTY OF A WARRY OF	ALL THE STREET OF THE SALES	over a description of a first property in a	TAA OR STUDENT FOR INC.		170 p.l.c. (170 p.m.)	
vC, conflicting volume	2368	2361	1616	2380	2383	636	1638			636		
vC1, stage 1 conf vol	PRODUCTION OF THE	District Consequence	**************************************	of the party of the same of th	MANIFEST TORNER	2887205-7616-05	SECTIVE HER IN	1 /1500E(1204	enter en	DESENDATION TO BE	Na National Inc.	NEISKIN OTEKS
vC/2, stage 2 conf vol		barring an		0000					Art. Sub		3.	
vCu, unblocked vol	2368	2361 6.5	1616 6.2	2380	2383	636	1638	THE REPORT OF	NESH DESK	636		Part of the Control o
fG, single (s) tC, 2 stage (s)		0.0	0.2	1 1 1 h	6.5	0.2	4	4 1.4	Sill like to	4.1	held Sta	
(F (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2	STANSANIES	SUITE PROTES	2.2		rstelf type
p0 queue free %	0	100	35	0.0	89	99	87	ME VIDE F	Property and the	100		and the second
cM capacity (veh/h)	20	31	128	8	30	478	395		TINE OF SHIP	948		THE RES
Drection Lane#	FR 1	WB 1	NB4	או		COA		RESIDENT STATES	NOSSHELDE			a de la francia.
Volume Total	136	20	53	636	302 1	1638						
Volume Left	53	11	53	0.30	SHOOLS	1030			i de	Killia Kalisi	Sales High	的田园
Volume Right	83	5	0	0	0	43	10月月後期				esementes	ENCENTRAL DE
cSH	41	13	395	1700	948	1700	SECRECATION OF THE PARTY OF THE	EDMSQUEDE	2022/2002	64.4886	26891076	STATES
Volume to Capacity	3.30	1.56	0.13	0.37	0.00	0.96	Charles and	HE WIFE	NUMBER OF	en la della	150 PER 1875	DY HANDS !
Queue Length 95th (ft)	Err	80	12	0	0	0	HANGE THE 25	CHEMICAL COLOR	Mark The Park	CHEST CONTRACTOR	PASSIFICATION	603/1007/
Control Delay (s)	Err	885.9	15.5	0.0	8.8	0.0	ENTER OF			ME SHOW		
Lane LOS	F	F	С	2 2 2 2 2 2 2 2	Α	established to	MONTH CONTRACTOR	No. of Publishment	20 Semiliari	#1674 A CONTRACT	For Jacob Parket	dentilea.
Approach Delay (s)	Err	885.9	1.2		0.0					1 - 4 - 4 - 4 - 4 - 4 - 4 - 4 - 4 - 4 -		Pickers
Approach LOS	F	F		VAS 81.	14.46.000.000	Server Col. Was I'v	A7745 A.	\$ secondore	411200000000	100000	Charles & Action	
Intersection Summary			A THE ST				9 (4)		197	#3 F 3		
Average Delay			554.3						of the Later Walls			
Intersection Capacity Uti	lization		97.7%	10	U Leve	of Ser	vice		F			
Analysis Period (min)			15							And and Substituting	proceedings (VIII)	10 6 111 11 2 5
				Sel Silve	an ski			la interior				

	۶	→	7	1	-	4	4	1	-	1	ţ	1
Movemen	ERE	EBT	中的代	NW B	MERT	WAR	NBL	NB1	· MBM	HOURS	SET	1 Main
Lane Configurations	S=2275U7	ર્ન	7		4		ሻ	A	Santo William Carlot	٩	P	
Sign Control		Stop			Stop			Free		114	Free	Santauri
Grade		0%		10 att 17700 at 1 d	0%	The Marketter	0.0000000000000000000000000000000000000	0%	· 不可是 你可能的你你是怎么 無法	\$1793 to 2023YV	0%	
Volume (veh/h)	78	2	69	16		8	.54	763	7	18	981	49
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	85	2	75	-17	1	9	59	829	8	20	1066	5.
Pedestrians	CANTAGAMAN AND AND AND AND AND AND AND AND AND A	etillis ottoberen si	LEBANT WAR TO SEE	は年まれから水水子のぎっから	SANTON DETWEEN	WATER THE SAME AND A	FETTING WILLIAMS	encero controle		MERCHANICAL CRE	and the fact of the same	THE PERSON THE
Lane Width (ft)				in kin			M. Tal					
Walking Speed (ft/s)	PRODUCTION CONTRACTOR	######################################	UTS AN INSTANCE WAS	and the second second	A HETEROPES	contenue manage	STATE OF STREET	THE OWNER OF THE PERSON	PRINCIPLE IN SEC.	Part Republican	DESCRIPTION OF THE R	DETERMINE DE
Percent Blockage		1111				i lus ans	e dism					
Right turn flare (veh)	essonan ze ivel	CONTROL CONTROL	1	baraneses	EXPOSED TO SERVICE	NEW YORK	u sinta emperi		wasiater areas	K DEFENDENCE I	answersenst	
Median type		None			None		with the		的抗性的	it is the		T. Carlo
Median storage veh)		NAME OF BRIDE		A SALLINGS		METER LEGISM		unionariem			SERVING TROOP	NA PELLE PART
Upstream signal (ft)		al harle		No. Ph								
pX, platoon unblocked	0000	0000	14 des	500E	2000	0000	TAKON.	MACHENIA S	NECESTRAL	007		TOTAL PROPERTY.
vC, conflicting volume	ZUSS	2080	1093	2095	2109	833	1120	dha. Ala	Mainlen	837		SHEET IN
vC1, stage 1 conf vol	THE PERSON		CONTRACTOR	195750 HAZ	erral Heldela	HERET AND THE PERSON OF THE PE	D LANGE CONT.	ALTERNATION OF THE PARTY OF THE	is the vertex to the	HARSTANDS		CONTRACTOR CONTRACTOR
vC2, stage 2 conf vol	2088	2086	1093	2095	2109	833	1120	a language	le milita	837		July 1
vCu, unblocked vol	2000	6.5	6.2	2090	6.5	6.2	4.1	阿斯斯斯斯	798 13 M		THE PROPERTY.	
IC, single (s) IC, 2 stage (s)		0.3	P.A.	Mc Hatu	E 1975	4.6	法从数据	州京新港州	科斯拉斯维斯	经营业的		植物
F (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2	LINE WAY	MENTINATA	0.0		
p0 queue free %	0	95	71	27	98	98	91		U.S. SHOW N	98	A Constitution	entra de la
M capacity (veh/h)	34	47	261	24	45	368	624	9. 数等级		797	u a a a a	Car Wil
Access to the contract of the	EUNDEN EU	TALKS OF THE	SHAMMEN .		STATISTICS.	S. Edwards	Military.		ran California (by C			经有限的表
Direction, Lane #	- 134.	WE 1	NB.1	NB 2	58 1	58.2						
Volume Total	162	27	59	837	20	1120						
Volume Left	85	17	59	0	20	0	ununer malest d	BOTO - STATE STUDIOS	WAS STREET, SAME	mostore macon	PROVINCE OF THE PARTY OF THE PA	унционорга:
Volume Right	75	9	0	8	Ó	53		HITTARI				Suria.
cSH	57	35	624	1700	797	1700	HERRI WALLE	CATCUSTICATION OF	PERSONAL PROPERTY.	INTERNATION	novereza y troch	DOLUTE SAN
Volume to Capacity	2.84	0.77	0.09	0.49	0.02	0.66					A STATE OF	HAR.
Queue Length 95th (ft)	418	68	8	0	2	0	more consumers	DISTRIBUTION	KINDERWANIE	escentros.	*********	SACRETORN ST
Control Delay (s)	981.8	SAULANDE DE LA CONTRACTOR	11.4	0.0	9.6	0.0		Garagi.		, Hali	I K I W	District.
Lane LOS	F	F	В	uranomiano	A	C REGIONALS	rappergrams and raph	SING CHROCESTED	Park Constant	SOUN VESTIE AS	AND DEPOSITION	ethan in in
Approach Delay (s)	981.8	252.9	0.7	i dinifin	0.2		esta leva					
Approach LOS	F	F										
Intersection Summary		Party H. Land	公中有效			1 1 1 1 1		5.耳须	作品的。		150	W.T.
Average Delay			75.0	100000000000000000000000000000000000000								
Intersection Capacity Ut	ilization	THE SECURITY	72.2%		CU Lev	el of Se	rvice		C	Hirth Co.		
Analysis Period (min)	SALUT PARTY	went marks	15	AND REAL PROPERTY.	1 4 7 24 8 7 8	THE STATE OF THE		2016年時代4月2日	Sector Wilder	ening a stables	1200	Married and activities in
POSSESSIVE PERSON N							Marie M	75.00	THE STREET			

	\rightarrow	*	1	←	1	1				
Mayoners Assessed	and the	EBA	VVBL	WET	MBE	NBR			Laure Service	
Lane Configurations	ß			ન	Y	IN-CREATE THE THE CREATE WARRIES	AND RESERVED AND ADDRESS OF THE PERSON ADDRESS OF THE PERSON AND ADDRESS OF THE PERSON ADDRESS OF THE PERSON AND ADDRESS OF THE PERSON ADDRESS OF THE PERSON AND ADDRESS OF TH	CONTRACTOR STATE		
Sign Control	Free		14.5.40		Stop			HAMER	olu i	
Grade Volume (veh/h)	0% 554	190	63	0% 364	0% 49	28		naggethan		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92		AFEK ARE ELEMENT SERVICE		A CONTRACTOR OF THE PARTY OF TH
Hourly flow rate (vph)	602	207	68	396	- ches we are water unit	30				
Pedestrians		PROPERTY OF E	COMPANY SIL COMPANY	CONTRACTOR STATES	A PA LITTER, PERSONNELLE		markages - Oktober 18 construction	NOVINA AND FROM PLANT A LEE	AR WORK SOME NEW LORS FOR	ADMINISTRAÇÃO AZON
Lane Width (ft)				TOWN WALE IS				N. A.		
Walking Speed (ft/s) Percent Blockage			医温波定抗的	BERTEN						Tentral and Control
Right turn flare (veh)	water lines		trekining katik		M. Mudici	ppending house	Microsoph (2) 344	institution of	district and control of	and a contract
Median type			era re u per		None	ental sur Fall at				
Median storage veh)		*******************************	ANALOM STOWNS AND	THE BARRIES AND THE	WITH CHANGE MAN	AND PROPERTY AND THE	ATTENDED AND LONG TO	TENNENS NO. OF SHE	Barring and Company of the Company o	a sette process and a sett
Upstream signal (ff)							n in		The state of	in the second
pX, platoon unblocked vC, conflicting volume	i i shahara		809		1238	705				
vC1, stage 1 conf vol	in fed coeds	LESS HOLLS	And the second car.		HARME!		elegal (M. 12) and	CAPADA PARAMA		
vC2, stage 2 conf vol										
vCu, unblocked vol	P ANGLED BURNERS	LACTIC STATE OF THE STATE OF TH	809	DEL I MENNENDO METER	1238	705	REPARENTS TO SOME SAME	The second of the second of the		INTO A WAR IN THE
(C) single (s)			4.1		6.4	6.2			"interior	
tC, 2 stage (s) tF (s)		A CHARLES	2.2		3.5	3.3				
p0 queue free %	H-77(1)19(4)19(4)	and the same	92	KARAN MENIN	70	93			ace of a representation	高种用化剂 等4、157
cM capacity (veh/h)	는 48 . 14 () 기타일 기술		817		178	436	TATALLE THE	BEET STATE		
Direction Lane#	EB 1	WB 1	NB 1				CHEST			
Volume Total	809	464	84	-4 (4)33	1 1 7 6			Opposite Committee Committ	arikê. E	
Volume Left	0	68	53	MOCHAETACHTON	990011100000000	DATE OF THE STATE	ASSESSMENT	monaconasantus	TOTAL PROPERTY.	NACES SERVICES
Volume Right cSH	207 1700	0 817	30 227			(首の政府は提問)				問題的問題
Volume to Capacity	0.48	0.08	0.37							TEST SHOW
Queue Length 95th (ft)	0	7	40	The second second second	: 405#253#44 AA	\$320,53KT==2154215	NTANDOMENTAL NATIONAL	ACTEMATICAL PROPERTY.	THE RESTRICTED BY	PERSONAL PROPERTY.
Control Delay (s)	0.0	2.4	29.9							
Lane LOS	ondia rest	Α	D	negav spisitel	uni-enviorita	sure - Artis				
Approach Delay (s) Approach LOS	0.0	2.4	29.9 D							
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Volume Right cSH	39 1700	0 1007	42 352								
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Both 1 Lane	Approaches	2 or more Lane and Or	e Lane Approaches	Both 2 or more Lane Approaches			
Major Street Total of Both Approaches	Minor Street High Volume Approach	Major Street Total of Both Approaches	Minor Street High Volume Approach	Major Street Total of Both Approaches	Minor Street High 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: 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:

Frog's Leap Driveway / Conn Creek Road (S.R. 128)

Scenario:

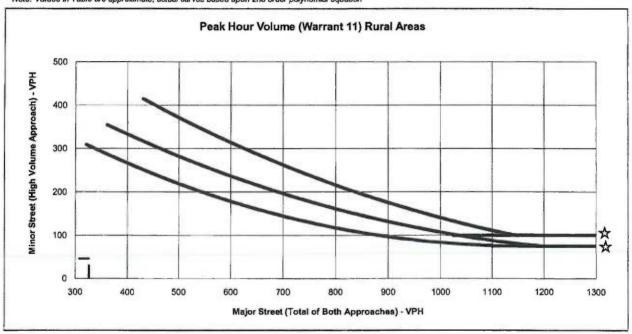
Weekday PM Peak Hour----Near-Term plus Project Conditions (worst case)

Minor St. Volume:

150

Major St. Volume: Warrant Met?:

Both 1 Lane	Approaches	2 or more Lane and Or	ne Lane Approaches	Both 2 or more Lane Approaches			
Major Street Total of Both Approaches	Minor Street High Volume Approach	Major Street Total of Both Approaches	Minor Street High Volume Approach	Major Street Total of Both Approaches	Minor Street High Volume Approach		
370	280						
400	270	460	297	430	410		
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1000	85	1000	105	1000	140		
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NOTE:

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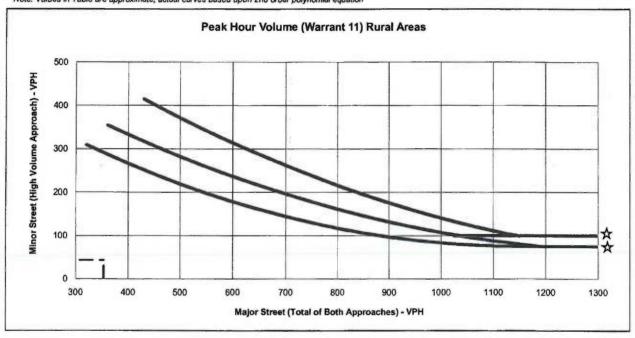
Intersection:

Scenario:

Frog's Leap Driveway / Conn Creek Road (S.R. 128) Saturday mid-day peak hour -- Near-Term plus Project Conditions (worst case)

Minor St. Volume: 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 Both Approaches	Minor Street High Volume Approach	Major Street Total of Both Approaches	Minor Street High Volume Approach	Major Street Total of Both Approaches	Minor Street High 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	
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900	99	900 125		900	180	
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NOTE:

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Intersection:

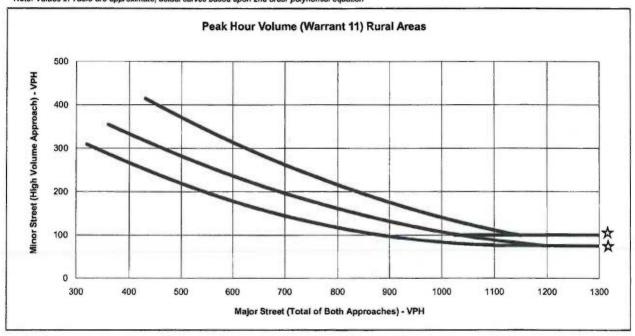
Rutherford Road / Conn Creek Road (S.R. 128) Weekday PM Peak Hour --- Existing Conditions

Scenario: Minor St. Volume:

43 353

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 Both Approaches	Minor Street High Volume Approach	Major Street Total of Both Approaches	Minor Street High Volume Approach	Major Street Total of Both Approaches	Minor Street High 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	
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NOTE:

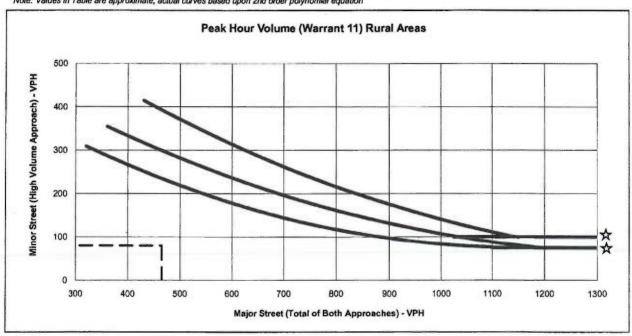
100 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR MINOR STREET APPROACH WITH TWO OR MORE LANES AND 75 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACHING WITH ONE LANE.

Intersection: Scenario: Rutherford Road / Conn Creek Road (S.R. 128) Saturday mid-day peak hour -- Existing Conditions

Minor St. Volume: Major St. Volume: 30 226

Major St. Volum Warrant Met?:

Both 1 Lane	Both 1 Lane Approaches		ne Lane Approaches	Both 2 or more L	Both 2 or more Lane Approaches		
Major Street Total of Both Approaches	Minor Street High Volume Approach	Major Street Total of Both Approaches	Minor Street High Volume Approach	Major Street Total of Both Approaches	Minor Street High Volume Approach		
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400	270	460	297	430	410		
500 215		500 290		500	380		
600	185	600 230		600	310		
700	140	700	198	700	265		
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1000	85	1000	105	1000	140		
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1200	75	1200	75	1150	100		
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NOTE:

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Intersection:

Rutherford Road / Conn Creek Road (S.R. 128)

Scenario:

Weekday PM Peak Hour --- Near-Term plus Project Conditions (Worst Case)

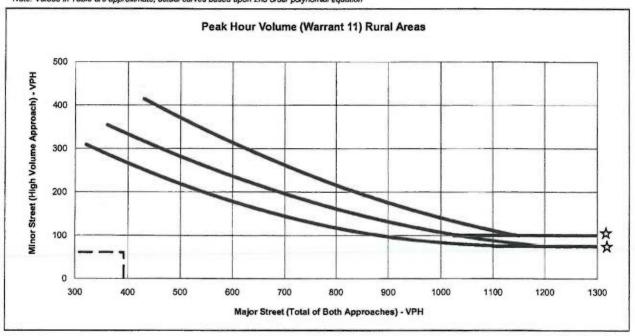
Minor St. Volume:

80 465

Major St. Volume:

Warrant Met?:

Both 1 Lane	Both 1 Lane Approaches		ne Lane Approaches	Both 2 or more Lane Approaches		
Major Street Total of Both Approaches	Minor Street High Volume Approach	Major Street Total of Both Approaches	Minor Street High Volume Approach	Major Street Total of Both Approaches	Minor Street High Volume Approach	
370	280					
400	270	460	297	430	410	
500	215	500 290		500	380	
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700	140	700 198		700	265	
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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:

Rutherford Road / Conn Creek Road (S.R. 128)

Scenario:

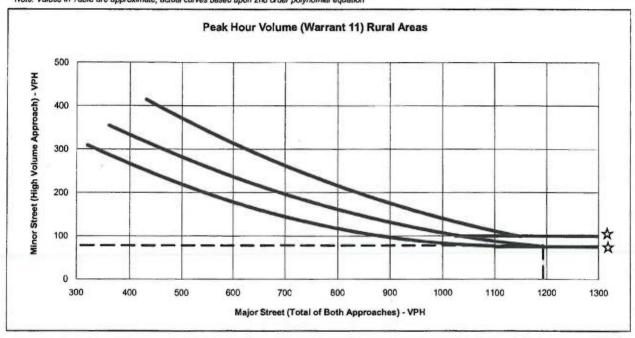
Saturday mid-day peak hour -- Near-Term plus Project Conditions (Worst Case) 61

Minor St. Volume:

392

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 Both Approaches	Minor Street High Volume Approach	Major Street Total of Both Approaches	Minor Street High Volume Approach	Major Street Total of Both Approaches	Minor Street High Volume Approach
370	280				
400	270	460	297	430	410
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700	140	700	198	700	265
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NOTE:

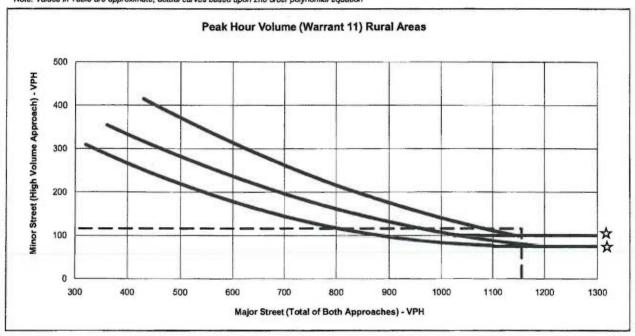
100 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR MINOR STREET APPROACH WITH TWO OR MORE LANES AND 75 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACHING WITH ONE LANE.

Intersection: Scenario: Silverado Trail / Conn Creek Road (S.R. 128) Weekday PM Peak Hour --- Existing Conditions

Minor St. Volume: Major St. Volume: 78 1193

Warrant Met?:

Both 1 Lane	Both 1 Lane Approaches		ne Lane Approaches	Both 2 or more Lane Approaches		
Major Street Total of Both Approaches	Minor Street High Volume Approach	Major Street Total of Both Approaches	Minor Street High Volume Approach	Major Street Total of Both Approaches	Minor Street High Volume Approach	
370	280					
400	270	460	297	430	410	
500	215	500	290	500	380	
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700	140	700	198	700	265	
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NOTE:

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Intersection:

Silverado Trail / Conn Creek Road (S.R. 128)

Scenario:

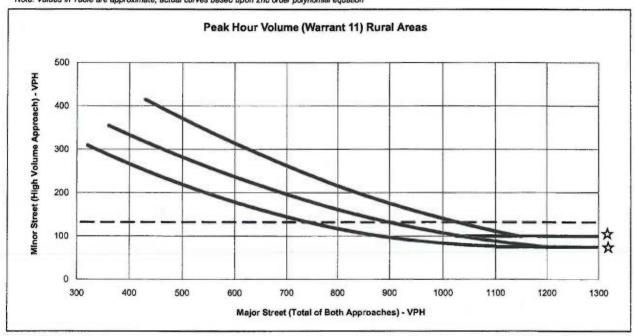
Weekdend Mid-Day PM Peak Hour --- Existing Conditions

Minor St. Volume:

116 1156

Major St. Volume: Warrant Met?:

Both 1 Lane	Both 1 Lane Approaches		ne Lane Approaches	Both 2 or more Lane Approaches		
Major Street Total of Both Approaches	Minor Street High Volume Approach	Major Street Total of Both Approaches	Minor Street High Volume Approach	Major Street Total of Both Approaches	Minor Street High 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 10		
1300	75	1300	75	1300	100	



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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:

Silverado Trail / Conn Creek Road (S.R. 128)

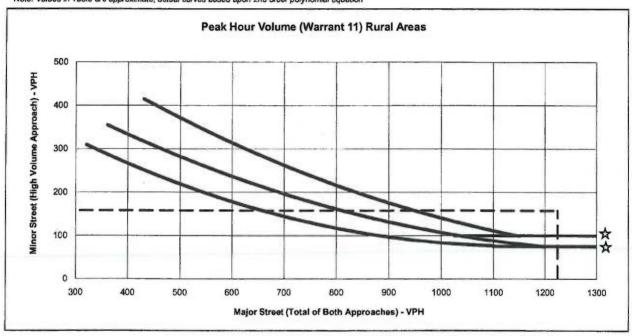
Scenario:

Weekday PM Peak Hour -- Near-Term plus Project Conditions

Minor St. Volume: Major St. Volume: 132 1379

Warrant Met?:

Both 1 Lane	Both 1 Lane Approaches		ne Lane Approaches	Both 2 or more Lane Approaches		
Major Street Total of Both Approaches	Minor Street High Volume Approach	Major Street Total of Both Approaches	Minor Street High Volume Approach	Major Street Total of Both Approaches	Minor Street High Volume Approach	
370	280					
400	270	460	297	430	410	
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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	
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1300	75	1300	75	1300	100	



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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:

Silverado Trail / Conn Creek Road (S.R. 128)

Scenario:

Weekdend Mid-Day PM Peak Hour --- Near-Term plus Project Conditions

Minor St. Volume: Major St. Volume:

158 1224

Warrant Met?:

RADAR SPEED SURVEY

Conn Creek Rd. approaching Frogs Leap Winery Access

DIRECTI	ON: Both	SPEED	LIMIT: Not Posted	OBSERVER: o-m	CALIBRA	TION TEST: Yes	
SPEED	FREQUENCY	ACUM %		RCENTAGE BREAKDOWN	(9)	74 04	
33	2	2.0	-01020 !##	3040	50	/0	100
34	ī					83	
35	3		****5*				
36	5	11.77	1 + + + + 5 + + + + + + + + + + + + + +				
37	6	17.0	\####5###\ ####5##				
38	6	23.0	\$ \$ \$ \$ \$ 5 \$ \$ \$ \$ \$ 1 \$ \$ \$ \$ \$ 5 \$ \$ \$ \$				
39	3	26.0	{ ****5***********************				
40	3	29.0	*****5**** ****5****2****5**	ž f			
41	4	33.0	####5### ####5####5##	**3***			
42	5	38.0	[####5####1####5####2###5##	**3****5***			
43	8	46.0	****5****1****5***2****5**	&£3###\$#################################			
44	5	51.0	####5####1###5###2###5##	**3****5***4****5**	£5.		
45	10	61.0	****5****1****5****2****5**	##3*###5##### \$##	#5###5###6#		
46	8	69.0	****55****1****5****2****5**	**3****5****	<u> </u>	\$21£	
47	10	79.0	####5####1####5###2####5##	**3****5***4***5**	45****5****6**** 5	####7####5###	
48	6	85.0	####5####1####5####2###\$5##	£&3&&&&5&&&&4&&&5&&	£5****5***6****5	****7****5****8***	÷5
49	2	87.0	####5###1####5###2####5##	263268658868488885648	#5###5###6###6	****7****5****8***	584
50	2	89.0	****55****1****5****2****5**	**3****5***4****5***	4544454446446 5	****7****5****8***	5***
51	3	92.0	####5###1####5###2####5##	*********	e5+*#45 e =+#6 * #**5	2252 7 222552528	5+++9++
52	8	98.0	****5****1****5****2***5**	##3####5########5###	+5++++5+++6+++ 5	£***7****5****8***	5*****
53	1	99.0	##\$#5###E#1####E###E####################	**3====5=+==4**=+5==	*5****5***6****5	++++7+++5+++8++++	+5****9***5***
54	1		####5### ####5######################	The state of the s	The state of the s		A STATE OF THE STA
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Other		32520	12,000		12112121121112		
	AGE SPEED =		PACE = 3		SAMPLE VARIANCE		
	PERCENTILE				STANDARD DEVIAT		
	PERCENTILE			IN PACE = 62	RANGE 188 = 62		
	PERCENTILE				RANGE 2#8 = 97		
95th	PERCENTILE	# 51.5			RANGE 345 = 10	0	

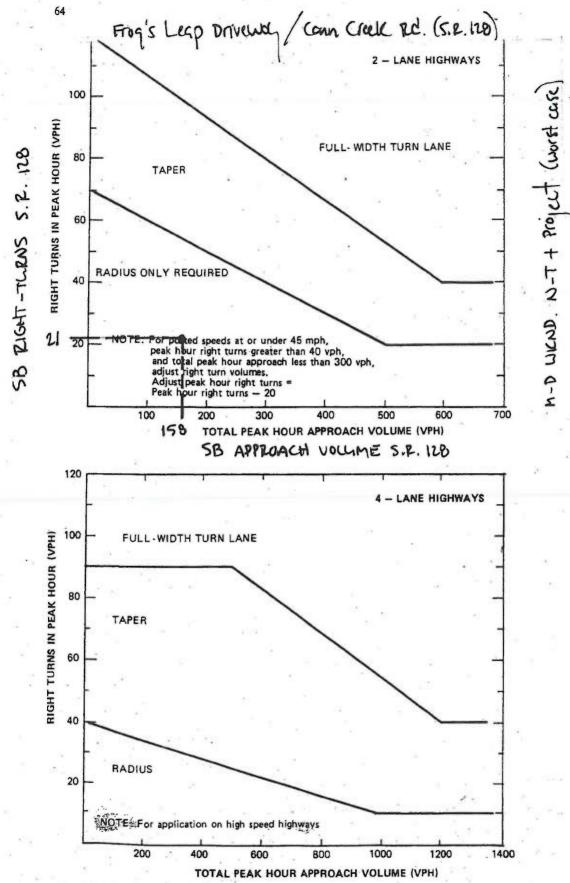
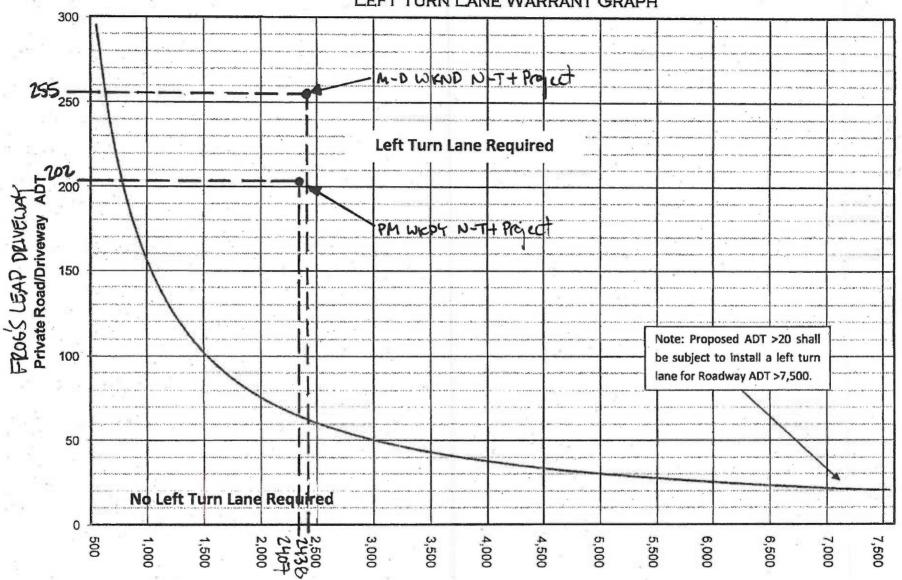


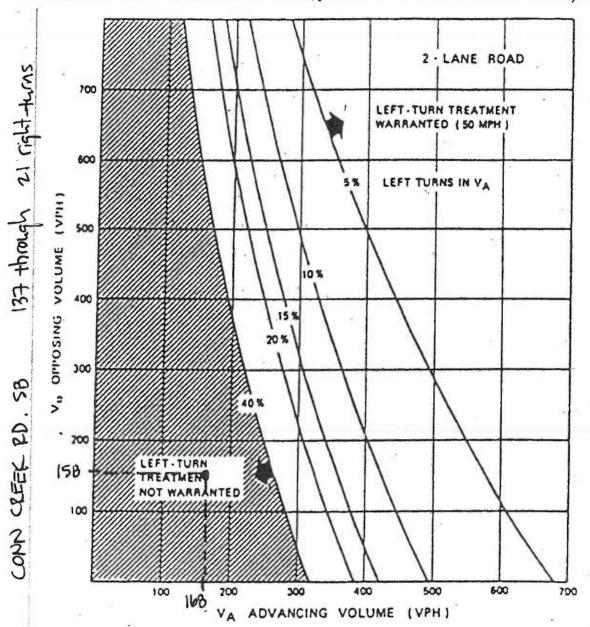
Figure 4-23. Traffic volume guidelines for design of right-turn lanes. (Source: Ref. 4-11)

FROGS LEAP DRIVELLAY/CONN CREEK ROAD LEFT TURN LANE WARRANT GRAPH



CONN CREEK ROAD (S.R. 128)

CACTRAN'S LEFT-TURN WARRANT FROB'S LEAP DRIVEWAY (CONN CREEK Rd. (S.R. 120)



CONN CREEK 2D. NB

149 through is left-turns



1195 Third Street, Suite 210 Napa, CA 94559 www.countyofnapa.org

> Pete Parkinson Interim Director

MEMORANDUM

То:	Shaveta Sharma, Planning Division	From:	Peter Corelis, Engineering and Conservation Division	
Date:	October 23rd, 2014	Re:	Frog's Leap Ag. Processing Facility Use Permit: P14-00054	
			APN: 030-090-033	

The Engineering Division received a submittal of a proposal for a major modification to a use permit generally requesting the following:

To approve the use of a new 2,902 square foot combined agricultural processing facility (APC) and tasting room with an attached restroom and porch. The facility will be used to process fruit not associated with wine production and serve an expanded marketing and visitation plan and an increase in employees. The proposed project is located at 8815 Conn Creek Road in the County of Napa.

The Engineering Division reviewed the submitted August 13th, 2014 submission of the left turn lane exhibits and request for an exception to the Napa County Road and Street Standards (NCRSS). The submitted information has shown that a left turn lane mitigation is required by County development standards due to the increase in average daily trips (ADT) to and from the facility. The exception request concerns roadway improvements on land owned and operated by the State of California under the authority of Caltrans. Site constraints and findings interfering with design standards for a left turn lane configuration must be addressed through the permittee of the left turn lane improvements. Please direct design exception requests to Caltrans for an equivalent mitigation.

Should you have any questions of me, please feel free to contact me at (707) 259-8757 or peter.corelis@countyofnapa.org

Intersection: 1: Frog's Leap & Conn Creek Rd.

мачетных то	LES .	20	
Directions Served	L	R	LT
Maximum Queue (ft)	55	55	53
Average Queue (ft)	17	27	6
95th Queue (ft)	49	58	
Link Distance (ft)	4660	11-30-1526	3454
Upstream Blk Time (%))	The state of	
Queuing Penalty (veh)			
Storage Bay Dist (ft)	医原双 海	25	
Storage Blk Time (%)	2	3	
Queuing Penalty (veh)	0	1	中国的现在分词 化二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

Nework Summary

Network wide Queuing Penalty: 1

Intersection: 1: Frog's Leap & Conn Creek Rd.

Mayement	5.58	E-83	ALS.	
Directions Served	L	R	LT	
Maximum Queue (ft)	69	52	39	
Average Queue (ft)	18	25	3	
95th Queue (ft)	53	57	20	
Link Distance (ft)	4660		3454	
Upstream Blk Time (%)	SELT: A		NEWS !	
Queuing Penalty (veh)				
Storage Bay Dist (ft)		25		
Storage Blk Time (%)	2	2		
Queuing Penalty (veh)	0	0	U. FO	到新年中的基本學是自然有關。

Nework Summary

Network wide Queuing Penalty: 1

http://napavalleyregister.com/news/local/dui-stats-show-that-wine-country-loves-beer/article_28f78957-8b1e-57d2-9b7f-2fae356368f7.html

law enforcement

DUI stats show that wine country loves beer

CHLOE F. JOHNSON cjohnson@napanews.com Jul 25, 2015



Submitted image

Nine local law enforcement agencies have waged an "Avoid the Nine" campaign to deter DUI drivers.

Wine may be the alcoholic beverage that has made Napa Valley famous, but beer is what the locals most prefer to drink.

That's one of the latest information nuggets from a survey of people arrested locally for suspected Driving Under the Influence (DUI).

The survey found that most arrests for drunk driving are of beer drinkers, and most of them are Napa locals, not tourists -- facts that run counter to many people's assumptions.

The reasons are many: wineries are careful to prevent their customers from driving drunk, wine drinkers are more likely to have a designated driver or taxi set up, and despite the name "wine country," beer drinkers predominate in Napa, members of the DUI Prevention Coalition report.

According to data compiled by the DUI Prevention Coalition, in 2014 there were 361 beer drinkers arrested for suspected DUI, 174 who had drunk hard liquor, and only 114 who had drunk wine. Overall, beer-related DUI's were more than three times as prevalent as wine-related ones.

"Court records will show that the majority of people arrested are Napa residents," said Napa police Lt. Debbie Peecook. "These are not our visitors."

However, some Napans also say they think that the arrests of local beer drinkers, most of whom work in the service industry, reflect unfair targeting of locals rather than the wine-drinking tourists.

"We were kind of sick of wine," Napa resident Bryan Donovan, who formerly worked as a barback in a winery, said of himself and his co-workers. "We would just go to some dive bar, where they were usually serving beer."

Donovan witnessed the beer-versus-wine divide firsthand when he worked for the winery, and sees it as a class issue, although not one that was being perpetuated deliberately.

"I did see the highway patrol doing a good job doing traffic stops. However, I see more traffic stops in the inner city. It's simply easier. I could see how a local would feel like they're being unfairly scrutinized."

The DUI Prevention Coalition allows those arrested for suspected drunken driving to fill out an optional survey at DUI education classes. Among the questions are the type of alcohol consumed, the place of last drink, and the person's age and occupation.

According to health education specialist Nancy Wynne de Rivera, most survey participants worked in the service industry, mainly as restaurant servers and bartenders. A little over half were between 26 and 46 years old, and most were driving from their homes or friends' houses.

Peecook said the data reflects historic trends in Napa for the past several years, and believes it is mainly because not only do locals stick around town longer than tourists, but that tourists take more precautions and have a different mindset about drinking.

"A lot of them come in buses," Peecook said. "If they come with a bunch of people, they usually come with a designated driver. They know they're drinking."

The Napa wine industry says it tries hard to make sure winery visitors do not drive under the influence.

"We take responsible hospitality very seriously, and encourage our winery members to do the same," said Patsy McGaughy of Napa Valley Vintners, an organization that represents more than 500 wineries. "Since 2008, the Napa Valley Vintners has hosted quarterly workshops to certify local winery staff in responsible beverage service."

McGaughy said that more winery visitors are choosing to take tour buses, taxis, or the VINE bus service rather than driving.

Meanwhile, local Napa drivers continue to work, drive around town, and sometimes have a few beers with friends.

"You're going to drive around town because it's your home town," said Napa resident Maria Lorenzana. "People who make the trip to the wine country probably arrange something."

Some Napans say they believe the disparity is due not to class divides or unequal enforcement, but simply because of bad behavior.

"DUI is DUI," said Napa local Theresa Andrews. "Maybe it's just because locals are being more irresponsible."

Myths and facts

Myths and facts

Myth: The most popular alcoholic drink in Napa is wine

Fact: More Napans drink beer than wine. Beer is cheaper, and is a more popular drink among all Americans, according to Napa Police Lt. Debbie Peecook.

Myth: Most drunk drivers are coming from bars or wineries

Fact: Most DUIs happen to people driving from home or a friend's house. Because of strict responsible beverage service rules in Napa County, there are few drunk drivers coming from drinking establishments, Patsy McGaughy of Napa Valley Vintners said.

Myth: People who have had a lot to drink are more dangerous on the roads than those who have only had one or two drinks

Fact: People who have only had a couple of drinks are actually the most dangerous because they do not realize their impairment. They are the most likely to run red lights and take other risks on the road. Those who have drunk more are usually aware that they should not drive, Peecook said.

Myth: Most drunk drivers are young people in their teens or early 20s

Fact: The majority of arrests are of people between 26 and 46 years old, according to data from the DUI Prevention Coalition.

Transportation Setting

Operational Analysis

Study Area and Periods

The study area consists of the SR 128/Conn Creek Road intersection as well as SR 128/SR 29 and SR 128-Conn Creek Road/Silverado Trail. Due to the unusual configuration of SR 128/Conn Creek Road, it was analyzed as three intersections as follows:

- 1. SR 128/Conn Creek Road (north)
- 2. SR 128/Conn Creek Road (south)
- 3. SR 128/Conn Creek Road (west)
- 4. SR 128/SR 29
- 5. SR 128-Conn Creek Road/Silverado Trail South

Operating conditions during the weekday p.m. and weekend midday peak periods were evaluated as these time periods reflect the highest traffic volumes areawide and for the proposed project. The evening peak hour occurs between 4:00 and 6:00 p.m. and typically reflects the highest level of congestion of the day during the homeward bound commute, while the weekend midday peak occurs between 12:00 noon and 2:00 p.m.

Study Intersections

SR 128/Conn Creek Road (north) is an unsignalized tee intersection with the SR 128 southbound and eastbound approaches being free and the northbound Conn Creek Road being stop controlled.

SR 128/Conn Creek Road (south) is an unsignalized tee intersection with the Conn Creek Road southbound approach being stop controlled and the SR 128 eastbound and Conn Creek Road northbound approaches being free.

SR 128/Conn Creek Road (west) is an unsignalized tee intersection with the SR 128 eastbound and southbound approaches being free and the Conn Creek Road northbound approach being stop controlled.

SR 128/SR 29 is an unsignalized four-legged offset intersection with the eastbound and westbound legs stop-controlled while the SR 29 approaches are free.

SR 128-Conn Creek Road/Silverado Trail South is a four-legged intersection with stop-controlled eastbound and westbound Conn Creek Road approaches while the Silverado Trail approaches are free. The westbound approach is a driveway that provides access to Rutherford Ranch.

The locations of the study intersections and the existing lane configurations and controls are shown in Figures 1 and 2.

Collision History

The collision history along SR 128 in the vicinity of the project site was reviewed to determine any trends or patterns that may indicate a safety issue. Collisions that occurred within one-half mile on either side of the project site during a five-year period between January 1, 2007, and December 31, 2011, were included in the analysis. Collision rates were calculated based on the collision data available from the California Highway Patrol as published in their Statewide Integrated Traffic Records System (SWITRS) reports. The calculated collision rate for the study segment was compared to the average



collision rate for similar facilities statewide, as indicated in 2009 Accident Data on California State Highways, California Department of Transportation (Caltrans).

Over the five-year study period, five collisions were reported for a calculated collision rate of 1.10 collisions per million vehicle miles (c/mvm). The average statewide collision rate for a two-lane rural roadway with a speed limit equal to or less than 55 mph is 1.09 c/mvm. It should be noted that the calculated collision rate was slightly higher than the statewide average for similar facilities. None of the collisions reported involved an injury;-however, one fatality, which involved an intoxicated driver, was reported along this segment during the five-year period studied.

The collision data was further examined to determine any apparent trends in collision types. Of the five collisions reported along the segment, four collisions (including the fatal collision) were single-vehicle crashes involving a fixed object. The primary collision factor associated with single-vehicle crashes, again including the fatal crash, was "driving under influence." Additionally, a head-on collision was reported at the SR 128/Conn Creek Road intersection with "auto right-of way violation" being the primary collision factor. The collision rate calculations are provided in Appendix A.

Alternative Modes

Bicycle Facilities

The Highway Design Manual, Caltrans, 2012, classifies bikeways into three categories:

- Class 1 Multi-Use Path: a completely separated right-of-way for the exclusive use of bicycles and pedestrians with cross flows of motorized traffic minimized.
- · Class II Bike Lane: a striped and signed lane for one-way bike travel on a street or highway.
- Class III Bike Route: signing only for shared use with motor vehicles within the same travel lane on a street or highway.

In the project area, Class II bike lanes exist on both sides of Conn Creek Road south of the project driveways. Bicyclists ride in the roadway along SR 128 within the project study area. Per the Napa County Bicycle Plan, Napa County Transportation and Planning Agency, 2012, long range plans include providing Class II bike lanes on SR 128.



SEGMENT COLLISION RATE CALCULATIONS

Traffic Impact Study for Caymus Winery In Napa County

Location: SR 128 near Rutherford Road/Conn Creek Road

Date of Count: 2010 and 2011 Counts from Calirans ADT: 2,500

Number of Collisions: 5 Number of Injuries: 0 Number of Fatalities: 1

Start Date: January 1, 2007
End Date: December 31, 2011
Number of Years: 5

Highway Type: Conventional 2 lanes or less Area: Rural Design Speed: <=55 Terrain: Flat

Segment Length: 1.0 miles Direction: East/West

Number of Collisions x 1 Million ADT x 365 Days per Year x Segment Length x Number of Years

365 1,000,000 2,500

ADT = average daily traffic volume

c/mvm = collisions per militon vehicle miles
* 2009 Collision Data on California State Highways, Caltrans

Finding: The intersection of SR 128/SR 29 currently operates at an unacceptable LOS E during the weekend midday peak hour. The County of Napa has expressed in its General Plan that widening of the highway is not encouraged, though Policy AG/LU-98 Identifies the need for improvements at the intersection (called Highway 29 and Rutherford Cross Road in the General Plan) to improve safety and accessibility. Further, it has been determined that roundabouts are infeasible where SR 29 is paralleled closely by the Wine Train tracks, as is the case at SR 128/SR 29.

Recommendation: The County should include improvements to SR 128/SR 29, as called for in the General Plan, in the traffic impact fee structure that is currently being developed in accord with Action Item CIR-19.1.

Roadways

Information in the Napa County General Plan Update Environmental Impact Report, 2008 (GPUFEIR), indicates that under 2003 volumes SR 29 was operating at LOS F between Rutherford Road and Oakville Cross Road (this is the nearest segment included in the analysis). Silverado Trail between Sage Canyon Road and Yountville Cross Road is identified in the same document as operating at LOS C under 2003 volumes. Both SR 29 and Silverado Trail are shown as two-lane Rural Throughways on the Circulation Map (Figure CIR-1).

Cumulative Conditions

Cumulative operating conditions were determined with traffic for other approved projects in the same vicinity added to existing volumes. As directed by County staff, the following projects were included to evaluate Cumulative Conditions.

- Frog's Leap Winery revised use permit with 240,000 gallons of production annually; 30 full-time and five part-time employees on weekdays, 10 full-time and five part-time employees on weekends; 125 visitors on weekdays, 300 visitors on weekends; two trucks per day on weekdays and weekends
- Frank's Family Vineyards Winery use permit update with 475,00 gallons of production annually, 14 full-time employees, 5 part-time employees and 50 visitors per day

Project volumes for Frog's Leap were taken from the Revised Focused Traffic Analysis for the Proposed Frog's Leap Winery Modifications Project, December 15, 2014 by Omni-Means and were calculated for Frank's Family Vineyards Winery using the County's trip generation form. These volumes were added to volumes for Existing Conditions to achieve Cumulative Conditions volumes.

Under Cumulative Conditions the study intersections, with the exception of SR 128/SR 29, are expected to continue to operate acceptably at LOS A or B overall during both peak hours. At SR 128/SR 29, the eastbound and westbound approaches are expected to operate at LOS F during all peak hours. The eastbound and westbound approaches at SR 128-Conn Creek Road/Silverado Trail South are expected to operate at LOS F during the weekday peak hour and at LOS D or better during the weekend peak hour. The Cumulative volumes are shown in Figures 1 and 3, and the resulting levels of service are summarized in Table 3.

