Appendix 2 Traffic Impact Analysis (Crane Transportation Group)

# TRAFFIC REPORT HEADWATERS

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### I. INTRODUCTION

This report has been prepared at the request of the Headwaters Development Company, LLC (Headwaters) to detail the expected circulation impacts due to a proposed winery warehousing development adjacent to the Napa County Airport. The project would contain 645,000 square feet of facilities and would be built and in full operation by year 2010. The project site is located west of State Route 29 (S.R.29) within the Napa County Airport Industrial Park Specific Plan area, west of the future southerly extension of Devlin Road to the south of South Kelly Road and south of an existing railroad line. Access would be gained via the future Devlin Road extension. May 2007 AM and PM peak period traffic counts have been conducted at all major intersections in the project vicinity to determine existing traffic volumes as well as the existing vehicle mix. Near term project impacts have been determined for year 2010 traffic conditions, while long term horizon project impacts have been determined for year 2030 traffic conditions. Measures have then been proposed, where needed, to mitigate any existing operational problems as well as to mitigate any near and long term horizon unacceptable operation both with and without the proposed project. The previously proposed nearby Panattoni Napa Airport Corporate Center - Phases 1 & 2 have been assumed completed and in operation as part of both 2010 and 2030 Base Case conditions for the Headwaters project.

### II. SUMMARY OF FINDINGS

### A. EXISTING CONDITIONS

The circulation system providing access to the Headwaters site is currently operating at LOS D or better with the following exception.

 The two-lane section of Jameson Canyon Road at the Napa/Solano County line is currently operating at LOS E during PM commute peak hour conditions.

### Needed Improvement:

Jameson Canyon Road should be widened to a four-lane divided highway.

# B. YEAR 2010 BASE CASE (WITHOUT PROJECT) OPERATING CONDITIONS

 By 2010, the following intersections providing access to the Headwaters site will be operating at LOS E or poorer, while the following roadway segment will be operating at LOS F.

<sup>&</sup>lt;sup>1</sup> For ease of reference in this report, "Napa County Airport Industrial Park Specific Plan" area is shortened to "Airport Industrial Park" or "Specific Plan" area.

### Intersections

AM Peak Hour

- S.R.29/Jameson Canyon Road (S.R.12)/Airport Boulevard Intersection: LOS E
- S.R.29/Napa Junction Road Intersection: LOS E

### PM Peak Hour

S.R.29//South Kelly Road Intersection: LOS E

### Roadways

Jameson Canyon Road at Napa-Solano County Line

AM Peak Hour: LOS FPM Peak Hour: LOS F

### Needed Improvement:

- S.R.29/Napa Junction Road intersection: No improvement in operation would be possible until the widening of S.R.29 to six lanes through the intersection or completion or Newell Road as an alternate north-south route to S.R.29. Neither improvement is planned by 2010.
- S.R.29/Jameson Canyon Road/Airport Boulevard intersection: Restripe the three-lane westbound intersection approach to provide one right turn lane, one through lane and one combined through/left turn lane.
- S.R.29/South Kelly Road intersection: Provide three lanes on the eastbound South Kelly Road intersection approach and stripe for one left turn lane, one through lane and one right turn lane.
- Jameson Canyon Road should be widened to a four-lane divided highway.

# C. YEAR 2030 BASE CASE (WITHOUT PROJECT) OPERATING CONDITIONS)

• By 2030, the circulation system providing access to the Headwaters site will have all intersections operating at LOS D or better after all planned circulation system improvements. However, the S.R.29/South Kelly intersection may experience LOS E or F operation at some point between 2010 and 2030 before S.R.29 is widened from four to six lanes in the project vicinity. In addition, during the AM peak hour the left turn lane on the northbound S.R.29 approach to South Kelly Road will have 95th percentile queuing demands beyond available storage and a queuing demand in the southbound S.R.29 right turn lane at the storage capacity limit.

### Needed Improvement:

S.R.29/South Kelly Road intersection: Provide a second lane on the eastbound South Kelly Road intersection approach. Construction of this lane should be included in the area-wide set of circulation system improvements for the Napa Airport Industrial Area.

In addition, the left turn lane on the northbound S.R.29 approach to South Kelly Road should be lengthened from 250 up to at least 400 feet (and preferably 450 feet).

### D. PROJECT IMPACTS

- The proposed 645,000-square-foot winery warehouse project would be expected to generate about 1,100 daily two-way trips (550 inbound and 550 outbound), with 65 inbound and 39 outbound trips during the AM peak hour, and 32 inbound and 65 outbound trips during the PM peak hour.
- The project would produce one significant intersection level of service impact by 2010: at the S.R.29/South Kelly Road intersection during the PM peak hour. The project would also produce one significant level of service impact by 2030: at the S.R.29/Green Island Road/Newell Road intersection in American Canyon, where PM peak operation would change from LOS D to LOS E.
- The project would not be expected to produce any significant merge impacts by 2010 at either the Green Island Road or Paoli Loop Road ramp connections to S.R.29 in American Canyon. In addition, the project would not provide any significant impact to Jameson Canyon Road in 2010 or 2030.
- The project would produce a significant 95th percentile queuing impact by 2010. During the AM peak hour, queuing in the left turn lane on the northbound S.R.29 approach to South Kelly Road would extend beyond available storage. Between 2010 and 2030 the project would continue producing a significant 95th percentile queuing impact in the left turn lane on the northbound S.R.29 approach to South Kelly Road. In addition, before 2030 the project would be producing a significant queuing impact in the right turn lane on the southbound S.R.29 approach to South Kelly Road.

### E. PROJECT MITIGATIONS

### 1. Year 2010

### a. S.R.29/South Kelly Road

1. The Headwaters project should provide a fair share contribution towards improvements recommended for South Kelly Road as part of the Panattoni Phases 1 & 2 developments. This includes construction of an additional lane on the eastbound approach to S.R.29 when needed between 2010 and 2030. Theoretical projections indicate mitigated LOS D PM peak hour operation of the S.R.29/South Kelly Road intersection in 2010, and LOS D operation in 2030 with six lanes on S.R.29. However, there potentially will be a period after 2010 and before the widening of S.R.29 from four to six lanes when the intersection will be operating at LOS E or F. Provision of an additional lane on the eastbound South Kelly Road intersection approach would improve operation, accommodate vehicle queuing on the eastbound intersection approach and provide an overall area traffic

benefit. Construction of this additional lane should be included in the area-wide set of improvements for the Napa Airport Industrial Area.

2. The Headwaters project should provide a fair share contribution to lengthening of the left turn lane on the northbound S.R.29 approach to South Kelly Road (from 250 feet up to at least 450 feet).

### 2. Year 2030

### a. S.R.29/Green Island Road/Newell Road

1. The Headwaters project should provide a right turn lane on the northbound S.R.29 approach to the Green Island Road/Newell Road intersection. Although project traffic would not use this particular lane, this would be the lowest cost alternative to improve operating conditions back to LOS D operation.

### b. S.R.29/South Kelly Road

2. The Headwaters project should provide a fair share contribution to lengthening of the left turn lane on the northbound S.R.29 approach to South Kelly Road (from 250 feet up to at least 450 feet). In addition, the project should lengthen the right turn on the southbound S.R.29 approach to South Kelly Road from 50 up to at least 100 feet.

### III. PROPOSED PROJECT

The Headwaters project will be located on the west side of S.R.29 in the Napa County Airport Industrial Park, south of the City of Napa and north of the City of American Canyon – see Figures 1 and 2. The site is located southeast of the Napa County Airport on the west side of the future extension of Devlin Road south of South Kelly Road and just south of an existing railroad line. The project will be accessed from the southward extension of Devlin Road, which will be completed as a two-lane road adjacent to the project frontage. Ultimately, Devlin Road will be extended farther south to Green Island Road in American Canyon in conjunction with other area development. The project site is currently undeveloped.

The Headwaters project will contain 645,000 square feet of winery warehouse uses in one building. It is scheduled to be built in 2009 with full occupancy by no later than 2010. The project is projected to have the same traffic activity for both the near term (2010) and long term (2030) horizons.

### IV. EXISTING CIRCULATION SYSTEM

#### A. ROADWAYS

Roadways providing access to the site are briefly described below. Intersection geometrics and control are shown on Figure 3.

The State Route 29 (S.R.29) highway runs in a north-south direction between Vallejo and American Canyon to the south, and the City of Napa and other Napa County communities to the north. In the project site vicinity it has two travel lanes in each direction, separated by a grass and dirt median. As shown on Figure 3, within Napa County it has separate left turn lanes at its signalized intersection with South Kelly Road and separate left and right turn lanes at its signalized intersections with Airport Boulevard/Jameson Canyon Road (S.R.12). The posted speed limit in the site vicinity is 55 miles per hour in both directions. S.R.29 is also designated S.R.12 north of Jameson Canyon Road.

South Kelly Road is a 34-foot-wide, two-lane roadway with narrow shoulders from Devlin Road to S.R.29. The west leg of the Devlin Road/South Kelly Road intersection is the entrance/exit to a Waste Transfer Station. South Kelly Road continues east and north of S.R.29 to Jameson Canyon Road and changes names to North Kelly Road to the north of Jameson Canyon Road.

Devlin Road is a 48-foot-wide, three-lane roadway that extends south of Tower Road (an east-west roadway within the Airport Industrial Park) about one half mile to a dead-end at South Kelly Road. It has one lane in each direction and a center two-way left turn lane that transitions to an exclusive left turn lane at the Tower Road and South Kelly Road intersections. Numerous businesses front or have access to Devlin Road. Devlin Road is planned to eventually be extended as a north-south three- to four-lane arterial roadway through the Airport Industrial Park between Soscol Ferry Road and Green Island Road (see Planned Improvements, below).

### B. VOLUMES

Napa County staff requested analysis at the following locations for this study.

- S.R.12-29/Jameson Canyon Road (S.R.12)/Airport Boulevard (Napa County)
- Jameson Canyon Road (S.R.12)/North Kelly Road-South Kelly Road (Napa County)
  - S.R.29/South Kelly Road (Napa County)
- S.R.29/Green Island Road-Paoli Loop Road hook ramps (American Canyon)
- S.R.29/Napa Junction Road intersection (American Canyon)

Traffic counts were conducted by Crane Transportation Group at the following Napa County locations in May 2007.

- S.R.12-29/Jameson Canyon Road (S.R.12)/Airport Boulevard: May 23, 2007
- Jameson Canyon Road (S.R.12)/North Kelly Road-South Kelly Road: May 22, 2007

<sup>&</sup>lt;sup>2</sup> Southbound S.R.29 at the Airport Boulevard intersection has two left turn lanes.

- S.R.29/South Kelly Road: May 23, 2007
- S.R.29/Tower Road: May 23, 2007 (count required in order to provide complete traffic distribution pattern from area jointly served by Tower Road and South Kelly Road)

American Canyon traffic counts for the S.R.29 hook ramp connections with Green Island Road and Paoli Loop Road as well as the Napa Junction Road intersection were obtained from the City of American Canyon traffic consultant (Omni Means) and are from 2005. AM and PM peak hour traffic volumes at all locations are presented in Figures 4 and 5, respectively.

During the AM peak hour, the two-way traffic volume on South Kelly Road between S.R.29 and Devlin Road was about 205 vehicles per hour (vph). During the same time period, two-way volumes on S.R.29 just north and south of South Kelly Road were about 3,490 vph and 4,125 vph, respectively.

During the PM peak hour, the two-way traffic volume on South Kelly Road between S.R.29 and Devlin Road was 250 vph. For the same time period, two-way volumes on S.R.29 just north and south of South Kelly Road were 3,935 vph and 4,110 vph, respectively.

### C. INTERSECTION OPERATION

### 1. Analysis Methodology

Transportation engineers and planners commonly use a grading system called level of service (LOS) to measure and describe the operational status of the local roadway network. LOS is a description of the quality of a roadway facility's operation, ranging from LOS A (indicating free-flow traffic conditions with little or no delay) to LOS F (representing oversaturated conditions where traffic flows exceed design capacity, resulting in long queues and delays). Intersections, rather than roadway segments between intersections, are almost always the capacity controlling locations for any circulation system.

Signalized Intersections. For signalized intersections, the 2000 Highway Capacity Manual (Transportation Research Board, National Research Council) methodology was utilized. With this methodology, operations are defined by the level of service and average control delay per vehicle (measured in seconds) for the entire intersection. For a signalized intersection, control delay is the portion of the total delay attributed to traffic signal operation. This includes delay associated with deceleration, acceleration, stopping, and moving up in the queue. Table 1 summarizes the relationship between delay and LOS for signalized intersections.

Unsignalized Intersections. For unsignalized (all-way stop-controlled and side-street stop-controlled) intersections, the 2000 Highway Capacity Manual (Transportation Research Board, National Research Council) methodology for unsignalized intersections was utilized. For side-street stop-controlled intersections, operations are defined by the level of service and average control delay per vehicle (measured in seconds), with delay typically represented for the stop sign controlled approaches or turn movements. For all-way stop-controlled intersections, operations are defined by the average control delay for the entire intersection (measured in seconds per vehicle). The delay at an unsignalized intersection incorporates delay associated

with deceleration, acceleration, stopping, and moving up in the queue. Table 2 summarizes the relationship between delay and LOS for unsignalized intersections.

### 2. Minimum Acceptable Operation

### a. County of Napa

Based upon criteria established in the County's New General Plan, LOS D is the poorest acceptable operation during peak traffic periods at the signalized intersections analyzed within Specific Plan Area for this study.

### b. City of American Canyon

The City of American Canyon uses LOS D as the poorest acceptable operation at signalized or unsignalized intersections.

### 3. Existing Operation

Tables 3 and 4 show existing operation at analyzed intersections for AM and PM peak hour conditions, respectively. As shown, all intersections are operating at LOS D or better during the AM and PM peak hours. This result includes the recently completed (September 2007) signalization of the S.R.29/Napa Junction Road intersection.

# D. MERGE ANALYSIS AT S.R.29/GREEN ISLAND ROAD & S.R.29/PAOLI LOOP ROAD

### 1. Methodology

On-ramp merge operation from the Green Island Road and Paoli Loop Road Hook Ramps to S.R.29 has been evaluated using planning level methodology contained in the *Year 2000 Highway Capacity Manual*. Level of service is dependent upon both vehicle speed as well as vehicle density (in passenger cars per lane per mile) in the merge area.

### 2. Minimum Acceptable Operation

Caltrans' Guide for the Preparation of Traffic Impacts Studies (December 2002) is intended to provide a consistent basis for evaluating traffic impacts to state facilities. Caltrans endeavors to maintain a target LOS at the transition between LOS C and LOS D... on state highway facilities; however, Caltrans acknowledges that this may not always be feasible and recommends that the lead agency consult with Caltrans to determine the appropriate target LOS.<sup>3</sup>

<sup>&</sup>lt;sup>3</sup> California Department of Transportation, December 2002, Caltrans Guide for the Preparation of Traffic Impact Studies.

### 3. Existing Operation

**Table 5** shows that during the AM peak hour the southbound merge to S.R.29 from Green Island Road is currently operating at LOS B, while the northbound merge to S.R.29 from Paoli Loop Road is operating at LOS C. During the PM peak hour, the southbound merge to S.R.29 from Green Island Road is operating at LOS C, while the northbound merge to S.R.29 from Paoli Loop Road is operating at LOS B.

# E. 95TH PERCENTILE VEHICLE QUEUING – S.R.29 TURN LANES APPROACHING SOUTH KELLY ROAD

### 1. Methodology

The Synchro software intersection level of service program has been utilized to obtain the 95th percentile vehicle queuing expected in the left turn lane on the northbound S.R.29 approach to South Kelly Road and in the right turn lane on the southbound S.R.29 approach to South Kelly Road.

### 2. Minimum Acceptable Operation

Caltrans requires that the 95th percentile vehicle queuing be contained within the available turn lane storage distance.

### 3. Existing Operation

May 2007 field observations by Crane Transportation Group at the S.R.29/South Kelly Road intersection showed no queues in the 250-foot-long northbound S.R.29 left turn lane or in the 50-foot-long southbound S.R.29 right turn lane on the approaches to South Kelly Road extending beyond the storage limits of the existing turn lanes. In addition, **Table 6** shows that the existing theoretical 95th percentile queuing demand should not be exceeding available storage during either the AM and PM peak traffic hours in either turn lane.

### F. JAMESON CANYON ROAD OPERATING CONDITIONS

### 1. Methodology

The year 2000 *Highway Capacity Manual* two-lane highway analysis methodology has been utilized to determine existing peak hour operating conditions of Jameson Canyon Road at the Napa/Solano county line. Input data includes volume levels, directional split of traffic, road and shoulder widths, percent no passing, rolling versus flat terrain and the percent truck and RVs.

### 2. Minimum Acceptable Criteria

The County of Napa has determined that LOS E is the minimum acceptable operation for Jameson Canyon Road (within Napa County).

### 3. Existing Operation

Table 7 shows that currently, Jameson Canyon Road at the Napa/Solano county line is operating at level of service E (LOS E) conditions during the AM peak hour and at LOS F conditions during the PM peak hour.

### G. PLANNED IMPROVEMENTS

### 1. Near Term Improvements (to be completed by 2010)

### a. County of Napa

There are no near term capacity improvements planned by Napa County or Caltrans along Jameson Canyon Road nor at any of the S.R.29 or S.R.12 intersections within Napa County evaluated for this study. However, South Kelly Road between S.R.29 and Devlin Road will be widened from two to three lanes as part of the Panattoni Phase 1 development. This new lane will be striped midblock as a continuous two-way left turn lane, and as standard left turn pockets on the approaches to S.R.29 and Devlin Road. In addition, right-of-way will be reserved along the south side of South Kelly Road between S.R.29 and Devlin Road for provision of an exclusive right turn lane on the eastbound approach to S.R.29. The Panattoni Phase 2 development will be providing a 200- to 250-foot right turn lane on the eastbound South Kelly Road approach to S.R.29 within this right-of-way.

### b. City of American Canyon

Minor geometric improvements are planned at the Green Island Road and Paoli Loop Road connections to S.R.29.<sup>5</sup>

### 2. Long Term Improvements (to be completed by 2030)

### a. County of Napa

The Napa County Board of Supervisors has adopted a resolution listing planned improvements for the Airport Industrial Park for local roadways and state highway. New development projects within the Specific Plan area are required to contribute to these improvements according to a mitigation fee schedule tied to PM peak hour vehicle trips generated by new projects. Listed projects that affect roadways analyzed in this report are improvements to Devlin Road (construction of extensions and widenings).

Devlin Road is ultimately planned to be a continuous road between Soscol Ferry Road (on the north) and Green Island Road (on the south). The section between Soscol Ferry Road and

<sup>&</sup>lt;sup>4</sup> Mr. John Ponte, Napa County Transportation Planning Agency (April 2008) and Mr. Drew Lander, Napa County Public Works Department (April 2008).

Omni Means, Inc. (September 2007).

<sup>&</sup>lt;sup>6</sup> County Board of Supervisors Resolution Number 90-152, adjusted by Resolution Number 98-117, adopting a traffic mitigation fee for new development projects in the Airport Industrial Park Specific Plan.

Airport Boulevard will ultimately have two travel lanes in each direction separated by a median. The section south of Airport Boulevard will have single travel lanes in each direction and a median continuous turn lane. For new segments of road, the median and travel lanes adjacent to the median (one each direction for the four-lane sections) will be financed through the off-site traffic fee collected from all new developments within the Airport Specific Plan Area. The curb travel lanes will be the financial responsibility of the landowners or subgroup of landowners who front on, or are directly served by, the collector street.

### b. Caltrans

A full diamond interchange is planned for the S.R.12-29/Jameson Canyon Road (S.R.12)/Airport Boulevard intersection. There is no specific date for the interchange improvements at S.R.12-29/Jameson Canyon Road (S.R.12)/Airport Boulevard, although Caltrans and the Napa County Transportation Planning Agency<sup>8</sup> (NCTPA) both agree that it will be in place before 2030. In addition, Jameson Canyon Road is planned to be widened to a four-lane divided highway between S.R.29 and I-80, with construction to start in 2010 or 2011 and completion by 2013 to 2015.<sup>9</sup>

### c. City of American Canyon

S.R.29 widening to three through lanes in each direction through the City of American Canyon has been discussed. However, it is not currently programmed, funded or shown in the regional transportation plan.<sup>10</sup>

The Napa County Transportation Authority, County of Napa and American Canyon have developed numerous plans for the potential extension of Flosden Road north of American Canyon Road (named Newell Road) to connect to either S.R.29 (at a variety of locations) or to South Kelly Road (east of S.R.29). For purposes of this study, the Napa County Planning Department has directed that the South County Corridor Study Alternative 5 roadway system (and year 2030 traffic projections) be utilized for long term horizon analysis. Improvements projected to be in place for this alternative are as follows.

- A diamond interchange will be built at the S.R.12-29/Jameson Canyon Road (S.R.12)/Airport Boulevard intersection.
- Newell Road will extend north of American Canyon Road and intersect S.R.29 opposite Green Island Road. The S.R.29/Green Island Road/Newell Road intersection will be signalized.

Omni Means. Inc.

<sup>&</sup>lt;sup>7</sup> Mr. Larry Bogner, Napa County Public Works Department (personal communication, July 2005).

Mr. John Ponte (personal communication in April 2008).
 Mr. John Ponte (personal communication in April 2008).

- S.R.29 will have three through lanes each direction from the Jameson Canyon intersection to south of the Green Island Road/Newell Road intersection.
- Jameson Canyon Road will be widened to four lanes.

### V. YEAR 2010 BASE CASE (WITHOUT PROJECT) CONDITIONS

### A. VOLUMES

The Headwaters project is planned to be constructed and occupied by the year 2010. For this reason, year 2010 ambient Base Case (without project) volumes were developed for analysis purposes using a straight line growth projection between existing volumes and year 2030 projections from the County's South County Corridor Alternative 5 Traffic Model. Adjustments were then made to reflect recently approved projects such as the Hanna Court Warehouses in American Canyon as well as the Montalcino and Gateway projects in Napa County, which would add more traffic to select through and turn movements at specific intersections than the straight line growth rate would produce. In addition, traffic from the proposed Panattoni Napa Airport Corporate Center Phases 1 & 2 winery warehousing development (south of South Kelly Road and both east and west of the future southerly extension of Devlin Road) was included in the 2010 Base Case projections. Resultant 2010 Base Case AM and PM peak hour volumes are presented in Figures 6 and 7, respectively.

### B. OPERATING CONDITIONS AND NEEDED IMPROVEMENT

### 1. Intersection Operation

Tables 3 and 4 show year 2010 Base Case (without project) AM and PM peak hour operating conditions at analyzed intersections. As shown, during the AM and PM peak hours all analyzed intersections would be operating at or better than LOS D, with the following exceptions.

#### AM Peak Hour

- S.R.29/Jameson Canyon Road (S.R.12)/Airport Boulevard: LOS E
- S.R.29/Napa Junction Road: LOS E

### PM Peak Hour

S.R.29//South Kelly Road: LOS E

### Needed Improvement:

S.R.29/Napa Junction Road intersection: No improvement in operation would be possible until the widening of S.R.29 to six lanes through the intersection or completion or Newell Road as an alternate north-south route to S.R.29. Neither improvement is planned by 2010.

S.R.29/Jameson Canyon Road (S.R.12)/Airport Boulevard: Restripe the three-lane westbound intersection approach to provide one right turn lane, one through lane and one combined through/left turn lane.

Resultant Operation:

AM Peak Hour: LOS D-50.9 seconds control delay PM Peak Hour: LOS D-47.4 seconds control delay

S.R.29/South Kelly Road: Provide three lanes on the eastbound South Kelly Road intersection approach and stripe for one left turn lane, one through lane and one right turn lane.

Resultant Operation:

AM Peak Hour: LOS C-29.0 seconds control delay PM Peak Hour: LOS D-54.8 seconds control delay

# 2. Merge Operation at S.R.29/Green Island Road & S.R.29/Paolo Loop Road

**Table 5** shows that year 2010 Base Case (without project) AM and PM peak hour merge operation at the Green Island Road and Paoli Loop Road hook ramp connections to S.R.29 would both be operating at LOS B or C conditions during the AM and PM peak traffic hours.

# 3. 95th Percentile Vehicle Queuing at the S.R.29/South Kelly Road Intersection

Table 6 shows that the left turn lane on the northbound S.R.29 approach to South Kelly Road (which is 250 feet long) and the right turn lane on the southbound S.R.29 approach to South Kelly Road (which is 50 feet long) would not be expected to experience 95th percentile storage demands greater than available capacity. It should be noted, however, that elimination of potential queuing problems in both turn lanes depends upon Caltrans' signal timing parameters, which may not necessarily optimize clearing traffic from the turn lanes, particularly the northbound left turn lane.

### 4. Jameson Canyon Road

**Table 7** shows that Jameson Canyon Road at the Napa/Solano County line would be operating at LOS F conditions during both the AM and PM peak traffic hours.

### Needed Improvement:

Jameson Canyon Road should be widened to a four-lane divided highway.

# VI. YEAR 2030 BASE CASE (WITHOUT PROJECT) CONDITIONS

#### A. VOLUMES

Year 2030 Base Case AM and PM peak hour traffic volumes for all analysis intersections except S.R.29/Napa Junction Road (in American Canyon) have been obtained from the County's South County Corridor traffic model (Alternative 5). The South County Corridor model is consistent with the earlier traffic model developed for the County's General Plan update. Year 2030 volumes at the S.R.29/Napa Junction Road intersection have been obtained from traffic modeling projections supplied by the City of American Canyon's traffic engineering consultant Omni Means, Inc. These projections have been balanced with those at the S.R.29/Green Island Road-Newell Road intersection. Based upon input of County Planning staff, the 2030 traffic needs projections did not include traffic from the Panattoni Napa Airport Corporate Center Phase 1 or Phase 2 developments nor the Headwaters development. However, volumes from the Panattoni Phases 1 & 2 developments have been added into the 2030 Base Case projections. Resultant 2030 Base Case (without Phase 2) AM and PM peak hour volumes are presented in Figures 8 and 9.

### B. OPERATING CONDITIONS AND NEEDED IMPROVEMENTS

### 1. Intersection Operation

Tables 3 and 4 show year 2030 Base Case AM and PM peak hour operating conditions at analyzed intersections, while Figure 10 presents approach geometrics and control at all analyzed intersections. As shown, all analyzed intersections are projected to be operating at LOS D or better in 2030. This includes the S.R.12-29 ramp intersections with Jameson Canyon Road-Airport Boulevard at the new diamond interchange, as well as at the new S.R.29/Green Island Road-Newell Road signalized intersection. However, the S.R.29/South Kelly Road intersection may experience LOS E or F operation at some point between 2010 and 2030 before S.R.29 is widened from four to six lanes in the project vicinity.

#### Needed Improvement:

S.R.29/South Kelly Road intersection: Provide an exclusive right turn lane on the eastbound South Kelly Road intersection approach. Construction of this right turn lane should be included in the area-wide set of circulation system improvements for the Napa Airport Industrial Area. Construction of a 200- to 250-foot right turn lane has been recommended as an improvement to be provided by the Panattoni Phase 2 development.

# 2. 95th Percentile Vehicle Queuing at the S.R.29/South Kelly Road Intersection

Table 6 shows that as development occurs within the Airport Industrial Park, the 95th percentile storage demand in the left turn lane on the northbound S.R.29 approach to South Kelly Road will be exceeding storage capacity during the AM peak hour, while the southbound right turn lane

will be at the storage capacity limit. This would be a significant safety issue and exacerbated if Caltrans controlled signal timing and phasing is not optimized to clear traffic from the northbound left turn lane.

### Needed Improvement:

S.R.29/South Kelly Road Northbound Left Turn Lane – Lengthen the existing 250-foot turn lane to at least 400 feet (and preferably 450 feet) or to the length required based upon signal timing restrictions that may be imposed by Caltrans. In addition, the southbound right turn lane may also require lengthening based upon signal timing restrictions that may be imposed by Caltrans. Benefiting projects should pay for the cost of lengthening both lanes, when needed.

### 3. Jameson Canyon Road

**Table** 7 shows that a divided four-lane Jameson Canyon Road at the Napa/Solano County line would be operating at LOS B eastbound and LOS D westbound during the AM peak hour and at LOS D eastbound and LOS B westbound during the PM peak hour.

### VII. PROJECT IMPACT SIGNIFICANCE CRITERIA

An impact is considered to be significant if any of the following conditions are met.

- If a signalized intersection with Base Case (without project) volumes in Napa County
  or the City of American Canyon is operating at LOS A, B, C or D and deteriorates to
  LOS E or F operation with the addition of project traffic, the impact is considered
  significant and would require mitigation.
- If the Base Case LOS at a signalized intersection in Napa County or the City of American Canyon is already at LOS E or F, an increase in traffic passing through the intersection of 1 percent or more due to the project is considered to be significant and would require mitigation.
- If traffic volume levels at a Base Case unsignalized intersection increase above Peak Hour Warrant #3 criteria levels with the addition of project traffic, the impact is considered significant and would require mitigation.
- If Base Case traffic volume levels at an unsignalized intersection already exceed peak hour signal warrant criteria levels, an increase in traffic passing through the intersection of 1 percent or more due to the project is considered significant and would require mitigation.
- If Base Case operation of the Green Island Road or Paoli Loop Road hook ramp merge to S.R.29 is operating at LOS A, B or C and deteriorates to LOS D, E or F with the addition of project traffic, the impact is considered significant and would require mitigation.

- If 95th percentile queuing in the turn lanes on the S.R.29 approaches to South Kelly Road are operating within the available storage distance and the addition of project traffic increases queuing beyond available storage, the impact is considered significant and would require mitigation.
- If Base Case volumes on Jameson Canyon Road change from LOS E to LOS F operation with the addition of project traffic, the impact is significant and would require mitigation.
- If Base Case traffic volumes on Jameson Canyon Road are already operating at LOS F conditions, an increase in traffic of 1 percent or more due to the project is considered to be significant and would require mitigation.
- If, in the opinion of the EIR registered traffic engineer, certain project-related traffic changes would substantially increase safety concerns, the impact is considered significant and would require mitigation.
- If 95th percentile Base Case queuing in the turn lanes on the S.R.29 approaches to South Kelly Road already exceed available storage, an increase in traffic of 1 percent or more in the turn lane due to the project is considered significant and would require mitigation.

### VIII. PROJECT TRIP GENERATION

Table 8 shows that the proposed Headwaters 645,000-square-foot winery warehouse project would generate about 1,100 daily two-way trips (550 inbound and 550 outbound), with 65 inbound and 39 outbound trips during the AM peak hour and 32 inbound and 65 outbound trips during the PM peak hour. Trip rates are based upon recent trip generation surveys of four winery warehouse facilities at the Napa Airport Industrial Park by Crane Transportation Group. Trip rates utilized reflect peak seasonal activity at the warehouses. Appendix A provides results of the winery warehouse trip generation surveys.

### IX. PROJECT TRIP DISTRIBUTION

Table 9 shows project trip distribution based upon existing turn movements at the S.R.29/Tower, S.R.29/South Kelly and S.R.12-29/Airport Boulevard intersections. The project traffic increment distributed to the near term horizon 2010 roadway network is presented in Figure 11, while the project traffic increment distributed to the long term horizon year 2030 roadway network is presented in Figure 12. Year 2010 Base Case + Project AM and PM peak hour traffic volumes are presented in Figures 13 and 14, while year 2030 Base Case + Project AM and PM peak hour traffic volumes are presented in Figures 15 and 16.

### X. PROJECT TRAFFIC IMPACTS

#### A. YEAR 2010

### 1. Intersection Level of Service

Tables 3 and 4 show that the proposed project would not change LOS D or better Base Case operation to LOS E or F conditions at any analyzed location. AM peak hour operation at S.R.12-29/Jameson Canyon Road (S.R.12)/Airport Boulevard would remain LOS E, as would PM peak hour operation at S.R.29/South Kelly Road. At S.R.12-29/Jameson Canyon Road (S.R.12)/Airport Boulevard, the proposed project would increase AM peak hour volumes by 0.85%, less than the 1% significance criteria level. However, at S.R.29/South Kelly Road, the proposed project would increase PM peak hour volumes by 1.9%, above the significance criteria level.

The project would slightly increase traffic at the S.R.29/Napa Junction Road intersection in American Canyon, which would be operating at LOS E during the AM peak hour. The project would be expected to add 41 vehicles to this location during this period. Project traffic would increase average control delay by about 2.6 seconds and the overall intersection volume level by 0.8 percent, which would be less than the impact criteria level.

There would be a significant impact at the S.R.29/South Kelly Road intersection.

2. Merge Operation at S.R.29/Green Island Road & S.R.29/Paoli Loop Road Ramps

**Table 5** shows that the Green Island Road and Paoli Loop Road hook ramp merges to S.R.29 would remain with LOS D or better AM and PM peak hour operation after the addition of project traffic.

This would be a less than significant impact.

3. 95th Percentile Queuing in the S.R.29 Turn Lanes Approaching South Kelly Road

**Table 6** shows the right turn lane on the S.R.29 southbound approach to South Kelly Road would have theoretical 95th percentile AM and PM peak hour queues remaining less than the available storage length with the addition of project traffic. The 95th percentile queue in the left turn lane on the S.R.29 northbound approach to South Kelly Road, while remaining less than available storage during the PM peak hour, would, however, be increased slightly beyond available storage during the AM peak traffic hour (increasing from 200 up to 256 feet with a 250-foot storage length).

This would be a significant impact.

### 4. Jameson Canyon Road Operation

### AM Peak Hour

Table 7 shows that project traffic would increase volumes less than 1% (0.9%) along the two-lane section of Jameson Canyon Road, which would be experiencing Base Case LOS F operation.

This would be a less than significant impact.

#### PM Peak Hour

**Table 7** shows that project traffic would increase volumes by less than 1% (0.8%) along the two-lane section of Jameson Canyon Road, which would be experiencing Base Case LOS F operation.

This would be a less than significant impact.

### B. YEAR 2030

### 1. Intersection Level of Service

Tables 3 and 4 show that the proposed project would not change LOS D or better Base Case operation to LOS E or F conditions at any analyzed location, with the exception of the S.R.29/Green Island Road/Newell Road signalized intersection, where the project would change PM peak hour operation from LOS D to LOS E. The S.R.29/South Kelly Road intersection would be operating at LOS C during the AM peak hour and LOS D during the PM peak hour. (This result includes the planned third travel lanes in each direction on S.R.29 through the intersection by 2030.)

There would be a significant impact at the S.R.29/Green Island Road/Newell Road intersection.

It should be noted, however, that the S.R.29/South Kelly Road intersection may experience LOS E or F PM peak hour operation sometime after 2010 before S.R.29 has been widened to six lanes through the intersection. The proposed project would increase year 2030 PM peak hour volumes by 0.6 percent at this location, which would be considered a less than significant impact.

### 95th Percentile Queuing in the S.R.29 Turn Lanes Approaching South Kelly Road

**Table 6** shows that the addition of project traffic would further increase 95th percentile AM peak hour vehicle queuing beyond available storage in the left turn lane on the northbound S.R.29 approach to South Kelly Road (from 265 up to a 95th percentile queue of 275 feet with only 250

feet of storage). Project traffic would increase volumes in the northbound left turn lane from 199 up to 206 vehicles, or by more than one percent (3.5%).

This would be a significant impact.

### 3. Jameson Canyon Road Operation

### AM Peak Hour

Base Case + Project operation along a four-lane Jameson Canyon Road would be LOS B eastbound and LOS D westbound.

This would be a less than significant impact.

#### PM Peak Hour

Base Case + Project operation along a four-lane Jameson Canyon Road would be LOS D eastbound and LOS B westbound.

This would be a less than significant impact.

### C. PROJECT ACCESS

Napa County staff has not requested evaluation of project access along the future southerly extension of Devlin Road as part of this study. All near term horizon inbound access would be right turns, while all exiting movements would be left turns.

### XI. RECOMMENDED PROJECT MITIGATIONS

### A. YEAR 2010

### 1. S.R.29/South Kelly Road

a. The Headwaters project should provide a fair share contribution towards improvements recommended for South Kelly Road as part of the Panattoni Phases 1 & 2 developments. This includes construction of a fourth lane on the eastbound approach to S.R.29 when needed between 2010 and 2030. In addition, the Headwaters project should provide a second left turn lane on the westbound South Kelly Road intersection approach.

Resultant Operation:

AM Peak Hour: LOS C-30.5 seconds control delay PM Peak Hour: LOS D-48.7 seconds control delay

b. The Headwaters project should provide a fair share contribution to lengthening of the left turn lane on the northbound S.R.29 approach to South Kelly Road (from 250 feet up to at least 450 feet).

### B. YEAR 2030

### 1. S.R.29/Green Island Road/Newell Road

a. The Headwaters project should provide a right turn lane on the northbound S.R.29 approach to the Green Island Road/Newell Road intersection. Although project traffic would not use this particular lane, this would be the lowest cost alternative to improve operating conditions back to LOS D operation.

Resultant Base Case + Project 2030 Operation: PM Peak Hour: LOS D - 53.7 seconds control delay

### 2. S.R.29/South Kelly Road

b. The Headwaters project should provide a fair share contribution to lengthening of the left turn lane on the northbound S.R.29 approach to South Kelly Road (from 250 feet up to at least 450 feet). In addition, the project should lengthen the right turn on the southbound S.R.29 approach to South Kelly Road from 50 up to at least 100 feet.

# XII. COMPARISON OF HEADWATERS IMPACTS & MITIGATIONS TO THOSE OF THE BERINGER WINE ESTATES DEVLIN ROAD PROJECT IN 1999

A 1,424,400-square-foot warehousing, bottling, fermenting, shipping and receiving facility for Beringer Wine Estates (BWE) was approved for the project site in the year 1999. Weekday AM and PM peak hour circulation impacts were determined for the years 2005 and 2015. The following impacts were determined to be significant.

### A. YEAR 2005

IMPACT 1: The length of the left turn lane on the northbound S.R.29 approach to South Kelly Road will not be long enough to accommodate the expected vehicle queuing.

MITIGATION 1: Lengthen the turn lane from 250 up to 375 feet.

IMPACT 2: Project traffic on the westbound South Kelly Road approach to Devlin Road will negatively impact backups being caused by traffic waiting to enter the waste transfer facility on the west side of Devlin Road.

MITIGATION 2: The waste transfer station should improve internal operations to eliminate backups on South Kelly Road. If not provided, BWE should provide a left turn lane on the westbound South Kelly Road approach to Devlin Road extending back to S.R.29.

Note: The waste transfer station has eliminated backups and this is no longer an issue.

### B. YEAR 2015

*IMPACT 3:* The length of the left turn lane on the northbound S.R.29 approach to South Kelly Road will not be long enough to accommodate the expected vehicle queuing.

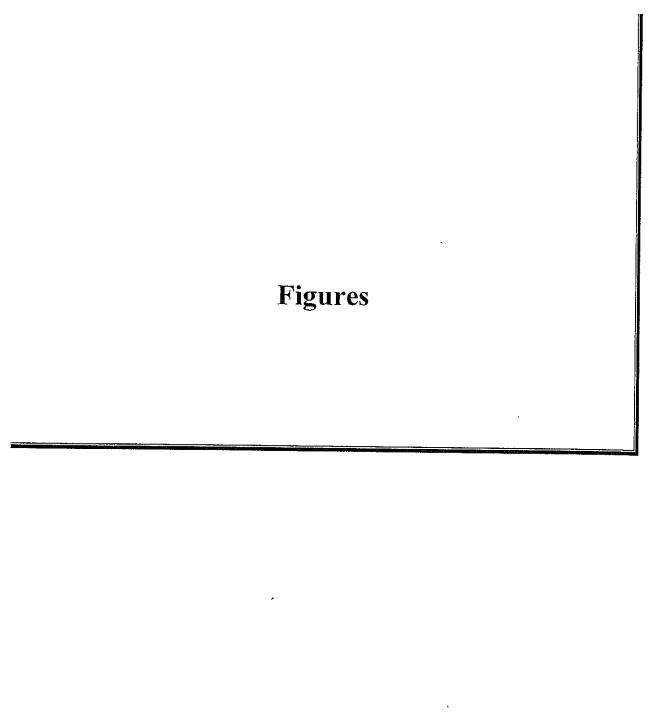
MITIGATION 3: Lengthen the turn lane from 250 up to 375 feet.

IMPACT 4: Project traffic on the westbound South Kelly Road approach to Devlin Road will negatively impact backups being caused by traffic waiting to enter the waste transfer facility on the west side of Devlin Road.

MITIGATION 4: The waste transfer station should improve internal operations to eliminate backups on South Kelly Road. If not provided, BWE should provide a left turn lane on the westbound South Kelly Road approach to Devlin Road extending back to S.R.29.

Impacts 1 and 3 for BWE in 2005 and 2015 are the same as those expected for the proposed Headwaters development in 2010 and 2030. Impacts 2 and 4 for BWE are no longer an issue for Headwaters as the waste transfer station has eliminated backups on the westbound South Kelly Road approach to Devlin Road.

This Report is intended for presentation and use in its entirety, together with all of its supporting exhibits, schedules, and appendices. Crane Transportation Group will have no liability for any use of the Report other than in its entirety, such as providing an excerpt to a third party or quoting a portion of the Report. If you provide a portion of the Report to a third party, you agree to hold CTG harmless against any liability to such third parties based upon their use of or reliance upon a less than complete version of the Report.



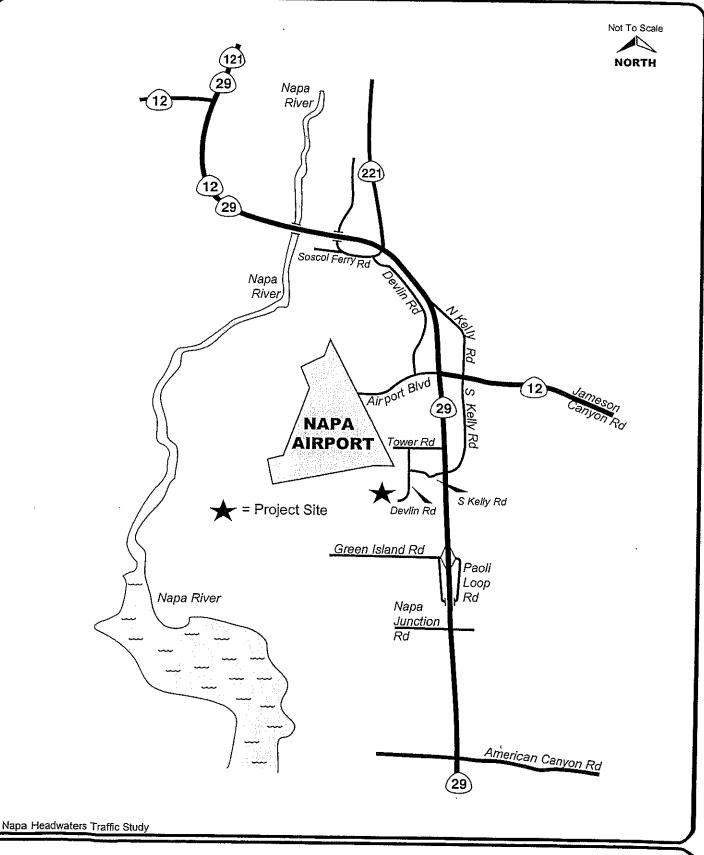
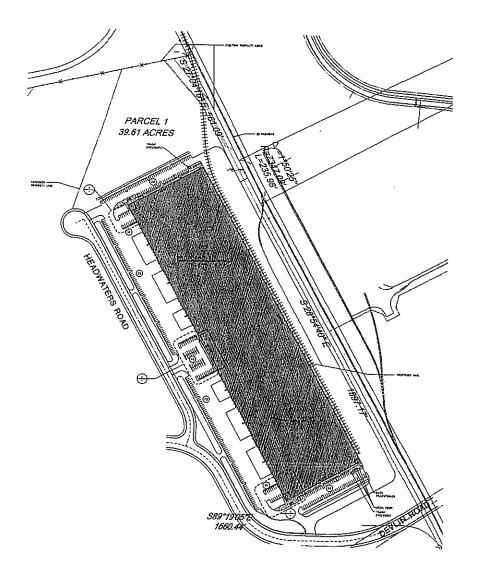




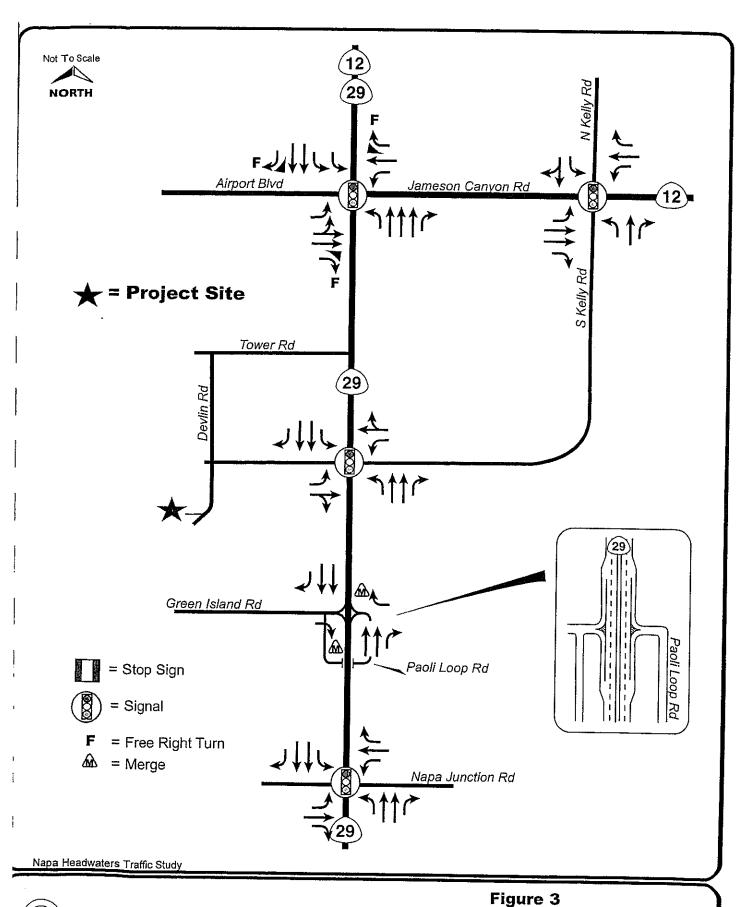
Figure 1 Area Map



Napa Headwaters Traffic Study



Figure 2 Site Plan





Existing and Year 2010
Intersection Lane Geometrics and Control

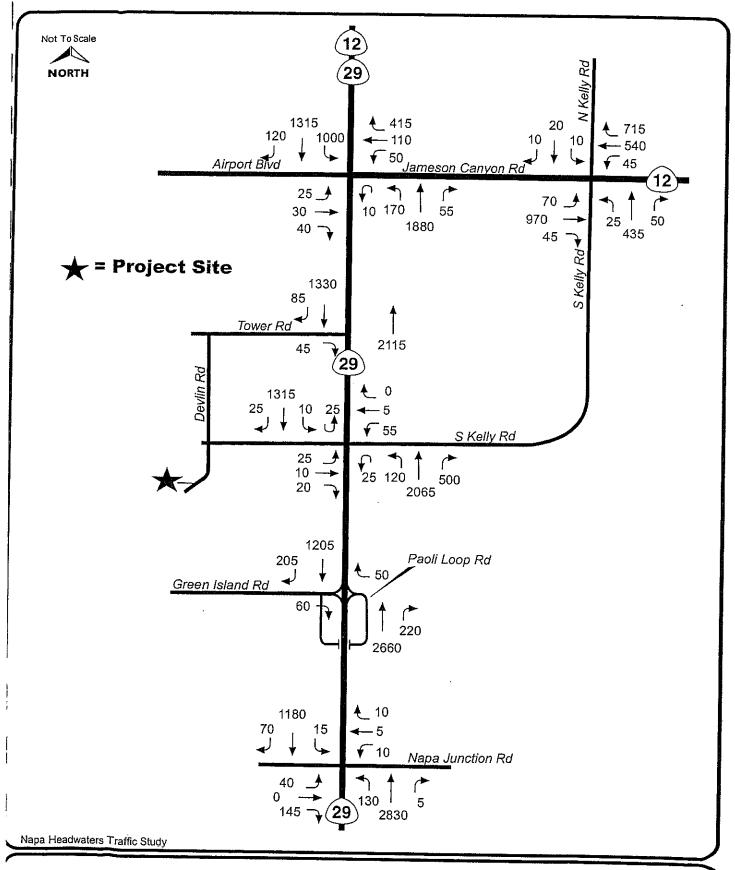




Figure 4
Existing (Year 2007)
AM Peak Hour Volumes

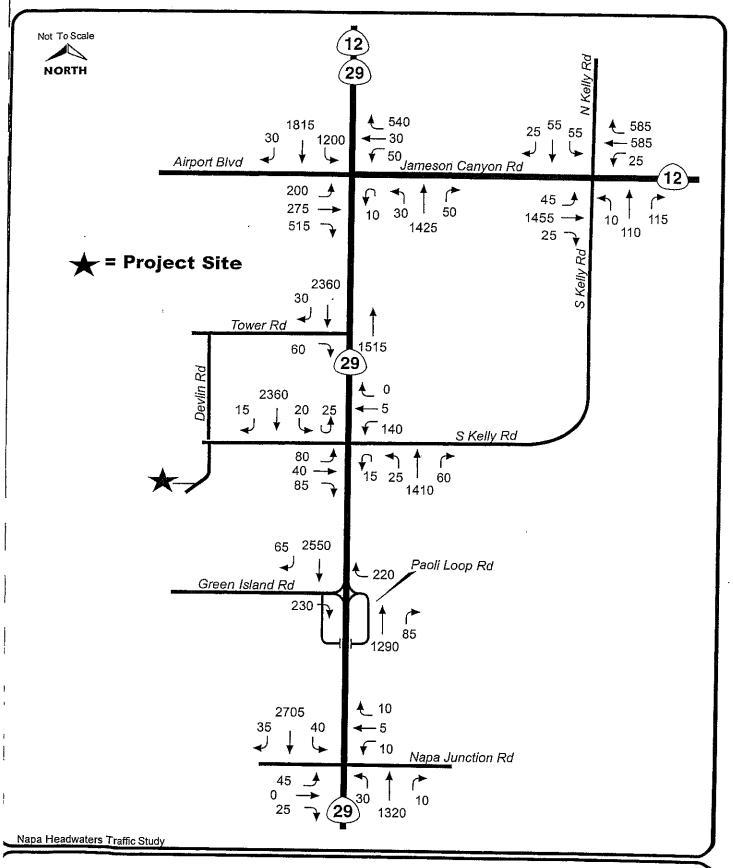




Figure 5
Existing (Year 2007)
PM Peak Hour Volumes

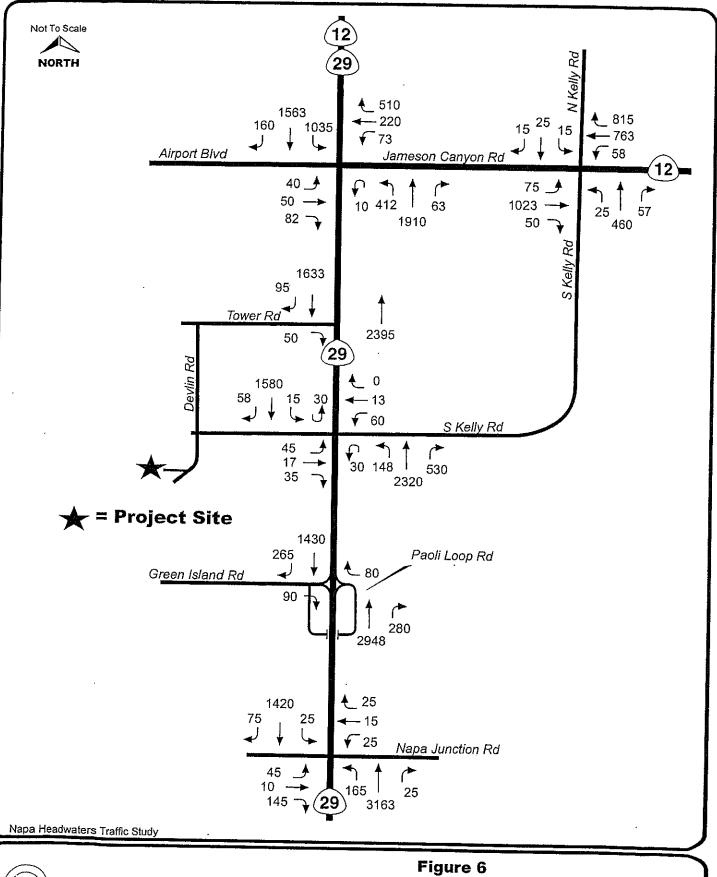




Figure 6
Near Term (Year 2010) Base Case
AM Peak Hour Volumes

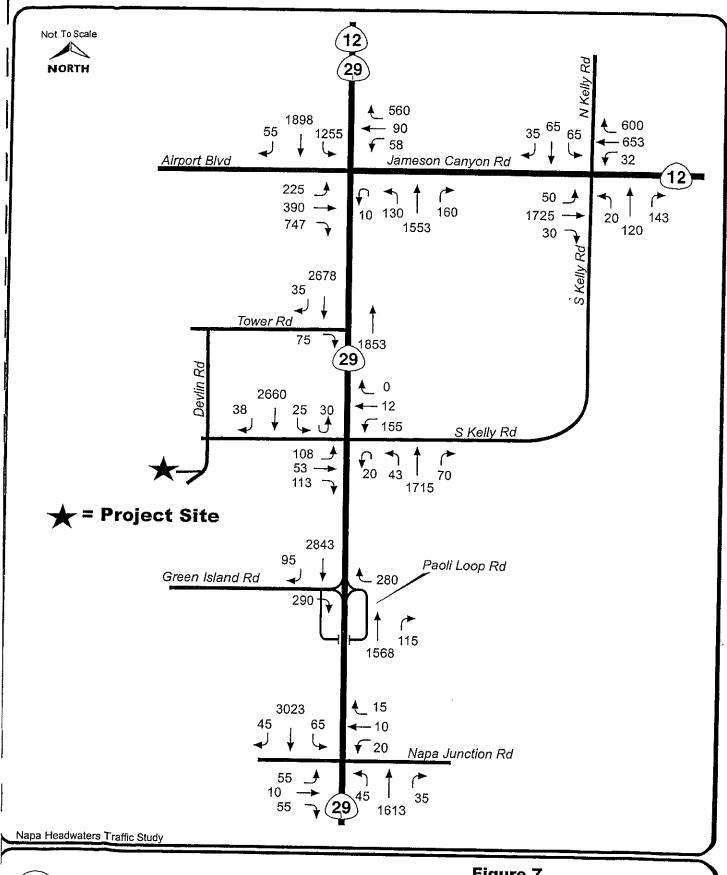




Figure 7
Near Term (Year 2010) Base Case
PM Peak Hour Volumes

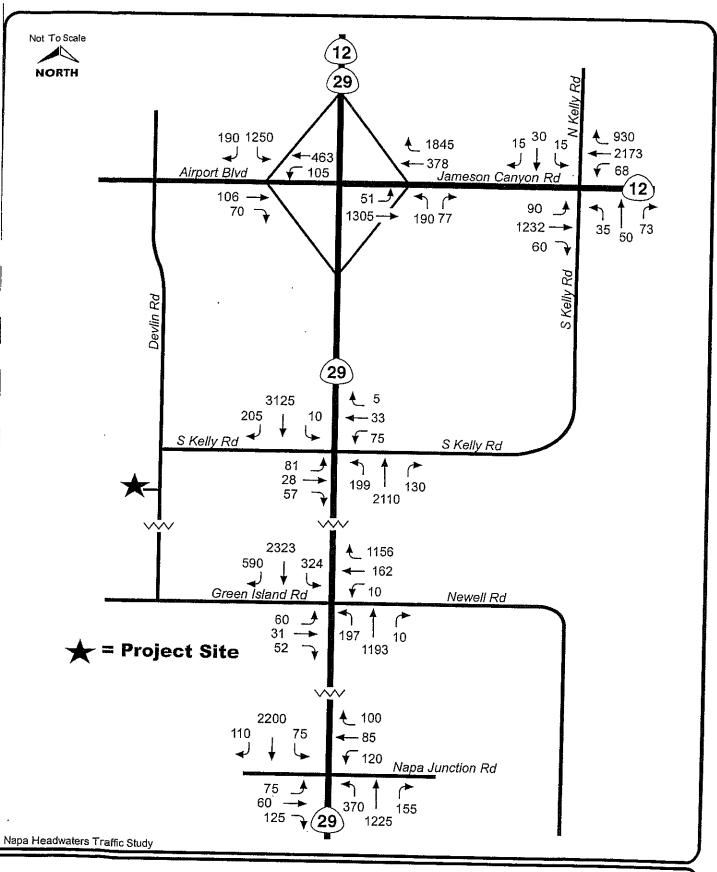




Figure 8 Year 2030 Base Case AM Peak Hour Volumes

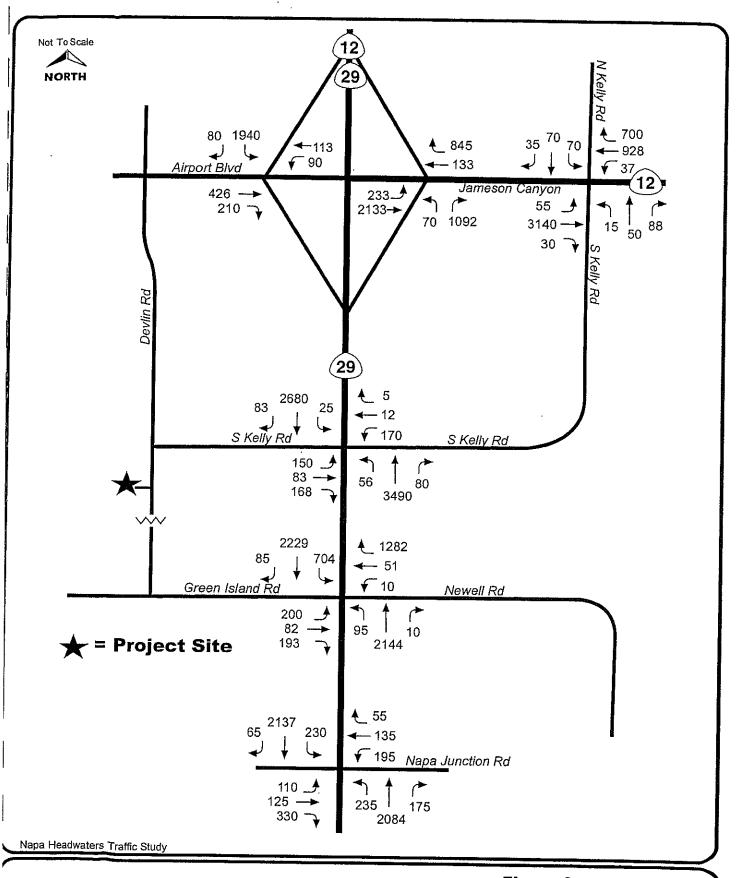




Figure 9 Year 2030 Base Case PM Peak Hour Volumes

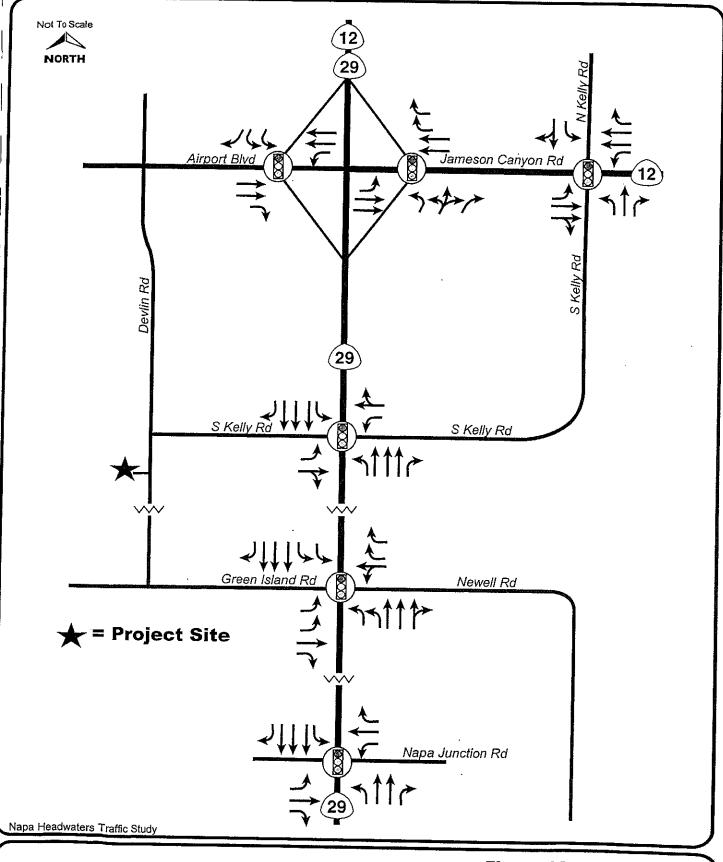




Figure 10
Year 2030 Intersection
Lane Geometrics and Control

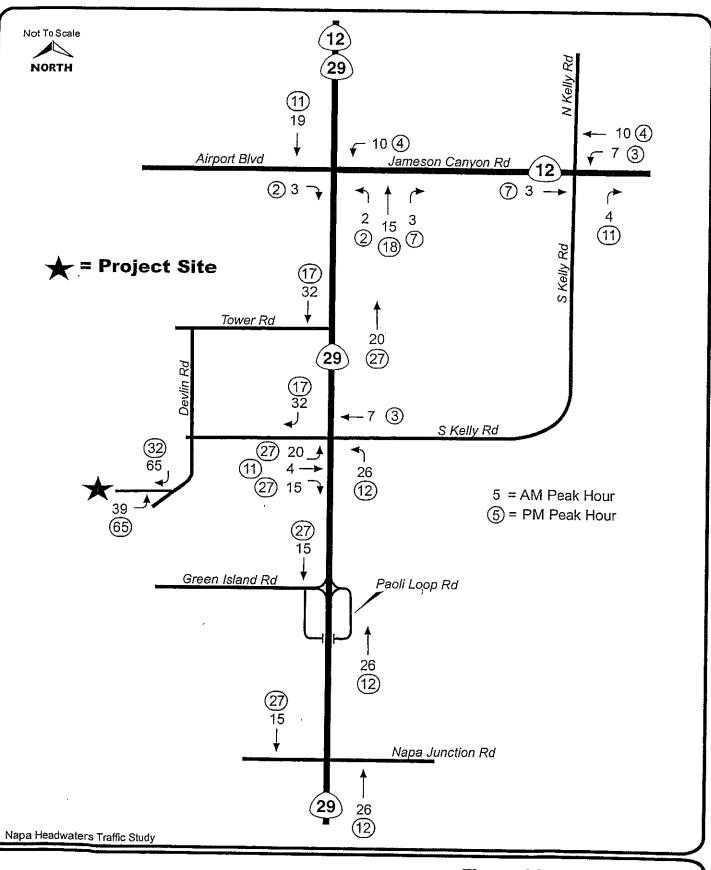
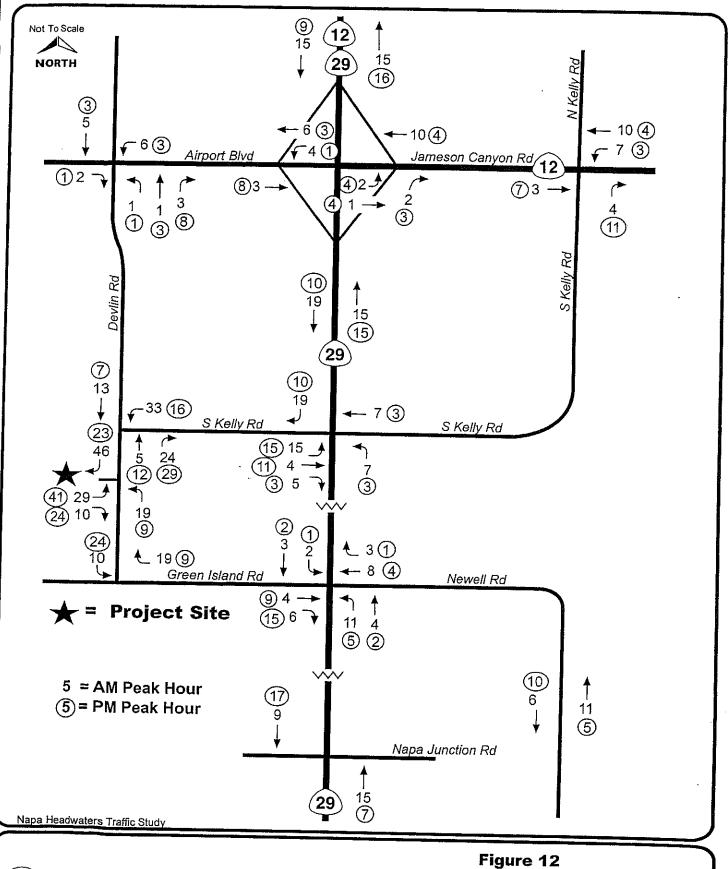




Figure 11
Year 2010 AM and PM Peak Hour
Project Traffic Increment





Year 2030 AM and PM Peak Hour Project Traffic Increment

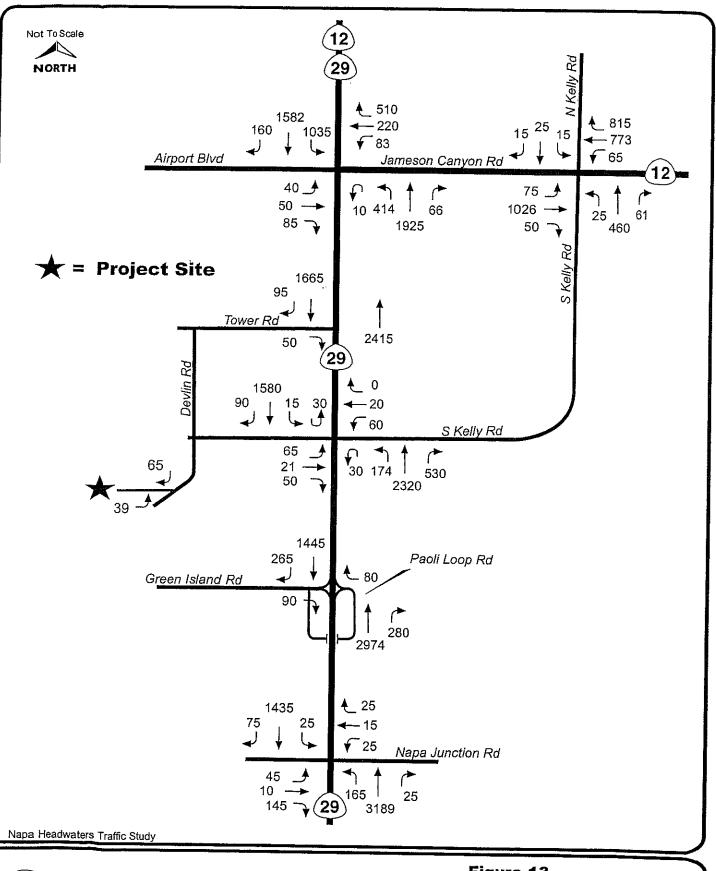




Figure 13 Near Term (Year 2010) Base Case + Project AM Peak Hour Volumes

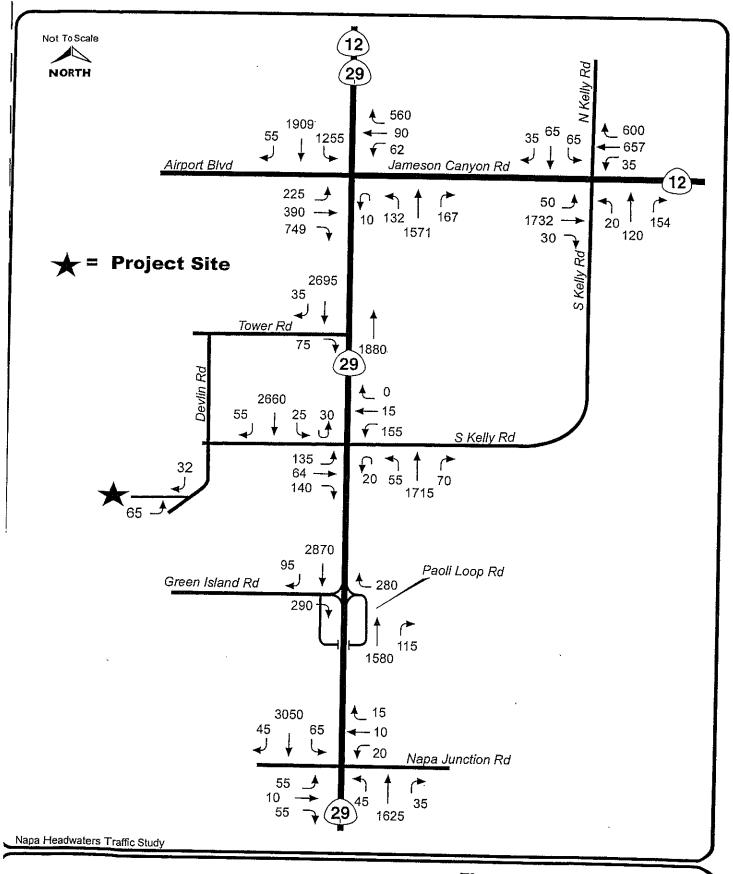




Figure 14
Near Term (Year 2010) Base Case + Project
PM Peak Hour Volumes

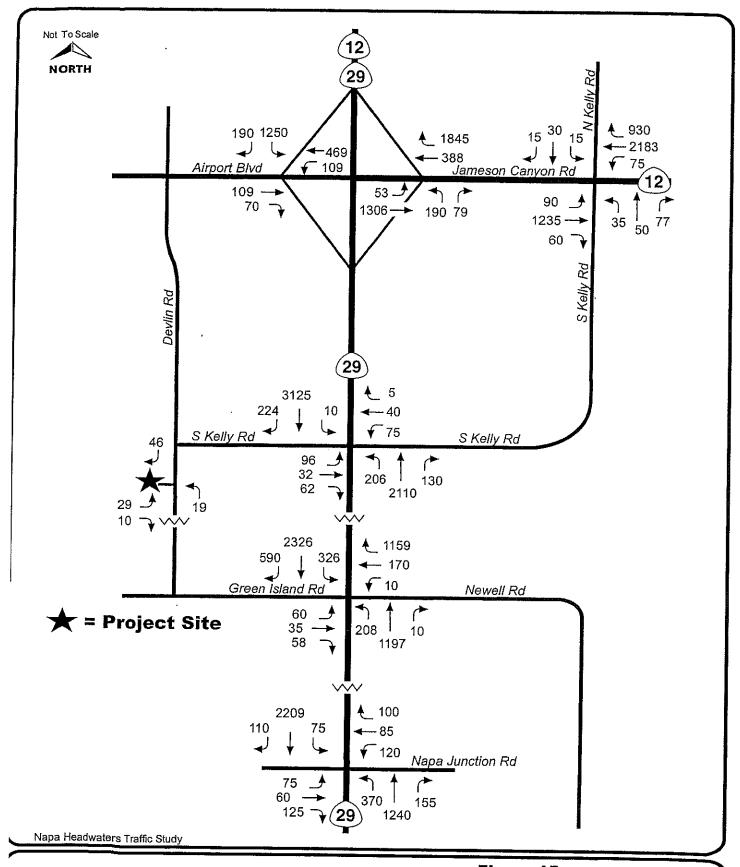
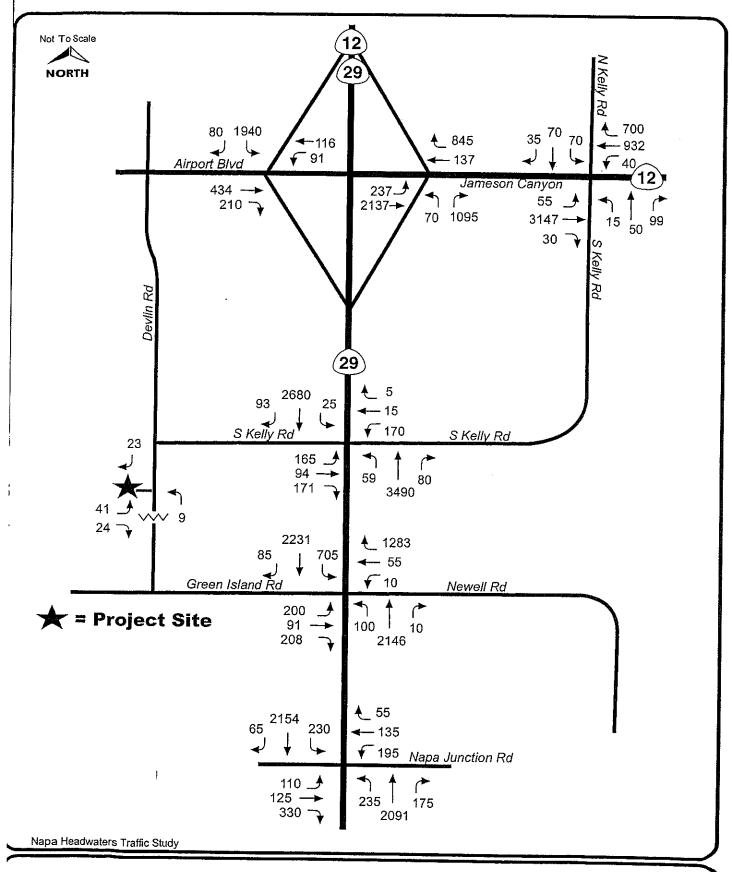




Figure 15 Year 2030 Base Case + Project AM Peak Hour Volumes





**CRANE TRANSPORTATION GROUP** 

Figure 16 Year 2030 Base Case + Project PM Peak Hour Volumes **Tables** 

Table 1
SIGNALIZED INTERSECTION LOS CRITERIA

Level of Service	Description	Average Control Delay (Seconds Per Vehicle)
A	Operations with very low delay occurring with favorable progression and/or short cycle lengths.	< 10.0
В	Operations with low delay occurring with good progression and/or short cycle lengths.	10.1 to 20.0
С	Operations with average delays resulting from fair progression and/or longer cycle lengths. Individual cycle failures begin to appear.	20.1 to 35.0
D	Operations with longer delays due to a combination of unfavorable progression, long cycle lengths, and/or high volume-to-capacity (V/C) ratios. Many vehicles stop and individual cycle failures are noticeable.	35.1 to 55.0
Е	Operations with high delay values indicating poor progression, long cycle lengths, and high V/C ratios. Individual cycle failures are frequent occurrences. This is considered to be the limit of acceptable delay.	55.1 to 80.0
F	Operation with delays unacceptable to most drivers occurring due to oversaturation, poor progression, or very long cycle lengths.	> 80.0

Source: 2000 Highway Capacity Manual (Transportation Research Board, 2000).

Table 2
UNSIGNALIZED INTERSECTION LOS CRITERIA

Level of Service	DESCRIPTION	Average Control Delay (Seconds Per Vehicle)
A	Little or no delays	< 10.0
В	Short traffic delays	10.1 to 15.0
С	Average traffic delays	15.1 to 25.0
D	Long traffic delays	25.1 to 35.0
E	Very long traffic delays	35.1 to 50.0
F	Extreme traffic delays with intersection capacity exceeded (for an all-way stop), or with approach/turn movement capacity exceeded (for a side street stop controlled intersection)	> 50.0

Source: 2000 Highway Capacity Manual (Transportation Research Board, 2000).

Table 3

#### INTERSECTION LEVEL OF SERVICE AM PEAK HOUR

		YEAL	R 2010	YEA	R 2030
LOCATION	EXISTING	BASE CASE	BASE CASE + PROJECT	BASE CASE	BASE CASE + PROJECT
S.R.29/Jameson Canyon Rd.(S.R.12)/Airport Blvd. (Signal)	C-33.3 <sup>(1)</sup>	E-62.3	E-63.9		
Jameson Canyon Rd. (S.R.12)/North Kelly Rd./South Kelly Rd. (Signal)	C-30.2 <sup>(1)</sup>	D-43.3	D-43.3	C-27.6	C-28.9
S.R.29/South Kelly Rd. (Signal)	B-17.4 <sup>(1)</sup>	C-30.2	C-31.1	C-27.6	C-33.0
S.R.29/Napa Junction Rd. (Signal)	C-30.7 <sup>(1)</sup>	E-68.2 <sup>(1)</sup>	E-70.8	C-30.1	C-30.1
YEAR 2030					
Diamond Interchange at S.R.12-29/Jameson Canyon Rd.					
Airport Blvd./S.R.12-29 Southbound On-Off Ramps (Signal)			All the last of the Mark All the Street of the Street Street of the Street	B-13.6 <sup>(1)</sup>	B-14.2
Jameson Canyon Rd (S.R.12)/S.R.12-29 Northbound On-Off Ramps (Signal)				D-47.4 <sup>(1)</sup>	D-47.4
S.R.29/Green Island Rd./Newell Rd. (Signal)				C-23.3 <sup>(1)</sup>	C-24.0

Year 2000 Highway Capacity Manual Analysis Methodology. Source: Crane Transportation Group

Signalized level of service – average control delay in seconds.

Side Street Stop Sign controlled level of service – average delay in seconds – eastbound approach/westbound approach.

#### INTERSECTION LEVEL OF SERVICE PM PEAK HOUR

		YEA	R 2010	YEA	R 2030
LOCATION	EXISTING	BASE CASE	BASE CASE + PROJECT	BASE CASE	BASE CASE + PROJECT
S.R.29/Jameson Canyon Rd.(S.R.12)/Airport Blvd. (Signal)	D-31.8 <sup>(1)</sup>	D-47.4	D-50.6		1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
Jameson Canyon Rd. (S.R.12)/North Kelly Rd./South Kelly Rd. (Signal)	B-16.6 <sup>(1)</sup>	B-19.3	B-19.3	B-18.9	B-19.5
S.R.29/South Kelly Rd. (Signal)	D-38.3 <sup>(1)</sup>	E-69.7	E-71.4	D-41.7	D-45.2
S.R.29/Napa Junction Rd. (Signal)	C-25.5 <sup>(1)</sup>	D-47.2 <sup>(1)</sup>	D-48.4	D-50.7	D-51.0
YEAR 2030					
Diamond Interchange at S.R.12-29/Jameson Canyon Rd.					
Airport Blvd./S.R.12-29 Southbound On-Off Ramps (Signal)		(1) 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		C-22.6 <sup>(1)</sup>	C-22.9
Jameson Canyon Rd (S.R.12)/S.R.12-29 Northbound On-Off Ramps (Signal)				D-35.8 <sup>(1)</sup>	D-35.8
S.R.29/Green Island Rd./Newell Rd. Signal)				D-54.9 <sup>(1)</sup>	E-55.2

Signalized level of service – average control delay in seconds.

Year 2000 Highway Capacity Manual Analysis Methodology Source: Crane Transportation Group

<sup>(2)</sup> Side Street Stop Sign controlled level of service – average delay in seconds – eastbound approach/westbound approach.

#### Table 5

# S.R.29/GREEN ISLAND ROAD & S.R.29/PAOLI LOOP ROAD HOOK RAMPS MERGE ANALYSIS

### AM PEAK HOUR

LOCATION         LOS <sup>(1)</sup> DENITY <sup>(2)</sup> SPEED         LOS         DENSITY         SPEED         BASE CASE + PROJECT           Paoli Loop Road to NB S.R.29         C         24.1         57         C         26.8         56         C         27.0         56           Green Island Rd. to SB         B         12.0         58         B         14.1         58         B         14.2         58							YEAI	YEAR 2010		
C   EXISTING   EXIST										
LOS <sup>(4)</sup> DENSITY <sup>(2)</sup> SPEED         LOS         DENSITY         SPEED         I           C         24.1         57         C         26.8         56           3B         B         12.0         58         B         14.1         58			EXISTING			BASE CASE		BACE	A CT T DD C	
C 24.1 57 C 26.8 56 C C 3B B 14.1 58 B	LOCATION	LOS <sup>(1)</sup>	DENSITY <sup>(2)</sup>	SPEED	LOS	DENCITY		TOC	DESTRUCTION.	inc.
B B 12.0 58 B 14.1 58 B	,					DELICITE I	तसन्य ४०		DENSITY	SPEED
3B B 12.0 58 B 14.1 58 B	Faoii Loop Koad to	U	24.1	57	ני	26.8	2,4		0 50	ļ
Island Rd. to SB B 14.1 58 B	NB S.R.29				)	?	3	ر	0./2	20
Island Kd. to SB B 14.1 58 B	C. 1-1-1-1	1	,							
	Green Island Kd. to SB	Ŋ	12.0	28	щ	14.1	28	ď	17.5	C L
	S.R.29					1	)	ז	7.4.7	28

### PM PEAK HOUR

•						YEA	<b>YEAR 2010</b>		
		EXISTING			RASE CASE		Y SYCE	O 4 0 4 0	
TOCATION		******					DANGE	DASE CASE + FRUJECT	JECT
LOCATION	LOS	DENSITY	SPEED	ros	DENSITY	SPEED	ros	DENSITY	CPRED
Paoli Loop Road to NB	В	14.0	58	tt	15.7	6.5	ı		
S.R.29	l	?	3	,	7.01	o C	ď	15.9	28
Green Island Bd to CB	ر	1000	L						
S.R.29	ر	7.4.7	/c	ပ	27.6	56	O.	27.8	99

(i) LOS = Level of Service
(2) Density in passenger cars/lane/mile

Year 2000 Highway Capacity Manual Analysis Methodology. Compiled by: Crane Transportation Group

Table 6

#### TURN LANE 95TH PERCENTILE QUEUE LENGTHS ON THE S.R.29 APPROACHES TO SOUTH KELLY ROAD

#### AM PEAK HOUR

		YEA	AR 2010	YEA	AR 2030
	EXISTING	BASE CASE	BASE CASE + PROJECT	BASE CASE	BASE CASE + PROJECT
Northbound S.R.29	Left Turn Lane				
Storage	250'	250'	250'	250'	250'
Demand	136	200	256	265	275
Southbound S.R. Rig	ht Turn Lane			200	2/3
Storage	50'	50'	50'	50'	50'
Demand	13	24	37	51	54

#### PM PEAK HOUR

		YEA	AR 2010	YEA	AR 2030
	EXISTING	BASE CASE	BASE CASE + PROJECT	" BASE CASE	BASE CASE + PROJECT
Northbound S.R.29	Left Turn Lane				12000001
Storage	250'	250'	250'	250'	250'
Demand	82	183	217	93	131
Southbound S.R. Ri	ght Turn Lane			75	131
Storage	50'	50'	50'	50'	502
Demand	8	18	24	33	50'

Table 7

#### JAMESON CANYON ROAD (S.R.12) LEVEL OF SERVICE (AT THE NAPA/SOLANO COUNTY LINE)

····	LEVEL O	F SERVICE
CONDITION	AM PEAK HOUR	PM PEAK HOUR
Existing (2-Lane, 2-Way Operation)	Е	F
Year 2010 (2-Lane, 2-Way Operation) Base Case Base Case + Project	F	F F
Year 2030 (4-Lane Directional Operation) Base Case (Eastbound) Base Case (Westbound) Base Case + Project (Eastbound) Base Case + Project (Westbound)	B D B D	D B D B

Year 2000 Highway Capacity Manual Analysis Methodology Compiled by: Crane Transportation Group

# HEADWATERS PROJECT TRIP GENERATION

Table 8

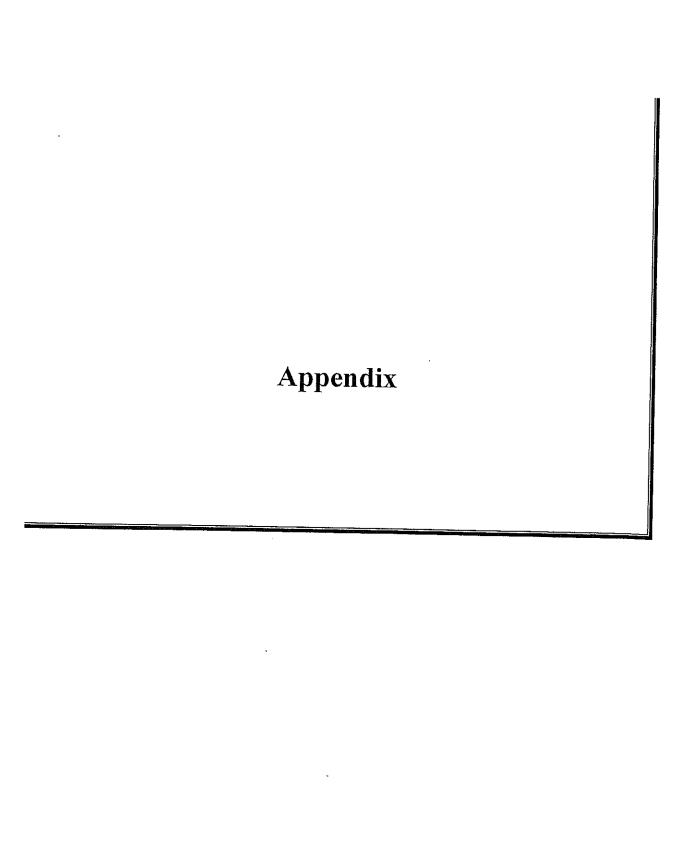
		DAILY 2-W	VAY TRIPS		AM PEAK HOUR	HOUR			PM PRAK HOIID	C HOLLD	
	SIZE	(INBD +	OUTBD)	INBO	INBOUND	OTTROTIVE	UNIT	INDOIN	TIMIN	A TOOM	
USE	(SO PT)	DATE	VOV	C C C				Cavia	OLA D	OUIB	COLBOOND
	(	INALE	VOL	KAIE	VOL	RATE	NOL	RATE	VOL	RATE	VOI
111.											
winery warehouse	645,000	1.70	1098	.10	65	90.	30	05	33	-	(
						•	`	?	76	2	S.

Trip Rate Source: Crane Transportation Group, surveys at four winery warehouses in the Napa Airport Industrial Park, July 2007, factored to reflect peak season of warehouse trucking activity. Compiled by: Crane Transportation Group

Table 9

# PROJECT TRAFFIC DISTRIBUTION

	AM PEA	AM PEAK HOUR	PM PEAK HOUR	KHOUR
	IN	· OUT	N.	OUT
S.R.29 South of South Kelly Road	40%	35%	35%	40%
S.R.29 North of Jameson Canyon Road	35%	45%	45%	30%
Jameson Canyon Road East of North Kelly Road/South Kelly Road	25%	20%	20%	30%
TOTAL	100%	100%	100%	100%



#### Appendix A

February 11, 2008

Mr. Douglas Pope Napa Industrial, LLC c/o Headwaters Development Co., LLC 50 Fullerton Court, Suite 203 Sacramento, CA 95825

#### RE: DETERMINATION OF AM & PM PEAK HOUR TRIP RATES FOR WINERY WAREHOUSES IN THE NAPA INDUSTRIAL PARK – HEADWATERS

Dear Doug:

At your request, Crane Transportation Group has conducted a study to determine the AM and PM peak hour trip generation rates that would be reflective of expected peak traffic activity at new high-cube winery warehouse buildings in the Napa Airport Industrial Park. This data may be incorporated into the traffic study for your proposed Napa Airport Industrial Park Headwaters Development, which will be located along the west side of Devlin Road when it is extended to the south of South Kelly Road. Work tasks have included weekday AM and PM peak period surveys at four existing winery warehouses and determination of average trip rates for the proposed warehouses reflective of maximum AM and PM peak hour traffic activity. A projection has then been made of the expected traffic activity resulting from 650,000 square feet of winery warehouse activity at your Headwaters project in Napa.

#### I. RESULTS OF SURVEYS OF EXISTING WEEKDAY AM AND PM PEAK HOUR TRAFFIC AT FOUR COMPARABLE WINERY WAREHOUSE FACILITIES

Weekday AM peak period (7:00-900) and PM peak period (4:00-6:00) traffic counts were conducted by Crane Transportation Group in June or July 2007 at four winery warehouse facilities acceptable to the County: Cal Wine Transport, 660 Airpark Boulevard (Napa County); Biagi Brothers, 787 Airpark Boulevard (Napa County); Biagi Brothers, 770 Skyway (Napa County); and Biagi Brotheres., 50/80 Technology Court (Napa County). Traffic count resutls, by hour, are presented in **Table 1**. **Table 2** presents the resultant mid summer AM and PM peak hour raw trip rates for each of the surveyed winery warehouses, while **Table 3** presents the resultant seasonally adjusted trip rates reflecting peak (pre-Christmas) trip activity at the winery warehouses with 100 percent building occupancy.

**Table 3** shows that the pre-Christmas AM peak hour (inbound + outbound) winery warehouse trip rate would be .16 trips/1,000 square feet, while the pre-Christmas PM peak hour (inbound + outbound) trip rate would be .15 trips/1,000 square feet.

**Table 4** presents the expected daily, AM peak hour and PM peak hour trip generation of your proposed 650,000-square-foot development should all activities be winery warehouse uses. As shown, your project would generate 65 inbound and 39 outbound trips during the AM commute peak hour, with 33 inbound and 65 outbound trips generated during the PM commute peak hour. Trip generation may be somewhat less during this period with any significant replacement of truck activity by rail service.

We thank you for the opportunity to conduct this study and stand ready to assist in responding to any questions from County staff regarding our survey findings.

Sincerely,

Mark D. Crane, P.E. Principal

## SURVEY RESULTS OF EXISTING AM & PM PEAK PERIOD TRAFFIC ACTIVITY AT 4 WINERY WAREHOUSES IN THE NAPA INDUSTRIAL PARK JUNE/JULY 2007

WADEHOUSE		or or other state of the state	M PE	AK HOUR			ď	PM PEAK HOUR	HOUR		
FACILITY	AUTO	TRUCK* TO	TOTAL	AITTO	OUTBOUND TRIPS	INBC	∃⊦	,	TUO	OUTBOUND TRIPS	IPS
Cal Wine Transport, 660 Airpark	Airpark	<b>-</b> ■	_	27277	_	AUIO	IKUCK* TO	IOTAL	AUTO	TRUCK*	TOTAL
(119,430 sq.ft.)	4										
7:00-8:00 AM	11	3	14		1			<b> -</b>			
8:00-9:00 AM	4	2	9	√ ∞	2 10						
4:00-5:00 PM						3	-	4	12	-	t
5:00-6:00 PM						,	- -	r -		7 (	<u> </u>
Biagi Bros., 770 Skyway					, mut				7	0	2
(101,200 sq.ft.)											
7:00-8:00 AM	0	1		0	0						
8:00-9:00 AM	~	,—I	4	)						•	
4:00-5:00 PM			100								
5:00-6:00 PM						> +	^ <del>-</del>	<b>^</b> (	m·	(	4
Biagi Bros., 787 Airpark					777 TANK	T	I	7		2	3
(377,000 sq.ft.)											
7:00-8:00 AM	14	7	21	3	\$						
8:00-9:00 AM	12	12	24	4	7						*
4:00-5:00 PM								-			
5:00-6:00 PM						n c	<i>y</i> w	71	<u>.</u>	4 (	17
Biagi Bros., 50/80 Technology Court	ogy Court							+	7	×	17
(400,000 sq.ft.)	<b>;</b>										
7:00-8:00 AM	4	2	9	0	V						
8:00-9:00 AM	-	5	9	'n	+ 4		****	•			
4:00-5:00 PM						-					
5:00-6:00 PM	····	. **				- T			.7 (	(	ω,
100						4	-		7	_ >	

\* Also includes truck cab only.

# TRIP GENERATION RATES

## FOR BUILDING OCCUPANCY OR PEAK SEASONAL ACTIVITY WINERY WAREHOUSES IN THE NAPA INDUSTRIAL PARK RAW MID SUMMER 2007 COUNT DATA – NOT ADJUSTED

			AM PEA	AM PEAK HOUR			PM PFA	PM PFAK HOTTD	
		2	TVROTIND	TIC	2000		4777 T T. T.	110011	
		ATT.	UNION	3	OUTBOUND	Z	INBOUND	no	OUTBOTIND
LOCATION	CITATE	Caxan	RATE/		RATE/		RATE/		RATE/
MOTITION	3177	IKIRS	1000 SQ.FT.	TRIPS	1000 SQ.FT.	TRIPS	1000 SO FT	TRIPS	10
Cal Wine Transport	119.430 sq ft	14	1.2	7	20			O TANKE	
660 Airpark			77.	>	co:	4	.03	17	.14
Biagi Bros	101 200 62 4	ļ							
770 Skyway	101,200 sq.10.	4	÷0.	4	.04	5	.05	4	40.
Biani Bros	000 555	į					-		
787 Airpark	o,,,ooo sq.m.	54	90.	1	.03	10	.03	21	90.
Biaoi Bros	400,000								
50/80 Technology Court	400,000 sq.1t.	٥	.02	9	.02		.01	3	.01

## Appendix A Table 3

# TRIP GENERATION RATES

# YEAR 2007 COUNT DATA ADJUSTED TO REFLECT 100% BUILDING OCCUPANCY WINERY WAREHOUSES IN THE NAPA INDUSTRIAL PARK AND PEAK SEASON ACTIVITY

			AM PEA	AM PEAK HOUR			PM PEAK HOITE	KHOIIB	
		Z	INBOUND	OII	OUTBOTIND	EXI	DOTINIO	NO OT	
			10.4.00		0.100	NIT .	LINBUUND		OUTBOUND
LOCATION	SIZE	TRIPS	1000 SQ.FT.	TRIPS	KATE/ 1000 SO.FT.	TRIPS	RATE/ 1000 SO FT		RATE/
Cal Wine Transport	119,430 sq.ft.	21	.18	6	80.	9	.05	26	1000 SQ. FT.
Biagi Bros	101 200	,						•	}
770 Skyway	101,200 sq.It.	^	.05	ۍ	.05	9	90.	5	50.
Riagi Bros	377 000 0	ļ							
787 Airpark	or, voor sq.at.	4	-T-	22	90.	20.	90.	41	=:
Biagi Bros.	400 000 sq ft	1-1	50	;					
50/80 Technology Court	17. hg 000,001	<b>-</b>	co.	<del>-</del>	.03	7	.01	9	.02
Average			-						
			OI.		90:		.05		10

Source: Crane Transportation Group

2/11/08 Napa Airport Industrial Park – Headwaters MARK D. CRANE, P.E. • CRANE TRANSPORTATION GROUP

### NAPA INDUSTRIAL – HEADWATERS WINERY WAREHOUSE USES TRIP GENERATION

DAILY	DAILY	7.2	2-WAY		AM PEAK HOUR	KHOUR			PM PEAK HOID	HOTE	
TRI	TR	IPS		INBOUND	UND	OUTBOUND	dNIIC	INROTIND	UNI	OTITE DE	ararr.
SIZE	ATF		VOV	E F	****			Sar III	2110	OUTBOUND	
<u> </u>	21.5		75	KAIE	VOL	KATE	VOL	RATE	VOL	RATE	VOI
550,000 50,000 1.70	1.70		1106	.10	65	90	30	90		. 0	į
7°T 7°							ì	3.	cc	OT-	65

Trip Rate Source: Crane Transportation Group, surveys at four winery warehouses in the Napa Airport Industrial Park, June/July 2007; factored to reflect peak season of warehouse activity.
Compiled by: Crane Transportation Group

### TECHNICAL APPENDIX Capacity Worksheets

### Existing Level of Service AM & PM Peak Hours

	آخر .	>	7	•	4	4	4	†	<i>/</i> *	<b>\</b>	<del> </del>	4
Movement,	EBL)	EBT	EBR	WBL	. WBT.	WBR	INBL:	NBT	NBR	SBL	SBT.	SBR
Lane Configurations	ሻ	414	*	ነኝ	<b>†</b>	7	ነ	<b>ተተተ</b>	7	<u></u> ኝኝ	<u>*****************</u> 个个	**************************************
Volume (vph)	200	275	515	50	30	540	ੈ 40	1425	50	1200	1815	30
ldeal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.91	0.91	1.00	1.00	1.00	1.00	1.00	0.91	1.00	0.97	0.95	1.00
Fri	1.00	1,00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Fit Protected	0.95	0.99	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1610	3366	1583	1770	1863	1583	1770	5085	1583	3433	3539	1583
Fit Permitted	0.95	0.99	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1610	3366	1583	1770	1863	1583	1770	5085	1583	3433	3539	1583
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0,95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	211	289	542	53	32	568	42	1500	53	1263	1911	32
RTOR Reduction (vph)	0	0	0	O Januaran Labaran	0	0	0	0	36	0	0	0
Lane Group Flow (vph)	162	338	542	53	32	568	42	1500	17.	1263	1911	32
Turn Type Protected Phases	Split	Tall tradition of the	Free	Split	tali meerita tara	Free	Prot		Perm	Prot		Free
Permitted Phases	4	4		- 8	8		5	2			6	
Aduated Green, G (s)	/11.0	11.0	Free	naemu iuman	navaranda -	Free	Cardina crass Ar	e , i i a y a serie segui	2			Free
Effective Green, g (s)	11.0	11.0	100.0 100.0	3.2	3.2	100.0	3.2	31.6	31.6	38.2	66.6	100.0
Actuated g/C Ratio	0.11	0.11	1.00	3.2 0.03 <sup>1</sup>	3.2 0.03	100.0	3.2	31.6	31.6	38.2	66.6	100.0
Clearance Time (s)	4.0	4.0	1.00	4.0	Comments (States of States	1.00	0.03	0.32	0.32	0.38	0.67	1.00
Vehicle Extension (s)	3.0	3.0	154488	3.0	4.0 3.0	<b>Maca</b> (1808) 19	4.0 3.0	4.0	4.0	4.0	4.0	CCR of MARKETON
Lane Grp Cap (vph)	177	370	1583	5.0 57	60	4500		3.0	3.0	3,0	3.0	daviets.
v/s Ratio Prot	c0.10	0.10	1000	c0.03	0.02	1583	57	1607	500	1311	2357	1583
v/s Ratio Perm	, <b> (</b>		0.34		U.UZ	0.36	0.02	c0.29		c0.37	0.54	
v/c Ratio	0.92	0.91	0.34	60.93	0.53	0.36	0.74	0.93	0.01 0.03	li doc	energianis er	0.02
Uniform Delay, d1	44.0	44.0	0.0	48.3	47.7	0.0	48.0	33.2	23.6	0.96	0.81	0.02
Progression Factor	1.00	1.00	1.00	0.81	0.83	1.00	1.00	1.00	23.0 1.00	30.2 1.00	12.1	0.0
Incremental Delay, d2	43.8	26.3	0.6	79.2	6.8	0.5	38.8	11.4	0.1	16.8	1.00 3.2	1,00
Delay (s)	87.8	70.3	0.6	118.4	46.3	0.5	86.8	44.6	23.8	47.0	ა.∠ 15.3	0.0 0.0
Level of Service	F	E	Α	F	D	Α	∵57.73% F	D.	C	7, U D	B Io.9	CARREST SAFETY AND
Approach Delay (s)		36.8		E WEST	12:3	Nachu Zuersun	\$10 mg	45.0			27.6	A
Approach LOS		D	entransfer en rigge	1.1 - 1.448 (1.1545 Mg/m/1/4/4-	В	enderende been be	SAN BALLING SYNT	D	AMPROS PATUDIS AS	avo:Avasopti	در رو C	
Intersection Summary 1999							7 - TO TO THE					
HCM Average Control Delay		and the second second	31.8	HCI	امرما ا	of Service	RESILENCES	arara	Life Helder	man yezhoù	فيعادره	2 31 Ja
HCM Volume to Capacity rat	ió a	raika.	0.94	Tan da	AI FOACI	JI Service		Markovy.	C Ontonetise	esa iligense en comezara.		STREET, CONTRACTOR
Actuated Cycle Length (s)	N	*1009 <b>01</b> -27280	100.0	Sun	of lost t	ime (e)			16.0			
Intersection Capacity Utilizat	ion		37.4%		Level of			MARIE E	16.0 E	を記された。例		ingreent
Analysis Period (min)	er in the Carter State of the Carter State (1997)	er et hillion i i i i i i i i i i i i i i i i i i	15	ela de describir de la composición dela composición dela composición de la composición dela composición dela composición de la composición de la composición dela composición de la composición de la composición dela comp		ON AICE	N 154 - 546	are neces	ii) a Eile	arto Carl		
c Critical Lane Group				AND CAMES A			Netralie	47/0/2010	Santxus	Wales and Co		
		mente de la companya de la 25	rrowerse in the property of the form	122127 JS 137 - 11 (A PS)		sessorerredig	等基本的基外。					

	٠	<b>→</b>	7	•	<b>←</b>	*	4	†	<b>/</b>	-	<b>+</b>	4
Movement :	A WEBLY	ow EBT 6	EBR	WBL	WBT	WBR	NBI	NBT	WNBR#	SBL	SBT	SBR
Lane Configurations	ሻ	<b>A</b>		ሻ	3		7	<u></u> ↑↑	<b>*</b>	ሻ	**************************************	<b>※※ODIS</b> <b>*</b>
Volume (vph)	25	10	25	55	5	0	145	2065	500	35	1315	25
ldeal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Lane Util, Factor	1.00	1.00	utros es el como	1.00	1.00		1.00	0.95	1.00	1.00	0.95	1.00
Edition in the second	1.00	0.89		1.00	1.00		1.00	1.00	0.85	1.00	1.00	0.85
Fit Protected	0.95	1.00	<ul> <li>Tendra (Eduard)</li> </ul>	0.95	1.00	F THEY BURST & BREAM-BURST.	0.95	1.00	1.00	0.95	1.00	1.00
Sald, Flow (prot)	1327	1339		1612	1900		1612	3505	1599	1805	3505	1417
Flt Permitted Sald: Flow (perm)	0.95	1.00	Prinsipian	0.95	1.00	Turustanesis describ	0.95	1.00	1.00	0.95	1.00	1.00
· · · · · · · · · · · · · · · · · · ·	1327	1339		1612	1900	sald9843411/	1612	3505	1599	1805	3505	1417
Peak-hour factor, PHF Adj. Flow (yph)	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
RTOR Reduction (vph)	27	11	27	59	5	0	156	2220	538	38	1414	27
Lane Group Flow (vph)	0 27	26 12	0 0	0	0	0	0	0	129	0	0	8
Heavy Vehicles (%)	36%	63%	12%	59	5	0	156	2220	409	38	1414	19
Turn Type	Split	0376	1276	12%	0%	0%	12%	3%	1%	0%	3%	14%
Protected Phases	opin 4	4		Split		menti o	Prof	te Ligid	Perm	Prot	er belen	Perm
Permitted Phases		4 9 1871 18	1480( <b>1</b> 895)	8	8	inganasset.	5	2	ACORPENIES	1	6	
Actuated Green, G (s)	2.4	2.4	MATIGUAL	4.0	4.0		44 5		2			6
Effective Green, g (s)	2,4	2.4		4.0	4.0	i i de la compa	11.5 11.5	55.2	55.2	2.4	46.1	46.1
Actuated g/C Ratio	0.03	0.03		0.05	0.05	e to to a Carago	0.14	55.2 0.69	55.2	2.4	46.1	46.1
Clearance Time (s)	4.0	4.0	WATE WE	4.0	4.0		4.0	4.0	0.69 4.0	0.03 4.0	0.58	0.58
Vehicle Extension (s)	3.0	3.0	ta alikuwa dan	3.0	3.0	alifal ayaa e	3.0	4,0 3.0	4.0 3.0	3.0	4,0	4.0
Lane Grp Cap (vph)	40	40	1995	81	95	40-60 (gradin)	232	2418	1103	54	3.0 2020	3.0
v/s Ratio Prot	c0.02	0.01	8. or TV 45247,23	c0.04	0.00		0.10	c0.63	i ino	0.02	c0.40	817
v/s Ratio Perm								00.00	0.26	0.02	60,40	0.01
v/c Ratio	0.68	0.30	rightenson is a vicinity	0.73	0.05	\$450r46161123 <u>1</u> 21	0.67	0.92	0.27	0.70	0.70	0.01
Uniform Delay, d1	38.4	38.0	1	37.5	36.2		32.5	10.5	5.2	38.4	12.0	7.3
Progression Factor	1.00	1.00		1.00	1.00	war and the second	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	36.7	4.1		27,6	0.2		7.5	7,0	1.0	34.1	2.0	0.1
Delay (s)	75.2	42.1	-10 Bill Facebooks as and	65.1	36.4		39.9	17.5	6.1	72.5	14.1	7.3
Level of Service	j E	D	isi dayi	i E	D	4-24	a √ D∞	. ∳ B ∖	A A	ΪĒ	В	A
Approach Delay (s)	. A transaction of the control of th	55.8	en canon de la placa	- 17 March - F. Cartoro	62.8			16.6	a or only the to an expense	"2 (7 of 2 to 1 on 20 \$ 24)	15.5	lant tall it it.
Approach LOS		, E			J E			B		71,377,477	В	
Intersection Summary		lk salati		i e in in		i da santa d		Verice in the second	Angelow (Angelowa	5-15-25-5E-144		PROPERTY.
HCM Average Control Delay	HARA	STOLENS	17.4	HC	امريم ا الا	of Service		Standard Con	in in the	ALIMITA S	taga (seperati	
HCM Volume to Capacity ratio	kum din dan		0.86	ia an in it. Y	n Friel	Of Octalice	erang (era) i		В	radalya	n But July	211613
Actuated Cycle Length (s)			80.0	Sun	n of lost	time (s)			12.0	Talikaz	ing general	#avore
Intersection Capacity Utilization	]	8	0.1%			f Service			رب <b>د.ن</b> D			
Analysis Period (min)	ansignes		15.				W. Alleger	ELIMOS			on are true a	Water
c Critical Lane Group				and the second section of the second	and the second	a e navel and all districts	ativiziii.	www.Files		nia de la particiona de la compansión de l La compansión de la compa		<b>10.</b> 100.00

	۶		•	€	<b>←</b>	1	4	†	<i>&gt;</i>	<b>\</b>	ļ	4
Movement	EBL	EBT.	EBR	, WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ሻ	<b>^}</b>		*	f)		7	<b>*</b>	<u></u> ন	<u> </u>	<b>†</b> †	7
Volume (vph)	80	40	85	140	5	- 0	40	1410	60	45	2360	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	1.00		1.00	1.00	***************************************	1.00	0.95	1.00	1.00	0.95	1.00
Fit	1.00	0.90	Milkin.	1.00	1.00		ី 1.00 <sub>។</sub>	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd: Flow (prot)	1805	1664		1770	1900		1671	3574	1583	1805	3574	1615
Fit Permitted	0.95	1.00	alweide Francis in	0.95	1.00	American succession	0.95	1.00	1.00	0.95	1.00	1.00
Sald. Flow (perm)	1805	1664	A SALE	1770	1900	in in	1671	3574	1583	1805	3574	1615
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	84	42	89	147	5	<u>,</u> 0	42	1484	63	47	2484	16
RTOR Reduction (vph)	<b>0</b> Momonio <b>∠</b> n Nu	70		0	0	0	0	0	19	0	Ö	2
Lane Group Flow (vph)	84	61	0	147	5	. O.	42	1484	44	47	2484	<u>14</u>
Heavy Vehicles (%)	0%	8%	0%	2%	0%	0%	8%	1%	2%	0%	1%	0%
Jurn Type	Split			Split			Prot		Perm	Prot		Perm
Protected Phases	4	4	na kalendara sa	8.	8	TO THE SHOP A PROPERTY.	5	2		1	6	
Permitted Phases					en particular.			10: 10:40:61.02%	2			6
Actuated Green, G (s)	5.0	5.0	Ratika Araka ya f	8.0	8.0	もではいかわいへい場合	3.9	67.5	67.5	3.5	67.1	67.1
Effective Green, g (s) Actuated g/C Ratio	5.0	5.0	sharnterly	8.0	8.0		3.9	67,5	67.5	3.5	67.1	67.1
Clearance Time (s)	0.05 4.0	0.05 4.0	7752525 14	0.08	0.08	Screenskingersen	0.04	0.68	0.68	0.04	0.67	0.67
Vehicle Extension (s)	4.0 3.0	4.0 3.0	Argage 5 C	4.0	4.0		4.0	4.0	4.0	4,0	4.0	4.0
Lane Grp Cap (vph)			SVV mate dialogic	3.0	3.0	Chinas and an out of	3.0	3.0	3.0	3.0	3.0	3.0
v/s Ratio Prot	90 c0.05	83	iant di	142	152	A PIL	65	2412	1069	63	2398	1084
Ws Ratio Perm	CU.U3	0.04	er 1.85820	c0.08	0.00	Principal de la companya de la comp	0.03	c0.42	reforement of the	0.03	c0.69	
v/c Ratio	0.93	0.73	Indiana.	1 1 1 1 1 1 1 1	0.00				0.03			0.01
Uniform Delay, d1	47.3	46.8	ir Taylor in	1.04 46.0	0.03	PERSONAL PROPERTY.	0.65	0.62	0.04	0.75	1.04	0.01
Progression Factor	1.00	1.00	eran vivi	1.00	42,4 1.00	25-VAP. ( 51)	47.4	9.0	5.4	47.8	# <b>16.5</b>	5.5
Incremental Delay, d2	72.7	27.9	ranaar	85.2	0.1		1.00	1.00	1.00	1.00	1.00	1.00
Delay (s)	120.0	74.7	TAXBUU.	131.2	42.5		20.0	0.5	0.0	37,6	28.4	0.0
Level of Service		, T.,	(C. 17 (DA)	131.2 '' F	42.3 D	N DESERTA	67.3 . E	9.5	5.4	85.4	44.9	5.5
Approach Delay (s)		92.4	PARTITION	of the formations	128.3	do casa a regional de		1 A 1	I.A.	inelte ä	D	A Luc
Approach LOS		MEFIX			120.3			10.9 B	Jua Singer	du en	45.4	Character of
		intensalisi ideel Markaasi	e algumant en en en Elfrig al lengt bes	Terrenerales	ingalizata Berberan				Pasis 57		D.	
intersection Summary	alesta a sedi	90 4F AL	politic (x.)	ordere to be	e Dabii	nylei.			1,700			
HCM Average Control Delay		dia na	38.3	HC	M Level o	f Service			D			1940E-1
HCM Volume to Capacity rat	i <mark>O</mark> Vertica shart from	r greggegger	0.98	e ago to differentiation	Tripia _0:00eeeswee	S to Yorking design war.	(18 mmedales :			Annual Control of the	- +max	and the second Side
Actuated Cycle Length (s)			100.0		n of lost ti				12.0			
Intersection Capacity Utilizati	<b>ON</b> Postanopesamen	Hrz. terosty mil	90.3%	ICU	Level of	Service	molarasan em	*******	Ε			***************************************
Analysis Period (min)	sach Seine		15				g is larger		in white			
c Critical Lane Group										*		v

	۶	-	>	•	<b>←</b>	*	4	†	<i>*</i>	<b>\</b>	1	1
Movement 2	EBL	EBIT	∌EBR.	WBL	WBT	WBR	NBL	CENBT .	NBR/	SBL	L SBT	<sup>2</sup> ∠SBR
Lane Configurations	ħ	<b>†</b>	7	ሻ	*	7	*	ትተ	7	**************************************	<u></u> ↑↑	PACONING PS
Volume (vph)	40	0	145	10	5	10	130	2830	5	15	1180	70
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	STEP CONTROL	4.0	4.0	4.0	4.0	4.0	4.0	<b>4.0</b>	4.0	4.0	4.0
Lane Util. Factor	1.00		1.00	1.00	1.00	1,00	1.00	0.95	1.00	1.00	0.95	1.00
Ent of the first of the	1.00		0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95		1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd, Flow (prot)	1770		1583	1770	1863	1583	1770	3539	1583	1770	3539	1583
FIt Permitted	0.95	The Pile of distance for the	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1770	Martinasi	1583	1770	1863	1583	1770	3539	1583	1770	3539	1583
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (Vph)	43	0	156	111	ີ່ 5	11/	140	3043	5	<b>16</b> -	1269	75
RTOR Reduction (vph)	0	0	152	0	0	11	0	0	1	0	0	17
Lane Group Flow (vph)	43	0	4	2.41	5	0	140	3043	1 4	16	1269	58
Turn Type	Prot	POLICE TRACES NO.	Perm	Prot		Perm	Prot		pm+ov	Prot	·	pm+ov
Protected Phases	7.	4	4) (1) (1)	3	8		5	2	3	1		7
Permitted Phases	I challe the property of the same	t of the first of the contract	4	21 00 to 1 0 to 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		8			2	mar 4 - 20 2 m/ - 17	was was ready	6
Actuated Green, G (s)	4.0	odalezak e	4.0	1.5	1.5	1.5	15.7	122,4	123.9	1.5	108.2	112.2
Effective Green, g (s)	4.0	STEIN DAOST	4.0	1.5	1.5	1.5	15.7	122.4	123.9	1.5	108.2	112.2
Actuated g/C Ratio	0.03		0.03	0.01	0.01	0.01	0,11	0.84	0.85	0.01	0.74	0.77
Clearance Time (s)	4.0	ent etromore	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3,0	3.0
Lane Grp Cap (vph)	49	ar establishment	44	18	19	16	191	2979	1349	18	2634	1222
Vs Ratio Prot	c0.02			0.01	c0.00		c0.08	c0.86	0.00	0.01	0,36	0.00
v/s Ratio Perm v/c Ratio	0.00		0.00	eren anderen	oravala ma	0.00	in branche e co	e nothern and a mineral super-	0.00	***		0.04
Uniform Delay, d1	0.88 70.5		0.10	0.61	0.26	0.01	0.73	1.02	0.00	0,89	0.48	0.05
Progression Factor	70.5 1.00	Tusvenou	68.9	71.7	71.4	71.2	62.8	11.5	1.6	71.9	7.4	3.9
Incremental Delay, d2	83.1		1.00 1.0	1.00 48.7	1.00	1.00	1.00	1.00	· 1.00	1.00	1.00	1.00
Delay (s)	153.6		69.9	46.7 120.3	7.3 78.7	0.2 71.4	13.5 76.4	22.2	0.0	156.5	0.1	0.0
Level of Service	190.0 F	\$2000 \$200 \$200 \$200 \$	оз.э Е	120.0	70.7 E	1. 19 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1.	and the service of the service of	33,7	1.6	228.4	7.6	4.0
Approach Delay (s)		88.0			92.7	<b>E</b> 2010(3094)	E ontaktistis	C 35.5 ∏	A Po tractorios	F	A	Α
Approach LOS	7	F	anionina.	laculs a	.94. <u>/</u> 1	Bashan Salah		့ <b>၁၁.</b> ၁ D		ana wa w	10.0	
		·	****		1.			ט			Α	
Intersection Summary		ar sespeji		4.4		19 (35) (31)			L. L. Caller		1,4	
HCM Average Control Delay		ricusionimentari	30.7	HC	M Level	of Service	well always and a second	Not constant on	С			
HCM Volume to Capacity rat	10		0.98									
Actuated Cycle Length (s)			145.4		n of lost		na na taona na n	The complete of the second of the complete of	12.0	E formation or		
Intersection Capacity Utilizat	on Early and	10	0.4%	<u>ICL</u>	Level of	Service	6.74. PZM	6) <u>På 1</u> 72 872	Ģ	Missia In		3811.36.13
Analysis Period (min)		engter cer	15	rangaran de	Tri-14.Postana	et syttyrets och av	namena an name	Compage Co., Sector 1: Co. on	:900, D ; - <b>W</b> /M/M/S	S. brando marganeta		
c Critical Lane Group		mangala	23/15/15/1	Marki		<b>明然出版</b>					on H	

	*	<b>→</b>	•	•	4	4	4	†	/	<b>\</b>	<b>↓</b>	1
Movement	EVEBL.,	E EBITA	EBR	: WBL	WBT	WBR	NBL	NBT	"NBR	SBL	SBT	SBR
Lane Configurations	ሻ		. 7	<b>*</b>	<b>†</b>	7	ት	<b>个</b> 个	7	ሻ	<b>ተ</b> ተ	<u>رور کرده ده د</u>
Volume (vph)	45	j. 0	25	1ó	5	10	30	1320	/ 10·	40	2705	35
ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.07		4.0	4.0	4.0	4.0	4.0	4,0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	F v . #4 P5 : 0 vv. 0	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Fet 177	1.00		0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Fit Protected	0.95	San territoria de la	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1770		1583	1770	1,863	1583	1770	3539	1583	1770	3539	1583
Fit Permitted Sald, Flow (perm)	0.95 1770	arranio en	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
			1583	1770	1863	1583	1770	3539	1583	1770	3539	1583
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj, Flow (vph) RTOR Reduction (vph)	47	0 1	26	2.11	5	1117	32	1389	111	42	2847	37
Lane Group Flow (vph)	0 47	0 0	25 25 (24 (24 (24 (24 (24 (24 (24 (24 (24 (24	0 11	0	11 137 (20) (12) (13)	0	0	<b>. 2</b>	0	0	6
Turn Type	Prot	₹₹% - <b>U</b> , <u>U</u> ,			5	0	32	1389	9	42	2847	31
Protected Phases	Prot	4	Perm	Prot	i en la marci	Perm	Prot	nnska selan	pm+ov	Prot	er e energia	pm+ov
Permitted Phases		nar <b>t</b> i		<u> </u>	8		5	2	3		, 6	777
Actuated Green G (s)	5.5	SIVESIA	4.7	2.3		8 1.5	outo <b>x</b> alese		2	n same <u>nsin</u> e es	maga <u>em</u> usas, son	6
Effective Green, g (s)	5.5	- i dadini	4.7	2.3 2.3	1.5 1.5	1.5 1.5	3.1 3.1	97.8	100.1	<i>7.</i> 7	102.4	107.9
Actuated g/C Ratio	0.04	i i i i i i i i i i i i i i i i i i i	0.04	0.02	1.3 10.01	0.01	0.02	97.8 0.76	100.1	7.7	102.4	107.9
Clearance Time (s)	4.0		4.0	4.0	4.0	4.0	4.0	4.0	0.78	0.06	0.80	0.84
Vehicle Extension (s)	3.0	Printi	3.0	3.0	3.0	3.0	3.0	4.0 3.0	4.0 3.0	4.0 3.0	4.0 3.0	4.0
Lane Grp Cap (vph)	76	2 - 4 - 5 - 5 - 7 - 7 - 7 - 7 - 7 - 7 - 7 - 7	58	32	22	18	43	2693	1233	106		3.0
v/s Ratio Prot	c0.03	27(7) 73,757		0.01	c0.00		c0.02	0.39	0.00	0.02	2820 c0.80	1329
v/s Ratio Perm	o some series and construction of	monitorio de Esper	c0.00		174.79.30)	0.00	LOUGE	ບ.ບອ	0.00	V.UZ	CO'RO	0.00
v/c Ratio	0.62		0.02	0.34	0.23	0.01	0.74	0.52	0.01	0.40	1.01	0.02 0.02
Uniform Delay, d1	60.5	ere e constituir de la	59.7	62,4	62.9	62.8	62.3	6.0	3.2	58.2	13.0	્રુપ.પટ 1.7
Progression Factor	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	14.1		0.1	6.3	5.2	0.2	50.5	0.2	0.0	2.4	19.3	0.0
Delay (s)	74.5		59.8	68.7	68.1	62.9	112.8	6.2	3.2	60.6	32.4	1.7
Level of Service	Ε		E	E	Ē	E	F	A	Α	оонт <b>еле</b> рог <b>Е</b>	C	A
Approach Delay (s)	大的特殊化	69.3		r d	66,2		ENTINE:	8.6	Magazia ya ma		32.4	\$415(279 <b>7</b> 9
Approach LOS		E			Е			A	en talahasan au Tiran tuli u in	id Basilla, - 11 piggipta	C	**************************************
Intersection Summary							ell general			ran maren		
HCM Average Control Dela	V		25.5	HC	M Level c	f Service		anenas.	C	COLORS AND I	e Miliona di	ALDONA -
HCM Volume to Capacity ra			1.00		W LCVEI C	1 CELVICE		<b>S</b> ECLETATE OF		14460000		3/5/44531
Actuated Cycle Length (s)	- 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1	3707933491644	128.5	Sun	n of lost t	ime (s)		ariones, y	20.0	AND PERSONAL		
Intersection Capacity Utiliza	ation 📝		91.4%		Level of				20.0			
Analysis Period (min)	eroe o eroeta o antici di postitisti in i		15	are seed 1.22	2-00 - 10-000 \$ 22-00 BBO AND			and ben	and E.S.	ananwasi.	uraniki.	as along the
c Critical Lane Group				eretaren erra eta er Erra erra erra eta e								V 100 (100 to
	en verifer (res deelver e i viel dat bid	men - Hille British ( 12)	manan ke keru digebasi	on we was selected to be	4201.00E&E49(1.55)	to verseers office	HANDLOTE CHIL		se ar translets			

	۶	<b>-</b>	*	*	<b>4</b>	4	4	†	<i>&gt;</i>	<b>&gt;</b>	ţ	1
Movement Lane Configurations	EBL		EBR		≫ WBT#	#WBR	NBL	MNBT		N ISBLA		SBR
Volume (vph)	<b>ካ</b> እስማ 25 ገ	<b>41↑</b> 30	<b>ም</b> 40	<b>ሻ</b> 50	<b>↑</b> 110	<b>er</b> Santantara erre	្សមានគេក	<u> </u>	<u> 7</u>	<b>*1</b> *5	<b>^</b>	,,,,,,, <b>,</b> ,,,,,,,,,,,,,,,,,,,,,,,,,,,,
Ideal Flow (vphpl)	1900	ວນ 1900	1900	1900	ຸຼຸດຖາບ 1900	415 1900	180	1880	55	1000	1315	120
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	1900 4.0	1900 4.0	1900 4.0	1900	1900	1900
Lane Util. Factor	0.91	0.91	1.00	1.00	1.00	1.00	1.00	4.u 0.91	1. Section 1. Section 2.	4.0	4.0	4.0
Fit	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	1.00 0.85	0.97 1.00	0.95 1.00	1.00
Fit Protected	0.95	0.99	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	0.85
Satd. Flow (prot)	1610	3357	1583	1770	1863	1583	1770	5085	1583	3433	3539	1.00 1583
Fit Permitted	0.95	0.99	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Sald. Flow (perm)	1610	3357	1583	1770	1863	1583	1770	5085	1583	3433	3539	1583
Peak-hour factor, PHF	0.93	0.93	0.93	0,93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	27	32	43′		118	446	194	2022	ं (59	1075	1414	129
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	34	0	0	<u>ျင်ခု</u> ()
Lane Group Flow (vph)	19	40	43	54	118	446	194	2022	25	1075	1414	129
Turn Type	Split		Free	Split		Free	Prot	···	Perm	Prot		Free
Protected Phases	4	4 .		. 8	8		. 5	2			- 6	55155753
Permitted Phases	2 a 21a 2a		Free			Free	11277 - 213114623-32711	AMERICAN GARAGE	2		ma ili Andi	Free
Actuated Green, G (s)	3.2	3.2	110.0	8.3	. 8.3	110.0	16.5	47.0	47.0	35.5	66.0	110.0
Effective Green, g (s)	3.2	3.2	110.0	8.3	8.3	110.0	16.5	47.0	47.0	35.5	66.0	110.0
Actuated g/C Ratio	0.03	0.03	1.00	0.08	0.08	1.00	0.15	0.43	0.43	0.32	0.60	1.00
Clearance Time (s) Vehicle Extension (s)	4.0	4.0	Server de desagra	4.0	4.0	area a construction and	4.0	4.0	4.0	4.0	4.0	2.1.20
	3.0	3.0	8.7.50 (1984)	3.0	3.0	inghi glisiy	3.0	<u>3.0</u>	3.0	3.0	3.0	
Lane Grp Cap (vph)  Vs Ratio Prot	47 0.01	98	1583	134	141	1583	266	2173	676	1108	2123	1583
v/s Ratio Perm	. U.U	0.01	0.00	0.03	c0.06		0,11	c0.40		c0.31	0.40	
Vc Ratio	0.40	0.41	0.03 0.03	0.40	518181W	c0.28	29 <b>2-112</b> 52	THE ME VAN	0.02	own, worldwar	COTOR WESTERN	0.08
Uniform Delay, d1	52.5	52.5	0.0	48.5	0.84	0.28	0.73	0.93	0.04	0.97	0.67	0.08
Progression Factor	1.00	1.00	1.00	0.84	50.2 0.85	0.0 1.00	44.6	29.9	18.3	36.7	14.7	0.0
Incremental Delay, d2	5.6	2.8	0.0	1.0	19.5	0.2	1.00 9.6	1.00	1.00	1.00	1.00	1.00
Delay (s)	58.1	55.2	0.0	41.7	62.1	0.2	9.0 54.2	8.7 38.6	0.1 <b>18.4</b>	20.1	1.7	0.1
Level of Service	E	E	A	D	E E	β.3 <b>υ.2</b> Α	D	್ರಾಂ.o D	22731 <u>(2</u> 4373)2 (24. )	56.9	16.3	0.1
Approach Delay (s)		32.5			15.7			39.4	В	E Januaria	B 32.2	A Sameraga
Approach LOS	E F Vig. 1	C	an community of the		В	ardus Brixan			vonos e		ي C	3014273
ntersection Summary								Tree	Print & Arrivana		· ·	
HCM Average Control Delay	eanstraighead e	Part of the second	00.0	e a state				90,000	ga Pitali.	jarre.		
ICM Volume to Capacity ratio	anasaras.		33.3	HC	M Level	of Service	atter et tropptristes	90 toAlyomasson	C	NOTE, emissioner sommer times	No. of addresses a contract	
Actuated Cycle Length (s)	SAFECRE		0.89 110.0				Emal			a tori		
ntersection Capacity Utilizatio	n staster		84.3%		n of lost			-134 <b>)(17</b> 95)(1775)	12.0	ogh og <del>nøster</del> ere	Maria di 1875 mendesaria	Pyr (ENG.) A. Brews
Analysis Period (min)	######################################		0413 <i>7</i> 6 15		Level of	service			ja <b>E</b> j		71, ed 17 19 gge	
Critical Lane Group	5.508W5017	a kanta a	10 130 T. 18				THE THE	unispana kart	aggriggetar v	Scholanumical	SHEED YOU de doore	Granding Consistence
er e i romande e source (et sur propins de la company de l	activity (T. T.)	The Albert	70-1499			att sästä.				in the sing.	Swift.	<b>美洲</b>

	۶		*	*	₩-	4	4	†	<i>/</i> *	1	ļ	1
Movement	EBL	EBT	EBR	WBL	WBT	WBR	Z NBL	NBT	NBR	SBI	SBT	SRR
Lane Configurations	ሻ	<b>^</b>	7	*	<b>†</b>	7	*	<b>†</b>	*	ሻ	þ	SERVICE AND A
Volume (vph)	70	970	45	45	540	715	25	435	a is 50 ⅓	9 74 10 1	20	10
ldeal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Lane Util. Factor	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	diffysk rejt a
Fit	1.00	1,00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.95	Pristing.
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1210 481507
Sald. Flow (prot)	1770	3539	1583	1770	1863	1583	1770	1863	1583	1770	1770	智能的
Fit Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	agend to starter
Satd. Flow (perm)	1770	3539	1583	1770	1863	1583	1770	1863	1583	1770	1770	
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	75	1043	48	48	581	769	27	- 468	54	11	22	11
RTOR Reduction (vph)	0	0	0	0	0	291	0	0	27	0	7	Ō
Lane Group Flow (vph)	75	1043	48	48	581	478	27	468	27	11	26	0
Tum Type	Prot	Para Laveres	Perm	Prot		Perm	Prot		Perm	Prot		
Protected Phases	86.12.12 <b>.7</b> .5.1	4.	Cranical A	3	8		. 5	2	400	(48 <b>1</b> )	6	i Maria
Permitted Phases	sterimor i zine e	en maria de exercic	4	***		8			2		11 Car 1 St St 52 C	Compagnic (rg.
Actuated Green, G (s)	6.6	39.6	39.6	4.6	37.6	37.6	5.2	48.3	48.3	1.5	44.6	
Effective Green, g (s)	6.6	39.6	39.6	4.6	37.6	37.6	5.2	48.3	48.3	1.5	44.6	1497 (1421 S) 13
Actuated g/C Ratio	0.06	0,36	0.36	0.04	0.34	0.34	0.05	0.44	0.44	0.01	0.41	
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	- Est (ESE) TO
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	106	1274	570	74	637	541	84	818	695	24	718	
v/s Ratio Prot	c0.04	0.29		0.03	c0.31		0.02	c0.25		c0.01	0.01	
v/s Ratio Perm v/c Ratio	electrone e e e e e e e e e e e e e e e e e e	ra kasawa	0.03	والمعجوب والمعوا والماء	to hi himbhala	0.30	Code for a great measure, 2 co.		0.02			
Uniform Delay, d1	0.71	0.82	0.08	0.65	0.91	-0.88	0.32	0.57	0.04	0.46	0.04	eron
Progression Factor	50.8	31.9	23.2	51.9	34.6	34.1	50.7	23.1	17.6	53.8	19.7	
Incremental Delay, d2	0.53	0.09	0,09	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Delay (s)	8.4 35.5	1.7 1004 (2016	0.0	17.9	17.4	15.7	2.2	2.9	0.1	13.2	0.1	
Level of Service	ುಬ್ಬಾ D	4.6	2.1	69.8	52.0	49.8	52.9	26.0	17,7	67.1	19.8	is lat
Approach Delay (s)		A 6.5 ⊮	<b>A</b>	E	D	D	D	C	В	E	В	
Approach LOS			neneen)		51.4			26.5		1.444	31.6	
		Α			D			С			С	
Intersection Summary				Section 1	1 300	14 64 1	Nation 1	Marie San	71.74 E			
HCM Average Control Delay	/		30.2	HC	M Level	of Service			С	60-58-20-5-5-5-5-5-5-5-5-5-5-5-5-5-5-5-5-5-5-	2000	100000000000000000000000000000000000000
HCM Volume to Capacity ra	tio		0.69					**************************************			71 (Sec. 18)	SVE
Actuated Cycle Length (s)			110.0	Sur	n of lost	lime (s)		Janes Hill (AST)	12.0			<b>10478</b> 1313
Intersection Capacity Utiliza	tion	944 SHZ	81.0% 🖟		Level of			10000	7 D	Karana.		Turn
Analysis Period (min)			15	and the self-through plan-	**** ವರ್ಷ-ಪರ್ವಿ	renewalika (in panja)	under de de de la companya de la co					arridic.
c Critical Lane Group							THE R	T INVEST OF			ACCUSED OF THE	is in
				A SECRETARIO DE PAR	- control spanish	rene trans en 🗝 (1994 ble 1965)	ower ower was a state of the	ums 010.2F192562	ATTACH AND SOLIT		ANCHARAGE SE	12507

	١	>	7	€	*	•	4	†	<i>/</i> *	1	1	1
Movement	EBL)	EBI	≪ EBR	WBL	⊌WBT#		NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ሻ	↑↑	7	ኝ	<b>A</b>	7	*	<b>†</b>	*	<b>*</b>	<u>,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,</u>	CUIS
Volume (vph)	45	1455	25	25	585	585	10	∵ 11 <b>0</b>	1715	55	55	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	#####
Lane Util. Factor	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Frt. T. S.	1.00	1.00	0.85	1.00	1.00	0,85	1,00	1.00	0.85	1.00	Ö,95	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	edi - Designija gargan III. s
Satd. Flow (prot)	1770	3539	1583	1770	1863	1583	1770	1863	1583	1770	1776	
Fit Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd: Flow (perm)	1770	3539	1583	1770	1863	1583	1770	1863	1583	1770	1776	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph) - RTOR Reduction (vph)	47	1532	26	26	616	616		116	121	58	58	26
Lane Group Flow (vph)	0 1 47	0 1532	0 <b>26</b>	0	0	333	0	0	91	0	14	0
Turn Type	Prot	1002		26	616	283	11	116	30	58	70	. 0
Protected Phases	Prot	4	Perm	Prot	interior	Perm	Prot	ang unguya	Perm	Prot	errorren beneg	of manager pages
Permitted Phases		86 (41. <b>11</b> .66	(1.45/28.71) 4	v.4. 61. 9	8	300 2013	. 5	2 .	Horigo.		6	200
Actuated Green, G (s)	5.6	49.7	49.7	1.8	45.9	8 45.9	ียนาคม. เ	**************************************	2	oraniani.	narakan serang	Contact Contract
Effective Green, g (s)	5.6	49.7	49.7	1.8	45.9	45.9	1.2 1.2	24,9 24.9	24,9	7.6	31.3	Minter Squares
Actuated g/C Ratio	0.06	0.50	0.50	0,02	0.46	0.46	0.01	0.25	24.9 0.25	7.6 0.08	31.3 0.31	TERRETT
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	ું <b>હ.</b> ૫૦ 4.0	ار 0.5 4.0	16.22(B):13
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	4.0 3.0	4.0 3.0	JES 1440 94
Lane Grp Cap (vph)	99	1759	787	32	855	727	21	464	394	135	556	GWEEGE VILLE
V/s Ratio Prot	0.03	c0.43		0.01	c0.33	1777	0.01	c0.06		c0.03	0.04	1977/972
v/s Ratio Perm		and a supplemental state of the supplemental	0.02	r we have may be had	den i i Sari Sari I i i i i i	0.18	444.55.00	·/76/45.68	0.02	, ,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	ery. UTE	e in the second
v/c Ratio	0.47	0.87	0.03	0,81	0.72	0.39	0,52	0.25	0.08	0.43	0.13	25/25/21
Uniform Delay, d1	45.8	22.3	12.9	48.9	21.9	17.8	49.1	30.1	28.7	44.1	24.6	
Progression Factor	0.55	0.21	0.12	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	1.2	1.8	0.0	84.7	3.0	0.3	21.6	1.3	0.4	2.2	0.5	67407543
Delay (s)	26.2	6.5	1.5	133.6	24.9	18.2	70,7	31.4	29,1	46.3	25.0	
Level of Service		<b>A</b>	A.	F	C	В	Ε	C	C	D	C	Committee Control
Approach Delay (s)	diday di	7.0	enticular		23.8	Link He	1 61 10	32.0			33.7	Salar I
Approach LOS		Α			С			С			C	************
Intersection Summary:						100			i de la companya de	ing Mark	111	
HCM Average Control Delay			16.6	HC	M Level	of Service		And the order of the second	В	-1111 E 20 10 10 10 10 10 10 10 10 10 10 10 10 10		200
HCM Volume to Capacity rati	o i		0.66			H577 71		n døgelig:		ita, bi danis	A Transfer of the Contract of	77.77
Actuated Cycle Length (s)			100.0	Sun	n of lost i	lime (s)	envukkidi.	i an thi thin to 配数	16.0	elven ige		
Intersection Capacity Utilizati	on		60.7%		Level of				. В		R 300 (31) 169	
Analysis Period (min)	er eryesen		15			- ### - WW-WILL CONST	serves authores		acomination (Company)	onsideration		
c Critical Lane Group		P.MaH	More						事情で			21424
						- 0 A TO S 6/2/1	isingers a control		e i paemanti ett få	u i e amulea establica	- 11 - 1 - 574 - 1812).	G-11251

#### 2010 Base Case Level of Service AM & PM Peak Hours

	*	<b>→</b>	*	*	<b>←</b>	•	4	†	<i> </i>	1	1	4
Movement	EBL!	. EBT	∯ EBR∉	WBL	WBT.	WBR	NBL	NET	NBR		SET	SBR
Lane Configurations	7	414	7	۲,	<b>†</b>	*	ኝ	<u>ተ</u> ተተ	7	**************************************	<u>ቀ</u>	# **
Volume (vph)	40 ``	50	82	73	220	510	422	1910	63	1035	1563	160
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	. 4.0	4.0	4.0	4.0
Lane Util. Factor	0.91	0.91	1.00	1.00	1.00	1.00	1.00	0.91	1.00	0.97	0.95	1.00
FACE STATE OF THE	1.00	_1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Fit Protected Sald. Flow (prot)	0.95	0.99	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Fit Permitted	1610 0.95	3360 0.99	1583	1770	1863	1583	1770	5085	1583	3433	3539	1583
Satd Flow (perm)	0.93 1610	3360	1.00 1583	0.95 1770	1.00 1863	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Peak-hour factor, PHF	0.93	0.93	0.93			1583	1770	5085	1583	3433	3539	1583
Adj. Flow (vph)	0.93 43	0.93 54	v.93   88	0.93 <b>78</b>	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
RTOR Reduction (vph)	9.546 - 196. <b>49</b> 977 0	0	<b></b> 00	(O)	237 0	548 0	454	2054	68	1113	1681	172
Lane Group Flow (vph)		66	88	78	237	548	0 454	0 2054	39 29	0 *******	0	0
Turn Type	Split	- 00	Free	Split	SEP ZV1983	Free	Prot	2004		1113	1681	<u>172</u>
Protected Phases	9894617 <b>472</b> 45	4		- Spin - 8 -	. 8	FIEC	7101 - 5		Perm	Prot	11010000	Free
Permitted Phases	mik number is in a number is alle	- 1 to 1 m 2 t	Free	-31 (186) <b>H</b> .800	Park Mar	Free	141 <b>9</b> 14	202 <b>4</b> 0	2	ida e de Juli	6	
Actuated Green, G (s)	3.2	3.2	110.0	14.6	14.6	110.0	26.0	ି 42.2 ି	42.2	34.0	50.2	Free 110.0
Effective Green, g (s)	3.2	3.2	110.0	14.6	14.6	110.0	26.0	42.2	42.2	34.0	50.2	110.0
Actuated g/C Ratio	0.03	0.03	1.00	0.13	0.13	1.00	0.24	0.38	0.38	0.31	0,46	1.00
Clearance Time (s)	4.0	4.0		4.0	4.0	er it være sterritelijes	4.0	4.0	4.0	4.0	4.0	3747.99
Vehicle Extension (s)	3.0	3.0		√% <b>3.0</b>	3.0	alaba	3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	47	98	1583	235	247	1583	418	1951	607	1061	1615	1583
v/s Ratio Prot	0.02	0.02		0.04	c0.13		0.26	0.40		c0.32	c0.47	
v/s Ratio Perm	Marches deservations	mengungnya	0.06	. distributes to become	apple of the contract of the c	c0.35			0.02		. The Style of	0.11
v/c Ratio Uniform Delay, d1	0.66	0,67	0.06	0.33	0.96	0.35	1.09	1.05	0.05	1.05	1.04	0.11
Progression Factor	52.9 1.00	52.9	0.0	43.3	47.4	0.0	42.0	33.9	21.3	38.0	29.9	0.0
Incremental Delay, d2	1.00 28.7	1.00 16.7	1.00	0.71	0.73	1,00	1.00	1.00	1.00	1.00	1.00	1.00
Delay (s)	20.7 81.6	69,6	0.1 0.1	0.1 30.7	9.4 44.1	0.1	69.2	35.9	0.1	41.4	33.8	0.1
Level of Service	F	ູນອູບູລູ E		್ಲಾಲ್ಟ್ C	հ <del>զգ</del> սԼ⊥ն D	0.1	111,2	69.8	21.4	79.4	63.7	0.1
Approach Delay (s)		38.5			14.9	A	F Planation	E 75.8	C	Ė	E	A Massacana
Approach LOS	Partiforna de la compartición de l	D	Marie (Sept. 1905)		8	14.44. V3 70/1		10.0 E			65.9 E	
Intersection Summary	La company			1111					10,000	e foliat jo		
HCM Average Control Del			62.3	HC	M Level	of Service	* Carolina (1900)	X smanosciolos 87.25	E	<u> </u>	e was a second	SAME SERVE
HCM Volume to Capacity	ratio		0.97		ristrye byzania		TREETING				EMINE.	
Actuated Cycle Length (s)	Section and the section of		110.0	Sun	n of lost t	ime (s)	11. 12.27 mi 1925, <b>S</b> i S	4214 (1271 (1274)	8.0	reggesphärket	e neralielij	NET UP SE
Intersection Capacity Utiliz	alion -		94.8%		Level of				J F	SKSE!		
Analysis Period (min)	g officerates and demand density a common	Owner, and the second	15			and the second contraction	y en andre de Pape en en a gré	am (1504-1559)	den tropiditä udittel	ଧର ପ୍ରମୟ କଥିଲି ।	\$120 x 75 76 335 777	TAN CLOSE
c Critical Lane Group	WAR DELIVER.										NA STATE	
							· - mmmades			n i versami Peter Maria	rain mental at # \$120	22 (\$1.176.5\$V)

	۶	-	•	*	<b>←</b>	*	4	<b>†</b>	~	<b>&gt;</b>	<b></b>	4
Movement Medical Constitution	. EBL	##EBT	EBR.	/ WBL	WBT.	WBR	NBU	NBT.	NBR	SBL	SBT	SBR
Lane Configurations	agger and restaurance	Þ		·**	<b>[}</b> [/13]	. ~	. Y	<b>†</b> †	*	ሻ	ተተ	7
Volume (vph)	46	17	35	60		.∻∷ O	178	2320	530	45	1580	. 58
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	1.00	ar elete ettere	1.00	1.00	Sole of the content of the	1.00	0.95	1.00	1.00	0.95	1.00
Fit Protected	1.00	0.90	l column	1.00			1.00	1.00	0.85	1.00	1.00	0.85
Satd. Flow (prot)	0.95	1.00	boži složniškove <b>m:</b>	0.95	1.00	nathraethau neu cuth	0.95	1.00	1.00	0.95	1.00	1.00
Flt Permitted	1327	1329		1612	1900		1612	3505	1599	1805	3505	1417
Sald. Flow (perm)	0.95 1327	1.00	andersteinett	0.95	1.00	Victoriano de nel	0.95	1.00	1.00	0.95	1.00	1.00
Peak-hour factor, PHF		1329	cigavana.	1612	1900		1612	3505	1599	1805	3505	1417
Adj. Flow (vph)	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
RTOR Reduction (vph)	49	18.	. 38	65	14	ું 0	191	2495	570	48	1699	62
Lane Group Flow (vph)	0 49	36 20	O Prints Ass	0	O monitore a mon	O Januaria Sala	0	0	119	0	0	14
Heavy Vehicles (%)	36%	63%	0	.65	14.	0	191	2495	451	48	1699	48
Turn Type	Split	03%	12%	12%	0%	0%	12%	3%	1%	0%	3%	14%
Protected Phases	opiii 4		and the	Split			Prot		Perm	Prot		Perm
Permitted Phases	<b>4</b> SM230.39 21.9	4 5 10 0000	20040 <b>4</b> 38642	<b>8</b>	<b>8</b> Coreoway an	artestata, filosofia	5 *************	2	ration and unique rate in the s	1	6	
Actuated Green, G (s)	4.0	4.0	HERRICH	10					2			<u>6</u>
Effective Green, g (s)	4.0	4.0	Terren	4.0 4.0	4.0	1997 123 50 fb	13.7	62.1	62.1	3.1	51.5	51.5
Actuated g/C Ratio	0.04	0.04	Cathorna bi	0.04 0.04	4.0 0.04	ibité Ayr	13,7	62.1	62.1	3,1	51.5	51.5
Clearance Time (s)	4.0	4.0	()	4.0	0.04 4.0	FFMBWCEN	0.15	0.70	0.70	0.03	0.58	0.58
Vehicle Extension (s)	3.0	3.0	almitadio, yli	3.0	4.0 3.0		4.0	4.0	4.0	4.0	4,0	4.0
Lane Grp Cap (vph)	60	60	eric Seresa	72	85,	20 <b>3</b> 05/11/2005	3.0 248	3.0	3.0	3.0	3.0	3.0
v/s Ratio Prot	c0.04	0.01.	รังกลัสติกลี เป็นโดก	c0.04	0.01		0.12	2440	1113	63	2024	818
Vs Ratio Perm		6.420 <b>0</b> 15		- CO.U4	0.01		U. 1∠ * ∄ = % : ::	c0.71	is aconsid	0.03	c0.48	nero de como en
v/c Ratio	0.82	0.33	er armeradele	0.90	0.16		0.77	1 02	0.28	0.70		0.03
Uniform Delay, d1	42.2	41.3		42.4	41.0	NU FINISH	36.2	1.02 13.6	0.41 5.7	0.76	0.84	0.06
Progression Factor	1.00	1.00		1.00	1.00	able of a feet	1.00	1.00	2./ 1.00	42.7	15.5	8.2
Incremental Delay, d2	55.6	3.2		<b>73.0</b>	0.9		13.7	24.2	0.2	1.00 41.2	1.00 3.2	1.00
Delay (s)	97.8	44.5	10.170. <b>044.0</b> 16(869.05.17)	115.5	41.9	a marke dib	49.9	37.7	6.0	41.2 83.9	يوارينينيس رزانكه كالمامة مراجلا	0.0
Level of Service	Fig.	, ÎD		A FA	D.		-70.0	D.,	0.0 A	03.9 ****Fi***	18.7 	8.3
Approach Delay (s)		69.4	and the state of t	- 24(0.00 <u>62-2</u> -5-5-6)	102.4	and the second	re i al allegaçõe	32.9	The second second second		20.1	Ā
Approach LOS		E			F		X87604	Č.			20.1	ā iraka
Intersection Summary			MILES RESIDENCE		Marketta esta esta esta esta esta esta esta	nelijevatele Oktobevatele	io programa. O delivertario	ing selection and selection				
HCM Average Control Delay	GPMESTER STATE	Sa Salakasa (sa	20.0	116	E de de ar	ething th	e distrib	i pilotois	lower state	ericajati)	agree of	131206
HCM Volume to Capacity ratio		Altonia (A	30.2 0.97	Way HC	M Level o	f Service		15.共和	A A C			
Actuated Cycle Length (s)		70.0 TX:0006	89,2	Series And	en erren er.	eren erana keranen	SEVITORIO MONTO	VM energy comme	Sui districci mones suo	PTIME ALLEGATION THROWS		
Intersection Capacity Utilizatio	overski (ili) n		87.5%	ing Sul	n of lost li	me (s)			12.0		dr zara.	
Analysis Period (min)		NEW NEW	07.5% 15		Level of	Service	toras como	kangga sember	E	; The end (Marine) Report of the decident	CARLES AND	: STATES
c Critical Lane Group	na nakala (naka		ocalis de	Permora	Marita.	<b>3743</b> 847		ika ujak		e de la composition della comp		
25/10 Oloup												

	•	-	7	•	<b>←</b>	*	4	†	<i>&gt;</i>	-	1	1
Movement and a second	z EBL	MUEBI	EBR	WBL	-WBT	<b>WBR</b>	NBL.	NBT	® NBR∕	₩ SBLV	SBT	SBR
Lane Configurations	<b>*</b>	ß	70 100 100 100 100 100 100 100 100 100 1	ሻ	ĵ.		ሻ	↑↑	7	<b>*</b>	<b>^</b>	#
Volume (vph)	108	53	113	155	12	0	63	1715	````'70"	55	2660	38
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	1.00	SOM BENEFIT ME	1.00	1.00		1.00	0.95	1.00	1.00	0.95	1.00
Fit Protected	1.00	0.90		1.00	1.00		1.00	1.00	, 0.85	1.00	1.00	0.85
Satd. Flow (prot)	0.95	1.00	TES UNISH DATA ON	0.95	1.00	rustes taat Leasure	0.95	1.00	1.00	0.95	1.00	1.00
Fit Permitted	1805 0.95	1664 1.00		1770	1900		1671	3574	1583	1805	3574	1615
Satd. Flow (perm)	1805	1664	Dai 27. razz	0.95	1.00	gravio arollo	0.95	1.00	1.00	0.95	1.00	1.00
Peak-hour factor, PHF	0.95	0.95	0.95	1770	1900		1671	3574	1583	1805	3574	1615
Adj. Flow (vph)	114	U.95 56	0.95 [119]	0.95 163	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
RTOR Reduction (vph)	44441 <b>1</b> 12	55 55	0	103 0	13	0.	66	1805	74	58	-2800	40
Lane Group Flow (vph)	114	120	' O	163	0 13	0 0	0 66	0 - 4005	14	0	0	3
Heavy Vehicles (%)	0%	8%	0%	2%	0%	0%	8%	1805 1%	60	58	2800	37
Turn Type	Split		GLOSPOJS	Split	U70	U76	Prot	176	2%	0%	1%	0%
Protected Phases	**************************************	4		ори. 8	8	in to taxibility	710t 5		Perm	Prot		Perm
Permitted Phases						a. 4889.3	id isara	<b>2</b> 40 (44.68)	2	i National	6 • 656 m (Alast	Tornetoa:
Actuated Green, G (s)	11.6	11.6	MONITORIO (NI	8.0	8.0		7.1	96.0	96.0	6.3	95.2	6 95,2
Effective Green, g (s)	11,6	11.6	GARAGE	8.0	8.0	naroni,	7.1	96.0	96.0	6,3	95.2 95.2	95.2 95.2
Actuated g/C Ratio	0.08	0.08	erende desta de 2000 que	0.06	0.06	Estruction anyaneus	0.05	0.70	0.70	0.05	0.69	95. <u>2</u> 0.69
Clearance Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0		3.0	3.0	arver 1905 and Suph	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	152	140		103	110		86	2488	1102	82	2467	1115
v/s Ratio Prot	0.06	c0.07		c0.09	0.01		0.04	c0.51	andre <b>z</b> pia	0.03	c0.78	2211212
v/s Ratio Perm					CAMA ERAS ANDLASSE	Promoter of the Control of the Contr			0.04			0.02
Vc Ratio	0.75	0.86		1.58	0.12		0.77	0.73	0.05	0.71	1.13	0.03
Uniform Delay, d1	61.7	62.3		65.0	61.6		64.6	12.9	6.6	64.9	21.4	6.8
Progression Factor	1.00	1.00	filipy system more	1.00	1.00	and a second of a	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	18.6	37,2		303.2	0,5		32.8	1.17.	0.0	24.2	66.4	0.0
Delay (s)	80.3	99.5	riarithmetut est o su	368.1	62,1	Florida Control of the	97.4	13.9	6.6	89.1	87.7	6.8
Level of Service Approach Delay (s)	anii Anii	L.F.		F	, ( <b>E</b> )		4.4 <b>F</b> 6.	B.	A	F	in in Fill	L A
Approach LOS	esenson	92.0	ARRESTE A	erde karenada de	345.5	Standas runda	na e statuana de este	16.5	Valence ter		86.6	
**************************************		<b></b>			*** <b>!</b>			B			Æ,	
Intersection Summary		Jacobs (				ganari.	(17.875)		27.161		0.34	
HCM Average Control Delay	r Usara	ere viewell	69.8	HC	M Level o	of Service	F0825416	Anthonia salesti	E	Signing tree to an	r strange	7 5 C
HCM Volume to Capacity ratio			1.09		2.0.220	remembers. In survivo	na man naga upraer (m)	r Children e nedigo e chil	erente intern	~ 211 days 1-126		MENTAL P
Actuated Cycle Length (s)			137.9	Sur	n of lost t	ime (s)	er e		12.0		Janes	Valuation!
Intersection Capacity Utilization	groupement former a south	gy from agency are sown one or	101.8%	ICU	Level of	Service			G	n om casoffe (ESCA) (E		uzudoronidari)
Analysis Period (min)	XXXII	rightzar	15					<b>多第四条</b>		Pinkings:	TEVINS	TATO FORM
c Critical Lane Group									resumer for	The second of the second secon	ar a - 60 / 5 1 - 6 pc/25/ 5	000 000 E.M.718

	۶	-	>	€	-	4	4	<b>†</b>	<i>&gt;</i>	<b>\</b>	Ţ	4
Movement	ZW EBLY	<b>JEBT</b>	EBR	t WeL	WBT	WBR.	NBL	NBT	NBR	SBL	, SBT/	SBR
Lane Configurations	ኝ 45	<b>†</b>	7	*	<b>十</b>	7.7	ሻ	ተተ	**************************************	K	ተተ	# #
Volume (vph)		10	145	ં 25 ≀	15	25	165	3163	25	25	1420	75
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt	1.00	1,00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1,00	0.85
Fit Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd, Flow (prot)	1770	1863	1583	1770	1863	1583	1770	3539	1583	1770	3539	1583
Fit Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd, Flow (perm)	1770	1863	1583	1770	1863	1583	1770	3539	1583	1770	3539	1583
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph) RTOR Reduction (vph)	48	11	156	27	16	27	177	3401	27	27	1527	81
	O Markatan Tabadan Angaran	0	152	0	0	26	0	0	5	0	0	23
Lane Group Flow (vph)	48	11	4	27	16	331	177	3401	22	27	1527	58
Turn Type Protected Phases	Prot	en e	Perm	Prot	dalinia sensember seem	Perm	Prot		Perm	Prot		Perm
Permitted Phases	WHELL SHEET SEE	4		3	8		5	2			6	
Actuated Green, G (s)	4.0	Total Taribania	4 0.22592888	tragana recenso	adat alman ren	8	Mytory society action.	to action to a consequence	2			6
Effective Green, g (s)	4.0 4.0	4.0	4.0	3.1	3.1	3.1	19.3	122.2	122.2	3,1	106.0	106.0
Actuated g/C Ratio	4.0 0.03	4.0 0.03	4.0 0.03	3.1 0.02	3,1	3.1	19.3	122.2	122.2	3.1	106.0	106.0
Clearance Time (s)	4.0	4.0	0.03 4.0	2 4 7 183 45 4 22 MINES	0.02	0.02	0.13	0.82	0.82	0.02	0.71	0.71
Vehicle Extension (s)	3.0	3.0	3.0	4.0 3.0	4.0 3.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Grp Cap (vph)	48	50	43	37	3.0	3.0	3.0	3.0	3.0	3,0	3.0	3.0
v/s Ratio Prot	c0.03	0.01	43 1777-1700	37 0.02	39 c0.01	33	230	2914	1304	37	2528	1131
v/s Ratio Perm		MAIN THE	0.00	U.UZ	CO.U I	0.00	c0.10	c0.96		0.02	0.43	
v/c Ratio	44.41.00 e	0.22	0.10	0.73	0.41	0.00 0. <b>02</b>	″ ^ 77°	ionara 🛶 🖦	0.01	k i namen in des	ಗಾಗರಾಜ ಅವರ್ಷಕ	0.04
Uniform Delay, d1	72.2	70.7	70.4	72.2	71.7	71.2	0.77 62.4	1.17	0.02	0.73	0.60	0.05
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	13.1 1.00	2.3 1.00	72.2	10.7	6.3
Incremental Delay, d2	129.9	2.2	1.0	52.2	6.9	0.2	14.3	79.3	0.0	1.00	1.00	1.00
Delay (s)	202,1	72.9	71.4	124.4	78.6	7.1,4	76.7	92.4	0.0 2.4	52.2 124.4	0.4 11.1	0.0
Level of Service	F	E	E	F	E	E	E	32.4 F	4.** A	124.4 F	with the same and the	6.3
Approach Delay (s)		100.7		AUCHARIGAS	93.5	Sat Chinesia I	WINDSHIP OF Y	91.0			B 12.7	A
Approach LOS		F	errom market fra	t e state i de des din din di	F	Leaner Co. Language	omountaine.	F	1980005499	Wasanin P	ा <i>दा।</i> В	9.9
Intersection Summary			7.70	like all a series				14 77 77	7			
HCM Average Control Dela	ay		68.2	HCI	VI Level c	f Service		A WINNESS AND SALES	E	MEN CONTRACTOR	ALTERNATION OF THE	100000000000000000000000000000000000000
HCM Volume to Capacity r	ratio		1.14	in Rose I				Zafa va zar	1364 JEBW 148			
Actuated Cycle Length (s)	7.2		148.4	Sun	of lost t	ime (s)	204151 <b>2453</b> 12	929284808	16.0			A CANADA TO ME
Intersection Capacity Utiliz	ation	1951	09.9%		Level of				H.			
Analysis Period (min)			15	a memorinan di SAE (m. di SA) dan diadag (N) magani	ரால் அள்ளவின் அவர் விழி இரிடுத்	vonadni od nikolovi v 12.50	สมสาราชิกสิโทก การ <b>ร</b> ิสาร	Paumaphosium d	audh Nation	esa reederi <b>us</b> eld (	u liktink (161	ZESTEET.
c: Critical Lane Group				5000000				WANTANA		a de la composición dela composición de la composición de la composición de la composición dela composición de la composición de la composición de la composición dela composición de la composición dela composición de la composic	26000000	
					en e meetrede (Sind 1985)	OF SPECIAL AND REAL PROPERTY OF	egge engoglype tid (1) (	#J##1088J#4	3 % % % T \$ 10#	oat tollying		

	<b>≯</b>	-	7	*		*	•	1	<i>&gt;</i>	-	ļ	1
Movement	∦ EBL	EBT <sub>0</sub>	EBR	WBL:	.∉WBT#	#WBR	a NBU	NBT	#"NBR	SBL	SBT	SBR
Lane Configurations	<b>*</b>	<b>†</b>	74	<b>ነ</b> 20	<b>†</b>	74	ሻ	ተተ	7	ኝ	<b>↑</b> ↑	7
Volume (vph)	55	10	55	20	10	. 15	ິ່ 45	1613	35	65	3023	45
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util, Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Ent.	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1,00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Safd: Flow (prot)	.1770	1863	1583	ੈ 1 <b>770</b> .	1863	1583	ii 1770 j	3539	1583	1770	3539	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1770	1863	1583	1770	1863	1583	1770	3539	1583	1770	3539	1583
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	58	11.	58	21	<b>1</b> 1	16	47	1698	. 37	68	3182	47
RTOR Reduction (vph)	0	0	56	0	0	16	0	0	8	0	0	8
Lane Group Flow (vph)	58	11	2	21	11	Ő	47	1698	29	68	3182	39
Turn Type	Prot	• 6	Perm	Prot	_	Perm	Prot		Perm	Prot		Perm
Protected Phases	7	4		3	. 8		5	2			6	
Permitted Phases	approximate the second	Part of the Control of the	4	were duting to a second	.n. em trae.	8			2		e Santada (1996) (1 Paul Santa	6
Actuated Green, G (s)	4.0	4.0	4.0	2.3	2.3	2,3	3.9	115.7	115.7	9.5	121.3	121.3
Effective Green, g (s)	4.0	4.0	4,0	2.3	2.3	2.3	3.9	115.7	115.7	9,5	121.3	121.3
Actuated g/C Ratio	0.03	0.03	0.03	0.02	0,02	0.02	0.03	0.78	0.78	0.06	0.82	0,82
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0	3.0,	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	48	51	43	28	29	25	47	2776	1242	114	2910	1302
v/s Ratio Prot v/s Ratio Perm	c0.03	c0.01		0.01	0.01		c0.03	0.48		0.04	c0,90	
vis Ratio Perm vis Ratio	nana agawa <b>J</b> eng	10/61/68/03	0.00	Chuch <b>ze</b> zones	o rezent in como	0.00	termination recognised above as		0.02			0.02
Uniform Delay, d1	1.21	0.22	0.04	0.75	0,38	0.01	1,00	0,61	0.02	0.60	1.09	0.03
Progression Factor	71.8	70.2	69.9	72.3	71.9	71.5	71.8	6.6	3.5	67.1	13.1	2.4
Incremental Delay, d2	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1,00	1.00	1.00	1.00
Delay (s)	197.2	2.1	0.3	71.8	8.1	0.2	131.3	0.4	0.0	8.1	48.4	0.0
Level of Service	268.9	72.3	70.2	144,1	80.0	71.6	203.1	7.0	3.5	75.3	61.5	2.4
Approach Delay (s)	F.	E	E rosantare	F Gentsentour	F	E	F	Α	Α	E	E	A
Approach LOS		161.1	9444	in externi	105.3			12.1			60.9	ren e
		F			F			В			E	
Intersection Summary:					Jack Co		100	1000				
HCM Average Control Delay	,		47.2	HC	M Level o	of Service	<u> </u>	AND RESERVE AND PROPERTY.	D		MARKET STATE	NAME OF THE OWNER, WHEN THE OW
HCM Volume to Capacity ra	lio 🖟 🤼		1.05		HTY.	Kalatan dan	750 SUTTINY			Tangara	HENO	#1 15 KM
Actuated Cycle Length (s)		- care has required and	147.5	Sur	n of lost t	ime (s)	askus (Anglis)	a de la composición della comp	12.0		HEARIGHTO	00 0 <u>200</u> 0
Intersection Capacity Utilizat	ion	1	00.3%	icü	Level of	Service			12.0 		ALC BASES	PRSTIE
Analysis Period (min)		residence of their good de-	15	mano makababata (Ta	ence Table Television in	oze <b>um</b> zy.		outoki 1925:	on com Market	achostich		
c Critical Lane Group	A TARRE	Miles e		(56 q/34/38P)		AFERTA	A COUNTY		TELLINYSIE	NA CEST	ENSTRA	
					er er er e souest Sittlerts	en skriver (d. 140)		ere disensi (f. 1971)				au erent

	۶	-	*	*	4-	A.	4	<b>†</b>	<i>&gt;</i>	<b>\</b>	1	1
Movement -	EBE	EBT/	EBR	WBL	. WBT	WBR.	NBL	NBT	NBR	SBL	SI CRT	<b>600</b>
Lane Configurations	ሻ	<b>^</b>	7"	*	ħ	7	ሻ	<u>******</u>	**************************************	*	<u>⊯</u> ιασο <sub>ποιο</sub> εβ	#SENDIN
Volume (vph)	75	1023	50	56	763	815	25	460	57	15	ور 25 -	115
ldeal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Lane Util. Factor	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1914981119
Fd	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.94	
Fit Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	e maritane de la companya de la comp
Satd. Flow (prot)	1770	3539	1583	1770	1863	1583	1770	1863	1583	1770	1759	
Fit Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	- 2010 S P233
Satd. Flow (perm)	1770	3539	1583	1770	1863	1583	1770	1863	1583	1770	1759	9.MA
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	81	1100	54	60 .	820	876	27	495	61	16	27	16
RTOR Reduction (vph)	O POSSESSES ESTABLIS	0	0	0	0	262	0	0	33	0	10	0
Lane Group Flow (vph)	81	1100	54	60	820	614	27	495	28	16	33	0
Turn Type	Prot	Tasvis a seri	Perm	Prot		Perm	Prot		Perm	Prot		
Protected Phases	<b>建筑建筑</b>	4	EM WILL	3	8		5	2			6	
Permitted Phases	endationarante	The Contract	4			8			2	CONTRACTOR OF THE PROPERTY OF	and the section of the section	iawa Wiliping F
Actuated Green, G (s) Effective Green, g (s)	5.8	44.2	44.2	6.6	45.0	45.0	3.6	36.8	36.8	6.4	39.6	
Actuated g/C Ratio	5.8 0.05	44.2	44.2	6.6	45.0	45.0	3.6	36.8	36.8	6.4	39.6	****** * * * * * * * * * * * * * * * *
Clearance Time (s)	and the sum of the same of the	0.40	0.40	0.06	0.41	0.41	0.03	0.33	0.33	0.06	0.36	9449
Vehicle Extension (s)	4.0 3.0	4.0 3.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	200.001,021
Lane Grp Cap (vph)			3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
vis Ratio Prot	93 c0.05	1422	636	106	762	648	58	623	530	103	633	
v/s Ratio Perm	ເນ.ບວ	0.31	0.00	0.03	c0.44		0.02	c0.27	40016	c0.01	0.02	
v/c Ratio	0.87	0.77	0.03	_ ^ <del>E</del> 7050	- 14 A A A - 15	0.39	TROUGH LINES	mental la estadore	0.02	E CATEGORIAN III - I MARA		
Uniform Delay, d1	51.7	28.6	20.4	0.57 50.3	1.08	0.95	0.47	0.79	0.05	0.16	0,05	
Progression Factor	0.66	0.09	0.09	1.00	32.5 1.00	31.4 1.00	52.3	33.2	24.8	49.2	23.0	r grammy reproductions
Incremental Delay, d2	20.9	0.03	0.03	6.8	55.0	23.0	1.00	1.00	1.00	1.00	1.00	
Delay (s)	55.1	3.4	1.9	57.1	87.5	23.0 54.4	5.8 58.1	10.1 43.2	0.2	0.7	0.2	Satur duranter:
Level of Service	E	A	Α	E PLONGE	رن. F	יייייט D	E	made may supplied to	25.0	49.9	23.1	
Approach Delay (s)		6.7	Madella.		70.0		i Gyzkana	D 42.0	C New To-Walkerin	D D	C	GEES (ST) COMM
Approach LOS	2870 + 500 B00 F0 - 1.54	Α	344 TOTAL 194		79.0 E			42.0 D		icii i i a i A	30.4 C	Macod
Intersection Summary			0.50		86483		11.5					FIFE CHITCHIANIS
HCM Average Control Dela		*********	43.3	니스	M Lougla			10.48	- 4.6	, and the		
HCM Volume to Capacity ra	, Hio		0.89	IIUI	vi Level (	f Service		igajom nov	D	DB (COCCOSTNO)	Mariji presidence desc	auto mere
Actuated Cycle Length (s)		un, sakana	110.0	Cun	n of lost t	11111111111111111111111111111111111111		独和挑剔				1/2011
Intersection Capacity Utiliza	tion		38.8%	الآماد	Level of	inie (S) Sondoc			16.0	enter de la companya	निर्देशक के <b>न</b> ४-वट <b>१४</b> क्रांट <b>०</b> ०	Prior tests on
Analysis Period (min)	rant a sunab. T	oradint	15	COUNTY OF THE PARTY OF THE PART	react of	SELVICE				in in the second	Zan, die	
c Critical Lane Group		Varian.			<b>医肠线线</b>		U Profiles	n karna		135 Web <b>5</b> 77		ved frankri
	waattatii - Atti - Atti	-1 <i>0</i> 34612460	president.	enigrafije, kom	ani2404,665	T WARDS	ns and s			34 3450 25		

	٠	<b>-</b>	•	•	4	4	4	†	<i>/</i> *	<b>\</b>	1	4
Movement :	EBE	EBT.	EBR	WBL <sub>4</sub>	WBT	WBR	NB.	NBT	M NRR	SBL	SBT	SBR
Lane Configurations	ሻ	<b>个</b> 个	7	*	<b>*</b>	7	ሻ	<b>†</b>	*	************ <b>*</b>	,, <u>,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,</u>	MAGODIA
Volume (vph)	50	1725	30	32	653	600	20	120	143	65.	્રાં 65	35
ldeal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Lane Util. Factor	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	ngowett fra
FA Line Programme	1,00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.95	1041/1857/1-15
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	Carathan Aldonia
Sald: Flow (prot)	1770	3539	1583	1770	1863	1583	1770	1863	1583	1770	1764	Maia
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1817-32-3-00PS
Satd. Flow (perm)	1770	3539	1583	1770	1863	1583	1770	1863	1583	1770	1764	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	53	1816	32	34	687	632	21	126	151	68	68	37
RTOR Reduction (vph)	0	0	0	0	0	318	0	0	121	0	14	Ō
Lane Group Flow (vph)	53	1816	32	34	687	314	21	126	30	68	91	0
Turn Type	Prot		Perm	Prot	escential area.	Perm	Prot		Perm	Prot		
Protected Phases Permitted Phases		4		3	8.		. 5	2	antito est. Paparitista	11	. 6	N. H.
Actuated Green, G (s)	14.3	68 <b>48 48</b>	4 	\$1.4750. <u>12</u> 16 <u>2</u> 9450.	nga <u>cam</u> n <u>na a</u>	8			2			
Effective Green, g (s)	14.3 14.3	75.7	75.7	3.2	64.6	64.6	∘3.6 ⊕	26.0	26.0	9.1	31.5	
Actuated g/C Ratio	0.11	75. <b>7</b> -, 0.58	75.7	3.2	64.6	64.6	3.6	26.0	26.0	9.1	31.5	
Clearance Time (s)	ر 4.0 4.0	, 0.00 4.0	0.58	0.02	0.50	0.50	0.03	0.20	0.20	0.07	0.24	
Vehicle Extension (s)	4.0 3.0	4.0 3.0	4.0 3.0	4.0 3.0	4.0 3.0	4.0	4.0	4.0	4.0	4.0	4.0	W-8000000
Lane Grp Cap (vph)	195	2061	922			3.0	3.0	3.0	3.0	3.0	:⊹ 3.0∍	THE S
v/s Ratio Prot	0.03	2001 c0.51	922	44	926	787	49	373	317	124	427	
v/s Ratio Perm		CU.OIL	0.02	0.02	c0.37		0.01	c0.07		c0.04	, 0,05	
V/c Ratio	0.27	0.88	0.02	0.77	0.74	0.20 0.40	ന്നും ചരിത്ത	CAA7899	0.02	esta <b>e en compresso</b> s.	rantus timas	Chamica di apaten en
Uniform Delay, d1	53.1	23.3	11.6	63.0	26,1	20.5	0.43	0.34	0.10	0.55	0.21	ENALES
Progression Factor	0.58	0.17	0.18	1.00	1.00	20.5 1.00	62.2 1.00	44.6 1.00	42.4	58.5	39.3	MANUFACTOR CONTRACTOR
Incremental Delay, d2	0.3	1.8	0.0	57.0	3.2	0.3	5.9	2.4	1.00	1.00	1.00	
Delay (s) July 1.	30.9	5.7	<b>4.0</b> %	120.0	29.3	20.9	68.1	47.1	0.6 43.0	4.9 63.4	1.1	Content of the
Level of Service	C	Α.	Α	F	C	C	E	∵owete. D	43.0 D	္ ၀၃, <u>4</u> E	40.5	
Approach Delay (s)	WIND STREET	6.3			27.6			46.5		E Markovski	D 49,5	Serve on
Approach LOS	44-WA-695-02-X-VICE-17-3	A	arinaan arina kara ka	Award Classes	C	MICANISCOVII,	Brigare (10	D D	angreis		49,0 D	231.7.12
Intersection Summary		CYCURAL DAY	Title partor				TO THE REAL PROPERTY AND		^@ <del>-^</del>			
HCM Average Control Delay		est of Australia	19.3		100.70		al principal			10,014	attick at	
HCM Volume to Capacity rat	กับส์ที่ ลับสา	Areks in S	0.74	nui	vi Level (	of Service	57471 WESTER	040 <b>000000</b> 00	В	rigoriostra empres e	itorezes (source en	ISCONTO 25 AGMEN
Actuated Cycle Length (s)			130.0	Ç.m	of lost t	(mo /e)			we the	arid Alle		anna I
Intersection Capacity Utilizati	on		70.1%		Level of		ignorations	en soget vent	16.0	unestroperations.	nosti i sunimen	
Analysis Period (min)			15	waaniyy,	revel of	Sei Alce	Selection of the select	use.d.	i C			
c Critical Lane Group	gan Sandalasa			an Arte de C		QHAWAA.	OPPRINTENS	Alakserte.	55578899457	93800000000	en e	(T):000000000000000000000000000000000000
	nen som de divinier	CANDAR FARE	midspridk		an sagaregi	<b>化</b> 基础图像	产性的數字法					

	۶		•	€	<b>←</b>	A.	4	†	<i>&gt;</i>	1	<b>↓</b>	4
Movement ( )	JAN EBUN	11400	EBR	WBL	WBT	WBR 1	NBL	NBT	NBR	SBL	SBT	MA SBR
Lane Configurations	<b>\</b>	44	7	Ϋ́	<b>†</b>	ř	ሻ	ተተተ	*	፞ጙጙ	<u>ተ</u>	7
Volume (vph)	225	390	7.46	. 58	65	560	140	1553	160	1255	1898	55
ideal Flow (vohpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util, Factor Frt	0.91	0.91	1.00	1.00	1.00	1.00	1.00	0.91	1.00	0.97	0.95	1.00
FIt Protected	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Satd. Flow (prot)	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Flt Permitted	1610	3379	1583	1770	1863	1583	1770	5085	1583	3433	3539	1583
Sald Flow (perm)	0.95 1610	1.00 3379	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Peak-hour factor, PHF			1583	1770	1863	1583	1770	5085	1583	3433	3539	1583
Adj. Flow (vph)	0.95 237	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
RTOR Reduction (vph)	Commence of the Commence of th	411	785	61	68	589	147	1635	168	1321	1998	58
Lane Group Flow (vph)	0 209	0 439	0 785	0 Maria	0	0	0	0	58	0	0	Ö
Turn Type		409		61	68	589	147	1635	110	1321	1998	58
Protected Phases	Split	4	Free	Split	nari are	Free	Prot	. virtub mane e i e	Perm	Prot		Free
Permitted Phases	1 4 4 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	11 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	76 20 E	. 8	. 8		5	2	Set (1	1	6	
Actuated Green, G (s)	17.0	17.0	Free 130.0	5.0	TOTA FILENSIS	Free	mayana a	S.A. sikiperwenika	2			Free
Effective Green, g (s)	17.0	17.0	130.0	5.0 5.0	5.0 5.0	130.0	12.7	42.0	42.0	50.0	79.3	130.0
Actuated g/C Ratio	0.13	0.13	1.00	0.04	0.04	130.0 1.00	12.7	42.0	42.0	50.0	79.3	130.0
Clearance Time (s)	4.0	4.0	1,00	4.0	ر.04 4.0	.00.00	0.10	0.32	0,32	0.38	0.61	1.00
Vehicle Extension (s)	3.0	: 3.0 (		3.0	3.0	773##\$\$G\$.14	4.0 3.0	4.0	4.0	4.0	4.0	No.2 (4.12.49)
Lane Grp Cap (vph)	211	442	1583	68	72	1583	173	3.0	3.0	3.0	3.0	F- 303
v/s Ratio Prot		c0.13			c0.04	1000	0.08	1643	511	1320	2159	1583
v/s Ratio Perm	Arter of the Table (Table)	-FRUIENC	0.50	de <b>WAN</b> ELL	<u> </u>	0.37	U.U0	c0.32		c0.38	0.56	
v/c Ratio	0.99	0.99	0.50	0.90	0.94	0.37	0.85	1.00	0.07 0.21	514.888.95	- Caracan	0.04
Uniform Delay, d1	56.4	56.4	0.0	62.2	62.4	0.0	57.7	43.9	0.∠1 32.0	1.00 40.0	0.93	0.04
Progression Factor	1.00	100	1.00	0.61	0.61	ે.1.00	1.00	1.00	32.0 1.00	1.00	22.7	0.0
Incremental Delay, d2	59.1	40.8	1.1	62.5	74.6	0.5	30.2	21.1	1.0	25.0	1.00	1.00
Delay (s)	115.5	97.3	37.14		112.6	0.5	88.0	65.0	33.0	65.0	8.3 31.0	0.0
Level of Service	F	F	A	F	F	Α	F	E	. 33.0 C	00.0 E	ာ၊.ပ C	0.0
Approach Delay (s)		47.3		Hall and	19.6		STORES	64.0	TUSTON		43.7	Α
Approach LOS		D	**************************************	4.14.0000000000000000000000000000000000	В	AREA PILARLAND	.*#012/88/05/12/30	F	28 (5.14.19	Delivero scale	ും. D	Sursi
Intersection Summary	12.00							is in the state of the	Sign and supplied the		D.	
HCM Average Control Delay			47.4	LION	11	2668 (B. )	e e	izrat da		adjesi bi	1961	AND SERVICE
HCM Volume to Capacity ra	, Ho		1.00	HU	v revelo	of Service	1509/000229000	nggggggggggg	D		of contractions	
Actuated Cycle Length (s)	PP Completation	notabilité	130.0			75 EV (11)						
Intersection Capacity Utilizat	ion is see		94.1%		of lost t		2) (2001/00) CHO	De protytop ten	16.0	yeyseseey, a soo	ere em in a maria de la colo	topoto a move
Analysis Period (min)	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		71.170 15		Level of	oervice			roj fili			17 hasa
c Critical Lane Group			I J		Composition of the	promotes, e acus promotes de la como	e Professor		alasterriesi e	ra distruta diferenti nun il	nan natara sa sa	no cara makas
·····································	erre estat de la composition de la comp	-1900001111	2421.256/0000	Consultation (4)		weist	overesta de la companya della companya della companya de la companya de la companya della compan	ALDE DOM		Pizzul-(c)		

## 2010 Base Case + Project Level of Service AM & PM Peak Hours

	<u> </u>	-	•	*	4	· ·	4	†	7	1	<b>↓</b>	4
Movement	EBL	EBT	EBR		₩ WBT	WBR	MNBL	NBT	₩ NBR	SBL	SBT	SBR
Lane Configurations	<b>为</b> Who Tribe <b>Tible</b> Dailed	<b>)</b>	54466 - X <u>11</u> 55	in the second se	<b></b>	4	ሻ	<b>*</b>	7	*5	朴	*5
Volume (vph) Ideal Flow (vphpl)	65	21	50	60	20	. 0	204	2320	530	45	1580	90
Total Lost time (s)	1900 4.0	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	4.0		, 4.0 1.00	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Fit 1971 And Andrews	1.00	1.00 0.89	erat of rea	1.00 1.00	1.00	lonavintava.	1.00	0.95	1.00	1.00	0.95	1.00
Flt Protected	0.95	1.00	ARTE DEFE	0.95	1.00		1.00	1.00	0.85	1.00	1.00	Side of the same of the same
Satd. Flow (prot)	1327	1336		1612	1.00 1900	osave višas.	0.95	1.00	1.00	0.95	1.00	1.00
Fit Permitted	0.95	1.00	00000000000000000000000000000000000000	0.95	1.00		1612	3505	1599	1805∜	3505	1417
Satd, Flow (perm)	1327	1336	Marie (Alice	1612	1900		0.95 1612	1.00 3505	1.00	0.95	1.00	1.00
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93		1599	1805	3505	1417
Adj Flow (vph)	.70	23	54	″"∂5	22	0.53 0'	219	0.93 <b>249</b> 5	0.93 570	0.93	0.93	0.93
RTOR Reduction (vph)	0	51		0	- <i>66 - <del>55</del>-20</i> 0	7 18 19 19 18 18 0		2490 0	107	48	1699	97
Lane Group Flow (vph)	70	26	0	65	22	90 O	219	2495	463	0 48	0	19
Heavy Vehicles (%)	36%	63%	12%	12%	0%	0%	12%	3%	403 1%	. 46 0%	1699 3%	78
Turn Type	Split		## 1968 P	Split			Prot	370	Perm	Prot		14%
Protected Phases	4	4	are we are ingrepring	8	8	RETER TO RECORD	.:::JJJ101:: <sub>2</sub>	2	, reinig	Fiot 1		Perm
Permitted Phases					hada iy	1049.056	อ.โรซีเรียกส		2	i Perilogeat	6	\$3930\$
Actuated Green, G (s)	6.0	6.0		4.0	4.0	months of a way find	16.0	70.1	70.1	3.1	57.2	
Effective Green, g (s)	6.0	6.0		4.0	4.0		16.0	70.1	70.1	3.1	57.2	57.2 57.2
Actuated g/C Ratio	0.06	0.06	Comp. of articles of	0.04	0.04		0.16	0.71	0.71	0.03	0.58	0.58
Clearance Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	80	81_		65'	77		260	2477	1130	56	2021	
v/s Ratio Prot	c0.05	0.02	Maria de la companio	c0.04	0.01		0.14	c0.71	evera interes deser	0.03	c0.48	See SEE SEE
v/s Ratio Perm v/c Ratio						Finite.		la de	0.29	444		0.06
Uniform Delay, d1	0.88	0.32	et des consules en	1.00	0.29		0.84	1.01	0.41	0.86	0.84	0.10
Progression Factor	46.2 1 1.00	44.7		47.6	46.2		40.4	14.6	6.0	47.8	17.3	9.4
Incremental Delay, d2	60.2	1.00 2.3	statiatisanero	1.00	1.00	vantalena erieni	1.00	1.00	1.00	1.00	1.00	1.00
Delay (s)	106.5	2.3 47.0		111.6	2.0		21.2	19.9	0.2	70.1	3.3	0.1
Level of Service	100.3	47.0 D		159.2	48.3	udinara uaud	61.6	34.4	6.3	117.9	20.6	9.5
Approach Delay (s)	o o da Libraria	75.3	Wille by b	esine Francisco	D		WE E	∮ <b>C</b> (†	A	2 F	C	A
Approach LOS	u es occasiona Bit es observa	no.s		1000 11 11 11 11 11 11 11 11 11 11 11 11	131.2	SPEKIENS HAS	en microsola	31.3	TOS. POINTY SPEN	7 1220m#0#10.0000#2019#5	22.5	
							ing Alfalia	Ç	alle de	walki	i C	al de
Intersection Summary	rational agraes	egilennii		Hijaka da s	to Francis	de April 1			17.75	1 1 2 1	d'arres	
HCM Average Control Delay			31,1	₽ ∦НС	M Level o	f Service		Travis e	C			- APPROPRIES
HCM Volume to Capacity rat	li <b>o</b> Verganisanten erak	ali de la compania de	0.97					ran ramida in Messa A (1998).	omineralis.			MARKARITY.
Actuated Cycle Length (s)	recursiració,	enseelik	99.2	<sub>ioterie</sub> Sur	n of lost ti	me (s)		u da Que	12.0	o dana		WWW.
Intersection Capacity Utilizat	ion Table	<b>}</b> Smet Regren	37.7%	ICU	Level of	Service		- mr - mr - an-make	E	reviewało nycządkiej (19 <u>22</u>	and the second	F482314
Analysis Period (min) c Critical Lane Group			15	是於其							enggorgy nas is 1555 sales is	
o Onlicar Lane Group			,							· · · · · · · · · · · · · · · · · · ·	e reproperties	A946254534

	٦	<b>→</b>	*	*	<b>—</b>	· ·	4	<b>†</b>	<i>/</i> *	<b>&gt;</b>	ļ	4
Movement	L EBL	EBT.	EBR	WBL	WBT	WBR	NBL	oa NBT	NBR	SBI	SBT	S CER
Lane Configurations	ሻ	ተ	74	ሻ	<b>A</b>	۴	ኝ	ተተ	<b>بر</b>	<u>भ्राप्त</u>	十 <b>个</b>	7
Volume (vph)	ኝ 45	10	145	25	15	25	165	3189	25	25	1435	75
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt. 18 18 18 18 18 18 18 18 18 18 18 18 18	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Fit Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1770	1863	1583	1770	1863	1583	1770	3539	1583	1770	3539	1583
Fit Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd, Flow (perm)	1770	1863	1583	1770	1863	1583	1770	3539	1583	1770	3539	1583
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	48	11	156	27	16	27	177	3429	27	27	1543	81
RTOR Reduction (vph)	0	0	152	0	0	26	0	0	5	0	0	23
Lane Group Flow (vph)	48	11	4	27	16	1	177	3429	22	27	1543	58
Turn Type	Prot	i e chara n <b>at</b> ro	Perm	Prot	toris attention of the	Perm	Prot		Perm	Prot		Perm
Protected Phases Permitted Phases	7.	4		3	8		5	2			6	
Actuated Green, G (s)	ng nghigasipsika nagasisis	50. # <b>3 %</b> :e.	4 2019/12/2014	storia <u>a</u> ayaan	مرد وستي بدارس	8			2			6
Effective Green, g (s)	4.0 4.0	4.0	4.0	3.1	3.1	3.1	19.3	122.2	122.2	3.1	106.0	106.0
Actuated g/C Ratio	4.0 0.03	4.0 0.03	4.0 0.03	3.1	3.1	3.1	19.3	122.2	122.2	3.1	106.0	106.0
Clearance Time (s)	4.0	4.0	2 4 1 2 - 3 - 3 - 3 - 3 - 3 - 3 - 3 - 3 - 3 -	0.02	0.02	0.02	0.13	0.82	0.82	0.02	0.71	0.71
Vehicle Extension (s)	4.0 3.0	3.0	4.0 3.0	4.0	4.0 3.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Grp Cap (vph)	48	50	43	3.0 37		3.0	3.0	3.0	3.0	3.0	3.0	3.0
v/s Ratio Prot	c0.03	່ 0.01	43 393993434	0.02	39	33	230	2914	1304	37	2528	1131
v/s Ratio Perm		500.0 IS	0.00	0.02	c0.01	0.00	c0.10	c0.97		0.02	0.44	
v/c Ratio	1,00	0.22	0.00 0.10	0.73	0.41	0.00 0.02	- 6 5 5 ° °	****** <b>*</b> ***	0.01	TEANA ME	en unicare	0.04
Uniform Delay, d1	72.2	70.7	70.4	72.2	71.7	71.2	0.77 62.4	1.18	0.02	0.73	0.61	0.05
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	13.1 1.00	2.3	72.2	10.7	6.3
Incremental Delay, d2	129.9	2.2	1.0	52.2	6.9	0.2	14.3	83.4	1.00 0.0	1.00 52.2	1.00	1.00
Delay (s)	202.1	72.9	71.4	124.4	78.6	71.4	76.7	96.5	2,4	124.4	0.4 11.2	0.0
Level of Service	F	к-титика: <b>Е</b>		F	E	E	E	90.5 F	2.4 A	ार् <b>भ</b> ाः F	CONTRACTOR CONTRACTOR	6.3
Approach Delay (s)		100.7			93.5			94.9			B 12.8	A A
Approach LOS	a to have a constitution	F	MINITALAND NIAS	ere er som som god gje	• <b>F</b>	anting salger	apropediges.	F	Majrad Gardina	ARSERATE	ा <b>८.</b> ७ В	
Intersection Summary				The state of	alkine kapanasi							
HCM Average Control Delay	<u>ternes responsaciones.</u> I		70,8	LIC.	M. Laurel	of Service	a Personal Constitution	G. ASSESSAL AS	a ita Mada	Clair, Sept		inter e
HCM Volume to Capacity ra	tio	Girlen	1.15		IVI LEVEI (	oi Service		78 YSB 16 (70.8)	E	State energe	toxiooxon <del>inin</del> ed	ZSZNOZNOWN
Actuated Cycle Length (s)	my sign (2016) (Sign)		148.4	第八日 - 10 mm 111 <b>9</b>	n of lost t	ime /s\	医医肾气		16.0			
Intersection Capacity Utiliza	tion 's form	ducyysy.	10.6%		Level of		/#11 2012 10Y	Vitalia kirjana	16.0	dingware		Warration of
Analysis Period (min)	ertiganzantan (C)	unioù liviñ	15.075		readt O	JEI AILH			ine (E.M.) k	SWIMMEN		
c Critical Lane Group								THE SET	and the state of the	Lightson der	87/44 <b>5</b> 6206	42000000
್ : *** *** ಸಾಹಿತಿಯಾಗಿಯ ಮಾಡಿಕೆ ಕೊಡುತ್ತಿಯೆ	andre Stephenskie St	1.464, 3.987 S. 23.77	an program	u ingga kataka Piloto	arana mari	ang Pang Pang	orner e	250214 <u>24</u> 3	<b>电管键型</b> 主义	<b>以下的</b> 的基础	A STATE OF THE STA	KI SE

	٠	<b>→</b>	7	•	4	4	4	†	<i>&gt;</i>	<b>\</b>	ļ	4
Movement :: "	EBL	ZEBT)	EBR	WBL	"WBT	WBR	NBI.	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ħ	<u>ት</u> ት	7*	ኣ	<b>†</b>	7	ካ	†	<u></u> ≱	<u> ነ</u>	<u>}</u>	WWW.CDIV
Volume (vph)	75	1026	50	65	773	815	25	460	61	15	25	15
ideal Flow (vphpi)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	1300
Lane Util. Factor	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	Para Hillian
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1,00	0.85	1.00	0.94	8881FB 14
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	\$4 2 5. 5. -
Satd. Flow (prot)	1770	3539	1583	1770	1863	1583	1770	1863	1583	1770	1759	74-1677.0°d
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	CONTRACTOR OF
Satd. Flow (perm)	1770	3539	1583	1770	1863	1583	1770	1863	1583	1770	1759	
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	81	1103	- 54	70	831	876	27	495	66	16	27	0.53 16
RTOR Reduction (vph)	0	0	0	0	0	241	0	1615-155525 <b>0</b>	33	0	™	0
Lane Group Flow (vph)	81	1103	54	70	831	635	27	495	33	16	33	-
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		
Protected Phases	<b>7</b>	4 4		3	8	生物设施	5	2			6	110000
Permitted Phases			4		104 4 19540 1951	8	esers and see	, reper≡e	2	De Opered, a	49814 <b>5</b> 0	Maring B
Actuated Green, G (s)	6.8	50.7	50.7	7.1	51.0	51.0	3.6	39.8	39.8	6.4	42.6	1.5373
Effective Green, g (s)	6.8	50.7	50.7	7.1	51.0	51.0	3.6	39,8	39.8	6.4	42.6	UNIXIONA
Actuated g/C Ratio	0.06	0;42	0.42	0.06	0.42	0.42	0.03	0.33	0.33	0.05	0.36	
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	- 45-45-53
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	Yaling.
Lane Grp Cap (vph)	100	1495	669	105	792	673	53	618	525	94	624	or manager of
v/s Ratio Prot	0.05	c0.31	etaniksi.	0.04	c0.45	Eschie	0.02	c0.27		c0.01	0,02	ar Teach
v/s Ratio Perm	er e gregoria	California Chamberra	0.03			0.40		to the second	0.02		History (57, 157, 151)	San Esta de Sa
V/c Ratio	0.81	0.74	0.08	0.67	1.05	0.94	0.51	0.80	0.06	0.17	0.05	655 67.198 763 1352 7
Uniform Delay, d1	56.0	29.1	20.7	55.3	34.5	33.1	57.3	36.5	27.4	54.3	25.4	102000112 J
Progression Factor	0.43	0.07	0,10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	91111111
Incremental Delay, d2 Delay (s)	14.5	0.6	0.0	14.8	45.7	21.8	7.5	10.5	0.2	0.9	0.2	144444
Level of Service	38.8	2.8	ે2.0 ૅ઼,	70.1	80.2	54.9	64.8	47.0	27.6	55.1	25.6	SW
Approach Delay (s)	D	A ≈∞∡∞∞	A	E Note of the contract of the	F	D	Ε	D	С	Ē	C	101 14400 IL
Approach LOS		5.1			67.3		ing and a second	45.6			33.6 //	W. 1217
		Α			E			D			C	w s. v a. (13,) s
Intersection Summary			1170					770.70	יאוום הווער		77777	77
HCM Average Control Delay			42.3	HC	VI Level o	f Service	terminal property and the second	ere manne appro-	D	MARIOLEGIC DATA		36.22.636.24
HCM Volume to Capacity ratio			0.86	w 2 ib ia			774147369		1961 1961	ethargist	Je sega	Watenir
Actuated Cycle Length (s)			120.0	Sun	ı of lost ti	me (s)	11/8/14/15/43.	Poster Vije	12.0		Vin GA (192)	42.43.9
Intersection Capacity Utilization			38.8%		Level of			130 0400	12.0 E	Sympote		rangaranga.
Analysis Period (min)	1 14 14 16 16 16 16 16 16 16 16 16 16 16 16 16	merca association	15	e cran de de de	to record to the state of the state of		- Jackson 1974	w outside	1010( <b>5</b> 40)	nakul II	AMELIANS.	ustid
c Critical Lane Group						Shall said			or S <b>alt</b> ers	963) 866	e de la compa	in reminde
			er er er <del>king g</del> krightist	~n 66-24 11 126424	0.04543.000463130	· San geognated.	9400.008E	國民政権制 中華	n atakiri			

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Movement	S. SEBLA	( EBT	EBR	WBL	. WBT-	WBR.	NBL	A NBT	⊪NBR4	SBL	SBT	SBR
Lane Configurations	<u>ነ</u>	41		ሻ	<b>↑</b>	74	74	<b>ተ</b> ተተ	7	14.14	<b>^</b> ^	7
Volume (vph)	40	50	85	83	220	510	424	1925	66	1035	1582	160
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s) Lane Util. Factor	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	i. 4.0	4.0	4.0	4.0
Fit	0.91	0.91	1.00	1.00	1.00	1.00	1.00	0.91	1.00	0.97	0.95	1.00
Fit Protected	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Satd. Flow (prot)	0.95 1610	0.99 3360	1.00	0.95	1.00	1.00	0.95	1,00	1.00	0.95	1.00	1.00
Flt Permitted	0.95	0.99	1583	1770	1863	1583	1770	5085	1583	3433	3539	1583
Satd. Flow (perm)	1610	3360	1.00 1583	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Peak-hour factor, PHF	0.93	0.93		1770	1863	1583	1770	5085	1583	3433	3539	1583
Adj. Flow (vph)	0.93 43	0.93 54	0.93 <b>9</b> 1	0.93	0.93	0.93	0.93	0,93	0.93	0.93	0.93	0.93
RTOR Reduction (vph)	0	0	0 91	<b>. 89</b> 0	237	548	456	2070	71	1113	1701	172
Lane Group Flow (vph)	31.	66	91	89	0 237	0 548	0	0	37	0	0	0
Turn Type	Split	00	Free	Split	23/		456	2070	34	1113	1701	172
Protected Phases	орш 4	4	riee	əрііі 8		Free	Prot	erninens <u>u</u> tern	Perm	Prot	a de e al central	Free
Permitted Phases	artina akkee kaliji Tilijeke	(Yellow)	Free	12 miles 0 · .	8	Free	5	2			6	
Actuated Green, G (s)	3.2	3.2	120.0	16.3	16.3	120.0	30.3	resident	2	i in gangan	orkitali ilis	Free
Effective Green, g (s)	3.2	3.2	120.0	16.3	16.3	120.0	30.3	46.5	46.5	38.0	54.2	120.0
Actuated g/C Ratio	0.03	0.03	1.00	0.14	0.14	1.00	0.25	46.5 0.39	46.5	38.0	54.2	120.0
Clearance Time (s)	4.0	4.0	wedgaa.se	4.0	4.0	1.00	4.0	4.0	0.39 4.0	0.32 4.0	0.45	1.00
Vehicle Extension (s)	3.0	3.0		3.0	3.0	erakan	3.0	3.0	3.0	4.0 3.0	4.0 3.0	nga merar
Lane Grp Cap (vph)	43	90	1583	240	253	1583	447	1970	613	1087	1598	4500
v/s Ratio Prot	0.02	0.02	haway	0.05	c0.13		0.26	c0.41	74 Maria	0.32	c0.48	1583
v/s Ratio Perm			0.06	e a el Televisio Francisco	ALT TA BETSHALL	c0.35	TOMINY.	PANTER CO.	0.02	0.02	CV.40	0.11
v/c Ratio	0.72	0.73	0.06	0.37	0.94	0.35	1.02	1.05	0.02	1.02	1.06	0.11
Uniform Delay, d1	58.0	58.0	0.0	47.2	51.3	0.0	44.9	36.8	23.0	41.0	32.9	0.0
Progression Factor	1.00	1.00	1.00	0.69	0.67	1.00	1.00	1.00	1.00 ˈ	1.00	1.00	1.00
Incremental Delay, d2	45.2	26.3	0.1	0.1	6.8	0.1	47.8	35.1	0.2	33.5	41.9	0.1
Delay (s)	103.1	84.2	0.1	32.7	41.4	0.1	92.6	71.9	23.2	74.5	74.8	0.1
Level of Service	F	F comparations	Α	C	D	Α	F	E	C	Ε	E	A
Approach Delay (s)	Keliseka	46.6			14.6		entromen. Koningenia	74.2		1151.75	70.4	
Approach LOS		D			В			E			E	and all weeks to
Intersection Summary		4175.00				7717		1.17				
HCM Average Control Dela	у		63.9	HC	M Level	of Service	**************************************	NAMES OF TAXABLE PROPERTY.	E	A. 1885 T. 1875		200202
HCM Volume to Capacity ra	illo 🐩 🚜		0.98				91013M		egerana.	表现建分的	Najakarunga	17140000 UF
Actuated Cycle Length (s)			120.0	Sur	n of lost i	ime (s)	s will write 19 4	huhvide,	8.0	a de Consulté	中/報告情報	中新的利用
Intersection Capacity Utiliza	tion		95.5%		Level of			anda ur	JUF :			6000055
Analysis Period (min)	Surface was seen	6 No. 1 . 2 . 2 . 2	15	west - whi	and the second of the second	ra notae de aligião dischad	an and the third did I	400 marsh (1986)	oskial Listin	a cawantan	arestinis	4.阿拉克斯
c Critical Lane Group		J. G. J.		To the Sus			Jan Bridge		W.W.B.		1016-47806	HID 1950
						· See Cappering	erroritatist.	i i nemanis (ili de)	a at his filtright	8417 11751 Nº	(CO) 1653(C)	nangarak

	*	<b>→</b>	7	*	<b>←</b>	Ł	*	†	<i>p</i>	<b>\</b>	<b>↓</b>	4
Movement 4	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SRI	SBT.	SBR
Lane Configurations	<b>\</b>	41		<b>)</b> Y	<b>†</b>	7	*	ተተተ	7	ሻሻ	<u>ተ</u>	7
Volume (vph)	225	390	749	62	90	560	142	1571	167	1255	1909	55
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Lane Util. Factor Frt	0.91	0.91	1.00	1.00	1.00	1.00	1.00	0.91	1.00	0.97	0.95	1.00
Flt Protected	1.00	1.00	0.85	1,00	1.00	0.85	. 1.00 A	1.00	0.85	1.00	1.00	0.85
Satd. Flow (prot)	0.95 1610	1.00 3379	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Fit Permitted	0.95	1.00	1583	1770	1863	1583	1770	5085	1583	3433	3539	1583
Satd. Flow (perm)	0.93 1610	3379	1.00 1583	0.95 1770	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	1863	1583	1770	5085	1 <u>583</u>	3433	3539	1583
Adj. Flow (vph)	237	0.93 411	0.95 788	0.95 65	0.95 <b>95</b>	0.95	0.95	0.95	0.95	0.95	0.95	0.95
RTOR Reduction (vph)	0	ाप्टर 0	0	00	95 0	589 0	149	1654	• 176	1321	2009	58
Lane Group Flow (vph)	209	439	788	65	95	589	0 149	0 1654	78	0 - 1667	0	0
Turn Type	Split	7. 100 1:	Free	Split	· · · · · • • • • • • • • • • • • • • •	Free	Prot	1004	98	1321	2009	<u>. 58</u>
Protected Phases		4			8	riee	F10t	2	Perm	Prot	00000000	Free
Permitted Phases	2012/2012/10/2015 (2015)	14 47 4 44 7647	Free	1 (4 ) ET 🖁 👑	::: • <b>:</b> : • <b>:</b>	Free	Charge b	1082 <b>6</b> %	2		. 6	
Actuated Green, G (s)	15.0	15.0	120.0	6.0	6.0	120.0	11.1	39.0	39.0	44.0	71.9	Free 120.0
Effective Green, g (s)	15.0	15.0	120.0	6.0	6.0	120.0	** ********* *************************	39.0	39.0	44.0	71.9 71.9	120.0
Actuated g/C Ratio	0.12	0.12	1.00	0.05	0.05	1.00	0.09	0.32	0.32	0.37	0.60	1.00
Clearance Time (s)	4.0	4.0		4.0	4.0	erna estra Dialestera, si	4.0	4.0	4.0	4.0	4.0	1.00
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	(1) (1777)
Lane Grp Cap (vph)	201	422	1583	89	93	1583	164	1653	514	1259	2120	1583
v/s Ratio Prot	0.13	c0.13		0.04	c0.05		0.08	c0.33		c0.38		(1000 (1000)
v/s Ratio Perm	entrone a month and a constant of the constant	vini edilen adela a	0.50			0,37			0.06	Section 20 Test 1698	eres a me	0.04
Vc Ratio	1.04	1.04	0.50	0.73	1.02	0.37	0.91	1.00	0.19	1.05	0.95	0.04
Uniform Delay, d1	52.5	52.5	0.0	56.2	57.0	0.0	53.9	40.5	29.2	38.0	22.3	0.0
Progression Factor Incremental Delay, d2	1.00	1.00	1.00	0.62	0.62	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay (s)	74.3 126.8	54.7	1.1	20.6	87.0	0.5	44.2	22.3	0.8	39.3	10.6	0.0
Level of Service	120.6 F	107.2	1.1	55.6	122.2	0.5	98.1	62.8	30.0	77.3	32.9	0.0
Approach Delay (s)		F 51.8	<b>A</b>	E Handiya	F 20.7	A A transmittan	F 900000 \$300000	E	C	E	C	Α
Approach LOS	District Filter (City	D D		HERVET.	ertar i sum talakse er t			62.5			49.7	
		<i>U</i>			С			E			D	
Intersection Summary 4												
HCM Average Control Dela	ay Maranananan	t etc - n. donne	50.6	HC	M Level	of Service			D			
HCM Volume to Capacity r	atio de la company		1,03	<b>PERSON</b>	akaka		ing end		海海类		感影響	5000
Actuated Cycle Length (s)	Tičenskam i	Sautanette	120.0		m of lost t		ne formation and a second		16.0		- 5-3-1- <b>46</b> -1-1-2	re Haang
Intersection Capacity Utiliz Analysis Period (min)	auon		95.8%	iCl	J Level of	Service				light Willen Malanib Ma	Colors Page System Page Colors Colors Colors	
c Critical Lane Group		SEVERTURA :	15	grassas sagresoria	Bud Williams about	Jennice ma common en	DSVIR NAMES MIT	anders de comme				
A Linear Care alonh	eusale Weet	grisalide	ant styffer	<b>社会的</b> 社会。	iok ke <b>n</b> ik	Heraldy)		varazdi	传统通	anani.		

	•		*	1	4	•	4	†	/	-	↓	1
Movement 🖅 🖺 🔠	EBU	EBT.	EBR	WBL	A WBT	WBR	( NBL	NBT.	NBR	SBL	SBT	SBR
Lane Configurations	ሻ	ተተ	7	ሻ	<b>*</b>	71	'n	<b>†</b>	<u>*************************************</u>	<u>*************************************</u>	4	SING DIZ
Volume (vph)	50	1732	30	35	657	600	20	120	154	65	65	35
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Lane Util. Factor	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	WE 12024 LD
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.95	09867102
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	CATANTAN.
Satd. Flow (prot)	1770	3539	1583	1770	1863	1583	1770	1863	1583	1770	1764	0240 S123
Fit Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	Ser uneque!
Satd: Flow (perm)	1770	3539	1583	1770	1863	1583	1770	1863	1583	1770	1764	15021201
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	53	1823	32	37	692	632	21	126	162	68	68	37
RTOR Reduction (vph)	0	0	0	0	0	320	0	0	131	0	15	0
Lane Group Flow (vph)	53	1823	. 32	37	692	312	21	126	31	68	90	ő
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		
Protected Phases	7	4		િં કેં ઉ	8	<b>医静脉</b>	5	2	XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX	and the same of the	6	01000 cm - 1915 Alice (1915) cm - 1915
Permitted Phases			4	- Lymny, g.		8	151 51	r videox vitta v	2	Assistantial	SCORE TRANSPOR	63 CS Avg Wat
Actuated Green, G (s)	12.9	68,9	68.9	3.2	59.2	59.2	2.4	23.2	23.2	8.7	29.5	(2 <b>5</b> 76125)
Effective Green, g (s)	12.9	68.9	68.9	3.2	59.2	59.2	2.4	23.2	23.2	8.7	29.5	andyona, y
Actuated g/C Ratio	ii 0,111	0.57	0.57	0,03	0.49	0.49	0.02	0.19	0.19	0.07	0.25	702
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	10212/01/12
Vehicle Extension (s)	1499110101011	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	190	2032	909	47	919	781	35	360	306	128	434	
v/s Ratio Prot	0.03	c0,52		₹0.02	c0.37		0.01	c0.07		c0.04		
v/s Ratio Perm	nii Calaaneen	konanci encress	0.02	x	0.44 0	0.20			0.02	THE STREET		ALCOHOLD AND
v/c Ratio	0.28	0,90	0.04	0,79	0.75	0.40	0.60	0.35	0.10	0.53	0.21	
Uniform Delay, d1	49.3	22.4	11.1	58,1	24.5	19.2	58.3	41.9	39.8	53.7	36.0	*********
Progression Factor	0.57	0,18	0.16	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2 Delay (s)	0.2	1.7	0.0	57.7	3.5	0.3	24.7	2.7	0.7	4.2	1.1	
Level of Service	28.2	5.6	1.8	115.7	28.0	19.5	83.0	44.5	40.5	57.9	37.0	
Approach Delay (s)	C Nacional and Company	A	A Markanasan	F Mariana	C	<b>B</b>	F	D	D	E	D	3772 471 7 153 113
Approach LOS	Red while	6.2		ดพนใจเกิดเล	26.5			45.0		Mall Control	45.2	
* *		Α			С			D			D	4
Intersection Summary	Oliver Asiable								7 1577			
HCM Average Control Delay			18.5	HCi	VI Level o	of Service		- and process of the right	В	descriptions (but) h	e con contrata	
HCM Volume to Capacity ratio	Ó	Sein Arts	0.75					3000000	hikari enga			7755
Actuated Cycle Length (s)			120.0	Sun	n of lost t	ime (s)	SAFESHER S	enginiidele	16.0	wordskii sii	io Permita	THE BESTS
Intersection Capacity Utilization	n		71.0%		Level of		<b>为他与确</b>	iset altres. 1 Obtoberies es	10.0 C	SOFA GET	J. Marine	
Analysis Period (min)			15	- ere orthodologic bester	200 m 100 m	कार्या चार्या हो। इ	arrendikan	AND SAME AND AND	w.sXIII	rasoult/(Eff	3.62個影體	ed Stock
c Critical Lane Group	5465	SOM PA	<b>从</b> 经验本	di priba	iya Sa		artile.		is gire		TOTAL	TENETH
			- 26 - 37-00-77	··· is managa sonii	e e interes entre de C	est out at the	A - 1/19/2017	ant acepteratif	reservate (E)	moral (Sec.)	and Della	A031411

*propriet common of the language and the	۶		*	•	<b>—</b>	*	4	†	<i>&gt;</i>	<b>\</b>	ļ	4
Movement And Market Mar	EBL	EBT.	) EBR		WBT.	:WBR	NBL	450 55.05	NBR	SBL	SBT	SBR
Volume (vph)	र्मे जनसङ्ख्या	<b>.</b>	rooma araym		B.	ing a some en <del>ar</del> ea e	<b>*</b>	ተተ	ř	ሻ	ተተ	7
Ideal Flow (vphpl)	135 1900	64	140	155	15	j 0,	75	1715	70	55	2660	55
Total Lost time (s)	4.0	1900 4.0	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util, Factor	1.00	1.00		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
FIGURE SERVICE OF THE	1.00	0.90	15/2014/15	1.00 1.00	1.00	STORY AND	1.00	0,95	1.00	1.00	0.95	1.00
Fit Protected	0.95	1.00	Abrilland (1951)	0.95	1.00 1.00		1.00	1,00	0.85	1.00	1,00	0.85
Satd. Flow (prot)	1805	1663		⊍.95 √ 1770 ∖	1900	aveltenese	0.95	1.00	1.00	0.95	1.00	1.00
Fit Permitted	0.95	1.00	halagag p	0.95	1.00		1671	3574	1583	1805	3574	1615
Satd. Flow (perm)	1805	1663	GEOGRAFIA.	1770	1900	1977/51	0.95 1 <b>671</b>	1.00	1.00	0.95	1.00	1.00
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95		3574	1583	1805	3574	1615
Adj. Flow (vph)	142	67	147	163	0.95 16	0.95	0.95	0.95	0.95	0.95	0.95	0.95
RTOR Reduction (vph)	0	51	.≈. υπ <i>ιω</i> 0	0	ੱਲਵਾਸ਼ 1 <b>9</b> ਵਾ 0	0	79 0	1805	74	58	2800	58
Lane Group Flow (vph)	142	163	ŏ	163	16		79°	0 3005	13	0	0	5
Heavy Vehicles (%)	0%	8%	0%	2%	0%	0%	8%	1805 1%	61	58	2800	53
Turn Type	Split			Split	372 34360	0 /6	Prot	170	2%	0%	1%	0%
Protected Phases	4	4	tus ryoto¥ti¥		3-04557 <u>05.</u> <b>8</b>		7101 5		Perm	Prot		Perm
Permitted Phases		rabija.		4117		( <b>14</b> 1872 ) 41 ( )	o Ungaras u	<b>2</b> 1904 - 1904	ana ing kana	<b>.</b> .a.3-2 yet (1):	6	Par source #3#_4
Actuated Green, G (s)	10.0	10.0	Markina Aspig	11,0	11.0	是于金数的人	5.8	105.0	2 105.0		407.0	6
Effective Green, g (s)	10.0	10.0		11.0	11.0		5.8	105.0	105.0	8.0 8.0	107.2	107.2
Actuated g/C Ratio	0.07	0.07	tane renerval cardap	0.07	0.07	PUBLING SIC	0.04	0.70	0.70	managers of the second	107.2	107,2
Clearance Time (s)	4.0	4.0	in since	4.0	4.0	GREEK.	/ (4.0 /	4.0	4.0	0.05 4.0	0.71 4.0	0.71
Vehicle Extension (s)	3.0	3.0	ne ha araesantana	3.0	3.0	, de la company	3.0	3.0	3.0	3.0	3.0	4.0
Lane Grp Cap (vph)	120	111		130	139	STATE OF	65	2502	1108	96	2554	3.0
v/s Ratio Prot	80.0	c0,10	f®in Strain of early i	c0.09	0.01	F75000 0 [7520]	c0.05	0.51	NI I UO	0.03	c0.78	1154
v/s Ratio Perm		::::::::::::::::::::::::::::::::::::::	70.00 S.					0.51 Materia	0.04	0.03	CU.76	്രറ്റ്
v/c Ratio	1.18	1.47	and the second	1.25	0.12	548631 <u>8</u> 53331533	1.22	0.72	0.06	0.60	1.10	0.03 0.05
Uniform Delay, d1	70.0	70.0		69.5	65.0	SEPT OFF	72.1	13.6	7.0	69.5	21.4	6.3
Progression Factor	1.00	1.00		1.00	1.00	0.000 main na 400 iz no	1.00	0.80	0.46	1.00	1.00	1.00
ncremental Delay, d2	139.7	251,9		162.4	0.4		179.3	1.8	0.1	10.3	50.3	0.1
Delay (s)	209.7	321.9	the orange of the second	231.9	65.3	N . 4.0311 v . 6363 v . 1.1.95 v	251.3	12.7	3.3	79.7	71.7	6.4
evel of Service	er Ger <b>F</b> illy	4 of <b>F</b> /H	8-6-016	∌#F	E	North	F	В	Party Agent	`	i Es	i A
Approach Delay (s)	sum of a respective sciences	277.1			217.0		e on the care by	22.0	Maria Nasa Maria	eranti e <del>ta</del> (Sa)	70.5	Menachta
Approach LOS		2 <b>F</b>			Ĩ.F.			T C	Market .	valavsi ka	, E	
ntersection Summary	or Transfer	n'i radioni sali	real restriction	an reculo				D'ELL STRAG	eren er en	a kalo seperang Ka <b>upat</b> k <del>an</del> anga		TERRETE
ICM Average Control Delay	(Protesta)	FEG. 1 Styles of the second	71.4	Lio.	M Level o	C	villa (1.2)	and the co	adioda (690	n hadrinetink A	renza Para	Marie I
ICM Volume to Capacity ratio	110 SECTIONS O	Percola Hurid	1,14	5-40 TJA	M revel o	Service			##. <b>(E</b> }-			
ctuated Cycle Length (s)		PARENT.	150.0	i Sur	n of lost ti	mo /o\	041635550a3	irinthole.	974 <b>5</b> 3 5 5 5 5	s sunds nemes u	of expressions	1.16.00000000
ntersection Capacity Utilization	9-22-26/20-20/20- <b>on</b>		4.1%	ı∩ı	Level of	Son/oc			16,0			
nalysis Period (min)	E-77-5147	44297	15		, LGVCI UI	OCIVICE	3771777	Maria Praka	G State of the second	A 676.866.8	11 39805551 <b>13</b> 51	destinations
Critical Lane Group	erespiration/light	- 2 174 - 2 m218 1 23	o satural	Podelo ARRES	en 1927 <b>1</b> , 188	MED GEOTES.	avanzista.	entaztáráj	BUTTANE	生物性的核		自動門
•												

rdeal Frow (yphpl) 1900 1900 1900 1900 1900 1900 1900 190	45 1900 4.0 1.00
Volume (vph)     55     10     55     20     10     15     45     1625     35     65     3050       Ideal Flow (vphpl)     1900	45 1900 4.0 1.00
Volume (vph)         55         10         55         20         10         15         45         1625         35         65         3050           Ideal Flow (vphpl)         1900 <t< td=""><td>1900 4.0 1.00</td></t<>	1900 4.0 1.00
Ideal Flow (vphpl) 1900 1900 1900 1900 1900 1900 1900 190	1900 4.0 1.00
Takal Parak taka 121 (12) And the Parak takan 12 (12) And	4.0 1.00
Total Lost time (s) 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0	1.00
Lane Util, Factor 1.00 1.00 1.00 1.00 1.00 1.00 0.95 1.00 1.00 0.95 1.	
rn 1.00 1.00 0.85 1.00 1.00 0.85 1.00 1.00 0.85 1.00 1.00 0.	0.85
Fit Protected 0.95 1.00 1.00 0.95 1.00 1.00 0.95 1.00 1.00 0.95 1.00 1.00 1.00 0.95 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0	1.00
Satd Flow (prot) , 1770 1863 1583 1770 1863 1583 1770 3539 1583 1770 3539 15	1583
Flt Permitted 0.95 1.00 1.00 0.95 1.00 1.00 0.95 1.00 1.00 0.95 1.00 1.00 1.00 0.95 1.00 1.00 1.00 0.95 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0	1.00
	1583
Peak-hour factor, PHF 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95	0.95
Adj. Flow (vph) 58 11 58 21 11 16 47 1711 37 68 3211 RTOR Reduction (vph) 0 0 49 0 0 16 0	47
NON Reduction (vpm) 0 0 49 0 0 16 0 0 9 0 0	9
T. T. S.	38
Turn Type Prot Perm Prot P	Perm
Pormitted Phonon	
A Company of the Comp	6
Effective Cross a (a) 3.0 120.4 1120	120.4
Artigled of C Patio 0.05 0.05 0.05 0.00 0.00 0.00 0.00 0.0	120.4
Clearance Time (a)	0.80
Vehicle (Eviancian Ic) 2.0 2.0 2.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4	4.0
lane Grn Can (whb) 95 90 70 90 90 90 90 90 90 90 90 90 90 90 90 90	3.0
We Patio Drott	1271
v/s Ratio Perm	
We Railo 0.02 0.02 0.00	0.02
Uniform Delay d1 70 3 68 4 69 4 73 5 73 0 72 0 72 0 72 0 72 0 72 0 72 0 72 0	0.03
Progression Factor 4.00 4.00 4.00 4.8 3.	3.0
Incremental Delay d2 20.2 0.6 0.7 74.0 7.00 1.00 1.00 0.80 0.28 0.0	0.04
Delay/s	0.0
Level of Service C C C C C C C C C C C C C C C C C C C	0.1
Annroach Deloy (a)	A System
Approach LOS F F	
Intersection Summary	
TOTAL CONTROL OF THE	
Actuated Cycle Length (a)	
Intercontion Compacts Light Charles to Late 1998 and 1999	
	Min.
Analysis Period (min) 15 C. Crilical Lane Group	

	٠	-	7	•	<b>←</b> —	*	4	†	<i>*</i>	1	1	4
Movement	EBL	EBT:	EBR	W. WBL	WBT	WBR	NBL"	NBT	NBR	SBE	SBT	SBR
Lane Configurations	<b>.</b> 5	<b>†</b>		*	7>		*	朴	7	ኝ	<u>ተ</u> ተ	47.507.E.F.
Volume (vph)	135	64	140	155	15	0	75	1715	70	55	2660	55
ideal Fiow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Total Lost time (s)	4.0	4.0		4.0	4.0	가 보다는	4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	0.95	1.00	1.00	0.95	
Frt 33	1.00	0.90		1.00	1.00		1.00	1.00	0.85	1.00	1.00	
Fit Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1805	1663.		1770	1900		1671	3574	1583	1805	3574	
Fit Permitted	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1805	1663	Millery	1770	1900		1671	3574	1583	1805	3574	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
- Adj. Flow (vph)	142	67	147	163	16	0	79	1805	74	58	2800	58
RTOR Reduction (vph)	0	51	0	0	0	0	0	0	13	0	0	5
Lane Group Flow (vph)	142	163	0	163	16	0	79	1805	61	58	2800	53
Heavy Vehicles (%)	0%	8%	0%	2%	0%	0%	8%	1%	2%	0%	1%	0%
Turn Type	Split	instit,		Split			Prot		Perm	Prot		Perm
Protected Phases	4	4		8	8		5	2	• • • • • • • • • • • • • • • • • • • •	1	6	2410 FOT 520
Permitted Phases			Takik.	医动脉管					2			6
Actuated Green, G (s)	10.0	10.0	1902 SALES	11.0	11.0		5.8	105.0	105.0	8.0	107.2	107.2
Effective Green, g (s)	10.0	10.0		11.0	11.0		5.8	105.0	105.0	8.0	107.2	107.2
Actuated g/C Ratio	0.07	0.07	ng a jesa	0.07	0.07		0.04	0.70	0.70	0.05	0.71	0.71
Clearance Time (s) Vehicle Extension (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph) v/s Ratio Prot	120	111		130	139		65	2502	1108	96	2554	1154
v/s Ratio Perm	0.08	c0.10	1.87.1872.42.1	c0.09	0.01	er omgrene grend	c0.05	0.51		0.03	c0.78	
v/s Natio Felli	1.18		edii ad			air ja			0.04			0.03
Uniform Delay, d1	70,0	1.47 70.0	n vässävit viin k	1.25	0.12	- 2001 - 200 - 120 - 12	1.22	0.72	0.06	0.60	1.10	0.05
Progression Factor	1.00	1.00		69.5	65.0		72.1	13.6	7.0	69.5	21.4	6.3
Incremental Delay, d2	139.7	251.9	turn egy en	1.00 162.4	1.00	us fest geteks.	1.00	0.80	0.46	1.00	1.00	1.00
Delay (s)	209.7	321.9	CYBLERGY.	The same of the same of the same of	0.4		179.3	1.8	0.1	10.3	50.3	0.1
Level of Service	203.7 	321.8 F	41 X 21 570 55	231.9 F	65.3 E		251.3	12.7	3.3	79.7	71.7	6.4
Approach Delay (s)	Tabuta (Uliga)	277.1			217.0	or GMENE CO		B	Ą	E	Ĕ.	A
Approach LOS		Anten	Marian C	11/2008	Z17.U	nijin shiyareyare	v etalensky	22.0 C	0475ee07935com	T. A.OSTANOS.	70.5	Y Total Tours and a
The section of the se	ancia a tamp		99 gratani		/ch <b>5 %</b> ./			U.			i ( E	
Intersection Summary			14. (SE)	LAUV.			Mal.il			41.67.6	VIDE STATE	
HCM Average Control Dela	yaan in in i		71.4	HC	M Level c	f Service	19/24	7 / FINE	E H	da transf	81430488	<b>*</b> 0115-3
HCM Volume to Capacity ra	atio		1.14						announced a safeguart and of the same	250 cm vett 2015.	ing madalasiyo	tedMi√t
Actuated Cycle Length (s)			150.0		m of lost t				16.0			HATELE TO
Intersection Capacity Utiliza	ition	1	04.1%	ICU	J Level of	Service			G		and the second s	Constitution (Co.
Analysis Period (min)		Wand.	15			Constant						接頭
c Critical Lane Group											o simplesti.	483.75G.17

	1		*	•	<b>—</b>	4	4	†	<i>/</i> *	1	<b></b>	4
Movement#####	aladdEBL∌	EBI	EBR	WBL	WBT:	₩BR		, NBT	NBR	SBL	SBT.	SBR
Lane Configurations	<b>)</b>	. ↑	7	*	<b>†</b>	ř	*1	<b>†</b>	7	ሻ	<b>^</b>	7
Volume (vph)	55	10	55	20	10	15	45	1625	35	65	3050	45
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util, Factor Frt	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Fit Protected	1.00	1.00	0.85	1.00	[1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Satd. Flow (prot)	0.95 1770	1.00 1863	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Flt Permitted	0.95	A 101 12 1 A 21 C 2 2 10	1583	1770	1863	1583	1770	3539	1583	1770	3539	1583
Satd. Flow (perm)	0,95 1770	1.00 1863	1.00 1583	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Peak-hour factor, PHF	0.95	0.95		1770	1863	1583	1770	3539	1583	1770	3539	1583
Adj. Flow (vph)	v.95 58	0.95 11	0.95 58	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
RTOR Reduction (vph)		0 11	. 58 49	21	11	, 16	47	1711	37	68	3211	47
Lane Group Flow (vph)	58	. 11	49	0 21	0 11	16	0	0	9	0	0	9
Turn Type	Prot	66 (C. 1. <b>1. 1</b> 6 the	Perm		. 377a <b>1 1</b> :	0	47	1711	28	68	3211	38
Protected Phases	7	4	reini Çiriyini	Prot 3	8	Perm	Prot		Perm	Prot		Perm
Permitted Phases	5 \$ \$ 4.5. W V 5 \$ 7 F F F		4	11 - 12 <b>- 1</b>	, O	8 8	5	2	: Maga	31.52 <b>.1</b> %	6	
Actuated Green, G (s)	7.2	7.2	7.2	2.4	2.4	2.4	4.0	· 444 h :	2	n di Paraman	85 1 <b>22</b> (45)	6 - 1 mars sometime
Effective Green, g (s)	7.2	7.2	7.2	2.4	2.4	2.4	4.0	114.8 114.8	114.8	9.6	120.4	120,4
Actuated g/C Ratio	0.05	0.05	0.05	0.02	0.02	0.02	0.03	0.77	114.8 0.77	9.6 0.06	120.4	120.4
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	0.06 4.0	0.80 4.0	0.80
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	4.0 3.0	4.0 3.0
Lane Grp Cap (vph)	85	89	76	28	30	25	47	2709	1212	113	2841	
v/s Ratio Prot	c0.03	0.01	Magning (	c0.01	0.01	moral	c0.03	0.48	PRINCES	0.04	c0.91	1271
v/s Ratio Perm			0.01	The street of the street of		0.00	. 2000	1	0.02	Carolina Car		0.02
v/c Ratio	0.68	0.12	0.12	0.75	0.37	0.01	1.00	0.63	0.02	0.60	1.13	0.02
Uniform Delay, d1	70.3	68.4	68.4	73.5	73.0	72.6	73.0	8.0	4.2	68.3	14.8	3.0
Progression Factor	1.00	1.00	1,00	1.00	1.00	1.00	1.00	1.00	1.00	0.86	0.28	0.04
Incremental Delay, d2	20.2	0.6	0.7	71.8	7.4	0.2	131.3	1.1	0.0	5.5	61.8	0.0
Delay (s)	90.5	69.0	69.1	145.3	80.5	72.8	204.3	9.1	4.2	64,2	65.9	⊸ 0.1
Level of Service	<b>F</b>	E	E September des	F	F	E	F	Α	Α	E	E	A
Approach Delay (s) Approach LOS		78.9		o jugo ac	106.3			14.1			65.0	167 PM
		E			F			В			E	and mouse bings a
Intersection Summary			isanini.		0.00		da es Si	a de la compa		dia anti-	di esta seco	1000
HCM Average Control Dela			48.4	HCI	VI Level o	of Service	ACCOUNTS AND ACCOUNT		D	!# 1.2.2.1 + f)(	rates liversity	# N 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
HCM Volume to Capacity ra	atio	y sylv	1.10		ANTENERS		**************************************				\:h#\#\#\#\	
Actuated Cycle Length (s)			150.0	Sun	n of lost t	ime (s)	T WWW.	3.4.21892.499	16.0	1.12 (1.03) (1.45)		
Intersection Capacity Utiliza	ation	162.10	1.0%		Level of			To Build	10.0 G	0 1948 V 24		i si da sa
Analysis Period (min)	***************************************		15		eren koranse el probe	∘ುಷಣಮಿಕ ೯.ಪ	Mark Rosel	45 7 14 32 15 \$15.	Tride <b>X</b> wh			##Z <b>C</b> E
c - Critical Lane Group	Mary Control						KENGATE				Transmir transmir	
						The American State Co. 10		. Fresh ( - 1 )	parts y fi	115 -1 588 3 N	ores e e e e e e e e e e e e e e e e e e	13 HO PH

	<i>&gt;</i>	>	•	•	<b>←</b>	*	*	<b>†</b>	<i>&gt;</i>	-	<b>↓</b>	*
Movement	EBL	EBŢ	EBR.	WBL	WBT	<sup>™</sup> WBR	NBL	Z NBT.	A NBR	SBL	SBT	S S
Lane Configurations	*	ተተ		ሻ	<u></u>	7	7	<b>†</b>	7	*1	1}	
Volume (vph)	50	1732	30	35	657	600	20	<b>↑</b> 120	154	65	65	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Lane Util. Factor	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	A412" J.
Fit State of the S	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.95	ing.
Fit Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1770	3539	1583	1770	1863	1583	1770	1863	1583	1770	1764	MAKE:
Fit Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	14 21 11
Satd. Flow (perm)	1770	3539	1583	1770	1863	1583	1770	1863	1583	1770	1764	10 May
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.
Adj. Flow (vph)	53	1823	32	37	692	632	21	126	162	68	68	
RTOR Reduction (vph)	0	0	0	0	0	320	0	0	131	o i o a 1954 O	15	14/3/2/2
Lane Group Flow (vph)	53	1823	32	37	692	312	21	126	31	68	90.	w.
Turn Type	Prot	•	Perm	Prot		Perm	Prot	1	Perm	Prot		
Protected Phases	7	4		3	8		5	2		( ) [일]	6	new r
Permitted Phases			4	r in few of hosping 50	¥1000 ರವ್ವ≎	8	Profesion C	i svete	2	7. Estaplia	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	7
Actuated Green, G (s)	12.9	68.9	68.9	3.2	59.2	59.2	2.4	23.2	23.2	8.7	29.5	rain i
Effective Green, g (s)	12.9	68.9	68.9	3.2	59.2	59.2	2.4	23.2	23.2	8.7	29.5	Si F.
\cluated g/C Ratio	0.11	0.57	0.57	0.03	0.49	0.49	0.02	0.19	0.19	0.07	0.25	i san
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	43
ehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	e e sant
ane Grp Cap (vph)	190	2032	909	47	919	781	35	360	306	128	434	
/s Ratio Prot	0.03	c0.52		0.02	c0.37	Mir is	0.01	c0.07	300	c0.04	0.05	<u> </u>
ls Ratio Perm			0.02	40 (52 T. 77). s	ur talgalisis	0.20		00.07	0.02	CO.04	ູ້ ທູບ,ບູລາ	
/c Ratio	0.28	0.90	0.04	0.79	0.75	0.40	0.60	0.35	0.10	0.53	0.21	e e se e
Iniform Delay, d1	49.3	22.4	11.1	58.1	24.5	19.2	58.3	41.9	39.8	53.7	36.0	art. Vi
rogression Factor	0.57	0.18	0.16	1.00	1.00	1.00	ິ1.00 ິ	1.00	1.00	1.00	1.00	tours.
ncremental Delay, d2	0.2	1.7	0.0	57.7	3.5	0.3	24.7	2.7	0.7	4.2	1.1	Salpi T
elay (s)	28.2	5.6	1.8	115.7	28.0	19.5	83.0	44.5	40.5	57.9	37.0	<b>1</b> 555 - 27
evel of Service	С	Α	A	F	C	В	F	D D	40.5 D	. القارة E	A THE REPORT OF SHAPE &	Mary ;
pproach Delay (s)	ai and Thi	6.2		MARKARA P	26.5		1679599 <b>8</b> 0	45.0	John Ware	<b>E</b> 1998-1994:	D 45.2	dhasa.
pproach LOS	san ing ni german mining dina 200 din	A	(Piaraka wana ata 124/2011	serbeen diff	C	14000 <b>0</b> 00000000000000000000000000000000	B 1. Vel <b>age 6</b> 0. (2)	лдо.о.а. D	SASSIAL CALLES	Property and	ା <del>ଏ</del> ଚ.ଧ <b>ୁ</b> D	yatar
tersection Summary				i e redunitari							U	1770 P. P. S.
CM Average Control Dela	e operante en		18.5	110	N. Laure	- 40- C	College (College	A PARTIES	(4) (B)(9)	sin Barrio	del History	120
CM Volume to Capacity ra		9-2868 T	0.75	HU	IVI LEVEL (	of Service	l Pedaga Jegera	an en englesse e	B	Selver Rockson	er ger en om en oarsen	
ctuated Cycle Length (s)	iiiOlesti ja ja ja	HARACE Y	STORY WALLSON BALLONS				理划數法					
tersection Capacity Utiliza	flon ( )	Tepasya	120.0	າຊະເຫນະກາ	n of lost i	ime (s)	eta aterralia	egy, gyman, san	16.0	eta gant camera e		
nalysis Period (min)			71.0%		Level of	Service			C			
Critical Lane Group	You to replace	45) <b>/</b> 87/57/5	15		ining to section.	Ogoto o Vigenes espetue	sertigation (see 6)	e de la companya de l				-
Surrei Falle GIORD	中 名為說關節部		naviorania	SAPO NAS	制造品品值	BERALLIA	0/9-08		500 BALL 50	SAL Maria (I		1937/201

## 2030 Base Case Level of Service AM & PM Peak Hours

	۶	-	7	<b>√</b>	<b>—</b>	4	4	†	~	<b>\</b>	<b>↓</b>	4
Movement	EBL	EBT	EBR	:WBL	WBT	WBR	LONBLY	NBT	NBR	SBL	ISBT.	SBR
Lane Configurations	7 P	<u> </u>	<b></b>	ኝ	<b>.</b>	77	14.54	ተተኩ		ኘኘ	ተተተ	7
Volume (vph)	60	31	52	[0]	162	1156	197	1193	10	324	2323	590
ldeal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4,0	4.0	1 4.0
Lane Util. Factor	0.97	1.00	1.00	1.00	1.00	0.88	0.97	0.91		0.97	0.91	1.00
Fit	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00		1:00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Said: Flow (prot) Flt Permitted	3367/	1827	1553	1736	1827	2733	3367	4981		3367	4988	1553
Satd. Flow (perm)	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
	3367	1827	1553	1736	1827	2733	3367	4981		3367	4988	1553
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	60	31	52	10	162	1156	197	1193	ુ 10	324	2323	590
RTOR Reduction (vph)	0	0	50	0	0	58	0	1	0	0	0	167
Lane Group Flow (vph)	60	31	2	10	162	1098	197	1202	0	324	2323	423
Turn Type	Split	ng galangyan	Perm	Split	ar early to	pm+ov	Prot			Prot		Perm
Protected Phases Permitted Phases	4	33 3 <b>4</b>	5.75次统	- 8	8	1/3014	5	2			6	
Actuated Green, G (s)	6 ************************************		4	eller viz. Ezerbi.	, a specialization in	8	and the same of the same of					6
Effective Green, g (s)	3.2	3.2	3.2	8.0	8.0	30.5	5.2	20.3		22.5	37.6	37.6
Actuated g/C Ratio	3.2 0.05	3.2	3.2	8.0	8.0	30,5	5.2	20.3	. em seu agains a a co	22.5	37.6	37.6
Clearance Time (s)	4.0	0.05 4.0	0.05	0.11	0.11	0.44	0.07	0.29	Weney	0.32	0.54	0.54
Vehicle Extension (s)	3.0	3.0	4.0 3.0	4.0 3.0	4.0	4.0	4.0	4.0	ent i som mære.	4.0	4.0	4.0
Lane Grp Cap (vph)	154	84	71	198	3.0	3.0	3.0	3.0	<u>操作工程的</u>	3.0	3.0	3.0
v/s Ratio Prot	c0.02	0.02	7 T 924 - 1888au		209	1191	250	1444	Chronica de la companya de la compa	1082	2679	834
v/s Ratio Perm	CO.UZ	0.02	0.00	0.01	0.09	c0.30	0.06	c0.24	Marke	0.10	c0.47	
v/c Ratio	0.39	0.37	0.00	0.05	0.78	0.11	ii Airo		Refore to the case	notour se	elekalis attissi ti titissi see	0.27
Uniform Delay, d1	32.5	32.4	31.9	27,6	0.78 30.1	0.92	0.79	0.83		0.30	0.87	0.51
Progression Factor	1.00	1.00	1.00	27.0 1.00	1.00	18.6 1.00	31.9	23.3	SETT JENNINGSTE	17.8	14.0	10.3
Incremental Delay, d2	1.6	2.7	0.2	0.1	16.3	11.7	1.00	1.00	i da	0.96	0.95	1.63
Delay (s)	34.1	35.2	32.1	27.7	46.4	30.3	15.1 46.9	5.7	22 <b>1534</b> 235	0.1	1.4	0.7
Level of Service	C	ogeneral D	C	C	299.3 D	- 50.3 C	. 40.9 D	29.0 C		17.2	14.8	17.6
Approach Delay (s)	Takka alabaha	33.6		alemaka	32.3		1813/2012/11	31.5		B Powski	B Starter	B
Approach LOS	Tricker alleria a sele	C	ra Juwana	s a 7 verben	. 02.0 C	HALFYSAC T		ુગા.ગ <i>્ય</i> C	latiku	line.	15.5	
		<del></del>		PSPESS CHROMOTOR	-						В	
Intersection Summary			i saga	12 March 10 250 1640 3000	September 1	p7/14/19			1 (4)			
HCM Average Control Dela		geologica particolo	23.3	HC	M Level	of Service	9		С			<u> </u>
HCM Volume to Capacity ra	atio	Militari	0.81							roixi s	460	30 800
Actuated Cycle Length (s)	o. Partife de Câmbere	25108 T.S.S.	70.0		m of lost				12.0		ees 1200-120-120-120-120-120-120-120-120-120	se en de la g
Intersection Capacity Utiliza	ation	And still	77.0%	ICU	J Level o	f Service			D		10, 22,41	
Analysis Period (min)	of Carry to Source the other trans	ইংগ্ৰহ ১৯৩ চনত	15	SA TORY OF YEAR ON	opehera, ar ar	07 001 1301 I v II					ere i restato neglicipalistici.	so a tempo in graft
c Critical Lane Group	可能解的影響									Silvania.	156 <b>4</b> 862	

	۶		•	•	←	*	4	†	<i>&gt;</i>	<b>/</b>	ļ	1
Movement	ri a EBL	A EBTA	EBR	WBL	WBT	WBR/	NBL	NBT		SBI	SBT	W.CRP
Lane Configurations	74	ተተተ			<b>^</b>	77	*	4			**************************************	SUSODIY
Volume (vph)	51	1305	Ö :	0	378	1845	190	Ö	77	0	0.1	0.77
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0			4.0	4.0	4.0	4.0	4.0		dan (A) (C)	
Lane Util. Factor	1.00	0.91			0.95	0.88	0.95	0.91	0.95	Assa Mark T	in actions	Andri Mili
Frt (1) many control (1) y	1.00	1.00	18 B. R.	Ministra.	1.00	0.85	1.00	0.99	0.85	<b>建新型涂料</b> 型	320145 TV	915/25
Flt Protected	0.95	1.00			1.00	1.00	0.95	0.96	1.00	was napas ningi ingis	\$4 1675 FEE	10/10/09
Satd. Flow (prot)	1736	4988			3471	2733	1649	1571	1475	STATE OF		SMAG
Fit Permitted	0.95	1.00			1.00	1.00	0.95	0.96	1.00	414 C. 4447 C. 455	ultilisten en Arten	ewittinest.
Satd. Flow (perm)	1736	4988			3471	2733	1649	1571	1475	Market 1	99744K0	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	54	1374	<b>'''</b> 0	0	398	1942	200	Ö	81	¥ ŽÕŽ	0	0.00 0
RTOR Reduction (vph)	0	0	0	0	Ŏ	898	0	4	51	0	necembra U	93011. <b>9</b> 0
Lane Group Flow (vph)	54	1374	10	0 (	398	1044	104	100	22	468 <b>ŏ</b> 1	1100	ំ
Turn Type	Prot					Prot	Prot		Perm			
Protected Phases	7	4			8	8	5	2	ALCOHOL:			31835
Permitted Phases					. ,			e or search than the	2		Although to or	20 <u>4</u> 170005
Actuated Green, G (s)	5.1	37.8			28.7	28.7	19.2	19.2	19.2		War or	00.03F8
Effective Green, g (s)	5.1	37.8			28.7	28.7	19.2	19,2	19.2	1211-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-	With Sandy 1.1.	
Actuated g/C Ratio	0.08	0.58			0.44	0.44	0.30	0.30	0.30			3654
Clearance Time (s)	4.0	4.0			4.0	4.0	4,0	4.0	4.0	Service Control	vigiti ili bilgitgig	AND SEE
Vehicle Extension (s)	3.0	3,0			3.0	3.0	3.0	3.0	3.0			
Lane Grp Cap (vph)	136	2901			1533	1207	487	464	436			
v/s Ratio Prot	0.03	c0.28			0.11	c0.38	0.06	c0.06	19411	Wales		31977
v/s Ratio Perm	n var i vara en la manera proeum en la viv	Citybrany (mak cappage)	Augusta and a second						0.01		1801-1400-1400-200	CARACTER D
v/c Ratio	0.40	0.47			0.26	0.86	0.21	0.22	0.05	HEEL !	现积据	
Uniform Delay, d1	28.5	7.9	for swan		11.4	16.4	17.2	17.2	16.4		ere i i del succedi trascolo.	ot en & ottensklike
Progression Factor	0.85	0.70			0.88	5.35	1.00	1.00	1.00	期於排列		1994
Incremental Delay, d2	1.7	0.1	d care of the contract of the	Total Mandemontal Control of the Con	0.0	1.9	0.2	0.2	0.2		- 44	25 CAP
Delay (s)	25.8	5.6		遭到失去	10.1	89.6	17.4	17.5	16.6			
Level of Service	C	A more department	Children control to a	the Maria Maria Drawn and the	В	F	В	В	В	10.60.00.00.00.00.	A SECTION WINDS	29. 05.23.33
Approach Delay (s)	a de la composição de la c	6.4			76.1			17.2	19.18 kg		Ø 0.0	#1572
Approach LOS		Α			E			В	-		Α	Franciji (P. 11) Se.
Intersection Summary			7									
HCM Average Control De	lav	26	47.4	HC	Mlavalo	of Service	NI INTERNATION		D	a complete.	en elista ultare i f	
HCM Volume to Capacity	ratio	insany	0.57				SEXES	S. S. HONKY	u Ventrosz	750 H-89-65	. ROPERE MAN	Sive va
Actuated Cycle Length (s)	AND CONTRACTOR SERVICE	CHOSE SEGNAL	65.0	Sur	n of lost t	ima (e)	OK-UIJEE:	Arter 144.75	0.0	A FUELD		
Intersection Capacity Utili:	zation	y y	83.9%		Level of			Todas	8.0	n de sector sectores e se sector de la com		\$125600
Analysis Period (min)	entra proposition de la companio	or and Statistics	15		rêxel:ñi	COLAICE	948217	PARTERS.			经世界级	
c Critical Lane Group	(MATE CELEMATE)			MALE PAGE	+ 1.75 <b>7</b> 57	entellar	974915138	iko taken	uvodini.	ishistwante	visionalist i	0.59070004
প্ৰসংগৰ বিভাগ কৰা আৰু আই প্ৰান্ত প্ৰস্তৃত্ব বিভাগ কৰিছে । বিভাগ বিভাগ বি	and 10 14 (2021) (2020)	segurajako i Mili	ukuspa (ASS) k	80 <b>7.</b> 3000084 (+ )		9.上的9.78的转载 -	Y SEEDER!	eretekt/s	<b>643</b> (60)	a provokaji		學記述

	*	<b>→</b>	•	•	<b>4</b> -	•	4	†	<i>&gt;</i>	<b>\</b>	ļ	- ✓
Movement	₩EB©	EBT	EBR	<b>WBL</b>	WBT	WBR	NBC	NAT	• NBR	SBL	SBT	SBR
Lane Configurations		ተተ	7	ሻ	<b>↑</b> ↑		12.00	NEATH THE LINES	ares collabora	ሻሻ	, 15/2 OD 15/2	TK
Volume (vph)	0	109	70	109	469		) io	75 <b>0</b> 8	0	1250	- i i	190
Ideal Flow (vphp!)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0	4.0	4.0				gewele	4.0	1000	4.0
Lane Util. Factor		0.95	1.00	1.00	0.95	Southern Street Co.		185 - 8 - 80T NO	Section States of the Company of the	0.97	n sa vist. S	1.00
Fit		1.00	0.85	1.00	1.00		籌額印刷		Jan W. H.	1.00	194935	0.85
Fit Protected		1.00	1.00	0.95	1.00			an my a la	4 · · ·	0.95	i Ten inski	1.00
Satd. Flow (prot)	g (2.194)	3471	1553	1736	3471				1. Engl	3367		1553
Flt Permitted		1.00	1.00	0.95	1.00					0.95	1 4 4 4 4 4 1 1 TOWN	1.00
Satd. Flow (perm)	AHSTON	3471	1553	1736	3471					3367	網接着	1553
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	115	74	115	494	0	0	0	0	1316	0	200
RTOR Reduction (vph)	0	0	66	0	0	0	0	0	0	0	0	54
Lane Group Flow (vph)	0	115	8	115	494	0	0	0	0	1316	0	146
Turn Type	r spirite	rock grant in	Perm	Prot						Prot		custom
Protected Phases	1.00	4	inst by	9 3	8		o New W			1		
Permitted Phases	وي دلا مدمير	جرد دي <u>ک</u> در درو	4		trong s. Since .	a conservation and a second						6
Actuated Green, G (s)	diam's	7.1	7.1	7.9	19.0					38.0		38.0
Effective Green, g (s) Actuated g/C Ratio	1 - 12 523	7.1	7.1 ান্ধ্যা	7.9	19.0	ga kirigan di serencengga	ergeringstate en anne is	in a second	ar the second	38.0		38.0
Clearance Time (s)		0.11	0,11	0,12	0.29				植物	0.58		0.58
Vehicle Extension (s)	1255 A 15	4.0 3.0	4.0 3.0	4.0	4.0	alitera kodesitarit	fullsy reference	nga kang lingg	C. C. C. S. S. V.	4.0		4.0
Lane Grp Cap (vph)	All Arts r	379		3.0	3.0	Dales (SPECIAL)			<u>CÁPANA PAÑ</u>	3.0	Harry E	3.0
Vs Ratio Prot	11 (19 19)	0.03	170	211	1015	, taget have seen	organista para persang	g anagaraga		1968	Andre de Ameri	908
v/s Ratio Perm	he devisor	0.00	0.01	0.07	c0.14	ekisa ahiri	amati il.	AFTS.		c0.39		
v/c Ratio	nagytja.	0.30	0.01	0.55	A 40	NATORNOST	YOUNG GARAGE	na a yn Kreik	on and the expression		e eroe , e ore , ,	0.09
Uniform Delay, d1	6014-501 •	26.7	0.03 25.9	26.9	0.49 19.0				parati.	0.67		0.16
Progression Factor	a Europe es	1:00	1.00	0.64	1.00	BADA GAGA	SASTATE BATT	N. 3. 17.618695.	Brantainin	9.2	nggana mas	6.2
Incremental Delay, d2	No. 4 4 (NA)	0.5	0.1	2.8	0.4	BART ENTON				1.00	1.1504/26.	1.00
Delay (s)		27.1	26.0	20.0	19.4	Thuis and		Security	hadeler i s	0.9 10.1		0.4
Level of Service	CONTRACTOR	C	C	B	зимитал. В		1660) 3663-3773	ANTERNIYE	er-ilig	The second of the second		6.6
Approach Delay (s)	4.44.60	26.7			19.5	ARABERE L	ATTANGET	0.0	\$418943] i	В	9.6	A Statement
Approach LOS		С	dum sasas "Ma	ALTORER STANFASSERS	В	44840000000000000000000000000000000000		Α.	/Australies	TAN CAS		100112
Intersection Summary		20/12/10/20			Transis e	Roll for his arministra	Kawarina maran	enter enter enter enter en	rhanestratorena e ma			
HCM Average Control Delay	RALE DE SAN		42.0			: 17 colors 1000 2 (81) 5 (6)			(1)			
HCM Volume to Capacity ratio	7 U.S. 9770-44	[g*\j\$\;3\45	13.6	HCI	M Level	of Service	and the company of the second seco	est ikinden enter e	В	e nacenamente e	and the second of the second of	
Actuated Cycle Length (s)	i sababah	yer go	0.61				1199/141		即作的物质			
Intersection Capacity Utilization	(18 <b>3</b> ) 14162		65.0	Sun	n of lost t	ime (s)	SIGNOS (marech - re	ukang nong nama	8.0	s tean on a consum	W.A	W. J.
Analysis Period (min)		Challand	83.9%	, UU	Level of	Service			Ε :			
c Critical Lane Group		#830-XXX <b>T</b>	15	rater duced			i interpretation in the contract of the contra	1,50,00 & 155 ±	e jage jugen i ne	waterjiganian na n		res us a
SET THE SELECTION OF THE PROPERTY OF THE PROPE	11.45,4400	eri taylik	动物工程管	生体的接触			能量原用	中雄芸	好像也.	表现数字	A GIVE	Marie -

	۶	<b>-</b>	7	•	4	4	4	1	<i>&gt;</i>	<b>/</b>	<b>↓</b>	4
Movement .	EBL	€ EBT	EBR	WBL.	WBT	WBR	NBL	ANBT	NBR	SBL	SBT	SBR
Lane Configurations	ሻሻ	<b>₽</b>		ሻ	1≯	•	ሻ	ተተተ	7	ሻ	<u>ተ</u> ቀተ	**
Volume (vph)	96	32	62	75	40	5	206	2110	130	10	3125	224
ldeal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.97	1.00		1.00	1.00		1.00	0.91	1.00	1.00	0.91	1.00
Fri	1.00	0.90		1.00	0.98	1985,53	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	2575	1323		1612	1868	的數學就	1612	5036	1599	1612	5187	1615
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	2575	1323		1612	1868		1612	5036	1599	1612	5187	1615
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	96	32	62	75	40	5	206	2110	130	10	3125	224
RTOR Reduction (vph)	0	59	0	0	5	0	0	0	. 36	0	0	53
Lane Group Flow (vph)	96	35	0 ,	75	40	0	206	2110	94	10	3125	171
Heavy Vehicles (%)	36%	63%	12%	12%	0%	0%	12%	3%	1%	12%	0%	0%
Turn Type	Split			Split		THE WAR	Prot	444 STE	Prot	Prot		Perm
Protected Phases	4	4		8	8		5	2	2	1	6	a a dind
Permitted Phases						4.000000000000000000000000000000000000	Modele		2003 AUS.		Wilsia.	6
Actuated Green, G (s)	4.0	4.0		5.0	5.0		12.0	67.4	67.4	0.8	56.2	56.2
Effective Green, g (s)	4.0	4.0		5.0	5.0		12.0	67.4	67.4	0.8	56.2	56.2
Actuated g/C Ratio	0.04	0.04		0.05	0.05		0.13	0.72	0.72	0.01	0.60	0.60
Clearance Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	111	57		86	100		208	3642	1156	14	3128	974
v/s Ratio Prot	c0.04	0.03	eno inclusione	c0.05	0.02		c0.13	0.42	0.06	0.01	c0.60	Park Total
v/s Ratio Perm										755-380-351 454-35 - 854		0.11
v/c Ratio	0.86	0.61		0.87	0.40		0.99	0.58	0.08	0.71	1.00	0.18
Uniform Delay, d1	44.3	43.8		43.8	42.7		40.5	6.1	3.8	46.1	18.5	8.2
Progression Factor	1.00	1.00	sana on te a	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2 Delay (s)	45.9	17,0		56.9	2.6		59,5	0.2	0.0	100.1	15.7	0.1
Level of Service	90.2	60.8	PÖVLETTI MENYANA	100.6	45.3	S. COLONIO IN ACAMANA	100.0	6.4	3.8	146.2	34.2	8.3
Approach Delay (s)	S OF IN	E		∏.F	, D		. F.	$\mathbf{A}'$	A.	, F	# C	Α
Approach LOS	n i sospeni e	75.7 F	مميعوسة ووراقعن	State on the second	79.9	eder e e digego a a const		14.1			32.8	es., cerrais
		e e e			ja je			B			C	
Intersection Summary	te salah salah	STATE	NJSK (150)		jue lib	and the	Troit.	4.77	130716			1800 CON
HCM Average Control Delay	先达斯特	40/5/16:0	27.6	HC	M Level o	f Service	ou dia ref.		'C	1983 (1147) S. Ye	g (Egypte	781707
HCM Volume to Capacity ratio	an Algeria de La desp	Adam da Emairo e	0.98				- m - pro ri guar, i n a 22 to p 2	en er pilozakok istilijojove	er en distribuit og 1822a	x) 128 95 1 57 (0) (	ar. 6599 411	State Off. Ch
Actuated Cycle Length (s)			93.2		n of lost ti				16.0			Markini
Intersection Capacity Utilization	<mark>)</mark> De Wasakan se	errodusere≠e e	2.6%	ICU	Level of	Service			F	sus es bithético incluis	ent unitablication	Sing Stocktob
Analysis Period (min)	Side	is Grigi	15			iciros viv	K-15194			accient.	riya an	TANGET
c Critical Lane Group								vonnerøs auddum	****	v 4•181, 10 JU 13419	erstakts1891	unggering:

	<i>&gt;</i>	->	•	•	<b>←</b>	*	*	†	<i>&gt;</i>	1	<b>↓</b>	4
Movement .	EBL!	₩ EBT	EBR	WBL	WBT	WBR	NBL	NET	NBR	SBL	SBT	SBR
Lane Configurations	an the same of		7	ኝ	<b>†</b>	7	ሻ	个个	7	ሻ	<b>ተ</b> ተተ	<u>۳</u>
Volume (vph)	75	60		120	85	100	370	1225	155	75	2200	
ideal Flow (vphpl) Total Lost time (s)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	4.0	4.0	reservations and an exerci-	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Frt.	1.00 1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.91	1.00
Flt Protected	0.95	1.00 1.00	COLUMN TO THE REAL PROPERTY.	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Satd, Flow (prot)	1736	1827	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Fit Permitted	0.95	1.00	1553 1.00	1736 0.95	1827	1553	1736	3471	1553	1736	4988	1553
Satd. Flow (perm)	1736	1827		0.95 1736	1.00 1827	1.00 1 <b>5</b> 53	0.95	1.00	1.00	0.95	1.00	1.00
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00		1736	3471	1553	1736	4988	1553
Adj. Flow (vph)	75	60	1.00	1.00	85	1.00 100	1.00	1.00	1.00	1.00	1.00	1.00
RTOR Reduction (vph)	0	0.000.000 0	9	0	0	76	370 0	1225	155	75	2200	110
Lane Group Flow (vph)	75	60	116	120	85	24	370	0 1225	46 109	0 ≌ : ::::::	0	42
Turn Type	Prot		pm+ov	Prot	- 00	pm+ov	Prot	1225		75	2200	68
Protected Phases	7	4	5	3	8	μπτυν 1	710t	2	pm+ov	Prot	nineaeora, e	pm+ov
Permitted Phases	1954 - 17 MILES, 201803	r, coarr in	4	,,, . <b>.</b>	i i dayya	8	4548.90		<b>3</b> 2		6	7
Actuated Green, G (s)	6.8	4.0	24.8	7.8	5.0	12.0	20.8	56.8	64.6	7.0	43.0	6
Effective Green, g (s)	6.8	4.0	24.8	7.8	5.0	12.0	20.8	56.8	64.6	7.0	43.0 43.0	49.8 49.8
Actuated g/C Ratio	0.07	0.04	0.27	0.09	0.05	0.13	0.23	0.62	0.71	0.08	0.47	
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3,0	3.0
Lane Grp Cap (vph)	129	80	420	148	100	203	394	2152	1163	133	2342	912
V/s Ratio Prot	c0.04	0.03	0.06	c0.07	0.05	0.01	c0.21	0.35	0.01	0.04	c0.44	0.01
v/s Ratio Perm	数性 JEJIZ 1959年6・元	argini wi	0.01			0.01			0.06	e e Mari Tribututiga	ALT RESESSION	0.04
v/c Ratio	0.58	0.75	0,28	0.81	0.85	0.12	0,94	0.57	0.09	0.56	0.94	0.07
Uniform Delay, d1 Progression Factor	41.0	43.3	26.3	41.2	42.9	35.1	34.8	10.2	4.3	40.8	23.1	9.9
Incremental Delay, d2	1.00	1.00	1.00	1,00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay (s)	6.5 47.5	32.0	0.4	27.4	45.4	0.3	29.9	0.3	0.0	5.4	8.1	0.0
Level of Service	47.3 D	75.4	26.7	68.6	88.3	្ន35.4	64.7	10.6	4.3	46.2	31.2	10.0
Approach Delay (s)		E 43.9	C	E Januaria	F 63.2	D	E	8	A	D	С	Ä
Approach LOS		าง.อ D	K47-351-610	ASVEMENTAL	a compression of			21.5			30.7	
All the same and t	Driving to promote the state of	<i>-</i>			E			С			С	
Intersection Summary	177. (10.15		tally of									7
HCM Average Control Delay	Committee our one makes a special	more a summaria	30.1	HC	M Level	of Service	9		С			es de como como de Prose
HCM Volume to Capacity rat	lio .		0.91			CESSE AN			to make s	0.9449365		5345 G
Actuated Cycle Length (s)	in lesses terme	on kali sa kubua	91.6		n of lost				16.0	eren egangjildi.	ransed \$1900 Sigit	en7 48(F)
Intersection Capacity Utilizat	ion		86.3%	Ç ICL	J Level o	f Service	ngki		Ε.	19745		
Analysis Period (min)	uzira karakar	er ergne en	15	genyti i mymenia	cent capens o	rak, maj produkana i -	n et casar en			server of a lease	18 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	oran Pada Eppi
c Critical Lane Group	經濟湖位于										最高的	
											· · · · · · · · · · · · · · · · · · ·	ene neglici il

Movement         EBI         EBR         WBL         WBT         WBR         NBL         NBR         SBIT         SBR           Lane Configurations         7         1 </th
Lane Configurations         1
Volume (vph)         90         1232         60         68         2173         930         35         50         73         15         30         15           Ideal Flow (vphpl)         1900 <td< td=""></td<>
Ideal Flow (vphpl)         1900
Total Lost time (s) 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lane Util. Factor 1.00 0.91 1.00 0.95 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Fri 1.00 0.99 1.00 1.00 0.85 1.00 1.00 0.85 1.00 0.95
Fit Protected 0.95 1.00 0.95 1.00 1.00 0.95 1.00 1.00 0.95 1.00
Sald, Flow (prot) 1736 4953 1736 3471 1553 1736 1827 1553 1736 1736
Fit Permitted 0.95 1.00 0.95 1.00 1.00 0.95 1.00 1.00 0.95 1.00
Said Flow (perm) 1736 4953 1736 3471 1553 1736 1827 1553 1736 1736
Peak-hour factor, PHF 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95
Adj. (Plow (Vph) 95 1297 63 72 2287 979 37 53 77 16 32 16
RTOR Reduction (vph) 0 0 0 0 186 0 0 71 0 14 0
Lane Group Flow (vph) 95 1360 0 72 2287 793 37 53 6 16 34 0
Turn Type Prot Perm Prot Perm Prot
Protected Phases 7 4 3 8 5 2 11 6
Permitted Phases 8
Actuated Green, G (s) 9.9 88.6 8.1 86.8 86.8 8.5 10.6 10.6 6.7 8.8
Effective Green, g (s) 9.9 88.6 8.1 86.8 86.8 8.5 10.6 10.6 6.7 8.8
Actuated g/C Ratio 0.08 0.68 0.06 0.67 0.67 0.07 0.08 0.08 0.05 0.07
Clearance Time (s) 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Vehicle Extension (s)         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0
Lane Grp Cap (vph) 132 3376 108 2318 1037 114 149 127 89 118
Ws Ratio Prot c0.05 0.27 0.04 c0.66 c0.02 c0.03 0.01 0.02 vs Ratio Perm
Uniform Dolay 44 0.70 U.03 U.03 U.03 U.03 U.03 U.03 U.03 U.0
- Designation of the respective of the control of t
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half the same same same same same same same sam
A PROCESSION OF CONTROL OF CONTRO
Approach LOS
Intersection Summary
HCM Average Control Delay 27.6 HCM Level of Service C
HCM Volume to Capacity ratio
Actuated Cycle Length (s) 130.0 Sum of lost time (s) 12.0
Intersection Capacity Utilization 83.7% CU Level of Service E
Analysis Period (min) 15
c Critical Lane Group

	<b>≯</b>	-	•	•	<b>←</b>	*	4	†	*	<b>\</b>	1	4
Movement,	av EBL	EBT	Z EBR	WBL	WBT	WBR	W NATE	NAT	NBR.	SBL	SBT	SBR
Lane Configurations	ሻሻ	<b>^</b>	7	ሻ	<u></u>	77	<b>ካ</b> ካ	ተ <b>ተ</b> ጉ	HE WALLE	**** ኃይር። <b>ሻሻ</b>	(1000) 十十十	MOORES
Volume (vph)	200	80	193	10	51	1282	95	2144	10	704	2229	85
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4,0	4.0	- 4.0	4.0	4.0	4.0	4.0	7. (A. (1904)	4.0	4.0	4.0
Lane Utii. Factor	0.97	1.00	1.00	1.00	1.00	0.88	0.97	0.91	angert terror	0.97	0.91	1.00
	1,00	1.00	0,85	1.00	1.00	0.85	1.00	1.00		1.00	1.00	0.85
Fit Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	3433	1863	1583	1770	1863	2787	3433	5082		3433	5085	1583
Fit Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	3433	1863	1583	1770	1863	2787	3433	5082	2,564	3433	5085	1583
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	200	80	193	10	51	1282	95	2144	10	704	2229	85
RTOR Reduction (vph)	0	0	36	0	0	1	0	1	0	0	0	26
Lane Group Flow (vph)	200	80	157	10	. 51	1281	95	2153	Ö	704	2229	59
Turn Type	Prot	and see see	pm+ov	Prot	Arrest are	pm+ov	Prot			Prot		Perm
Protected Phases Permitted Phases	7	4	5	ુંબં <u>ુ</u> 3 ે	8	1.	5	2			6	
Actuated Green, G (s)		ry najanan	4 *******	98886 <b>2</b> 5298	anna tunisma	8	elakur ir oz					6
Effective Green, g (s)	<b>7.0</b> 7.0	13.4	23.2	0.8	7.2	57.2	9,8	53.0		50,0	93.2	93.2
Actuated g/C Ratio	0.05	13.4 0.10	23.2 0.17	0.8	7.2	57.2	9.8	53.0	toe en ver en en	50.0	93.2	93.2
Clearance Time (s)	4.0	4.0	0.17 4.0	0.01	0.05	0.43	0.07	0.40		0.38	0,70	0.70
Vehicle Extension (s)	3.0	3.0	3.0	4.0 3.0	4.0 3.0	4.0 3.0	4.0	4.0	CINACEVE LE	4.0	4.0	4.0
Lane Grp Cap (vph)	180	187	276	3.0 11	101		3.0	3.0		3.0	3.0	3.0
v/s Ratio Prot	c0.06	0.04	0.04	0.01	0.03	1197 c0.40	253	2022	ini ili underve	1289	3558	1108
v/s Ratio Perm	3-1-00.00	S. S. Y.Y.T. S	0.04	Z U.U I	. U.U.	0.06	0.03	c0.42	基。在一点	0.21	0.44	
v/c Ratio	1,11	0.43	0.57	0.91	0.50	1.07	0.38	1.06	30/0 K / TT	TOA PERO	. Brager	0.04
Uniform Delay, d1	63.1	56.3	50.4	66.2	61.3	38.0	58.8	40.1		0.55	0.63	0.05
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	iii ka	32.7 1.00	10.7	6.2
Incremental Delay, d2	100.0	1.6	2.7	217.6	3.9	46.9	0.9	39.9	Principal ()	0.5	1.00	1.00
Delay (s)	163.1	57.9	53.1	283.7	65.2	84.9	59.7	80.0	ne ereket	33.2	0.3 11.0	0.0
Level of Service	F	Ē	D	жтине. <b>F</b>	E	F	55.7 E	- 50.5 F	95/11/19/5	 C	B	6.3
Approach Delay (s)		100.4		17/5/2004	85.7			79.2			16.1	A
Approach LOS		F	TO THE STATE SAME SECURITION	was set to entropy of the other a	F	neer in excepting in pr	on a substance of the	E	680 ATST	NAS Basines.	то, <sub>Пат.</sub> В	(ESCHOL)
Intersection Summary				HOUSE TO			TO THE STATE OF	i de grande d				
HCM Average Control Delay		~~~~	54.9	HC	MIevel	of Service	- entire 186,0 7 400	Medical Parks	D	DAMARIES.	erendat fil	
HCM Volume to Capacity rat	io .	anew Sal	1.07	A SHALA			<b>1</b> 76146174	a de la companya de	ע Wife et al.	andro, gest	Jan 1161919120	250,080,08
Actuated Cycle Length (s)		3. < 39YTQQ	133.2	Sui	m of lost	time (s)		nam Paig	16.0			
Intersection Capacity Utilizati	on 🦠 📑	但是各种	102.2%			f Service	My support		10.0 G	e <b>ir</b> ancean	enter en	A\$1.500°
Analysis Period (min)	er er er tertifikke i i itt filler e	r i regalista alut si.	15	erralization (Table)	ಜನಾಗಿಸಿ ಪ್ರಾಕ್ತಿಕ		ortolitut.ii	nouse entre de la constantion		HC30,H346	RAPATERARY	
c Critical Lane Group					isin ka		King 2014	er de la	daring i			(recognition
		- mineranen tan	Agrican Chippy Control		reverse de la completa de la		০ কাই ইন্ডাইটো চাক্ট্র	oca, nomen	arva salejýci			Transfer C

	*		•	•	<b>←</b>	A.	4	†	<i>j</i> *	<b>\</b>	<b>↓</b>	4
Movement LA Tale		⊈ EΒT;	EBR	(WBG)	WBT!	WBR	NBU	NBT	NBR	WiSBI	SBT	# SBR
Lane Configurations	ሻ	ተተተ			**	44	*	43-	*	= 2131 = = = 21	10 C 9 2 C 9 2 C 1 E 9 1	- CONTRACTOR OF
Volume (vph)	233	2133	0	0	133	845	70		1092	0.	0	Ö
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0			4.0	4.0	4.0	4,0	4.0		177.5	
Lane Util. Factor	1.00	0.91		Table of the second	0.95	0.88	0.95	0.91	0.95			. 15
Fit State of the last	1.00	1.00			1.00	0.85	1.00	0.85	0.85			
Flt Protected	0.95	1.00	and the state of	and Naza tomode	1.00	1.00	0.95	1.00	1.00			
Sald, Flow (prot) Flt Permitted	1770	5085		HAR TOTAL	3539	2787	1681	1443	1504			W. William
Sald, Flow (perm)	0.95 1770	1.00 5085	nu vete	HAN HITTON	1.00	1.00	0.95	1.00	1.00	* 180 . J ( 197 7 7 7		
Peak-hour factor, PHF	1.00	1.00	4.00	4.00	3539	2787	1681	1443	1504	BEXT.		
Adj. Flow (vph)	1.00 233	2133	1.00 0	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
RTOR Reduction (vph)		0	0	0	133	845	70	0	1092	0.	0	0
Lane Group Flow (vph)	233	2133	0	0.0	0 133	632 213	0	1	1	0	0	0
Turn Type	Prot	2100	7.2.4.1 <b>U</b> ·	3 9 U 8	100		63	552	545	0	0	0
Protected Phases	- 101 - 17 1	tatu <b>a</b> n	414. 153. 1	ara eya h	8	Perm	Prot	grow weight	Perm	e solegiej i krostyc <del>y</del> s	un erregier.	tier in de land
Permitted Phases		1. (1		distribution	0	0.04248355 O	5	2	neski je		vert Nij	
Actuated Green, G (s)	14.3	41.0	45547 S		22.7	8 22.7	41.0	41.0	2	est state that	† 1. <u>1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1</u>	e, a special grade
Effective Green, g (s)	14.3	41.0	r i du Aribii.		22.7	22.7	41.0	41.0	41.0 41.0			45351.1
Actuated g/C Ratio	0.16	0,46		Skip El veet	0.25	0.25	0.46	0.46	0.46	Lettel deliver	filmerns oge <del>s</del>	U saras na
Clearance Time (s)	4.0	4.0	i i seedhel	net#eliktični leutile	4.0	4.0	4.0	4.0	4.0		own rate	
Vehicle Extension (s)	3.0	3.0			3.0	3.0	3.0	3.0	3.0	80-41-FAM-		SMORE
Lane Grp Cap (vph)	281	2317			893	703	766	657	685	Search E. Letting	esservicke	ोक्तराम हेन्द्रीत
v/s Ratio Prot	0.13	c0.42	y With		0.04		0.04	c0.38		a Hawking	<b>375</b> 411 877	Mu stag
v/s Ratio Perm					tradición (1)	0.08	aratan		0.36	Tunissa (60	\$FRANSFOO <sub>F</sub> T	81653915
V/c Ratio	0.83	0.92			0.15	0.30	0.08	0.84	0.80		ere carec	15 HAV
Uniform Delay, d1	36.7	23.0			26.1	27.2	13.9	21.6	20.9	GR. SILY PROPERSION	PRELIM FEE	10 l/2/51
Progression Factor	0.75	0.69			1.06	3.16	1.00	1.00	1.00			
Incremental Delay, d2	10.5	3.6	and the state of t		0.1	0.2	0.0	9.5	9.3	entrarione single	DAVE (K. SO. 1947	Sa Tye 8 f
Delay (s)	37.8	19.4			27.8	86.3	13.9	31,1	30.3			H.
Level of Service	D	В	ones e compres	- NE CONTRACTO ME	C	F	В	C	C	an hide A tra	onder explored	At the tracks (Fig.)
Approach Delay (s) Approach LOS	regional teget	21.2			78.3			29.8	Mark Mark	對賽法時	0.0	
		С			Ε			С			Α	
Intersection Summary		and the first										200000
HCM Average Control Delay			35.8	HCI	M Level o	of Service		ALCO DE LA CONTRACTOR DE	D	evidualis in incom		
HCM Volume to Capacity rat	io		0.88								ungreene.	
Actuated Cycle Length (s)			90.0	Sun	of lost t	ime (s)	rendado)	(2000年)[32]	8.0	S0450000000	5 dec 1970,60	18867.18
Intersection Capacity Utilizat	ion		36.5%		Level of			ētavas	0.0 H	1781 73108	1787 LUARS	Z MEG
Analysis Period (min)	aan ilaa ka sa		15		and the second of the second o	da tana gadi kunin SuSS (b	eers en en institution de	esperation in the	res out III in 1900	::::::::::::::::::::::::::::::::::::::	5.43.022115	TANKER
c. Critical Lane Group	對於制造的					F STANFOR			AGINEPONESIS Pagara			
						10.000000	*: (18 * 19 # 1 J J	on the thirty and the C	o od aradinystký	ministration its	cress 5013365	(25.14) 0.00

	*	<b>-</b>	7	•	←	4	4	<b>†</b>	<i>&gt;</i>	-	Ţ	1
Movement	EBLWY	EBT	#EBR	6 WBL	WBT	WBR	NAI 3	NAT	NPP	SBL.	, VSBT	esenn Renesse
Lane Configurations	11.130 c. 70 to 100 kind app	十十	7	75	<b>^</b>		atomis PL	ARIJU ESS	erdy mydes	<u>ښوونښو</u> <b>۲</b> ۲	3.(OD) <u>3</u>	SBR 7
Volume (vph)	. 0	426	210	90	113	0	0.0	0	0.1	1940	Ö	80
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s) Lane Util. Factor		4.0	4.0	4.0	4.0			管學是	uras desirente. Vista desirente	4.0		4.0
Frt Frt	等。 <u>人</u> 在表示感動舞曲舞	0.95	1.00	1.00	0.95	afficiency of the		1010 money		0.97		1.00
Flt Protected		1.00 1.00	0.85 1.00	1.00	1.00					1.00		0.85
Satd. Flow (prot)		3539	1583	0.95 1770	1.00 3539	a i stalijegoti	i garan	ng dipakasan	gas etter van te soo weeks o	0.95		1.00
Flt Permitted	9) (\$194.59) No. 1 ( \$10.55).	1.00	1.00	0.95	1.00		Harry.	Parities.		3433		1583
Satd, Flow (perm)		3539	1583	1770	3539	ing Sedepti				0.95	T. M. Tabbes	1.00
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	3433 1.00	4 00	1583
Adj. Flow (vph)	. 0	426	210	90	113	0	0	1.00	1.00 3 0	1940	1.00 ' 0	1.00 80
RTOR Reduction (vph)	0	0	180	0	0	0	0	0	0	ାଧ୍ୟକ୍ଷର ()		27
Lane Group Flow (vph)	0	426	30	90	113	0	0,	Ů	Ö	1940	Ö	53
Turn Type	an again mengahan pengahan mengahan ber	ow sometimes of the	Perm	Prot						Prot		custom
Protected Phases Permitted Phases	softhardire, in	4		3	. 8					571	Title Totales	
Actuated Green, G (s)	e frei hill Alles e Komender Egyelt ver	na Minakinin	4		ren e e esce				1 . 1	Name Appendix A TT - F c	ia escapia sue sa e villa	6
Effective Green, g (s)		12.9 12.9	12.9	5.9	22.8					59.2		59.2
Actuated g/C Ratio		0.14	12.9 0.14	5.9 0.07	22.8	113 (100 Spec	vi a atritatra era	en gegennen group von	Servigens engage	59.2		59.2
Clearance Time (s)	anglas sa Pigjar digi.	4.0	4.0	4.0	0.25 4.0		. Bigografi			0.66		0.66
Vehicle Extension (s)		3.0	3.0	3.0	3.0	in the same	Territorio de la como	SA ITOLAGAT.	ings en njorgen	4.0	anna sekatan seka	4.0
Lane Grp Cap (vph)		507	227	116	897	in the major	sife (1 a a f. 17 s )	ari andikip		3.0		3.0
v/s Ratio Prot	1672 P. C	0.12		c0.05	0.03					2258 c0.57		1041
v/s Ratio Perm			0.02	· arar ti · .	. 9.99	1989 1411 082	Wild Audrend 1.	and larging	Making San (18)	00.07	FINANSY.	0.03
v/c Ratio	and the second of the second o	0.84	0.13	0.78	0.13				MERENAL P	0.86		0.05
Uniform Delay, d1		37.5	33.7	41.4	25.9		t e lamanda e ettaggi u	er namerake (Secul	Masing alkinder	12.1		5.5
Progression Factor	Control of the Control of the State of State Sta	1.00	1.00	0.37	0.60				ning problem National	1.00	Bod in	1.00
Incremental Delay, d2 Delay (s)		11.9	0.3	26.9	0.1	i netronescos	er i samma janga			3.5	.e 05296677 757 117	0.1
Level of Service		49.5 D	33.9 C	42.3	15.5					15,6		5.5
Approach Delay (s)		14.3		D Satoren v	B	estaktaak varte	i de esta l'esta esta de	One attacks	en tostas de visios sidos	B	Production and	À
Approach LOS		D		istaliyat)	27.4 C			0.0 A		Z. S. 2011.	15.2	
Intersection Summary					· · · · · · · · · · · · · · · · · · ·			A	t tolorogramo vacque		B	
HCM Average Control Delay	v	salar Ins	22.6	11/2/202		300 ( 10 ).	12.1,		tancink t	22.0	3.1.1	de C
HCM Volume to Capacity ra	y Mio		0.85	HUI Company	W Level (	of Service	eronana Eronana	ista korrantin	С	Principality Prince	ia il a compressione con con	Por trains and annual
Actuated Cycle Length (s)	turang ang Lating.	1940/19 <b>76/1</b>	90,0	Sun	n of lost t	ime (c)	ngvilligi					
Intersection Capacity Utiliza	tion 2	411111	36.5%		Level of	Service		. 198 <b>3</b> 10 10 10 10 10 10 10 10 10 10 10 10 10	12.0	· 表针形的生物。	Tar ingin	PEH-8495
Analysis Period (min)	o≢remon ingonos o observadolikojili.	ander (Cryfel)	15	: ::::::::::::::::::::::::::::::::::::		COLLING	austierziji.		#ED.Digit			
c Critical Lane Group							tvi svetta cojiter urođeni (politek)				Sales en la	NHHO:
			e	orosovo (alti lossi	n with 50 to 1.7	1 23 FARING 17305	o ne statuazione (il	TELENGER (C)	s en ( 100) ( 100)	uritigi Maga	MA 277 (\$1)	神经禁令

	۶	-	*	*	<b>←</b>	4	4	†	<i>&gt;</i>	-	ļ	4
Movement	Mus EBL	‰, EBT⊯	EBR	WBL	· WBT	. WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	<b>)</b> To the second of the second	A LOCAL TOWN OF THE SEC	or Grand er over	<u>ኝ</u>	4		7	ተተተ	7*	ħ	<b>**</b>	7
Volume (ýph)	150	83	168	170	12	5	- 56	3490	80	25	2680	83
ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	1.00	n, erns a totenski,	1.00	1.00		1.00	0.91	1.00	1.00	0.91	1.00
Fit The Fit Th	1.00	0.90		1.00	0.96		1.00	1.00	0.85	1.00	1.00	0.85
Fit Protected Satd. Flow (prot)	0.95	1.00	til til til samme	0.95	1.00	international	0.95	1.00	1.00	0.95	1.00	1.00
Fit Permitted	1805	,1665	Service Services	1770	1816	Engly Elv	1671	5136	1583	1805	5136	1615
Satd. Flow (perm)	0.95	1.00	Kieseksenionis	0.95	1.00	sa e e and charact	0.95	1.00	1.00	0.95	1.00	1.00
	1805	1665	Telegal	1770	1816		1671	5136	1583	1805	5136	1615
Peak-hour factor, PHF Adj. Flow (vph)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
RTOR Reduction (vph)	150	83	168	170	12	, 5	56	,3490	80	25	2680	83
Lane Group Flow (vph)	0 *50	56	0	0		0	0	0	12	0	0	16
Heavy Vehicles (%)	150 0%	195	0	170	' 12	0	56	3490	68	ີ 25	2680	67
Turn Type		8%	0%	2%	0%	0%	8%	1%	2%	0%	1%	0%
Protected Phases	Split			Split			Prot		Perm	Prot		Perm
Permitted Phases	<b>4</b> 1976 a <b>stro</b> ac	<b>4</b> Hatana 2000 a 1	er erkenber	8	8	d Y. avi	5	2		1	6	
Actuated Green, G (s)	12.0	mudaki.							2			6
Effective Green, g (s)	12.0	12.0 12.0	W <b>i</b> stration	12.0	12.0	nggerge die gegene	6.9	87.0	87.0	2.4	82.5	82.5
Actuated g/C Ratio	0.09	0.09		12.0	12.0		6.9	87.0	87.0	2.4	82.5	82.5
Clearance Time (s)	4.0	4.0	64 H#46193	0.09 -4.0	0.09	Mary Attracts	0.05	0.67	0.67	0.02	0.64	0.64
Vehicle Extension (s)	3.0	3.0		4.0 3.0	4.0 3.0		4.0	4.0	4.0	4.0	4.0	4.0
Lane Grp Cap (vph)	167	154	ali Shirin Aktiv	164		In take or Act	3.0	3.0	3.0	3.0	3.0	3.0
v/s Ratio Prot	0.08	c0.12	<b>V</b> acination	c0.10	168 0.01		89	3453	1064	33	3274	1030
v/s Ratio Perm		55.12 32-71:20:1	41111111111111111111111111111111111111	00.10	U.U1 145550-151	go Khishi ni	0.03	c0.68	an Namarana in	0.01	c0.52	: L. Magnete approprie
v/c Ratio	0.90	1.26	JAR ABOM	1.04	0.07	U.\$4. \$1		r delikistr	0.04		的數數值	0.04
Uniform Delay, d1	58.1	58.7	Problimos	58.7	53.6	15):6-24(6):	0.63 60.0	1.01	0.06	0.76	0.82	0.07
Progression Factor	1.00	1.00	H.54841 H-4 <b>2</b> 86.	1.00	1.00		and the contradictions	21.2	7.3	63.2	17.8	8,9
Incremental Delay, d2	41.2	160.5		80.3	0.2	re volvice	1.00 13.1	1.00 18.0	1.00	1.00	1.00	1.00
Delay (s)	99.3	219.2	e de la	139.0	53.8	au Maartat	73.1	39.2	0.0	65.1	1,7	0.0
Level of Service	Z FZ	Ē	ere ere New Market	WEEK!	33.0 3 D	NOTE WELL	/3.1 // E//	ა⊎.∠ ⊹ D	7.3 A	128.3	19.5	8.9
Approach Delay (s)	100 MWT-2011 (2011 NA COTA)	174.4	PEGGASSARIA	asiling History	131.2	4622132 Q344	建酶异常	39.0	Maria Agen	With Fill	B.	A
Approach LOS		-WF-4			4500 <b>F</b> 100		ARKERSAN	აშ.0 D	81476425401	is accordance	20.1 C	529869
Intersection:Summary					savasa sama	arrivate et e		24		74 (2012/00)		/ Att / Att /
HCM Average Control Delay	ان ليون د د				right-la		Tepli, al				17.0	
HCM Volume to Capacity ratio			41.7	HC	M Level o	Service			D			
Actuated Cycle Length (s)	) Brēch Elosophungs	ESSESSIVE HOR	1.02	desion nuws	of motive en	Tendo y militari y calin	e cartaco como es					Managaran agan Ag
Intersection Capacity Utilizatio			129,4		n of lost ti		Bathley.		12.0	WHEEL WA		i de Be
Analysis Period (min)	ui Taasalaas	1 <b>(</b> 1000-100	)1.5%	ICU	Level of	Service	**************************************		G			ere eresid situatial
c Critical Lane Group		推議的正	15			質問語			精學學			Mokriku Makari
Ouron Falle Oloub										•		a megatida a .

	٠		•	<b>*</b>	-	4	4	†	<i>&gt;</i>	\ <u></u>	1	- ✓
Movement : 1	Januara EBL.	e EBT	A EBR	. WBL:	<b>WRT</b>	-WBR	VNBC	Ner	NBR	COL	₹ SSODT	2000
Lane Configurations	ሻ	<b>†</b>	7	*	<b>†</b>	7	ኣ	<u></u> ↑↑	<u>مراسمه</u> م	<del>≋≆⊗ODE</del> ≇	<u>************************************</u>	
Volume (vph)	110	125	330	195	135.	55	235	2084	175	230	777 2137	<b>ा</b> 65 ें
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.91	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1770	1863	1583	1770	1863	1583	1770	3539	1583	1770	5085	1583
Fit Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Sald, Flow (perm)	1770	1863	1583	1770	1863	1583	1770	3539	1583	1770	5085	1583
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	110	125	330	195	135	55	235	2084	175	230	2137	65
RTOR Reduction (vph)	0	0	9	0	0	14	0	0	27	0	0	20
Lane Group Flow (vph)	110	125	321	195	135	41	235	2084	148	230	2137	45
Turn Type	Prot		pm+ov	Prot		pm+ov	Prot		pm+ov	Prot		pm+ov
Protected Phases	7	4	5	3	8		5	2	3	Jail II.	<b>3</b> 6	7
Permitted Phases			4			8		-3 10 1 1 1 5 1 1 1 1 1 1 1 1 1 1 1 1 1 1	2	r in agric tragg	ania di Katalija	6
Actuated Green, G (s)	7.0	7.0	28.2	11.0	11.0	24.0	21.2	63.0	74.0	13.0	54.8	61.8
Effective Green, g (s)	7.0	7.0	28.2	11.0	11.0	24.0	21.2	63.0	74.0	13.0	54.8	61.8
Actuated g/C Ratio	0.06	0.06	0.26	0.10	0.10	0.22	0.19	0.57	0.67	0.12	0.50	0.56
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	<i>ੌ</i> 3.0 ₂	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	113	119	406	177	186	345	341	2027	1065	209	2533	889
v/s Ratio Prot	0.06	c0.07	0.15	c0.11	c0.07	0.01	0.13	c0.59	0.01	c0.13	0.42	0.00
v/s Ratio Perm	erre e la <del>gradi</del> cació	y negative diagonal	0.05	inteller i se Z <b>e</b> nnels i e novembrane		0.01			0.08		*	0.03
v/c Ratio Uniform Delay, d1	0.97	1.05	0.79	1.10	0.73	0.12	0.69	1.03	0.14	1.10	0.84	0.05
Progression Factor	51.4	51.5	38.1	49.5	48.0	34.5	41.3	23.5	6.5	48.5	23.9	10.9
Incremental Delay, d2	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay (s)	75.7 127.2	96.7	10.1	97.5	13.1	0.2	5.7	27.6	0.1	91.7	3.6	0.0
Level of Service	121.2 F	148.2	48.2	147.0	61.2	34.7	47.0	51.1	6.6	140.2	27.5	10.9
Approach Delay (s)		F 85.7⊘	D	F	E	C	D	D	A	F	С	В
Approach LOS	idus i il degelopio	_00./ E			100.9 F			47.6			37.7	
		i Distribute const	e la compania de la c	tsva ravrusuum	Г			D			D	
Intersection Summary		# 12 July 1	er mark	ele delle			is ja					77.74
HCM Average Control Dela		redigity a policy	50.7	HC	M Level	of Service			D			
HCM Volume to Capacity ra	atio		1.08							AMERI		W 199
Actuated Cycle Length (s)	<b>Ne</b> s der bilde kanne ei	56115569 <b>8811</b> 12	110.0		n of lost		ieny zazo ov		20.0			er samurah b
Intersection Capacity Utiliza	ition	erency1	01.1%	, ICL	J Level o	f Service			G			
Analysis Period (min) c. Critical Lane Group	ogio cateva i	energia en co	15	enterk a kasarina	TOTAL ESTANDOS AS	7·张光 - 唐代 - 1881 - 1881 - 1881 - 1881 - 1881 - 1881 - 1881 - 1881 - 1881 - 1881 - 1881 - 1881 - 1881 - 1881 -	3504 PF V					was weller
o cinical ratie Glonb		300000					MUNIC				想達多	

	٠		*	•	*	*	4	†	~	1	+	4
Movement	With EBE	EBT	EBR	-JaWBE.	WBT	WBR	S NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	75	ተተን		75	ተተ	74	ሻ	<b>†</b>	7	ኝ	4	741 - Anna - 75 - 37 - 4
Volume (vph)	55	3140	30	36	928	700	15	50	88	70	70	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	1300
Lane Util. Factor	1.00	0.91		1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	District Section
Frt.	1.00	1.00		1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.95	
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	Water Court
Satd. Flow (prot)	1770	5078	· / /	1770	3539	1583	1770	1863	1583	1770	1770	tur i ar
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	24. d. 4.
Satd. Flow (perm)	1770	5078	nggil c	1770	3539	1583	1770	1863	1583	1770	1770	See agrad
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	55	3140	30	36	928	700	15	50	88	70	70	35
RTOR Reduction (vph)	0	0	0	0	0	289	0	0	84	0	20	0
Lane Group Flow (vph)	55	3170	0	36	928	411	15	50	" <b>4</b>	70	85	Ď
Turn Type	Prot			Prot		Perm	Prot		Perm	Prot		
Protected Phases	4	4	80.1	3	8		5	<i>i</i> -7. 2 ⋅		V. 18	6	Tagada.
Permitted Phases	en e	er a week voor a				8	to the same and participation of the same and the same an	and the property of the	2	ertekket til 1893	a selak 1956	The Control of the Control
Actuated Green, G (s)	6.3	56.3	YII.	2.8	52,8	52.8	1.2	4.0	4.0	10.9	13.7	140.46
Effective Green, g (s)	6.3	56.3		2.8	52.8	52.8	1.2	4.0	4.0	10.9	13.7	At each and
Actuated g/C Ratio	0.07	0.63		0.03	0.59	0.59	0.01	0.04	0.04	0.12	0.15	gyetyk di
Clearance Time (s)	4.0	4.0	2.94 - 4.1 - 4.1	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	124	3177	er Lagre	55	2076	929	24	83	70	214	269	
v/s Ratio Prot v/s Ratio Perm	0.03	c0.62	e diridik	0.02	c0.26	3517518.0	0.01	c0.03	STELLERING	c0.04	c0.05	Mary 6
v/s Ratio Perm	rum il y engagan.	HEATEL HE	ugi i vijeka d	n de gerege en en en	51314 - 11 61 1381 <del>4</del>	0.26			0.00		of the control of the con-	7 4 77 4
Uniform Delay, d1	0,44	1.00	da da	0.65	0.45	0.44	0.62	0.60	0.06	0.33	0.31	<b>E</b> gist.
Progression Factor	40.2 1.07	16.8	grande de la secono	43.1	10.4	10.4	44.2	42.2	41.2	36.2	34.0	100 11 11 11 11 11 11 11 11 11 11 11 11
Incremental Delay, d2	an en dan is common or my felts	0.56	机锅气点	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Delay (s)	1.1 44.2	10.0	مندووهاي ورو	24.6	0.2	0.3	41.4	28.4	1.5	0.9	3.0	, 2,
Level of Service	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	19.4		67.7	10.6	10.7	85.5	70.6	42.7	37.1	37.0	
Approach Delay (s)	D A Primary and A	B 19.8	tamwa i	E	В	<b>B</b>	F	E	D	D	D	
Approach LOS		19.0 B	9/4(0)07		11.9			56.0			37.0	
-		D			В			Ε			D	
Intersection Summary	44.								9.74.7			7. 4/4
HCM Average Control De	lay	teat talk elements	18.9	HCI	VI Level o	of Service			В		The second of the second	MEN STREET PARTS
HCM Volume to Capacity	ratio ,		0.79			AN HAY	345.069	Magasi			BAMINA	NJAW.
Actuated Cycle Length (s)	Signatura di Santa d	e i competico di este e	90.0		of lost t		een control of control	and a fee was a committee	8.0	erating North effort	ALPARENT TEXT	A1493835
Intersection Capacity Utilia	zation		30.7%		Level of			Martinasini Markinasini	Ď		in in	Net 14
Analysis Period (min)	t to other to the section	. 6	15				and the state of t	a sar ≇in die Rijera da Rijuliyak	ಎ ೯೬೨೨೯೯ನ್ನು ನಿರ	445 4 12 WARNS	v 2020 i v kr <u>di</u> skjilj	asti už
c Critical Lane Group							acara				MINISTER OF	William .
				·			, - me s Web / 7/2%	n two tron sidaka	raga traksiya atsilg	ara yasedi fid	i i na sum Talika Ki	AND LOOK

## 2030 Base Case + Project Level of Service AM & PM Peak Hours

	۶	<u>-</u>	•	•	<b>—</b>	*	1	†	1	1	↓	1
Movement : 11 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	ra EBL.	EBŢ	EBR	WBL	WBT	WBR	contraction	NBT	-®NBR≗	SBL	SBT	SBF
Lane Configurations	<b>ት የተ</b>	eriesia 🗘	stice to the			77	7/7	<b>ተተ</b> ኈ		ኝኝ	<b>ተ</b> ተተ	7
Volume (vph) Ideal Flow (vphpl)	60	35	58	10	170	1159	208	1197	10	326	2326	590
Total Lost time (s)	1900 4.0	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.97	4.0 1.00	4.0 1.00	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Frt.	1.00	1.00	0.85	1.00 1.00	1.00	0.88	0.97	0.91	no incluentativos	0.97	0.91	1.00
Flt Protected	0.95	1.00	1.00	0.95	1.00	0.85	1.00	1.00		1.00	1.00	0.85
Sald. Flow (prot)	3367	1827	1553	1736	1.00 1827	1.00 2733	0.95 3367	1.00	これでいわかれ	0.95	1.00	1.00
Fit Permitted	0.95	1.00	1.00	0.95	1.00	1.00	F	4981		3367	4988	1553
Satd: Flow (perm)	3367	1827	1553	1736	1827	2733	0.95 3367	1.00 4981	Prince Typestation	0.95	1.00	1.00
Peak-hour factor, PHF	1.00	1.00	1,00	1.00	1.00	1.00				3367	4988	1553
Adj. Flow (vph)	60	35	58	1.00	170	1159	1.00 208	1.00	1.00	1.00	1.00	1.00
RTOR Reduction (vph)	0 - 143 W <b>49</b>	0 0	55	0	0	1159 56	208 0	1197	10	326	2326	590
Lane Group Flow (vph)	60	35	3	10	170	1103	208	1 1206	0	0	0	148
Turn Type	Split	- 00	Perm	Split	170	pm+ov	Prot	1200	0	326	2326	442
Protected Phases	1 2 2 1 <b>1</b>	4	1 GMI 2002/02/02	- Spiii. - 8	8	µm⊤ov 1	Prot 5		arren e eng	Prot	mentalas <b>a</b> ka	Perm
Permitted Phases	in the fold destroy of the con-	1. for 17 , 8% (s.	4	5 <b></b>		. 146 - 234 8	. 15.40 <b>9</b> -9	2			6	de compression de la Co
Actuated Green, G (s)	3.1	3.1	3.1	7.0	7.0	29.8	5.0	20.3	ngar Liberty	22.8	Serva Arang	6 
Effective Green, g (s)	3.1	3.1	3.1	7.0	7.0	29.8	5.0	20.3	9521 115.	22.8	38.1	38.1
Actuated g/C Ratio	0.04	0.04	0.04	0.10	0.10	0.43	0.07	0.29	(DPGP REEVS	0.33	38.1 0.55	38.1
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	Yaranding	4.0	u.35 4.0	0.55
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	1944 H. 24%	3.0	3.0	4.0 3.0
Lane Grp Cap (vph)	151	82	70	176	185	1177	243	1461	*** **********************************	1109	2746	855
v/s Ratio Prot	0.02	c0.02		0.01	0.09	c0.31	0.06	c0.24	U90757540	0.10	c0.47	000
v/s Ratio Perm		101.0	0.00	Prof. Tell Williams	-1 - 2 * 7 * 7 * 4 * 1	0.09		- VY-M-1-1-	un Br Wulfebil	0.10	CONT	0.28
v/c Ratio	0.40	0.43	- 0.04	0.06	0.92	0.94	0.86	0.83	7 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	-0.29	0.85	0.20
Uniform Delay, d1	32.1	32.2	31.6	28.1	30.8	18.8	31.7	22.8	3-3-5-10 C	17.2	13.1	9.8
Progression Factor	1.00	1,00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
ncremental Delay, d2	1.7	3.5	0.2	0.1	43.2	13.6	24,3	3.9	i de e de la digita eserte	0.1	2.6	0.5
Delay (s)	33.9	35,7	31.8	28.3	74.0	32.4	56.1	26.7		17.4	15.7	10.3
evel of Service	C	D	C	С	E	С	E	C	With the Grey will	<i> </i>	В	В
Approach Delay (s)		33.5			37.7	基础基础		31.1	KEKNIY		14.9	618F8140.5
Approach LOS		Ç			D		Zwii.	С	erija ir dib de iksperies	k II. II. of Pality on the speed	B	_4650Y6041)
ntersection Summary		10 4 TABLE							645 KS1			io en esta
ICM Average Control Delay	I characteristics	-2 E 7 A SHIP TO CHEC (C.)	24.0	HC	M Lovel	of Service			С			10000
ICM Volume to Capacity ra	lio -		0.81		P. C. C.	OI OCIVICE	Waji seri	:::100 P.VSS-1.95	U SHANSTERN			SINTEGRALA
Actuated Cycle Length (s)	The state of the s	orthograph of	69.2	Sun	n of lost	time (s)	William C	somethic di	12.0		MODE N	44764
ntersection Capacity Utilizat	ion 🛼		77.2%		l level n	f Service		1005575	12.0 D	par especiale	Thiri wata	:*0103mm
กalysis Period (min)	A 4 4 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	on obligativitativit	15	no harayy		· Adition:	asa yyuda	1153 & <b>1</b> 10		enskylk	aventen <u>e</u>	
Critical Lane Group				AGRICAL PO		1.00	is neces			- Spanister	9 5200000	31571CH
and the state of t		11-1-2 A 4-1-1	e e como de e consider	was start of a time.	of the West	2 - 4 00 a - 3.	Assamble of C	ta tur koğülikliğir Tari	taklari filit	2000年代	100000000	部門高調

	*	>	7	€	<b>←</b>	*	*	<b>†</b>	<b>/</b> *	<b>\</b>	<b>+</b>	1
Movement	EBL	EBT"	EBR*	WBL	WBT	WBR	NBE	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ዃ	<b>ተ</b> ተተ			<b>†</b> †	77	<u>*************************************</u>	♣	<u>هوب دروسه.</u> الح		ASSESSED IN	NODA.
Volume (vph)	53	1306	0.	0	388	1845	190	ૺૼ૽ૼ	79	0.	i i i	2018878
ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0			4.0	4.0	4.0	4.0	4.0			4500
Lane Util. Factor	1.00	0.91		The street of th	0.95	0.88	0.95	0.91	0.95	1, 160 1 p. 1	11 - 12 10 10	asi yaliga
	1.00	1.00			1.00	0.85	1.00	0.99	0.85	特色谱的.	485 <b>788</b>	Freduca
Flt Protected	0.95	1.00			1.00	1.00	0.95	0.96	1.00	of Maringa Ass	ل المراض المال المالة	Janan (1996)
Sald. Flow (prot)	1736	4988			3471	2733	1649	1571	1475	ng Lugaria Janka Kar		
FIt Permitted	0.95	1.00	STATION, SE NOW.	~	1.00	1.00	0.95	0.96	1.00		1900404170970	9 age 5 26 13 Gas
Sald. Flow (perm)	1736	4988			3471	2733	1649	1571	1475		被推翻	THE S
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	56	1375	0.0	0	408	1942	200	Ó	83	0	0	0
RTOR Reduction (voh)	0	0	0	0	0	890	0	4	52	0	0	0
Lane Group Flow (vph)	56	1375	0.0	0	408	1052	104	100	23	0	0	. 0
Turn Type	Prot	sutument	S System Street	erenos de la composición dela composición de la composición de la composición de la composición de la composición dela composición de la c	romenga, a comp	Prot	Prot		Perm			,
Protected Phases Permitted Phases	7.1	4		<b>19</b> 17 5 23	8	8	5	2		DESIGN.		
Actuated Green, G (s)	100-160 <b>- 160</b> 0	<b>%-×</b> 11	a ner englytting	atoleski i ktri		and a great service			2			
Effective Green, g (s)	5.0	37.9			28.9	28.9	19.1	19.1	19.1	All Bush		
Actuated g/G Ratio	5.0 <b>0.08</b>	37.9 0.58	21538555 vo	ST08646 - 85	28.9	28,9	19,1	19.1	19.1			
Clearance Time (s)	4.0	4.0		Alegania prilisa Tanggan asaring	0.44	0.44	0.29	0.29	0.29			
Vehicle Extension (s)	3.0	3.0	8 GAMBIO	- 71.7370 (Con.	4.0 3.0	4.0 3.0	4.0	4.0	4.0	10 - 41 - 2020 Cal	Harriston.	
Lane Grp Cap (vph)	134	2908	in an misabilin	Walley Grace	1543		3.0	3.0	3.0		E. LEWE	
v/s Ratio Prot	0.03	c0.28			0.12	1215 c0.38	485	462	433	geggateren gerige	35140 See	arbwii iv.
v/s Ratio Perm	· · · · · · · · · · · · · · · · · · ·	00.20	Situat Windigstein	Remaind.	U. 1Z	CU.30	0.06	c0.06	0.00			Kirki:
v/c Ratio	0.42	-0.47		erindikse vs	0.26	0.87	0.21	0.22	0.02	graphaga a pa	ng tipating yang sa	rozer programa.
Uniform Delay, d1	28.6	7.8			11.4	16.3	17.3	0.22 17.3	-0.05-	and the second s		<b>3</b> 38.5
Progression Factor	0.82	0.72		p. Parmay	0.88	5.40	1.00	1.00	16.5 1.00	117 al 85 1		888 (st. ft. c
Incremental Delay, d2	1.9	0.1	i di Maria da Caral	lete DOWN 1990	0.0	1.8	0.2	0.2	0.2	30005577	erer a	Maria (
Delay (s)	25.3	5.7			10.0	89.8	17.5	17.5	16.7	Turbayur	i vara 1877.	1311 27 1.04
Level of Service	C	Á	43 *0 *0 A A A A A A A A A A A A A A A A A	(dr-11 blutule) Bel 1 b 1	В	F	В	B	В	医内室线样电压		
Approach Delay (s)		6.5			76.0		n. Tr	17.3		SE 3463Y3	∂.0.0	100000
Approach LOS		Α	*	name in injuriar in in Ci	E	** * \$4**** *	. 64 . 17	В	AND I	an wii wa anya	A SECTION A	1844323
Intersection Summary						ilopranton; r	aren sun		one de la compe	Salatina transporta	~	Table Strikeres
HCM Average Control Delay	olev scan spanency	20110000	47.4	LICA		- ( 0 :		determination	3 -3 -3 -3 -3 -3 -3 -3 -3 -3 -3 -3 -3 -3	Calle Office	astem (A	\$0. mil.s
HCM Volume to Capacity ratio	^	Maskiris	0.57	nui	vi Levei i	of Service	nimi newas	en in a com vaca	D	ang jeun digeng	on a supplied a particular	te of Brooke
Actuated Cycle Length (s)	Madaya dikindi		65.0	Wartta ~•	of lost	1899∰::' time /=\				1.131119		
Intersection Capacity Utilization	ก็เป็น		33.9%	الباد آناما أ	ו טו וטאנ ו מעם ה	ime (s) f Service	(Office)	ngarang ku	8.0	energy of the second	umptgydda	DE: Kiji kre
Analysis Period (min)	eta de la Praria da P	aniaktrii eld	15		read o	i čerálice	a old Ca		L. E.	-elektraksi	Lipse Land	Sirving / S
c Critical Lane Group				93374ABH			製物、新8	yeriyarin i	1007514.840	g Williams of		ins della
in the second of the second property of the second	. 1 14 - 1465 <u>2</u> 70 5016	un ogravalans	ographicasis/ETC	end-ment	gattatte de	En stylktacie ( <u>fil</u>	141. q#\$	INTERPEDEN	obide a de	門。這樣以為佛	MARKET (	SERVE.

	•	-	*	•	<b>◄</b>	4	1	†	<i>&gt;</i>	1	ļ	4
Movement and Service Hall	###EBL	EBT		₩BL:	WBT	WBR	,NBL	<b>NBT</b>	NBR	SBL	SBT	SBR
Lane Configurations	reneral substitution	<b>*</b>	7	ሻ	<b></b>					<u> ነ</u> ጎ		7
Volume (vph)	., 0	109	70	109	469	. 0	<b>' 0</b> :	0	0	1250	0	190
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0	4.0	4.0	w				4.0	13 32 23	4.0
Lane Util. Factor	. No. 1	0.95	1.00	1.00	0.95					0.97		1.00
Fit		1.00	0.85	1.00	1.00					1.00	Namin's	0.85
Flt Protected	kungs din gelelen en eg	1.00	1.00	0.95	1.00	. Sower . Territor				0.95		1.00
Sald. Flow (prot)		3471	1553	1736	3471					3367	學實達	1553
Flt Permitted	See to a substitution	1.00	1.00	0.95	1.00	es renocarbo dos	h sous almans ex occas	rates that have been a second	No. 1400 1	0.95		1.00
Satd. Flow (perm)	# 1 + ### Helph	3471	1553	1736	3471					3367		1553
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	115	74	115	494	( TO	40 july <b>0</b> ji	0	0	1316	0	200
RTOR Reduction (vph)	0	0	66	0	0	0	0	0	0	0	0	48
Lane Group Flow (vph)	0	115	8	115	494	0	0	0	. 0	1316	0	152
Turn Type	ygy determinye beside	er in grøykyner	Perm	Prot	1970-6 M 19-180, 215-5-1	protessor constitue and a second	transaction (See A. War was asset			Prot		custom
Protected Phases		4	5-19-122-163	3			hidselft fi	veri.	Ald Ald 44		Marky	
Permitted Phases	in the second	oto es Labración	4 	SECONDELENEAU AND	servet et retaktion	raine en la come.	THE STREET	***				6
Actuated Green, G (s)	化學學院的	7.4	7,4	7.4	18.8					38,2		38,2
Effective Green, g (s) Actuated g/C Ratio	V.: 1 y2:11,75gg,	7.4 0.11	7:4	7.4	18.8	os caty servicing y	a CST composition	randikur an rotu	Proceedings of the	38.2		38.2
Clearance Time (s)			0.11	0.11	0.29	1527.484	à distributa	Adria N	Ribbin.	0,59	探信证	0.59
Vehicle Extension (s)		4.0 3.0	4.0 3.0	4.0 3.0	4.0 3.0	MMSted 4	i vehistrisen	1913 - HT - 1913	na a shebit	4.0	e maneran i in	4.0
Lane Grp Cap (vph)	grist als term	395	3.0 177	3.0 198		Melli Ania		Manuda	Suite Kill	3.0		3.0
v/s Ratio Prot	Viates tillen	0.03	HII Settember 1888	0.07	1004 c0.14	intravocet	SINDER NO. S. MARCO	er i je jegaran.	radione neces	1979	i i seni ni kina	913
v/s Ratio Perm		0.00	0.01	U.U.	CU, 14					c0.39	特点值	
v/c Ratio		0.29	0.05	÷0.58	0.49	Action of the Comme		Patitura Patrata	<b>M</b> ineral e	SUPA AAS	Samuelane.	0.10
Uniform Delay, d1	a mana a la	26.4	25.7	27,3	19.1				ing the stronger to 120	0.66	mistra (SEE) Historia	0.17
Progression Factor		1.00	1.00	1.10 Ø	0.99	FINISTER	ESIMPERCO	makananer	13/17/10 1 :	9.1	rium engan danteri	6.1
Incremental Delay, d2	Marabas (Crade) (	0.4	0.1	4.2	0.33					1.00		1.00
Delay (s)		26.8	25.8	34,2	19.2		#11	76×74000 197		0.9 9.9	29436810 <b>3</b> 0 50	0,4
Level of Service	Scientifica (Carit Deci	C	C	C	10.2 B		208men		a:Milliant	arren e la caractera		6.5
Approach Delay (s)	i Shanga Tak	26.4			22.1	6011 <b>9</b> 300	ā Bildir	0.0	98147477749	A STANKATER	00 E	- <b>A</b> - 2000 - 200
Approach LOS	en desse profit i kilonika	C	er e saluta (pe)	M332828834	C			0.0 A	Mart Wilds		9.5 A	difference (
intersection Summary		T: 75 W 75			1137.000 mm		in consideration and a second			Market et ann ve		
		a Division			(4.1.2.4.1 <u>)</u>	1914012	Salik astili					
HCM Average Control Delay		951000000	14.2	HC	M Level o	of Service	čřetem se světení se světení	f 19aa 29aa gadhey caan ee	В			
HCM Volume to Capacity rai Actuated Cycle Length (s)	HO	用學級類	0.61			SAASAA		1967	基值原则	TANK!		
Actuated Cycle Length (s) Intersection Capacity Utilizat	kggrafia alawaa		65.0		n of lost t		বিধারিকার বিশেষ	ations, are seen	8.0	tina eta este e	160 mm age of months	
nnersection Capacity Othizat Analysis Period (min)		THE PARTY.	83.9%	ic y icu	I Level of	Service			34 <b>E</b> \$1			
c Critical Lane Group	a liga de la filipa de la filipa La filipa de la fil	SPACE CORTISE	15		Taktyulanin		STABILITY DOS	ekse mennen en en er	TT TO WAR OWN	ang ang aggeria	*	V *** /1
Handi Fare Olonh	######################################	本电影響		a.4. al 1	r ar hid	E LANGE		mercan				44.649

	*	>	•	•	<b>←</b>	*	*	†	~	1	1	1
Movement 1		**************************************	EBR.	7 15:20 17	: WBT	WBR.	NBL	· NBT	NBR	SBL	SBT	SBR
Lane Configurations	<b>ነ</b> ነው፤ ትርህ አስተር	<b>)</b>		<u>ነ</u>	þ	TTPD/SENSE: 1.	ሻ	<b>ተተተ</b>	7	ሻ	ተተተ	7*
Volume (vph)	96	32	62	75	40	5	206	2110	130	10	3125	224
ldeal Flow (vphpl) Total Lost time (s)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	4.0	4.0	Albunia	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Fit	1.00 1.00	1.00 <b>0</b> .90		1.00	1.00	ngtografik av til	1.00	0.91	1.00	1.00	0.91	1.00
Flt Protected	0.95	1.00		1.00	0.98	HE POST	1.00	1.00	0.85	1.00	1.00	0.85
Satd: Flow (prot)	1327	1323	9 14440191491	0.95 1612	1.00 1868	846587.854000	0.95	1.00	1.00	0.95	1.00	1.00
Fit Permitted	0.95	1.00	AUSTINAL	0.95	1,00	RUSSING	1612	5036	1599	1612	5187	1615
Satd. Flow (perm)	1327	1323		1612	1868	Tipagen Para	0.95	1.00	1.00	0.95	1.00	1.00
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1612	5036	1599	1612	5187	<u>1615</u>
Adj. Flow (vph)	96	32	62	1,00 75	40	1.00 5	1.00 206	1.00	1.00	1.00	1.00	1.00
RTOR Reduction (vph)	0	58	15.5.9 <b>2</b> 73 0	0	- 40 5	ა 0	. 200 0	2110	130	·10	3125	224
Lane Group Flow (vph)	96	36	Ö	75	40	0	206	0 2110	39 <b>9</b> 1	0	0	53
Heavy Vehicles (%)	36%	63%	12%	12%	0%	0%	12%	3%	91, 1%	10 12%	3125	171,
Turn Type	Split		7 Februari	Split	10.00		Prot	370 10754655			0%	0%
Protected Phases	4	4	avanten 1901.	. Popiii.	· 8		5 FIOL	2	Perm	Prot		Perm
Permitted Phases		y ngaya.				arijest	145879795		2	1 Sections and	6	With the second
Actuated Green, G (s)	6.0	6.0		5.0	5.0	1807/18.P92,	11.0	65.4	65.4	8.0	55.2	6
Effective Green, g (s)	6.0	6.0		5.0	5.0		11.0	65.4	65,4	0.8	55.2 55:2	55.2 55.2
Actuated g/C Ratio	0.06	0.06	5 - 6 <b>4</b> 5 - 5 - 9 20 20 20 10 20 20 20 20 20 20 20 20 20 20 20 20 20	0.05	0.05	alion water ga	0.12	0.70	0.70	0.01	0.59	7 1 Car 2 1 + 4-4 (4) 15
Clearance Time (s)	4.0	4.0	939033	4.0	4.0	1936. (187	4.0	4.0	4.0	4.0	4.0	0.59 4.0
Vehicle Extension (s)	3.0	3.0	s. s. s.	3.0	3.0	ariikkakera sei	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	85	85		86	100		190	3534	1122	114	3072	957
v/s Ratio Prot	c0.07	0.03		c0.05	0.02	e i bi = kashij 13 (23)s	c0.13	0.42	松田川春春時	0.01	c0.60	့ ခပ္၊
v/s Ratio Perm				480000	Topicke.			14562574	0.06			0.11
v/c Ratio	1.13	0.42		0.87	0.40	:	1.08	0.60	0.08	0.71	1.02	0.18
Uniform Delay, d1	43.6	41.9	er: P	43.8	42.7		41.1	7.1	4.4	46.1	19.0	8.7
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	136.9	3,4		56.9	2.6		89,5	0.3	0.0	100.1	20.7	0.1
Delay (s)	180.5	45.3	ger oan de roeer en kriger	100.6	45.3		130.6	7.4	4.4	146.2	39.7	8.8
Level of Service	∮ F	D		∵.F	, D		F	A	A	F	D	A
Approach Delay (s)	nder of a course whose a	113.6			79.9			17.6	emican and conjugate on guine	e como propagagaga	38.0	Newson 199
Approach LOS		KL. Enc	n kouan y		E.		拼错单	_ / <b>B</b>	1. 数据		N D	
Intersection Summary			11.596				* Y V . V & .		eri zana wa			er samt til samt
HCM Average Control Delay		14 15 15 15 15 15 15 15 15 15 15 15 15 15	33.0	HO	M Level o	of Service	WELL STATE	eneralisat distant	ka jida	atela is 24 A 1 E		
HCM Volume to Capacity ra	tio	MANAGE MENT	1.03		in revent	JI OCI VICE			Ç			RANGO (DA JOSE)
Actuated Cycle Length (s)		19,244	93.2	Sin	m of lost t	ime /sì		IN STABLES	16.0		Segments	
Intersection Capacity Utilizat	tion	.កសាសសេតជនជំនាំ 	93.8%		J Level of		ye/illiyida	maripol.	اروان F	The Epitavi	irkira (i	2016/11
Analysis Period (min)			15	ing s				a de la composição de l				ale val
c Critical Lane Group	eng sami bitagan salah 1956	auto moseratica.	oren 1400 TANKE	HELFEEDEV-SERV	ACON GENERALIN	\$415-3558 PV PU	avastickily (		eren besk			10007251

	<b>→</b>	-	*	•	4	*	1	<b>†</b>	<i>&gt;</i>	1	<b>↓</b>	4
Movement	EBU.	EBT	, EBR	WBL	<b>WBT</b>	WBR	NBL	. NBT	NBR.	SBL	SBT	SBR
Lane Configurations	ች	<b>†</b>	7	<b>.</b>	<b>†</b>	77	74	<b>*</b>	#	ሻ	ተተተ	7*
Volume (vph)	75	60	125	120	85	100	370	1225	155	75	2200	i 110
ldeal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.91	1.00
Fit	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Sald. Flow (prot) Flt Permitted	1736	1827	1553	1736	1827	1553	1736	3471	1553	1736	4988	1553
Sald. Flow (perm)	0.95 1 <b>736</b>	1.00 1827	1.00 1553	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Peak-hour factor, PHF				1736	1827	1553	1736	3471	1553	1736	4988	1553
Adj. Flow (vph)	1.00 <b>75</b>	1.00 60	1.00	1.00	1.00	1,00	1.00	1.00	1.00	1.00	1.00	1.00
RTOR Reduction (vph)	1952 PART <b>P</b>	ου 0	125 17	120 0	ੈ 85 0	100	370	1225	155	- 75	2200	110
Lane Group Flow (vph)	75	60	108	120	0 85	65 25	0	0 : :3555	45	0	0	42
Turn Type	Prot	UU			85	35	370	1225	110	75	2200	68
Protected Phases	7.01	4	pm+ov 5	Prot	8	pm+ov	Prot	internation	pm+ov	Prot	Patrick Constants	pm+ov
Permitted Phases	DP SL PESBER BEFE	#/ E. T. (\$16)	gali Pivil O.). A	<b>.</b>	0	i	5	2	3.		6	7.
Actuated Green, G (s)	4.7	3.2	24.2	7.0	5.5	8 12.3	21.0	56.6	2 63.6	Lyananana	PROTESTAL LEGES	6
Effective Green, g (s)	4.7	3.2	24.2	7.0	5.5	12.3	21.0	56.6	63.6	6.8 6.8	42,4	47.1
Actuated g/C Ratio	0.05	0.04	0.27	0.08	0.06	0.14	0.23	0.63	03.0	0.0 80.0	42.4 0.47	47.1
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	0.53
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	4.0 3.0	3.0	4.0 3.0	4.0 3.0
Lane Grp Cap (vph)	91	65	419	136	112	213	407	2193	1172	132	2360	886
v/s Ratio Prot	c0.04	0.03	0.06	c0.07	0.05		c0.21	0.35	0.01	0.04	c0.44	0.00
v/s Ratio Perm	was an amount of the state of	an Angeria	0.01		,-,-,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	0.01	1 OQ. Z 1 144.		0.06		3. <b>c</b> 0.44[3	0.04
v/c Ratio	0.82	0.92	0.26	0.88	0.76	0.17	0.91	0.56	0.09	0,57	0.93	0.04
Uniform Delay, d1	42.0	43.1	25.7	40.9	41.4	34.1	33.4	9.4	4.0	40.0	22.2	10.5
Progression Factor	1.00	1,00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	42.8	84.3	0.3	43.9	25.1	0.4	23.6	0.3	0.0	5.5	7.5	0.0
Delay (s)		127.4	26.0	84.8	66.5	34.5	56.9	9.7	4.1	45.5	29.7	10,5
Level of Service	F	F	С	F	Ε	C	E	Α	A	D	C	В
Approach Delay (s)		66.4			63.2			19.2	TEXT STATE		29.3	723300
Approach LOS		Ε			Ε			В	CN19-20-7-9-11-11-11-11	Control of the State of Wild	C	ANDRESS OF BUILDING
Intersection Summary				AT STANFO				18.00		GIOTES AT LES		COMMUNICACION CONTRACTOR CONTRACT
HCM Average Control Dela		984467537758	29.8	HC	MIoval	of Service		200	C	transport of the	April Chi	des intel
HCM Volume to Capacity r	atio	3170	0.89	7695 3160	IVI LEVE	OF OR AIDS			U.			345144
Actuated Cycle Length (s)	indata copani bali	gantar (pri i	89.6	Sin	m of loc	time (s)	+ HERITARI	38994的增加	12.0	negative (	11月11日的雙	2617
Intersection Capacity Utiliz	ation		86.3%			of Service	J. 1829971	HARRESHE	12.0 E	Win inga	7801540	で変況を生
Analysis Period (min)	an antiga brothigadistica	244 (124)	15	assa'al <b>y'</b>	101 (	A COLVIDE	me and Shipper					
c Critical Lane Group	Marian Paris P Paris Paris Pa	148.57		70.77754500				都是在對鍵	e di ceres	reprintario		
The second section of the second seco	- Lance 1991 - Tai Marie (1) - Land App (1) (1) (1) (2) (2) (2) (2) (2) (2) (2) (2) (2) (2	ur na casterad)	korkotaro aliStrika∫i	este i est et el 1903/19	ni 50,500 (\$4)	er selet er ig er ste stegt.	construçõis (Alberto)		1011 AMM 1878 C	HARRAN IN		2007年第5

	٦		*	•	₩	4	4	†	<i>&gt;</i>	<b>\</b>	<b>↓</b>	1
Movement :	⊬ EBL:	EBT	EBR	WBL	WBT	WBR	NBL	PATNET.	NBR	na SBL	SBT	SBR
Lane Configurations	Naudrus riggurus de vyu kassas	↑↑	7	75	★★				SECTION PARTY	<u> </u>	RANKOLAN	VOC September 1
Volume (vph)	PC (0 1)	109		109	469	<b>0</b>	0.	0	0	1250		190
ldeal Flow (vphpl) Total Lost time (s)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util, Factor		4.0 0.95	4.0	4.0	4.0					4.0		4.0
Fit 100 Total 1207		1.00	1.00 0.85	1.00 1.00	0.95 1.00	Dition (value)	(SAUSSTATES A	Jan gund och	ed an organization of	0.97	***************************************	1.00
FIt Protected	Autor Standing Del	1.00	1.00	0.95	1.00 1.00	1500000000	Najarka		in Was	1,00		0.85
Satd. Flow (prot)	STABLE OF	3471	1553	1736	3471	E Shire		Washed Lev	3.119090F-Ligh	0.95 <b>3367</b>	genergegteest see	1.00
Flt Permitted		1.00	1.00	0.95	1.00	Kulingaran (K		rene		0.95		1553
Satd. Flow (perm)		3471	1553	1736	3471				ŽŽŠES.	3367		1.00 1553
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	, 0 j	. 115	74	115	494	10	0	0	0	1316	0.50	200
RTOR Reduction (vph) Lane Group Flow (vph)	0 0.53	0 115	66	0	0	O Storing storing systems as	0	0	0	0	0	48
Turn Type	ALLES ME MUSIC	110	8	115	494	0	0	0	0	1316	0	152
Protected Phases	usk pamene	)	Perm	Prot	Transpira	- State tempera	Savet terfect	Special Street, 1986		Prot		custom
Permitted Phases	4-470 (1782) (47.166)	Harak <b>Ab</b> ija	###₽₩₩## <b>4</b>		<b>.</b> 8 .		JET.A					
Actuated Green, G (s)	TO SERVICE.	7.4	7.4	7.4	18.8	VECENIA SE	14 KUAWA	G8887815	ed je w wa	ann a	erato, respector	6
Effective Green, g (s)		7.4	7.4	7.4	18.8	ar an aller	HILWESS.	Mark Substitute	Color for the	38.2 38.2		38.2
Actuated g/C Ratio		0.11	0.11	0.11	0.29				200.20	0,59	ONE CASOLINE	38.2 0,59
Clearance Time (s)	POSTAL Vicence to Alexandra	4.0	4.0	4.0	4.0	. was reduced and the	es a agenta. Caste eque	Marrish 2011(3) +	(Septe Continuint	4.0	era a e ancesa.	4.0
Vehicle Extension (s) Lane Grp Cap (vph)	विकास एका मध्यान	3.0	3.0	3.0	3.0		The Mary		Walter St.	3.0		3.0
ws Ratio Prot	Nerestate di	395 0.03	1 <b>77</b>	198	1004	an the Arthur and Arthur and Arthur	S 150 h / Homeston . v			1979		913
v/s Ratio Perm		บ.บอ	0.01	0.07	c0.14	al recognition				c0.39		BIOGRA
v/c Ratio		0.29	0.01 0.05	0.58	0.49	9-880 <b>2</b> 80 - 54	30 vii 10 maa 10 ma 10 maa 10 ma	Savara neer	Walanaya maka	i mae atango.	LOSSON CONTRACTOR	0.10
Uniform Delay, d1	0400347-1645-1 1155-155-155-155-155-155-155-155-155	26.4	25.7	27.3	19.1	irongaic.				0.66		0.17
Progression Factor		1.00	1.00	1,10	0.99	17 m (15)		hari da ge	Taskota as	9.1 1.00		6.1
Incremental Delay, d2	1255 Mar Land Books of the discount of the	0.4	0.1	4.2	0.4	Markett Lague (1921)	MARK SECT. SC		740034pm(%)	0.9		1.00 0.4
Delay (s) Level of Service		26.8	25.8	34.2	19.2	A Gran		And the		9.9		6.5
Approach Delay (s)		C	C	С	В	Constitution of the same of th		merci der engens	mat y to trade a fire.	Α	ardaktoriks.	A
Approach LOS		26,4 C	ki elettallak		22.1			0.0			9.5	
	•	<u> </u>			С			Α			Α	19449, 2019)
Intersection Summary		17	14000	<b>,</b>					1		V 770 7 115 7	77.77
HCM Average Control Dela	ay Angent an an tanggan	Market Street	14.2	HCM	I Level o	f Service			В	A	5375-80 MINORS (2592.8)	20.54 (0.00)
HCM Volume to Capacity r Actuated Cycle Length (s)	auo	il.a.	0.61		nice le	in the			Market			<b>E</b>
Intersection Capacity Utilize	ation	NASSA.	65.0	Sum	of lost ti	me (s)	and server	New Market and the	8.0		era e este africiónsos	wa sudanagy
Analysis Period (min)	ARANCHE (SOLICE)		83.9% 15	, icu	Level of	Service	a energy		E			
c Critical Lane Group		(SANTAN	1 <b>3</b>				Programa	kozako menera	E UEUTER SOMO	onggypha <b>ns</b> m	Michigan Strane	Mannets
	ocean a na ann amh dealga (1944). Tha	(saba da (da (da (da (da (da (da (da (da (da	e. ILDAYER V	navazete)	-6701 <b>41</b> 150	21 STRAN						V-1/4-1

	*		7	<b>*</b>	<b>←</b>	A.	4	†	<i>*</i>	<b>\</b>	ļ	1
Movement (Special)	sus (CEBLin	EBT	EBR	WBL*	<b>₩BT</b>	WBR	NBL	NBT.	NBR.	SBL	#SBT/	SBR
Lane Configurations	ř	ተተተ	**********		<b>†</b> †	7676	ነ	4	*	, ************************************	1911 V D. 1 (3.)	WW ODIZ
Volume (vph)	53	1306	0	. O	388	1845	190	``````````	79	0.49700	ñ	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		ŠIPT I	4.0	4.0	4.0	4.0	4.0			1000
Lane Util. Factor	1.00	0.91		e grandings and the period	0.95	0.88	0.95	0.91	0.95	de politica (S)	að Stóstá simeir	rs#rva*
Frt	1.00	1.00		Panaria.	1.00	0.85	1.00	0.99	0.85	#Abrieb		17.55 P
Flt Protected	0.95	1.00	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,		1.00	1.00	0.95	0.96	1.00	na stalta.	MEGADUKAN	1.36%, 5.33
Satd. Flow (prot)	1736	4988			3471	2733	1649	1571	1475	19 <b>5</b> 0267	10,817(1,31)	THE PARTY OF
Flt Permitted	0.95	1.00			1.00	1.00	0.95	0.96	1,00	H. 8545 11 11 11	107.000,1759	발표 있다.
Satd. Flow (perm)	1736	4988			3471	2733	1649	1571	1475			
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	56	1375	0	0	408	1942	200	0	83	0	80	0
RTOR Reduction (vph)	0	0	0	0	0	737	0	4	56	0	0	0
Lane Group Flow (vph)	56	1375	0	Ó	408	1205	104	100	19	0	0	0
Turn Type	Prot		0.00			Prot	Prot		Perm			
Protected Phases	$\sim 7$	. 4			8	8	5	2	THE STATES		编档数	
Permitted Phases	and the second second								2	100 0 100 100 100 100 100 100 100 100 1		45 A#15
Actuated Green, G (s)	2.4	40.3			33.9	33,9	16.7	16.7	16.7	Marian	DIENI.	KARA I
Effective Green, g (s)	2,4	40.3	Gradina se milina senaka	Kalanda ada an Cala	33.9	33.9	16.7	16.7	16.7		· · · · · · · · · · · · · · · · · · ·	or of a state
Actuated g/C Ratio	0.04	0.62			0.52	0.52	0.26	0.26	0.26		NAME:	
Clearance Time (s)	4.0	4.0	Townsons makes	ersonisti onergio.	4.0	4.0	4.0	4.0	4.0			
Vehicle Extension (s)	3.0	3.0	zafira dan	Oldin Via Sirver.	3.0	3.0	3.0	3.0	3.0		學人工模	Maria de la Caraca
Lane Grp Cap (vph)	64	3093	on a file of the second and	Negas respective months	1810	1425	424	404	379			
v/s Ratio Prot v/s Ratio Perm	0.03	c0.28			0.12	c0.44	0.06	c0.06				
vis Ratio Penn vic Ratio	-1410016-1616-1616		o file Marketonen	paysayayaya ge	te <b>nkonna</b> tasyn	೧೯೯ <b>೯ ಬಿ.</b> ಗಾಗಿ	ಜಾನ್ತ-ಉ <u>ತ್ತ</u> ಿಗಳು	رمي ومدارد معرود ودستان	0.01			
Uniform Delay, d1	0,88 31.2	0.44	0.494963		0.23	0.85	0.25	0.25	0.05			
Progression Factor	0.85	6.5 0.76 *	olos orakkiri	SMT#509(38/899)	8.4	13.3	19.2	19.2	18.2	or of the section	Contractor Contractor	
Incremental Delay, d2	64.7	0° - 0 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1			0.89	5.27	1.00	1.00	1.00			
Delay (s)	91.1	0.1 5.0	riving tracer	STRATE TO SE	0.0	1.3 ***	0.3	0.3	0.3	Maring Moreover, danger	Ohy 10h ; eyen ayr	f Cod., 1995 20
Level of Service	F			Company :	7.5	71.4	19.5	19.5	18.4			
Approach Delay (s)		8.3	ASSINGUI.		A 60.3	E	B Signatura	В	B	The work is to be to course	ionowali stawey.	Table Code Code
Approach LOS	CONTRACTOR CONTRACTOR	A	<b>到</b> 國際日本 1000	ENLENDY:	60.3/5 E			19.2			0.0	
			******************************		<u></u>			8			Α	
Intersection Summary		ndebole li		3.00		(C) (C)	9 14 1	100	(Die 214),		346	9/12/01
HCM Average Control Dela	B <b>y</b> National variety as a program	Alban Jordania et arres asses	39.2	HC	M Level o	of Service			D			
HCM Volume to Capacity r	atio		0.61									
Actuated Cycle Length (s)	er til store til som er	i arti de Kontonet, e conte	65,0		n of lost i				8.0		eraneragan ine ar sinteng	eranigo de S
Intersection Capacity Utiliza	ation		83.9%	. ICŲ	Level of	Service			# E		and the	i (Tigh)
Analysis Period (min)	ert op eigend fleid geven weiter	turistikai situa	15	Postarija ja vojega vince	Contraction of the contraction o		and make the same				and the street	reception ages, the
c Critical Lane Group	世紀世紀										100分数 (2) (2) (2) (2) (3)	
										1.1.5	10 100000	

	٦		•	€	4	4	*	†	<i>*</i>	-	ļ	1
Movement #14	EBL	EBT	EBR	WBL	<b>WBT</b>	WBR	NBL	NBT	∘ NBR⊌	SBL	SBT	. SBR
Lane Configurations	ኝ	ተተኩ		ሻ	ተተ	7	*	<u>ት</u>	7	ሻ	<b>ĵ</b>	320000000
Volume (vph)	90	1235	60	75	2183	930	35	· 50	77	15	30	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0	4,0	4.0	4.0	- <b>4.</b> 0	4.0	4.0	94866
Lane Util. Factor	1.00	0.91		1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	Rode Colon Literary
Fit Control of the Co	1.00	0.99		1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.95	i wanari
Flt Protected	0.95	1.00	To sefure deletations of a	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	eres en commission (SE)
Satd. Flow (prot)	1736	4953	<b>对表达的图形</b>	1736	3471	1553	1736	1827	1553	1736	1736	
Fit Permitted	0.95	1,00	nyth et ar akka	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd: Flow (perm)	1736	4953	r-jerjakiya r	1736	3471	1553	1736	1827	1553	1736	1736	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	95	1300	63	79	2298	979	37	53	81	16	32	16
RTOR Reduction (vph)	O Lagger nyakon <b>, z</b> nek	0		0	0	194	0	0	73	0	15	Ô
Lane Group Flow (vph)	95	1363	.0	79	2298	785	37	53	. 8	16	33	0
Turn Type	Prot	San	. grang amag	Prot	and a constitution	Perm	Prot		Perm	Prot		
Protected Phases Permitted Phases	對於於門里人生	1865 <b>4</b> 1		3	8		5	2		1	6	SCHOOL SUSTIGN
Actuated Green, G (s)	9718 ar 2 an 3 an 17 <b>87 64</b> 50 13	SS 661483	Kirkinun Kur	open pr <u>aza de</u> prese	an water a series of the con-	8	Securior of the	Color and and	2			
Effective Green, g (s)	8. <b>2</b> 8.2	86.1		8.9	86.8	86.8	7.2	12.6	12.6	, 6.4	11.8	
Actuated g/C Ratio	0.2 0.06	86.1 0.66	n ny dash	8.9	86.8	86.8	7.2	12.6	12.6	6.4	11.8	
Clearance Time (s)	0.06 4.0	4.0		0.07	0.67	0.67	0.06	0.10	0.10	0.05	0.09	
Vehicle Extension (s)	4.0 3.0	4.0 3.0	NAME OF STREET	4.0 3.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	Company of the compan
Lane Grp Cap (vph)	110	3280	The religionship		3,0	3.0	3.0	3.0	3.0	3.0	3.0	
v/s Ratio Prot	c0.05	3280 0.28	45% JY 5	119	2318	1037	96	177	151	85	158	
v/s Ratio Perm	\$	U.20	Market ()	0.05	c0.66	daa maa	c0.02	c0.03		0.01	0.02	
vic Ratio	0.86	0.42	agang ge	0.66	0.99	0.51 0.76	Toods	er a carre	0.01	andir enimes	recover to teach	and the transport
Uniform Delay, d1	60.3	10.2	<b>基础</b> 图16 [16]	59.1	0.99 21.2	0.75 14.5	0.39	0.30	0.05	0.19	0.21	
Progression Factor	1.02	0.86	71.5%(A415)	1.00	1.00	14.5	59.3 1,00	54.6	53.3	59.3	54.8	MOS memories
Incremental Delay, d2	44.2	0.1	35388 . 1. 1. 14	13.1	16.6	3.2	2.6	1.00 4.3	1.00	1,00	1.00	
Delay (s)	105.8	8.9		72.2	37.9	17.7	61.8	4.3 58.9	0.7 53.9	1.1 60,4	3.0 57.8	\$565000 m
Level of Service	F	Α	roff- Coldean	E	D5	B	61.6 E	00.9 E	ეე.9 D	ου.4 Ε	ئىزى ئۇسكاھور ئىدۇ - ئىمىدىوتلۇپ ئول	-04 at 15 and
Approach Delay (s)	STOCK NAME OF	15.2	1102784	Maring of	32.8	ega herida	igomaty kom	57.2	ם מינינייניינייניינייניינייניינייניינייניי	TT CLAS	E 58.5	ore towers
Approach LOS	report on the age of the control of the	В	Probert Calculate	awa ayo baya da	C	renika katala Barda A	Paralagan (	E		um nangk		1479U
Intersection Summary										CONTRACTOR AND MAN		
HCM Average Control Dela		romane con	00.0	14103 0000				Addition.	en de la company	alie Alian	ni filologi	
HCM Volume to Capacity r	ay allo	40.07 - VIII	28.9 0.82	HU	M Level d	of Service	) Se <del>rro</del> ns conce <del>rce</del> s	C 1500 temperari	C	f-fig sprenessons	· removerable of a second	the view as a second
Actuated Cycle Length (s)	SNC 1		130.0					Transfer in				
Intersection Capacity Utiliz	alion		33.9%		n of lost t			ingering in deni	8.0	energy was the con-	untownskapte som	Maria de la composición
Analysis Period (min)	Buoll		15	, JUU	Level of	Service			LE.			100
c Critical Lane Group			- 10  後数2722	92000Pagasalus				tera e su por	ng ng mangang ang ang ang ang ang ang ang ang a	torzeneme	런데 (C. 1855 + 1850+TV	erderi e a mes
to company of the first state of the state o	Distribution (Co. 200	P. P. S. C. V. S. S. C.	vir HNINT			erikalah			THEKE!			177

	<b>.</b>	-	•	€	<b>←</b>	*	4	†	<i>&gt;</i>	1	Ţ	4
Movement	EBL!		EBR			∮∵ÿBR∮	NBL	NBT!	NBR	SBL	SBI	SBR
Lane Configurations	<b>ካኝ</b> ተመመራ አስፈጻ	tana atau	<b>7</b>	<b>ኻ</b> 10	. <u>†</u> .		ሻሻ	ተተ <sub>ጉ</sub>	* ( 6) 2 . 6	14.14	ተተተ	75
Volume (vph) Ideal Flow (vphpl)	200	91	208		55	1283	100	2146	10	705	2231	85
Total Lost time (s)	1900 - 4.0	1900 4.0	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.97	1.00	4.0 1.00	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Frt.	1.00	1.00	0.85	1.00 1.00	1.00	0.88	0.97	0.91	ngggan unsassikuri s	0.97	0.91	1.00
Fit Protected	0.95	1.00	1.00	0.95	1.00 1.00	0.85	1.00	1.00		1.00	1,00	0.85
Satd. Flow (prot)	3433	1863	1583	1770	1863	1.00 2787	0.95 3433	1.00 5082	80-1910 Substitut	0.95	1.00	1.00
Fit Permitted	0.95	1.00	1.00	0.95	1.00	1.00	2 - 2 - 2 - 2 - 2	and the second	Desire de la companya della companya della companya de la companya de la companya della companya	3433	5085	1583
Satd. Flow (perm)	3433	1863	1583	1770	1863	2787	0.95 <b>3433</b>	1.00 5082	KITT MINTH POP	0.95	1.00	1.00
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00			4.00	3433	5085	1583
Adj. Flow (vph)	200	91	208	1.00 10	55	1283	1.00 100	1.00 2146	1.00	1.00	1.00	1.00
RTOR Reduction (vph)	0	0	36	0 0 1000 - 1000	0	1203	001	Accordance appropria	• 10	705	2231	85
Lane Group Flow (vph)	200	910	172	10	55	1282	100	1 2155	0 0	0 705	0	26
Turn Type	Prot	310,83720. \$1.	pm+ov	Prot	o gagar <b>oo</b> .	pm+ov	Prot	2100	September 10 and		2231	59
Protected Phases		4	5	3	8	γιπτυν 1	5	2		Prot		Perm
Permitted Phases	Control Control (Septembrie)	onstrikalar († 1861)	**************************************	daenna 🙁 D	32190393	8 - 1989 8	13.00 <b>.0</b> 03	Z	Z toj twikelji		6	
Actuated Green, G (s)	7.0	13.4	23.4	0.8	7.2	57.2	10.0	53.0		50.0	93.0	6 88688
Effective Green, g (s)	7.0	13.4	23.4	0.8	7.2	57.2	10.0	53.0		50.0	93.0	93.0 93.0
Actuated g/C Ratio	0.05	0.10	0.18	0.01	0.05	0.43	0.08	0.40	5 45 4 4 5 4	0.38	0.70	0.70
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	una iro(200)	4.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3,0	3.0
Lane Grp Cap (vph)	180	187	278	11	101	1197	258	2022	100000000000000000000000000000000000000	1289	3550	1105
v/s Ratio Prot	c0.06	0.05	0.05	0.01	0.03	c0.40	0.03	c0.42		0.21	0.44	1100
v/s Ratio Perm			0.06			0.06	rarra raratak	es tut tut tra	realer auch Bubersti	al-Mittalens	<u> e Mina e</u>	0.04
v/c Ratio	i.II.	0.49	0.62	0.91	0.54	1.07	0.39	1.07		0.55	0.63	0.05
Uniform Delay, d1	63.1	56.6	50.8	66.2	61.4	38.0	58.7	40.1	er om i dragobien o	32.7	10.8	6.3
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	WAY AND A	1.00	1.00	1.00
Incremental Delay, d2	100.0	2.0	4.0	217.6	5.9	47.2	1.0	40.3	rivers and all the	0.5	0.4	0.0
Delay (s)	163.1	58.6	54.8	283.7	67,3	85.2	59.7	80.4		33.2	11.2	6.3
Level of Service	<b>F</b> Seste <b>stransk</b> e se	E	D	F	Ε	F	Ε	F		Ċ	В	A
Approach Delay (s)		.98.9 <sub></sub>			86.0	To think of		79.5			16.2	PART .
Approach LOS		F			F			Ε			В	er gordogen in the form o
ntersection Summary			7				(4) (4) (4)	1 ( )				200200
HCM Average Control Dela	ıγ		55.2	HC	M I evel	of Service		100000	E			
HCM Volume to Capacity r	atio 💮 💮	eg garage	1.07	inii die pa		5.001106					1000000	
Actuated Cycle Length (s)	Liberal on department on them.	acamentes.	133.2	idea Sanarasa Sur	n of lost	fime (s)	sankuvā)	outrest his	16.0	and Filler		
ntersection Capacity Utiliza	ation		02.3%	IĈL	J Level	f Service	urtode Ma		10.0 G	ALCONOL		00 <b>0</b> 000
Analysis Period (min)		mentines jaidhil	15	e sales prefet da de la com-			900 (60% 0.7 <b>6</b> 5%)	na Valud 1990) k	esta <b>S</b> EE	retidakki.		4351 <b>6</b> 8
Critical Lane Group		116170		11.869.515.2 <b>7</b> 0	Mark en			WALLEY TO	######################################	T147882	pievau	girma
	and the second	when the said	ar angrés Europe de 2018 1998	erane e er se er vista (1811).	Alica in said (10)	raevatetti (t. 1904)		SAUTITUS P	YEN GALLES AND	ore ne routeful	100000000000000000000000000000000000000	2.M21933

	٠		•	•	<b>4</b> —	Ł	4	†	<i>&gt;</i>	-	<b>↓</b>	1
Movement,	Z/EBL	EBT	<b>EBR</b>	WBL	WBT	WBR	NBL	al NBT	NBR	SBE	W SBT	SBR
Lane Configurations	7	ተተተ			ተተ	**	<b>F</b>	4	7	1000 m	14.00 mg 14. mg	merce And III
Volume (vph)	237	2137	<b>0</b>	<u></u> 0	137	845	70 V	0.0	1095	0	0	ាក់
ldeal Flow (vphpi)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0			4.0	4.0	4.0	4.0	4.0	ans.		0.00 000 0.00 vo. 100 0.00
Lane Util. Factor	1.00	0.91	of any other transfer.	side <b>t</b> ravel and the	0.95	0.88	0.95	0.91	0.95		Assessment and	and the all the
Frt	1.00	1.00		Mikster.	1.00	0.85	1.00	0.85	0.85		2019	
Fit Protected Satd. Flow (prot)	0.95 1770	1.00	eren er	. Tannella tre støre	1.00	1.00	0.95	1.00	1.00			
Flt Permitted	0.95	5085			3539	2787	and the second second	1443	- 141 H2805 FEB.			
Sald. Flow (perm)	1770	1.00 5085	terusus	34.14.91%/175.	1.00	1.00	0.95	1.00	1.00	o Walter	Allerador de victor	de nombreux ous
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	3539	2787	1681	1443	1504	HIZARE WY	120057	
Adj. Flow (vph)	237	2137	1.00 0 -	1.00 0 1	1.00 1 <b>37</b>	1.00 845	1.00	1.00	1.00	1.00	1.00	1.00
RTOR Reduction (vph)	29/ 0	∞e₁y/∷: 0	0	0	0	629	් 70් 0	0	1095	Ō	0	Ő
Lane Group Flow (vph)	237	2137	er os	Ö	137	216	63	1 554	546	0	0 0	0 0
Turn Type C	Prot		-		101	Perm	Prot		Perm	( <b>U</b> )		:01384.7 <b>U</b>
Protected Phases	5. 10. <b>7</b> .T	<b>4</b> .			8	7 GHH	5	2	reiiii	e ja Noveja	i Ransi	(31) (4) (1) (1)
Permitted Phases	vania - 1,39 - 70/- 27,25	TO APPLICACION & ST	TWO SHIPS IS A LOS	<b>W</b> arting to 1 of the	a revisit Fisher	2.1 //N/1911 <b>8</b>	59.11. <b>24.</b> 4	varav,£st	2	ar di artiglia	ar narrow,	\$5 4.3.34
Actuated Green, G (s)	15.0	42,0		717777	23,0	23.0	40.0	40.0	40.0	H. CER		1/40/04
Effective Green, g (s)	15.0	42.0	*******	A TANKE STONE OF SERVICES	23.0	23.0	40.0	40.0	40.0	S	147149 153	Mithwall J
Actuated g/C Ratio	0.17	0.47		A Same and a lar	0.26	0.26	0.44	0.44	0.44		Tease 1	or was
Clearance Time (s)	4.0	4.0	-5 1 //s dise s	on Anna Arima	4.0	4.0	4.0	4.0	4.0	Polish (Bush), leas	Virtuel Capital Tra	9 81 ASSESSES
Vehicle Extension (s)	3.0	3.0	distribution of the second		3.0	3.0	3,0	3,0	3.0		147000	
Lane Grp Cap (vph)	295	2373	need of Montager	min date conc. Name	904	712	747	641	668			
v/s Ratio Prot v/s Ratio Perm	0.13	c0.42	Alayei,		0.04	in syr	0.04	c0.38		Mud		a single
Vc Ratio	0.80	0.90	inderen.i.	100000000000000000000000000000000000000	ಇದು ಮಾಡಿಕ	0.08	Se Aurodovanina	and the first services	0.36			
Uniform Delay, d1	36.1	22.1			0.15	0.30	0.08	0.86	0.82			
Progression Factor	0.81	0.66	10-86/180/A/A	063097523376	25.9 1.02	27.0	14.4	22.5	21.8	sessiones en la co	o trksiercze	Coffee Marie Views
Incremental Delay, d2	9.3	2.7	dirin dasahi		0.1	2.84 0.2	1.00 0.0	1.00	1.00		Line in	Mf.d
Delay (s)	38,4	17.3		rassi.	26.4	76.9	14.5	11.6 34.2	10.7 32.5	inara (aki		::Sare#141 a
Level of Service	D	B	-GERVERTINE	SSN activity we	C	. 70.9 E	B	. ७५.८ С	32.3 C			
Approach Delay (s)	h dia	19.4	STATES		69.9	Program		32.3	561 (9696FT)	41 (1275.197 <u>)</u>	0.0	
Approach LOS		В	Activative Contraction	eterakan bibasa	E	APPVA OSE CO	1.6122 c . 123 af			a se months	A A	
Intersection Summary			· ·		Je Char	2000			ours received			Diverse de de contra
HCM Average Control Delay	\$-104 MD50 S1800 B	000 40 500 <b>41</b> 2	33.7	HU	M Lovol s	of Service	k literatus	40000		Markit. A	1000000	144.00
HCM Volume to Capacity ratio			0.88		AL LEVEL C	ii Service	antidorio		C	STPS VOT	NSUTERIORS	2570.5 011
Actuated Cycle Length (s)	he paraprepiet	rower areas i	90.0	oranas en Sun	n of lost t	ime (s)	Transit	MARKE	8.0	TO HOTE	犯的條約	
Intersection Capacity Utilization		13	36.6%		Level of			a e grad	0.U H	Desirate	Marin (STT) - 1 in est 1 - Couleman - 1 - 1 - 2	Romana Romana
Analysis Period (min)	ec committees and a second	· 2	15	and Ma			-Vei Z2/1766	V MARKET		8/34/4/37	rabid i sieb	ANEE A
c Critical Lane Group										540.65		
		ment on the control for	5-0000-194 -01-10	narakisé Bingii na	- 12 NORMAN (1960)	200 - 218 P-2007 - H	-045-747-874 <u>1</u>	\$200 - 1757 <u>222</u>	gge matros WO.		rsyleski, f	#11月2月

	<b>≯</b>		•	•	<b>←</b>	•	4	†	1	-	1	1
Movement	EBL	77,000	EBR.	WBL	WBT	WBR-	ANBL/	NBT	NBR4	SBL.	A SBT	SBR
Lane Configurations		ተተ	7	ኻ	ተተ				•	ሻሻ		7
Volume (vph)	0.0	434	210	91	116	0	. 0	Ö,	7 0	1940	Ó	80
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0	(4.0	4.0					4.0	isi da y	4.0
Lane Util. Factor	t.l	0.95	1.00	1.00	0.95	tricks was reference to	Transfer (1874), and deliver 1			0.97		1.00
FA TOTAL TOT	A SHENGE	1.00	0.85	1.00	1.00					1.00		0.85
Fit Protected Satd. Flow (prot)	eng na geran	1.00	1.00	0.95	1.00	raikus kusameten	f Bart ender to take on	de entre de la composition della composition del	en generale assesse	0.95	and the market section	1.00
Fit Permitted	图 A.	3539	1583	1770	3539		Anther William	vergoze.		3433		1583
Satd. Flow (perm)	artisaati etu.	1.00 3539	1.00 1583.,	0.95 1770	1.00 3539		Reignvaler	atealotin	t est e four stude	0.95	etrakkan se	1.00
Peak-hour factor, PHF	1.00		• • • • • • • • • • • • • • • • • • • •							3433		1583
Adj. Flow (vph)	1.00 0	1.00 434	1.00 210	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
RTOR Reduction (vph)	0	434	210 178	91	116	0	0	Ö	0.	1940	0	80
Lane Group Flow (vph)		434	170 32	0 91	0 116	0   0	0 0	0 2596-6-33	0	0	0	28
Turn Type	· · · · · ·	704	Perm	Prot	110	認識的E <b>U</b> ing	og ser U to	0 ;	0.4	1940		52
Protected Phases		Ž.	reilli Managa	۲۳٥١ 3 ا	<b>1</b> 8		andrewan	orienamente.	edite ta igerar	Prot	( (aksiinkinge) najger	custom
Permitted Phases			4 A A WAR A A		<b>.</b>					13514165	<b>输出的</b> 第	
Actuated Green, G (s)		13.7	18.7	5.6	23.3	97.899482	uska kara	eer oons		58.7		6
Effective Green, g (s)	The Control of the	13.7	13.7	5.6	23.3			ii Garatik Ch		58.7	MAY CLIEB	58.7
Actuated g/C Ratio		0,15	0.15	0.06	0.26	N. 1981 (	do <b>ull</b> ante		maragilus	0.65	SALUTSIYA.	58.7 <b>0.65</b>
Clearance Time (s)	ak kultur terbilah	4.0	4.0	4.0	4.0		PROPRIES.			4.0		္ၿပ.၀၁ 4.0
Vehicle Extension (s)		3.0	3.0	3.0	3.0		in other			3.0	NEAGAS.	3.0
Lane Grp Cap (vph)		539	. 241	110	916	MANTE LANCE OF A SECTION	a contraction of the con-	with the said and a	new gritter at	2239	\$3 6 8 6 5 5 5 5 6 6 6 6 6 6 6 6 6 6 6 6 6	1032
Vs Ratio Prot	制造电路	c0,12		c0.05	0.03	48858.258			2002 T. L.	c0.57	PERMIT	1032
v/s Ratio Perm			0.02	Control Congress and Allers	. Ann Islandiyang	s Cather Victorian Pagage	14964 CR. 10 CR.	1. 160° 174 (5 4) 11	Hettillw.st		reduk ve	0.03
V/c Ratio		0,81	0.13	0.83	0.13		36 <b>7</b> 971/037			0.87	Men er	0.05
Uniform Delay, d1		36.9	33.0	41.7	25.6	and the second s	and the series of the series of	8 • 15089 855 m20 cm	raut a habit giuligi	12.5	440 manendi (2.1	5.6
Progression Factor		1,00	1.00	0.50	0.59		ANTAIR A		Meas	1.00		1.00
Incremental Delay, d2		8.6	0.3	37.5	0.1		Magazine e e e e e e e e e e e e e e e e e e	13 - 14 14 15 15 15 15 15 15 15 15 15 15 15 15 15	esur vergere com	3.8	<b>4</b> 41 <b>4</b> 7344414444	0.1
Delay (s)		45.4	33.3	58,3	15.0					16.3		5.7
Level of Service	s a document of the	D	C	E	В	Market I. I. I. I. I. I.			***************************************	В	Commercial services and	A
Approach Delay (s)		41.4			34.1			0.0			15.9	
Approach LOS		D			С			Α			В	
Intersection Summary					T T	TIP T						
HCM Average Control Delay			22.9	НС	M Level o	of Service	Enter State Company State	(ACT BOM ASSESSED ASSESSED	C	No to the property of	544 <b>0244</b> 592	MENOREM TO
HCM Volume to Capacity ratio		1648	0.85			of constant		MANA SO		HANDS		TO LOUIS
Actuated Cycle Length (s)		- 17717 497	90.0	Sur	n of lost t	ime (s)	49. <b>4</b> 9. 7. 9 6	ARCHIEST Y	12.0		PHASCH (	W 3.440
Intersection Capacity Utilization			136.6%		Level of			100-010-14 C.T.	T.H			
Analysis Period (min)			15	eranteataire de steid	# 14 VM > 12 EV E ( 5 EV E	an acontrary of the Table (1)	ara ko varibilir 1988	30728459698555555	enter ## Ball	oversidenti	sreenterdigi	94441. UŠ
c. Critical Lane Group						idi omod		ianama	(#)/\$69457F	<b>化热源</b> 域	185 N/186	30.0574
			- united to some?	i eko ori nurudu disili hetik	ages - No. Magazines	- a - Contract March	eranggetter njedisist	C + 24 6 6 6 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7	111 (E) ME 117	35.1462.24年11		spinist.

	*		*	✓	<b>←</b>	*	4	<b>†</b>	<i>&gt;</i>	-	1	1
Movement	: EBL	EBT	EBR.	WBL	WBT.	- WBR		NBT	NBR	/ SBL	SPT	SBR
Lane Configurations	ሻ	1>		ሻ	7→		ኝ	<b>ተ</b> ቀተ	7	<b>``</b>	<u>ተተተ</u>	7 P
Volume (vpḥ)	165	94	171	170	15	5	59	3490	<b>80</b> ″	25	2680	93
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	0.91	1.00	1.00	0.91	1.00
Fri State of the s	1.00	0.90		1.00	0.96		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	I was a summ	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1805	1669	\$ Table	1770	1829		1671	5136	1583	1805	5136	1615
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1805	1669	2個的《相談》	1770	1829	duskir	1671	5136	1583	1805	5136	1615
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	165	94	171	170	15	5	59	3490	80	25	2680	93
RTOR Reduction (vph)	0	47	0	0	5	0	0	0	11	0	0	17
Lane Group Flow (vph)	165	218	Ó	170	15	0	59	3490	69	25	2680"	76
Heavy Vehicles (%)	0%	8%	0%	2%	0%	0%	8%	1%	2%	0%	1%	0%
Turn Type	Split	都在一個		Split			Prot		Perm	Prot		Perm
Protected Phases	4	4		8	8		5	2	CANADA CANADA	1	6	es a county
Permitted Phases								7617	2		ay jami,	6
Actuated Green, G (s)	16.0	16.0	partition and a	13.0	13.0		5.5	91.8	91.8	2.4	88.7	88.7
Effective Green, g (s)	16.0	16.0		13.0	13.0		5.5	91.8	91.8	2.4	88.7	88.7
Actuated g/C Ratio	0.11	0.11	\$ 1445 E. C.	0.09	0.09	Z. Surana area	0.04	0.66	0.66	0.02	0.64	0.64
Clearance Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0	7	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph) v/s Ratio Prot	, 207	192		165	171		66	3387	1044	31	3273	1029
Ws Ratio Prot Ws Ratio Perm	0.09	c0.13	tri i krasiviti yek	c0.10	0.01		0.04	c0.68		0.01	c0.52	***************************************
v/s Ratio	0.00	- Williams							0.04			0,05
Uniform Delay, d1	0.80 60.0	1.14 61.6	511. 500.50 <u>00.</u> 51	1.03	0.09	网络维拉克马马 电电路电路	0.89	1.03	0.07	0.81	0.82	0.07
Progression Factor	1.00	1.00	r dang bi	63.1	57.7		66.6	23.7	8.4	68.2	19.2	9.6
Incremental Delay, d2	1.00	1.00	se <b>40</b> santsida	1.00 78,3	1.00	119072911515	1.00	1.00	1.00	1.00	1.00	1.00
Delay (s)	78.9	167.9			0.2		74.2	24.0	0.0,	83.8	1,7	0.0
Level of Service	70.9 E	107.9	awari.	141.4	57.9	SENSER SAN	140.7	47.7	8.5	152.0	20.8	9.6
Approach Delay (s)	M <b>E</b> .15	133.7	AND RECORD	e fi	∰E.	COR SE	<b>F</b>	D	i A	May Fris	-5.6°C	) A
Approach LOS	Notes de des	133,7 8/14 <b>F</b> 3/3	EUH SESSE	Constant	132.6		187 000 C.B.0481 F	48.3	ter receiptate	Complete Call Comment in the	21.6	4.00.00
		nesaren Gerena		PARAMONE	4355 <b>5</b> 202			D		Choronio Historia	;c	and a second
Intersection Summary	iko mendirikan	francisco de la composición de la comp	nakanapanisi	i de la compania de	uxilezenia			1.0	5.1Y		2. 74. 27.1	
HCM Average Control Delay			45.2	HC	M Level o	f Service			D	d1.76757		13-10-247 62-15-15
HCM Volume to Capacity rational	O Vestestam excess	est Augerina en la sa	1.02	VP+41.24 MR. 4+ -	general consistence of				- marketerise	martinistic Passa PS	19 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	were restrict
Actuated Cycle Length (s)			139.2		n of lost ti				12.0			<b>4</b>
Intersection Capacity Utilization	חל ליים אינים או	1(	2.3%	ICU	Level of	Service			G	and alternative to the first		varativi (Lighti)
Analysis Period (min)	area de la		15	5-70 g/d	HW.S.A.	(5) - FI						TOURS - THE
c Critical Lane Group								ces in a provi	anners : I despite the b	emina na librativa (1922)	17 2 4 5 1 1 1 1 <b>2 5 1 1 2 5 1 2 5</b> 1 5 1	and the state of t

	٠		*	•	4	· ·	4	†	<i>&gt;</i>	1	<b>↓</b>	1
Movements.	EBL:	, EBT	EBR.	₩BL	WBT	WBR	NBL	A-NBT	NBR	SBL	SBT.	SAS
Lane Configurations	<b>\</b>	<u></u>		*5	<b>^</b>	7	ሻ	<b>†</b>	7	ሻ	<b>}</b>	-39E-21
Volume (vph)	. 55	3147	30	40	. 932	700	15%	50	99	70	70	35
ldeal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0	4:0	4.0	4.0	4.0	4.0	4.0	#1371 PM
Lane Util. Factor	1.00	0.91	Table of the section	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	respect energy
<u>Fit and Ellipsian in the Ellipsian in t</u>	1.00	1.00		1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.95	
Flt Protected	0.95	1.00	dig jaga etganana	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	and and control of the real of the
Satd, Flow (prot)	[1770]	5078		1770	3539	1583	1770	1863	1583	1770	1770	ARTE
Fit Permitted Sald, Flow (perm)	0.95	1.00	Torra distribution	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
	1770	5078	414443A	1770	3539	1583	1770	1863	1583	1770	1770	
Peak-hour factor, PHF Adj. Flow (vph)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
RTOR Reduction (vph)	, 55 0	3147	30	40	932	700	15	50	99	70	70	i 🦸 35
Lane Group Flow (vph)	55	0 3177	0 * 0	0 40	0	289	0	0	95	0	20	0
Turn Type	Prot	0177	Maria Usa		932	411	15	50	4	70	85	0
Protected Phases	7.	4	in masses	Prot 3	Albert <b>S</b> . R	Perm	Prot	nerous Carr	Perm	Prot	nungan saken s	Considerate Considerate Considerate Considerate Considerate Considerate Considerate Considerate Considerate Co
Permitted Phases	PRODUCE VERY AUTO	riic Mis	ly Wartely.	######################################	. 8		5	2	an air		6	eri
Actuated Green, G (s)	6.3	56.3	3200 <b>4</b> 0.54	2.8	52.8	8 52.8	Sidelar Arms	tions and	2	60 8 <b>5252</b> 3 <b>1</b> 4055	a tanàna <u>ara</u> awa <u>i tan</u> gan	Tributo Name a
Effective Green, g (s)	6.3	56.3	:202121421444	2.8	52.8	52.8	1.2 1.2	4.0	4.0	10.9	13.7	
Actuated g/C Ratio	0.07	0.63		0.03	0.59	0.59	0.01	4.0 0,04	4.0 0.04	10.9 <b>0.12</b>	13,7	55 <b>7748887</b> 1338
Clearance Time (s)	4.0	4.0	î, kî şêrinî û, debî w	4.0	4.0	4.0	4.0	4.0	0.04 4.0	4.0	0:15	Ø1413
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	4.0 3.0	4.0 3(0)	4.0 3.0	Sentatore e
Lane Grp Cap (vph)	124	3177		55	2076	929	24	83	70	214	269	2746050
Vs Ratio Prot	0.03	c0.63		0.02	c0.26		0.01		SENDERED -	c0.04	c0.05	
v/s Ratio Perm		TELEGRAPHICA (ALS.)	milit on the Brailian and the	of Ser#edicky of to 24 o	MINISTER SE	0.26	) - <b>414</b> ( ) ) )	100.00	0.00			an.edu
v/c Ratio	0,44	1.00		0.73	0.45	0.44	0.62	0.60	0.06	0.33	∮0.31	Ewapter
Uniform Delay, d1	40.2	16.9		43.2	10.4	10.4	44.2	42.2	41.2	36.2	34,0	
Progression Factor	1.06	0.56		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	1.1	10.7	Stratigae, Land	37.9	0.2	0.3	41.4	28.4	1.7	0.9	3.0	V&8800001
Delay (s)	43.9	20.1	A AMARIA	81.1	10.6	10.7	85.5	70.6	42.9	37.1	37.0	
Level of Service	D Total consequences	C	ženinte vitaknjava.	F	В	В	F	Ε	D	D	D	24407.63
Approach Delay (s)		20.5			12.3		eus, igies	55.3			37.0	Man
Approach LOS		С			В			Ε			D	en serence diske
Intersection Summary		(Call)		and the		1.50				i anang		
HCM Average Control Del	ay		19.5	HCI	M Level	of Service	120000000000000000000000000000000000000	U PR 27 BER 1 1 1 2 1	В		22.001.60	
HCM Volume to Capacity	ratio		0.79			TER ACUSTON					ug gree	ESSENCE.
Actuated Cycle Length (s)	AN PERSONNERS OF THE PERSONNELS SAN	1、1、1、1、11、11、11、11、11、11、11、11、11、11、1	90.0	Sun	n of lost	lime (s)	opting galaxifing	azo ana atanési.	8.0	2010年代的基	CHESTER (THE	assari
Intersection Capacity Utiliz	ation		31.5%			Service	NAME.		( D			TEMHUNI
Analysis Period (min)			15	- 4	ಅಂಚಾ ೩೮೮ ನೌತೆ	er e e e a susul susu	a in har umberge to	ariez a il Vilgi		on lawar a dist		#CZ()
c Critical Lane Group											77.30 (F. 1782)	P.S.A
				W / po-11, 14		1 120 miles (4)	1 1511 1142964	- Weight Carpored Carl		######################################	vernagenteen	SAN ASSESSED

# Merge Level of Service AM & PM Peak Hours

Phone: E-mail:		Fa	ax:				
	Merg	se Analys	is_				
Analyst: Agency/Co.: Date performed: Analysis time period: Freeway/Dir of Travel: Junction: Jurisdiction: Analysis Year: Description:	DRR CTG 22/08/2007 AM Peak Hour SR29 NB Green Island Napa Co Existing	Rd					
	Fre	eway Dat	a <sub>.</sub>				
ype of analysis							···
Number of lanes in freew	av		erge				
Free-flow speed on freew	av	2					
Volume on freeway	uy		5.0		mph		
		2	660		vph	1	
	On 1	Ramp Ņata	a		<del></del>		
ide of freeway		R:	ight				
umber of lanes in ramp		1	_				
ree-flow speed on ramp		3!	5.0		mph		
olume on ramp		5 (			vph		
ength of first accel/de	cel lane		50		ft		
ength of second accel/d	ecel lane				ft		
	_Adjacent Ramp	Data (:	if or	ne exist	s 1		
oes adjacent ramp exist				4.1.20		·	
olume on adjacent Ramp	•	No	,				
osition of adjacent Ram	p				vph		
ype of adjacent Ramp	<del>-</del>	•					
istance to adjacent Ram	Þ				ft		
Conv	ersion to pc/h	Under P	ase	Conditi	ons		
unction Components	_	Freeway				2-1	
		Ceway		Ramp		Adjacent	
olume, V (vph)		2660		50		Ramp	
eak-hour factor, PHF		0.95		0.90			vph
eak 15-min volume, v15		700		14			
rucks and buses		4		4			v
ecreational vehicles		0		0			8
		Level		Level			8
errain type:			<b>9</b>	TREACT	ę.		
Grade:					- 5	Ą	-
Grade Length							
Length		1 5	mi	1 6	mi		ı <u>i</u>
Grade	E.B.	1.5 1.2		1.5 1.2			

```
Heavy vehicle adjustment, fHV
                                     0.980
                                                0.980
 Driver population factor, fP
                                     1.00
                                                1.00
 Flow rate, vp
                                     2856
                                                57
                                                                     pcph
                    _____Estimation of V12 Merge Areas__
                 L =
                                (Equation 25-2 or 25-3)
                  EQ
                 P =
                        1.000 Using Equation 0
                  FM
                 v = v (P) = 2856 pc/h
                  12 F FM
                          ____Capacity Checks
                          Actual
                                      Maximum
                                                     LOS F?
     v
                          2913
                                      4700
                                                     No
     FO
                          2913
                                      4600
                                                     No
     R12
             ___Level of Service Determination (if not F)___
Density, D = 5.475 + 0.00734 v + 0.0078 v - 0.00627 L = 24.1
                                                                  pc/mi/ln
                            R
                                       12
Level of service for ramp-freeway junction areas of influence C
                   _____Speed Estimation__
Intermediate speed variable,
                                          M = 0.347
Space mean speed in ramp influence area,
                                          S = 57.0
                                                      mph
                                          R
Space mean speed in outer lanes,
                                         S = N/A
                                                      mph
                                          0
Space mean speed for all vehicles,
                                         S = 57.0
                                                      mph
```

Phone: Fax: E-mail: Merge Analysis\_\_\_\_\_ Analyst: DRR Agency/Co.: Agency/Co.: CTG
Date performed: 22/08/2007
Analysis time period: AM Peak Hour Freeway/Dir of Travel: SR29 SB Junction: Green Island Rd
Jurisdiction: Napa Co
Analysis Year: Existing
Description: Description: \_\_\_\_\_Freeway Data\_\_\_\_ Type of analysis Merge Number of lanes in freeway 2 Free-flow speed on freeway 65.0 ngh Volume on freeway 1205 vph On Ramp Data\_\_\_\_ Side of freeway Right Number of lanes in ramp Free-flow speed on ramp 1 35.0 mph Volume on ramp 60 vph Length of first accel/decel lane 650 ft Length of second accel/decel lane \_\_\_\_\_Adjacent Ramp Data (if one exists)\_\_\_\_\_ Does adjacent ramp exist? No Volume on adjacent Ramp vph Position of adjacent Ramp Type of adjacent Ramp Distance to adjacent Ramp ft \_\_\_\_\_Conversion to pc/h Under Base Conditions\_\_\_\_ Junction Components Freeway Ramp Adjacent Ramp 60 0.90 17 Volume, V (vph) 1205 vph Peak-hour factor, PHF 0.95 Peak 15-min volume, v15 317 v Trucks and buses 4 윰 0 Recreational vehicles 0 윰 Level Terrain type: Level Grade ક્ર S. Trucks and buses PCE, ET 1.5 1.5
Recreational vehicle PCE, ER 1.2 1.2 Length mi mi

```
Heavy vehicle adjustment, fHV
Driver population factor, fP
                                       0.980
                                                    0.980
                                       1.00
                                                    1.00
 Flow rate, vp
                                        1294
                                                    68
                                                                          pcph
                         __Estimation of V12 Merge Areas_
                   L =
                                   (Equation 25-2 or 25-3)
                    ΕQ
                   P =
                        1.000 Using Equation 0
                   FM
                   v = v (P) = 1294 pc/h
                    12 F FM
                           ____Capacity Checks_
                            Actual
                                         Maximum
                                                         LOS F?
                            1362
                                         4700
                                                          No
      FO
      v
                           1362
                                         4600
                                                         No
      R12
               ___Level of Service Determination (if not F)____
Density, D = 5.475 + 0.00734 \text{ v} + 0.0078 \text{ v} - 0.00627 \text{ L} = 12.0 pc/mi/ln}
                                         12
Level of service for ramp-freeway junction areas of influence B
                       _____Speed Estimation
Intermediate speed variable,
                                             M = 0.291
                                             S
Space mean speed in ramp influence area,
                                            S = 58.3
                                                          mph
                                             R
Space mean speed in outer lanes,
                                            S = N/A
                                                          mph
                                             0
Space mean speed for all vehicles,
                                            S = 58.3
```

Phone: E-mail:		Fa	x:				
	Merg	ge Analys	is		·		
Analyst:	DRR						
Agency/Co.:	CTG						
Date performed:	22/08/2007						
Analysis time period:							
Freeway/Dir of Travel:	PM Peak Hour						
Junction:	SR29 NB						
Jurisdiction:	Green Island	Rd					
	Napa Co						
Analysis Year:	Existing	•					
Description:							
	Fre	eway Dat	a				
Type of analysis							<del></del>
Number of lanes in free	wa w		erge				
Free-flow speed on free	way	2			_		
Olume on freeway	way		5.0		mpl		
and on liceway		1.	290		vpł	1	
7	On I	Ramp Data	a				
ide of freeway		D.	ight				
Number of lanes in ramp		1	Lync				
ree-flow speed on ramp			5.0				
olume on ramp		22			mph		
ength of first accel/de	ecel lane	65			vph	<u>t</u>	
ength of second accel/o	decel lane	0.5	טע		ft		
					ft		
	Adjacent Ramp	p Data (i	f on	e exist	s)		·
oes adjacent ramp exist	:?	No	)				
olume on adjacent Ramp					vph		
osition of adjacent Ram	ιp				. 2		
ype of adjacent Ramp							
istance to adjacent Ram	ıp				ft		
	ersion to pc/h	Under B	ase	Conditio	ons		
Conv	£ - · - ·					<del></del>	
	•	Freeway		Ramm		74	
unction Components	•	Freeway		Ramp		Adjace	III C
unction Components	•	-		-		Adjace Ramp	
unction Components  plume, V (vph)  eak-hour factor, PHF	•	1290		220		-	vph
unction Components  plume, V (vph)  eak-hour factor, PHF  eak 15-min volume, v15	•	1290 0.95		220 0.90		-	vph
unction Components  plume, V (vph)  eak-hour factor, PHF  eak 15-min volume, v15  cucks and buses	•	1290 0.95 339		220 0.90 61		-	vph v
unction Components  plume, V (vph)  eak-hour factor, PHF  eak 15-min volume, v15  cucks and buses  ecreational vehicles	•	1290 0.95 339		220 0.90 61 4		-	vph v %
unction Components	•	1290 0.95 339 4 0		220 0.90 61 4		-	vph v
unction Components  plume, V (vph)  eak-hour factor, PHF  eak 15-min volume, v15  cucks and buses  ecreational vehicles	•	1290 0.95 339		220 0.90 61 4		-	vph v % %
plume, V (vph) eak-hour factor, PHF eak 15-min volume, v15 cucks and buses ecreational vehicles errain type: Grade Length		1290 0.95 339 4 0	8	220 0.90 61 4	Ş	-	vph v t t
plume, V (vph) eak-hour factor, PHF eak 15-min volume, v15 cucks and buses ecreational vehicles errain type: Grade Length		1290 0.95 339 4 0 Level		220 0.90 61 4 0 Level	g mi	-	vph v % %
unction Components  plume, V (vph)  eak-hour factor, PHF  eak 15-min volume, v15  rucks and buses  ecreational vehicles  errain type:  Grade		1290 0.95 339 4 0	8	220 0.90 61 4		-	vph v t t

pcph

(Equation 25-2 or 25-3) ΕQ 1.000 Using Equation 0 FMv = v (P) = 1385pc/h 12 F FM \_\_\_\_Capacity Checks Actual Maximum LOS F? 1634 4700 No FΟ 1634 4600 No R12 Level of Service Determination (if not F)\_\_\_\_ Density, D = 5.475 + 0.00734 v + 0.0078 v - 0.00627 L = 14.0 pc/mi/ln12 Level of service for ramp-freeway junction areas of influence B \_\_\_\_\_Speed Estimation\_ Intermediate speed variable, M = 0.295Space mean speed in ramp influence area, S = 58.2mph Space mean speed in outer lanes, S = N/Amph Space mean speed for all vehicles, S = 58.2mph

.

Phone: E-mail:		Fa	x:				
	Mer	ge Analys	is				
Analyst: Agency/Co.: Date performed: Analysis time period: Freeway/Dir of Travel: Junction: Jurisdiction:	DRR CTG 22/08/2007 PM Peak Hour \$R29 SB Green Island Napa Co						
Analysis Year: Description:	Existing						•
	Fr	eeway Data	a				
Type of analysis		Me	erge				****
Number of lanes in free	way	2	_				
Free-flow speed on free			5.0		nqm		
Volume on freeway		25	550		vph		
	On	Ramp Data	<b>1</b>				
Side of freeway		Rí	ght				
Number of lanes in ramp		1	-9				
Free-flow speed on ramp			.0		mph		
Volume on ramp		23			vph		
Length of first accel/d	ecel lane	65			ft		
Length of second accel/	decel lane				ft		
	Adjacent Ra	mp Data (i	f on	e exist	s)		
Does adjacent ramp exis	t?	No	,				
Volume on adjacent Ramp					vph		
Position of adjacent Rai	qm				-		
Type of adjacent Ramp							
Distance to adjacent Ran	пр				ft		
Con	version to pc	/h Under B	ase	Conditi	ons	· <del>····································</del>	
function Components		Freeway		Ramp		Adjacer Ramp	nt
Volume, V (vph)		2550		230		•	vph
eak-hour factor, PHF		0.95		0.90			
eak 15-min volume, v15 rucks and buses		671		64			v
rucks and buses ecreational vehicles		4		4			*
errain type:		0		0			ક્ષ
errarn type:		Level	_	Level			
Length			% .		8		ક્ર
rucks and buses PCE, ET	,		mi		mi		mi
ecreational vehicle PCE	מישי	1.5		1.5			
coronar veurcie bor	, EK	1.2		1.2			

```
Heavy vehicle adjustment, fHV Driver population factor, fP
                                  0.980
                                              0.980
                                   1.00
                                              1.00
Flow rate, vp
                                    2738
                                              261
                                                                   pcph
                _____Estimation of V12 Merge Areas___
                 r =
                               (Equation 25-2 or 25-3)
                 ΕQ
                 P = 1.000 Using Equation 0
                 FM
                 v = v (P) = 2738 pc/h
                 12 F FM
                         ___Capacity Checks__
                         Actual
                                   Maximum
                                                    LOS F?
                         2999
                                     4700
                                                    No
     FO
     v
                         2999
                                     4600
                                                   No
     R12
              __Level of Service Determination (if not F)____
Density, D = 5.475 + 0.00734 v + 0.0078 v - 0.00627 L = 24.7 pc/mi/ln
                                     12
Level of service for ramp-freeway junction areas of influence C
                   _____Speed Estimation
Intermediate speed variable,
                                         M = 0.354
                                         S
Space mean speed in ramp influence area,
                                        S = 56.9
                                                     mph
                                         R
Space mean speed in outer lanes,
                                        S = N/A
                                                     mph
                                         0
Space mean speed for all vehicles,
                                        S = 56.9
                                                     mph
```

Phone: E-mail:		F	ax:				
	Merg	e Analy:	sis	11/2-12			
Analyst: Agency/Co.: Date performed: Analysis time period: Freeway/Dir of Travel: Junction: Jurisdiction: Analysis Year: Description: Headwater	DRR CTG 07/04/08 AM Peak Hour SR29 NB Green Island H Napa Co Base Case	₹d					
	Free	way Dat	:a				
Type of analysis Number of lanes in free Free-flow speed on free Volume on freeway	way	N 2 6	Merge 2 55.0		mph vph		
	On F	Ramp Dat	:a				
Side of freeway Number of lanes in ramp Free-flow speed on ramp Volume on ramp Length of first accel/de Length of second accel/de	ecel lane decel lane	1 3 8	5.0 0		mph vph ft ft		
	Adjacent Ramp	Data (	if on	e exists	)		
Does adjacent ramp exist Volume on adjacent Ramp Position of adjacent Ram Type of adjacent Ramp Distance to adjacent Ram	.? IP		O		vph ft		
Conv	ersion to pc/h	Under	Base	Condition	าร		
Junction Components		Freewa		Ramp	15	Adjacent Ramp	
Volume, V (vph) Peak-hour factor, PHF Peak 15-min volume, v15 Trucks and buses Recreational vehicles Terrain type: Grade Length		2948 0.95 776 4 0 Level	\$	80 0.90 22 4 0 Level	8	ramp *	vph v %
Length Trucks and buses PCE, ET Recreational vehicle PCE	, ER	1.5 1.2	mi	1.5	mi	m	i

Heavy vehicle adjustment, fHV 0.980 1.00 Driver population factor, fP 1.00 Flow rate, vp 3165 91 pcph \_\_\_\_\_Estimation of V12 Merge Areas\_\_\_\_ L = (Equation 25-2 or 25-3) ΕQ P = 1.000 Using Equation 0 FMv = v (P) = 3165 pc/h12 F FM \_\_\_\_Capacity Checks\_\_\_\_ Actual Maximum LOS F? v 3256 4700 No FO 3256 4600 No R12 \_\_\_\_Level of Service Determination (if not F)\_\_\_\_\_ Density, D =  $5.475 + 0.00734 \text{ V} + 0.0078 \text{ V} - 0.00627 \text{ L} = 26.8 pc/mi/ln}$ R 12 A Level of service for ramp-freeway junction areas of influence C \_\_\_\_\_Speed Estimation Intermediate speed variable, M = 0.377S Space mean speed in ramp influence area, S = 56.3

Space mean speed in outer lanes,

Space mean speed for all vehicles,

R

0

S = N/A

S = 56.3

mph

mph

mph

0.980

Phone: E-mail;		Fax	:		
	Merg	e Analysis	;		
Analyst: Agency/Co.:	DRR CTG				
Date performed:	07/04/08				
Analysis time period:					
Freeway/Dir of Travel:					
Junction:	Green Island	Rd			
Jurisdiction:	Napa Co				
Analysis Year: Description: Headwater	Base Case + P	roject			
_		ovious Data			
	Fre	eway Data_		<del></del>	
Type of analysis		Mer	ge		
Number of lanes in free		2			
Free-flow speed on freet	way	65.		mph	
Jolume on freeway		297	4	vph	
	On :	Ramp Data_			
Side of freeway		Rig	ht		
Number of lanes in ramp		1			
ree-flow speed on ramp		3,5.	0	mph	
Volume on ramp		80		vph	
ength of first accel/decength of second accel/decength	ecer rane Necel lane	650		ft ft	
			and ariat	s)	
	Adjacent Ramp	p Data (if	one exist	· ————————————————————————————————————	
oes adjacent ramp exist		Data (1f No	one exist	, <del></del>	
ooes adjacent ramp exist Olume on adjacent Ramp	.?		one exist	vph	
ooes adjacent ramp exist Olume on adjacent Ramp Osition of adjacent Ram	.?		one exist	_	
ooes adjacent ramp exist olume on adjacent Ramp osition of adjacent Ram Type of adjacent Ramp	ap		one exist	vph	
ooes adjacent ramp exist Olume on adjacent Ramp Osition of adjacent Ram	ap		one exist	_	
ooes adjacent ramp exist olume on adjacent Ramp osition of adjacent Ram ype of adjacent Ramp istance to adjacent Ram	ap	No		vph ft	
coes adjacent ramp exist olume on adjacent Ramp osition of adjacent Ram ype of adjacent Ram istance to adjacent RamConvunction Components	ersion to pc/h	No Under Bas Freeway		vph ft	jacent np
coes adjacent ramp exist colume on adjacent Ramp cosition of adjacent Ramp type of adjacent Ramp istance to adjacent Ram Convunction Components	ersion to pc/h	No Under Bas Freeway 2974	se Conditio	vph ft onsAd-	иÞ
coes adjacent ramp exist folume on adjacent Ramp cosition of adjacent Ramp ype of adjacent Ramp istance to adjacent Ram Convunction Components  olume, V (vph) eak-hour factor, PHF	ersion to pc/h	No Under Bas Freeway 2974 0.95	se Conditio Ramp 80 0.90	vph ft onsAd-	
coes adjacent ramp exist folume on adjacent Ramp cosition of adjacent Ramp ype of adjacent Ramp istance to adjacent Ram Convunction Components  olume, V (vph) eak-hour factor, PHF eak 15-min volume, v15	ersion to pc/h	No  Under Bas Freeway  2974  0.95 783	Ramp 80 0.90 22	vph ft onsAd-	иÞ
coes adjacent ramp exist folume on adjacent Ramp osition of adjacent Ramp ype of adjacent Ramp istance to adjacent Ram Convunction Components  olume, V (vph) eak-hour factor, PHF eak 15-min volume, v15 rucks and buses	ersion to pc/h	No  Under Bas  Freeway  2974  0.95  783  4	Ramp 80 0.90 22	vph ft onsAd-	np vph
coes adjacent ramp exist folume on adjacent Ramp osition of adjacent Ramp ype of adjacent Ramp istance to adjacent Ram Convunction Components  olume, V (vph) eak-hour factor, PHF eak 15-min volume, v15 rucks and buses ecreational vehicles	ersion to pc/h	No  Under Bas Freeway  2974 0.95 783 4 0	Ramp  80 0.90 22 4	vph ft onsAd-	np vph v
coes adjacent ramp exist folume on adjacent Ramp osition of adjacent Ramp ype of adjacent Ramp istance to adjacent Ram Convunction Components  olume, V (vph) eak-hour factor, PHF eak 15-min volume, v15 rucks and buses ecreational vehicles errain type:	ersion to pc/h	No  Under Bas  Freeway  2974  0.95  783  4  0  Level	Ramp  80 0.90 22 4 0 Level	vph ft onsAd:	vph vph v %
coes adjacent ramp exist folume on adjacent Ramp osition of adjacent Ramp ype of adjacent Ramp istance to adjacent Ram Convunction Components  olume, V (vph) eak-hour factor, PHF eak 15-min volume, v15 rucks and buses ecreational vehicles errain type: Grade	ersion to pc/h	No  Under Base Freeway  2974 0.95 783 4 0 Level	Ramp  80 0.90 22 4 0 Level	vph ft onsAd: Ran	np vph v % %
coes adjacent ramp exist folume on adjacent Ramp osition of adjacent Ramp ype of adjacent Ramp istance to adjacent Ram Convunction Components  olume, V (vph) eak-hour factor, PHF eak 15-min volume, v15 rucks and buses ecreational vehicles errain type:	ep persion to pc/h	No  Under Base Freeway  2974 0.95 783 4 0 Level	Ramp  80 0.90 22 4 0 Level	vph ft onsAd:	vph vph v %

```
Heavy vehicle adjustment, fHV Driver population factor, fP
                                     0.980
                                                  0.980
                                    1.00
                                                  1.00
 Flow rate, vp
                                 3193
                                                  91
                                                                       pcph
                     ____Estimation of V12 Merge Areas__
                  L =
                                (Equation 25-2 or 25-3)
                  ΕQ
                  P = 1.000 Using Equation 0
                  FM
                  v = v (P) = 3193 pc/h
                  12 F FM
                          ____Capacity Checks
                          Actual
                                       Maximum
                                                   LOS F?
                          3284
                                       4700
                                                       No
     FO
                          3284
                                       4600
                                                       No
      R12
             ____Level of Service Determination (if not F)____
Density, D = 5.475 + 0.00734 \text{ v} + 0.0078 \text{ v} - 0.00627 \text{ L} = 27.0 \text{ pc/mi/ln}
                            R
                                   12
Level of service for ramp-freeway junction areas of influence C
                      ____Speed Estimation
Intermediate speed variable,
                                           M = 0.380
Space mean speed in ramp influence area,
                                          S = 56.3
                                                        mph
Space mean speed in outer lanes,
                                          S = N/A
                                                       mph
                                           0
Space mean speed for all vehicles,
                                          S = 56.3
                                                       mph
```

Phone: E-mail:		Fax:			
	Mero	ge Analysis		,	
Analyst:	DRR				
Agency/Co.:	CTG				
Date performed:	07/04/08				
Analysis time period:	PM Peak Hour				
Freeway/Dir of Travel:	SR29 NB				
Junction:	Green Island	Rđ			
Jurisdiction:	Napa Co				
Analysis Year:	Base Case	-			
Description: Headwater					
	Fre	eway Data			
Type of analysis		Merg	e		
Number of lanes in free	way	2			
Free-flow speed on free	way	65.0		mph	
Olume on freeway		1568		vph	
	On	Ramp Data			
Side of freeway		Righ	t		
Number of lanes in ramp		1			
ree-flow speed on ramp		35.0		$\mathfrak{mph}$	
olume on ramp		280		vph	
	മെലി 1മയമ	650		ft	
ength of first accel/de	ccer rane	650		ΤĻ	
ength of first accel/depend of second accel/dependent	decel lane	650		ft	
ength of first accel/dength of second accel/dength	decel laneAdjacent Ram		one exist	ft	
ength of second accel/o	decel lane Adjacent Ram		one exist	ft	
ength of second accel/o	decel lane Adjacent Ramp t?	o Data (if	one exist	ft s)	
ength of second accel/ones adjacent ramp exist colume on adjacent Ramp osition of adjacent Ram	decel lane Adjacent Ramp t?	o Data (if	one exist	ft	
ength of second accel/ones adjacent ramp exist clume on adjacent Ramp osition of adjacent Ramp	decel lane Adjacent Ramp t? np	o Data (if	one exist	ft s)	
ength of second accel/ones adjacent ramp exist colume on adjacent Ramp osition of adjacent Ram	decel lane Adjacent Ramp t? np	o Data (if	one exist	ft s)	
coes adjacent ramp exist olume on adjacent Ramp osition of adjacent Ram ype of adjacent Ram istance to adjacent Ram	decel lane Adjacent Ramp t? np	o Data (if No		ft s) vph ft	
coes adjacent ramp exist olume on adjacent Ramp osition of adjacent Ram ype of adjacent Ram istance to adjacent Ram	decel laneAdjacent Ramp t? np	o Data (if No		ft  vph  ft  ons	Adjacent
coes adjacent ramp exist colume on adjacent Ramp osition of adjacent Ramp istance to adjacent Ramuction Components	decel laneAdjacent Ramp t? np	Data (if No No Under Base Freeway	e Conditio	ft  vph  ft  ons	Adjacent Ramp
coes adjacent ramp exist colume on adjacent Ramp osition of adjacent Ramp istance to adjacent Ramp convention Components  olume, V (vph) eak-hour factor, PHF	decel laneAdjacent Ramp t? np	Data (if No  No  Under Base Freeway  1568	e Conditio Ramp 280	ft  vph  ft  ons	Adjacent
coes adjacent ramp exist colume on adjacent Ramp osition of adjacent Ramp istance to adjacent Ramp istance to adjacent Ramunction Components  olume, V (vph) eak-hour factor, PHF eak 15-min volume, v15	decel laneAdjacent Ramp t? np	Data (if No  No  Under Base Freeway  1568 0.95	e Condition Ramp 280 0.90	ft  vph  ft  ons	Adjacent Ramp vph
coes adjacent ramp exist colume on adjacent Ramp osition of adjacent Ramp istance to adjacent Ram Convention Components  olume, V (vph) eak-hour factor, PHF eak 15-min volume, v15 rucks and buses	decel laneAdjacent Ramp t? np	Data (if No  No  Under Base Freeway  1568 0.95 413	e Condition Ramp 280 0.90 78	ft  vph  ft  ons	Adjacent Ramp vph v
coes adjacent ramp exist colume on adjacent Ramp osition of adjacent Ramp istance to adjacent Ramp istance to adjacent Ramunction Components  olume, V (vph) eak-hour factor, PHF eak 15-min volume, v15	decel laneAdjacent Ramp t? np	Data (if No  No  Under Base Freeway  1568 0.95 413 4	e Condition Ramp 280 0.90 78 4	ft  vph  ft  ons	Adjacent Ramp vph v %
oes adjacent ramp exist olume on adjacent Ramp osition of adjacent Ramp istance to adjacent Ramp istance to adjacent Ramunction Components  olume, V (vph) eak-hour factor, PHF eak 15-min volume, v15 rucks and buses	decel laneAdjacent Ramp t? np	Data (if No  No  Under Base Freeway  1568 0.95 413 4 0	e Condition Ramp 280 0.90 78 4 0	ft  vph  ft  ons	Adjacent Ramp vph v
oes adjacent ramp exist olume on adjacent Ramp osition of adjacent Ramp istance to adjacent Ramp	decel laneAdjacent Ramp t? np	Data (if No  No  Under Base Freeway  1568 0.95 413 4 0 Level	e Condition Ramp 280 0.90 78 4	ft  vph  ft  ons	Adjacent Ramp vph v %
oes adjacent ramp existolume on adjacent Ramp osition of adjacent Ramp istance to adjacent Ramp istance is adjacent Ramp is adjacent Ramp istance is adjacent Ramp	decel laneAdjacent Ramp t? np np version to pc/h	Data (if No  No  Under Base Freeway  1568 0.95 413 4 0 Level	Ramp 280 0.90 78 4 0 Level	ft s) vph ft ons	Adjacent Ramp vph v % %
oes adjacent ramp exist olume on adjacent Ramp osition of adjacent Ramp istance to adjacent Ramp istance to adjacent Ramunction Components  olume, V (vph) eak-hour factor, PHF eak 15-min volume, v15 rucks and buses ecreational vehicles errain type: Grade	decel laneAdjacent Ramp t? np np version to pc/h	Data (if No  No  Under Base Freeway  1568 0.95 413 4 0 Level	Ramp 280 0.90 78 4 0 Level	ft  vph  ft  ons	Adjacent Ramp vph v %

```
Heavy vehicle adjustment, fHV
                                      0.980
                                                  0.980
Driver population factor, fP
                                       1.00
                                                  1.00
Flow rate, vp
                                      1684
                                                  317
                                                                        pcph
                    ____Estimation of V12 Merge Areas____
                  L =
                                 (Equation 25-2 or 25-3)
                   ΕQ
                  P = 1.000 Using Equation 0
                  FM
                  v = v (P) = 1684
                                        pc/h
                   12 F FM
                          ____Capacity Checks__
                          Actual
                                        Maximum
                                                     LOS F?
                          2001
                                        4700
                                                       No
      FO
                          2001
                                        4600
                                                        No
      R12
             ____Level of Service Determination (if not F)____
Density, D = 5.475 + 0.00734 \text{ v} + 0.0078 \text{ v} - 0.00627 \text{ L} = 16.9 \text{ pc/mi/ln}
                                 12
Level of service for ramp-freeway junction areas of influence B
                     _____Speed Estimation___
Intermediate speed variable,
                                            M = 0.304
                                            S
Space mean speed in ramp influence area,
                                          S = 58.0
Space mean speed in outer lanes,
                                           S = N/A
                                                        mph
Space mean speed for all vehicles,
                                          S = 58.0
                                                        mph
```

E-mail:		Fax	:		
	Mero	ge Analysi	s		
Analyst:	DRR				
Agency/Co.:	CTG				
Date performed:	07/04/08				
Analysis time period:	PM Peak Hour				
Freeway/Dir of Travel:	SR29 NB				
Junction:	Green Island	Rđ			
Jurisdiction:	Napa Co	-,-			
Analysis Year:	Base Case + P	roject			•
Description: Headwater	-				
	Fre	eway Data_			
Type of analysis		Mer	:ge		
Number of lanes in free	way	2			
Free-flow speed on free	way	65.	0	mph	
Olume on freeway		158	80	vph	
	On	Ramp Data_			
Side of freeway		Rig	ht		
Number of lanes in ramp		1			
ree-flow speed on ramp		35.	0	mph	
Volume on ramp		280		vph	
ength of first accel/de	ecel lane	650		ft	
	decel lane			ft	
ength of second accel/o					
engum of second accel/(	Adjacent Ram	o Data (if	one exist	s)	
oes adjacent ramp exist	Adjacent Ram	o Data (if No	one exist	s)	
oes adjacent ramp exist	Adjacent Ramp		one exist		
oes adjacent ramp exist olume on adjacent Ramp osition of adjacent Ram	Adjacent Ramp		one exist	s)	
oes adjacent ramp exist olume on adjacent Ramp osition of adjacent Ram ype of adjacent Ramp	Adjacent Ramp :? np		one exist		
oes adjacent ramp exist olume on adjacent Ramp osition of adjacent Ram ype of adjacent Ramp	Adjacent Ramp :? np		one exist		
oes adjacent ramp existolume on adjacent Ramp osition of adjacent Ram ype of adjacent Ramp istance to adjacent Ram	Adjacent Ramp :? np	No		vph ft	
oes adjacent ramp existolume on adjacent Ramp osition of adjacent Ram ype of adjacent Ramp istance to adjacent Ram	Adjacent Ramp :? np np	No		vph ft onsAd	ljacent
oes adjacent ramp exist olume on adjacent Ramp osition of adjacent Ram ype of adjacent Ram istance to adjacent Ram Conv unction Components olume, V (vph)	Adjacent Ramp :? np np	No Under Ba Freeway	se Conditio Ramp	vph ft onsAd	ımp
oes adjacent ramp exist olume on adjacent Ramp osition of adjacent Ram ype of adjacent Ram istance to adjacent Ram Conv unction Components olume, V (vph)	Adjacent Ramp :? np np	No Under Ba Freeway 1580	se Conditi Ramp 280	vph ft onsAd	
oes adjacent ramp exist olume on adjacent Ramp osition of adjacent Ram ype of adjacent Ram istance to adjacent Ram Conv unction Components olume, V (vph) eak-hour factor, PHF eak 15-min volume, v15	Adjacent Ramp :? np np	No  Under Ba Freeway  1580 0.95	se Condition Ramp 280 0.90	vph ft onsAd	wp
oes adjacent ramp exist olume on adjacent Ramp osition of adjacent Ramp ype of adjacent Ramp istance to adjacent Ram Convenction Components olume, V (vph) eak-hour factor, PHF eak 15-min volume, v15 rucks and buses	Adjacent Ramp :? np np	No  Under Ba Freeway  1580 0.95 416	se Condition Ramp 280 0.90 78	vph ft onsAd	wph v
oes adjacent ramp exist olume on adjacent Ramp osition of adjacent Ramp ype of adjacent Ramp istance to adjacent Ram Convunction Components olume, V (vph) eak-hour factor, PHF eak 15-min volume, v15 rucks and buses ecreational vehicles	Adjacent Ramp :? np np	No  Under Ba Freeway  1580 0.95 416 4	se Condition Ramp 280 0.90 78 4	vph ft onsAd	wph vph v %
oes adjacent ramp exist olume on adjacent Ramp osition of adjacent Ramp ype of adjacent Ramp istance to adjacent Ram Convunction Components olume, V (vph) eak-hour factor, PHF eak 15-min volume, v15 rucks and buses ecreational vehicles errain type:	Adjacent Ramp :? np np	No  1 Under Ba  Freeway  1580 0.95 416 4 0	se Condition Ramp 280 0.90 78 4 0	vph ft onsAd	wph v
oes adjacent ramp exist olume on adjacent Ramp osition of adjacent Ramp ype of adjacent Ramp istance to adjacent Ram Convenction Components olume, V (vph) eak-hour factor, PHF eak 15-min volume, v15 rucks and buses ecreational vehicles	Adjacent Ramp :? np np	No  Under Ba Freeway  1580 0.95 416 4 0 Level	Ramp  280 0.90 78 4 0 Level	vph ft onsAd Ra	wph vph v %
oes adjacent ramp exist olume on adjacent Ramp osition of adjacent Ramp ype of adjacent Ramp istance to adjacent Ram Convenction Components olume, V (vph) eak-hour factor, PHF eak 15-min volume, v15 rucks and buses ecreational vehicles errain type:  Grade Length	Adjacent Ramp :? np np rersion to pc/h	No  Under Ba Freeway  1580 0.95 416 4 0 Level	Ramp  280 0.90 78 4 0 Level	vph ft onsAd Ra	wph vph v s s
oes adjacent ramp exist olume on adjacent Ramp osition of adjacent Ramp istance to adjacent Ramp istance to adjacent Ram Convunction Components olume, V (vph) eak-hour factor, PHF eak 15-min volume, v15 rucks and buses acreational vehicles errain type: Grade	Adjacent Ramp	No  Under Ba Freeway  1580 0.95 416 4 0 Level	Ramp  280 0.90 78 4 0 Level	vph ft onsAd Ra	wph vph v %

```
Heavy vehicle adjustment, fHV
                                    0.980
                                               0.980
 Driver population factor, fP
                                    1.00
                                               1.00
 Flow rate, vp
                                    1696
                                               317
                                                                    pcph
                    ____Estimation of V12 Merge Areas__
                 I, =
                               (Equation 25-2 or 25-3)
                 ΕQ
                 P = 1.000 Using Equation 0
                 FM
                 v = v (P) = 1696
                                       pc/h
                  12 F FM
                         ____Capacity Checks
                         Actual
                                      Maximum
                                                  LOS F?
                         2013
                                      4700
                                                    No
     FO
     v
                         2013
                                      4600
                                                    Nо
     R12
             ____Level of Service Determination (if not F)____
Density, D = 5.475 + 0.00734 v + 0.0078 v - 0.00627 L = 17.0 pc/mi/ln
                                12
Level of service for ramp-freeway junction areas of influence B
                       ____Speed Estimation___
Intermediate speed variable,
                                        M = 0.305
                                         S
Space mean speed in ramp influence area,
                                        S = 58.0
                                                     mph
Space mean speed in outer lanes,
                                        S = N/A
                                                     mph
Space mean speed for all vehicles,
                                        S = 58.0
                                                     mph
```

Phone: E-mail:	Fa	x:		•
	Merge Analys	is		
Analyst: DRR				
Agency/Co.: CTG				
Date performed: 07/04	/08			
	ak Hour			
Freeway/Dir of Travel: SR29				
	Island Rd			
Jurisdiction: Napa	· · · · · · · · · · · · · · · · · · ·		•	
<del>_</del>	Base Case			
Description: Headwater				
	Freeway Dat	a		
Type of analysis	M	erge		
Number of lanes in freeway	2	erge		
ree-flow speed on freeway		5.0	mph	
olume on freeway		430	vph	
-			v Pii	
	On Ramp Data	a	<del></del>	· · · · · · · · · · · · · · · · · · ·
ide of freeway	Ri	ight		
umber of lanes in ramp	1	_		
ree-flow speed on ramp	3.5	5.0	mph	
olume on ramp	90	)	vph	
ength of first accel/decel la	ane 65	50	ft	
ength of second accel/decel	lane		ft	
Adjac	cent Ramp Data (i	f one e	xists)	
oes adjacent ramp exist?	No	)		
olume on adjacent Ramp	2110	•	vph	
osition of adjacent Ramp			4 P.11	
ype of adjacent Ramp				
istance to adjacent Ramp			ft	
Conversion	to pc/h Under B	ase Con	ditions	
unction Components	Freeway	Ra	a com	djacent
_				amp
olume, V (vph)	1430	90		vph
eak-hour factor, PHF	0.95	0.	90	, bii
22 / 15 min 1 1 1 1 1 1	376	25		v
eak 15-min volume, v15	4	4		* *
rucks and buses		_		
rucks and buses ecreational vehicles	0	0		- 5
rucks and buses ecreational vehicles errain type:	0 Level		/el	8
rucks and buses ecreational vehicles errain type: Grade			el %	ę.
rucks and buses ecreational vehicles errain type: Grade Length		Le		æ
rucks and buses ecreational vehicles errain type: Grade		Le <sup>v</sup>	% mi	

```
Heavy vehicle adjustment, fHV
                                   0.980 . 0.980
 Driver population factor, fP
                                    1.00
                                               1.00
 Flow rate, vp
                                    1535
                                                102
                                                                     pcph
                     ____Estimation of V12 Merge Areas_
                 L =
                               (Equation 25-2 or 25-3)
                  EQ
                 P = 1.000 Using Equation 0
                  FM
                 v = v (P) = 1535 pc/h
                  12 F FM
                          ____Capacity Checks
                         Actual
                                     Maximum
                                                   LOS F?
                         1637
                                      4700
                                                     No
     FO
                         1637
                                      4600
                                                     No
     R12
              ___Level of Service Determination (if not F)___
Density, D = 5.475 + 0.00734 \text{ v} + 0.0078 \text{ v} - 0.00627 \text{ L} = 14.1 pc/mi/ln}
                            R
                                      12
Level of service for ramp-freeway junction areas of influence B
                     _____Speed Estimation
Intermediate speed variable,
                                         M = 0.296
                                          S
Space mean speed in ramp influence area,
                                         S = 58.2
                                                      mph
                                          R
Space mean speed in outer lanes,
                                         S = N/A
                                                      mph
                                          0
Space mean speed for all vehicles,
                                         S = 58.2
                                                      mph
```

Phone: E-mail:		Fax	::				
	Mer	ge Analysi	.s	<del></del>		·	
Analyst:	DRR						
Agency/Co.:	CTG						
Date performed:	07/04/08						
-	AM Peak Hour						
	SR29 SB						
Junction:	Green Island	ਨਿਸ਼		•			
Jurisdiction:	Napa Co						
Analysis Year: ·	2010 Base Cas	se + Proje	c+				
Description: Headwater		, , , , , , ,					
	Fre	eway Data					
Type of analysis		Me	rge				
Number of lanes in freev	vay	2	- 90				
Free-flow speed on freev	vay		. 0		mph	•	
Volume on freeway	•	14			vph		
-					νpn	•	
	On	Ramp Data			···-		
Side of freeway		Ric	ght				
Number of lanes in ramp		1	~				
Free-flow speed on ramp		35	. 0		mph		
Jolume on ramp		90			vph		
Length of first accel/de	cel lane	650	0		ft	•	
Sength of second $accel/c$	Recel lane				ft		
	Adiagont Dom	p Data (if	f one	exists	)		
	_valaceur kam	_			-		*
oes adjacent ramp exist							
Ooes adjacent ramp exist		No			}-		
olume on adjacent Ramp	?				vph		
Volume on adjacent Ramp Position of adjacent Ram	?				vph		
Olume on adjacent Ramp Position of adjacent Ram Type of adjacent Ramp	?				-		
olume on adjacent Ramp	?				vph ft		
Volume on adjacent Ramp Position of adjacent Ram Type of adjacent Ramp Distance to adjacent Ram	?	No	ise Co	onditio	ft	·····	
Volume on adjacent Ramp Position of adjacent Ram Type of adjacent Ramp Distance to adjacent Ram Conv	p	No	_	onditio Ramp	ft	Adjacent	
Volume on adjacent Ramp Position of adjacent Ram Type of adjacent Ramp Distance to adjacent Ram Conv Unction Components	p	No h Under Ba Freeway	F	tamp	ft		
Volume on adjacent Ramp Position of adjacent Ramp Pype of adjacent Ramp Pistance to adjacent Ram Conv Unction Components Colume, V (vph)	p	No h Under Ba Freeway 1445	F 9	tamp	ft	Adjacent Ramp	vph
Volume on adjacent Ramp Position of adjacent Ramp Pype of adjacent Ramp Pistance to adjacent Ram  Conv  Conv  unction Components  colume, V (vph)  eak-hour factor, PHF	p	No h Under Ba Freeway 1445 0.95	9 0	amp 0	ft	Adjacent Ramp	vph
Colume on adjacent Ramp Position of adjacent Ramp Pype of adjacent Ramp Pistance to adjacent Ram Conv Conv Conv Conv Conv Conv Conv Conv	p	No h Under Ba Freeway 1445 0.95 380	9 0 2	amp 0 .90	ft	Adjacent Ramp	vph v
Colume on adjacent Ramp Position of adjacent Ram Pype of adjacent Ramp Pistance to adjacent Ram Conv Conv Conv Conv Conv Conv Conv Conv	p	No th Under Ba Freeway 1445 0.95 380 4	9 0 2 4	tamp 0 .90 5	ft	Adjacent Ramp	
Colume on adjacent Ramp Position of adjacent Ramp Pype of adjacent Ramp Pistance to adjacent Ram  Conv  Conv  Unction Components  olume, V (vph) eak-hour factor, PHF eak 15-min volume, v15 rucks and buses ecreational vehicles	p	No th Under Ba Freeway 1445 0.95 380 4 0	9 0 2 4 0	amp 0 .90 5	ft	Adjacent Ramp	v
Colume on adjacent Ramp Position of adjacent Ram Pype of adjacent Ramp Pistance to adjacent Ram Conv Conv Conv Conv Conv Conv Conv Conv	p	No th Under Ba Freeway 1445 0.95 380 4	9 0 2 4 0	tamp 0 .90 5	ft	Adjacent Ramp	v ¥
Colume on adjacent Ramp cosition of adjacent Ramp cype of adjacent Ramp cistance to adjacent Ram  Conv unction Components  clume, V (vph) eak-hour factor, PHF eak 15-min volume, v15 rucks and buses ecreational vehicles errain type: Grade	p	No h Under Ba Freeway 1445 0.95 380 4 0 Level	9 0 2 4 0	amp 0 .90 5	ft	Adjacent Ramp	v ¥
Colume on adjacent Ramp Position of adjacent Ramp Pistance to adjacent Ramp Conv Conv Conv Conv Conv Conv Conv Conv	p	No h Under Ba Freeway 1445 0.95 380 4 0 Level	9 0 2 4 0 L	amp 0 .90 5	ft	Adjacent Ramp	V & &
Colume on adjacent Ramp cosition of adjacent Ramp sistance to adjacent Ramp istance to adjacent Rame.  Convunction Components clume, V (vph) eak-hour factor, PHF eak 15-min volume, v15 rucks and buses ecreational vehicles errain type:  Grade	ersion to pc/	No h Under Ba Freeway 1445 0.95 380 4 0 Level	9 0 2 4 0 L %	amp 0 .90 5	ft ns	Adjacent Ramp	V & &

```
Heavy vehicle adjustment, fHV
                                     0.980
                                                0.980
 Driver population factor, fP
                                     1.00
                                                1.00
 Flow rate, vp
                                     1551
                                                102
                                                                    pcph
                 _____Estimation of V12 Merge Areas_
                 L =
                                (Equation 25-2 or 25-3)
                  ΕQ
                 P = 1.000 Using Equation 0
                  FM
                 v = v (P) = 1551
                  12 F FM
                        ____Capacity Checks
                         Actual
                                      Maximum
                                                     LOS F?
                         1653
                                      4700
                                                     No
     FΟ
     v
                         1653
                                      4600
                                                     No
     R12
             ___Level of Service Determination (if not F)____
Density, D = 5.475 + 0.00734 v + 0.0078 v - 0.00627 L = 14.2 pc/mi/ln
                            R
                                 12
Level of service for ramp-freeway junction areas of influence B
                   _____Speed Estimation___
Intermediate speed variable,
                                          M = 0.296
Space mean speed in ramp influence area,
                                         S ≈ 58.2
Space mean speed in outer lanes,
                                         S = N/A
                                                      mph
Space mean speed for all vehicles,
                                        S = 58.2
                                                      mph
```

Phone: E-mail:		Fa	X:			
	Mero	ge Analys	is			
Analyst: Agency/Co.: Date performed: Analysis time period: Freeway/Dir of Travel: Junction: Jurisdiction: Analysis Year: Description: Headwater	DRR CTG 07/04/08 PM Peak Hour SR29 SB Green Island Napa Co 2010 Base Cas		-			
	Fre	eway Data	a	·		
Type of analysis Number of lanes in freev Free-flow speed on freev Volume on freeway	zay zay	2 6!	erge 5.0 843		mph vph	
	On	Ramp Data	ì			
Side of freeway Number of lanes in ramp Free-flow speed on ramp Volume on ramp Length of first accel/de Length of second accel/d	cel lane ecel lane _Adjacent Ram	1 35 25 65	5.0 90 50	e exist:	mph vph ft ft	
Does adjacont rams owich					- /	<u></u>
Does adjacent ramp exist Volume on adjacent Ramp Position of adjacent Ram Type of adjacent Ramp Distance to adjacent Ram	p	No	•		vph ft	
Conv	ersion to pc/l	h Under B	ase	Conditio	ons	
Junction Components	<u>.</u>	Freeway		Ramp		Adjacent Ramp
Volume, V (vph) Peak-hour factor, PHF Peak 15-min volume, v15 Trucks and buses Recreational vehicles Terrain type: Grade Length Trucks and buses PCE, ET Recreational vehicle PCE	. ER	2843 0.95 748 4 0 Level	% mi	290 0.90 81 4 0 Level	ዩ mi	vph v % % % mi

```
Heavy vehicle adjustment, fHV
                                      0.980
                                                  0.980
 Driver population factor, fP
                                      1.00
                                                  1.00
 Flow rate, vp
                                       3052
                                                  329
                                                                       pcph
                  _____Estimation of V12 Merge Areas
                  L =
                                 (Equation 25-2 or 25-3)
                   ΕQ
                  P =
                        1.000 Using Equation 0
                  v = v (P) = 3052 pc/h
                   12 F FM
                          ____Capacity Checks___
                           Actual
                                        Maximum
                                                       LOS F?
                           3381
                                        4700
                                                       No
      ΡO
                           3381
                                        4600
                                                       No
      R12
              ____Level of Service Determination (if not F)____
Density, D = 5.475 + 0.00734 \text{ v} + 0.0078 \text{ v} - 0.00627 \text{ L} = 27.6 pc/mi/ln}
                             R
                                        12
Level of service for ramp-freeway junction areas of influence C
                   _____Speed Estimation
Intermediate speed variable,
                                           M = 0.390
Space mean speed in ramp influence area,
                                           S = 56.0
                                                        mph
Space mean speed in outer lanes,
                                           S = N/A
                                                        mph
                                           0
Space mean speed for all vehicles,
                                          S = 56.0
                                                        mph
```

Phone: E-mail:		F	ax:				
	Merg	e Analys	sís	<u> </u>			
Analyst: Agency/Co.: Date performed: Analysis time period: Freeway/Dir of Travel: Junction: Jurisdiction: Analysis Year: Description: Headwater	DRR CTG 07/04/08 PM Peak Hour SR29 SB Green Island Napa Co 2010 Base Cas		ject				
	Fre	eway Dat	-a				
Type of analysis Number of lanes in freed Free-flow speed on freed Volume on freeway		2 6	4erge 2 55.0 2870		mph vph		
	On 1	Ramp Dat	:a				
Side of freeway Number of lanes in ramp Free-flow speed on ramp Volume on ramp Length of first accel/de Length of second accel/de	ecel lane lecel lane Adjacent Ramp	1 3 2 6	5.0 90 50	no evist	mph vph ft ft	1	
		, Data (	11 01	ie evipt	s)		
Does adjacent ramp exist Volume on adjacent Ramp Position of adjacent Ram Type of adjacent Ramp Distance to adjacent Ram	ap q	И	io		vph ft		
Conv	ersion to pc/h	Under :	Base	Condition	ons		
Junction Components Volume, V (vph)	<b>*</b> · · · ·	Freewa		Ramp	~ ** •/* <u></u>	Adjacen Ramp	
Peak-hour factor, PHF Peak 15-min volume, v15 Trucks and buses Recreational vehicles Terrain type: Grade Length		0.95 755 4 0 Level	8	0.90 81 4 0 Level	8.		vph v %
Trucks and buses PCE, ET Recreational vehicle PCE	, ER	1.5 1.2	mi	1.5 1.2	mi		mi

```
Heavy vehicle adjustment, fHV
Driver population factor, fP
                                      0.980
                                                  0.980
                                       1.00
                                                  1.00
Flow rate, vp
                                       3081
                                                  329
                                                                        pcph
                     ____Estimation of V12 Merge Areas__
                  L =
                                 (Equation 25-2 or 25-3)
                   ΕQ
                  P =
                          1.000 Using Equation 0
                   FM
                  v = v (P) = 3081 pc/h
                   12 F FM
                           ____Capacity Checks__
                          Actual
                                        Maximum
                                                        LOS F?
                          3410
                                        4700
                                                        Νo
      FO
                          3410
                                        4600
                                                        No
      R12
             Level of Service Determination (if not F)____
Density, D = 5.475 + 0.00734 v + 0.0078 v - 0.00627 L =
                                                             27.8
                                                                     pc/mi/ln
                                         12
Level of service for ramp-freeway junction areas of influence C
                   _____Speed Estimation__
Intermediate speed variable,
                                            M = 0.394
                                            S
Space mean speed in ramp influence area,
                                            S = 55.9
                                                        mph
                                            R
Space mean speed in outer lanes,
                                           S = N/A
                                                        mph
                                            0
Space mean speed for all vehicles,
                                          S = 55.9
                                                        mph
```

# Midblock Level of Service AM & PM Peak Hours

### ' David Reed

Phone: E-Mail:	Fax:				
Two-Way Two-Lane H	Highway Se	egment A	nalysis_		
Analyst DRR					
Agency/Co. CTG					
Date Performed 09/11/07					
Analysis Time Period AM Peak Hour Highway SR 12					
+ · -	·				
Tapa councy II.	ine				4
Analysis Year Existing Description Napa Panattoni					
Description Napa Fanactoni					
In	put Data_				
Highway class Class 1					¥
61 7 7	eak-hour	factor	ਰਸਵ	0.92	
	Trucks a	rd buse	enr e	0.92 5	
	Recreati			_	8
m	No-passi			1 100	8
a 1			5		€ /÷
orage: Dengen	CCESS DOI	n+c/m1			
Up/down & Two-way hourly volume, V 2330 ve	ccess poi eh/h	nts/mi		2	/mi
Up/down % Two-way hourly volume, V 2330 ve	eh/h			2	/ M.L
Up/down % Two-way hourly volume, V 2330 ve Directional split 56 / 44 % Average Tr	eh/h	ed	-	2	7 MI
Up/down % Two-way hourly volume, V 2330 ve Directional split 56 / 44 % Average Tr Grade adjustment factor, fG	eh/h	ed	,,		7 M1
Up/down % Two-way hourly volume, V 2330 ve Directional split 56 / 44 %  Average Tr Grade adjustment factor, fG PCE for trucks, ET	eh/h	ed	,,		7 MI
Up/down % Two-way hourly volume, V 2330 ve Directional split 56 / 44 %  Average Tr  Grade adjustment factor, fG PCE for trucks, ET PCE for RVs, ER	eh/h	1.00 2.0* 1.5*	,,		7 m1
Up/down % Two-way hourly volume, V 2330 ve Directional split 56 / 44 %  Average Tr  Grade adjustment factor, fG PCE for trucks, ET PCE for RVs, ER Heavy-vehicle adjustment factor,	eh/h	1.00 2.0* 1.5* 0.948			7 10.1
Up/down %  Two-way hourly volume, V 2330 verificational split 56 / 44 %  Average Trespondent factor, for for trucks, ET  PCE for RVs, ER  Heavy-vehicle adjustment factor,  Two-way flow rate, (note-1) vp	eh/h ravel Spe	1.00 2.0* 1.5* 0.948	pc/h	2	7 10.1
Up/down %  Two-way hourly volume, V 2330 verificational split 56 / 44 %  Average Trespondent factor, fG  PCE for trucks, ET  PCE for RVs, ER  Heavy-vehicle adjustment factor,  Two-way flow rate, (note-1) vp  Highest directional split proportion (	eh/h ravel Spec	1.00 2.0* 1.5* 0.948	pc/h pc/h	2	, III T
Up/down % Two-way hourly volume, V 2330 ve Directional split 56 / 44 %  Average Tr Grade adjustment factor, fG PCE for trucks, ET PCE for RVs, ER Heavy-vehicle adjustment factor, Two-way flow rate, (note-1) vp Highest directional split proportion ( Free-Flow Speed from Field Measurement	eh/h ravel Spec	1.00 2.0* 1.5* 0.948	pc/h	2	/ IN.L
Up/down % Two-way hourly volume, V 2330 verificational split 56 / 44 %  Average Trespondent factor, fg PCE for trucks, ET PCE for RVs, ER Heavy-vehicle adjustment factor, Two-way flow rate, (note-1) vp Highest directional split proportion ( Free-Flow Speed from Field Measurement Field measured speed, SFM	eh/h ravel Spec	1.00 2.0* 1.5* 0.948	pc/h mi/h		/ III.1
Up/down % Two-way hourly volume, V 2330 verificational split 56 / 44 %  Average Tr  Grade adjustment factor, fG PCE for trucks, ET PCE for RVs, ER Heavy-vehicle adjustment factor, Two-way flow rate, (note-1) vp Highest directional split proportion ( Free-Flow Speed from Field Measurement Field measured speed, SFM Observed volume, Vf	eh/h ravel Spec	1.00 2.0* 1.5* 0.948	pc/h		/ III.1
Up/down % Two-way hourly volume, V 2330 verificational split 56 / 44 %  Average Trespondent factor, fg PCE for trucks, ET PCE for RVs, ER Heavy-vehicle adjustment factor, Two-way flow rate, (note-1) vp Highest directional split proportion ( Free-Flow Speed from Field Measurement Field measured speed, SFM Observed volume, Vf Estimated Free-Flow Speed:	eh/h ravel Spec	1.00 2.0* 1.5* 0.948 2672 1496	pc/h mi/h veh/h		/ III.1
Up/down % Two-way hourly volume, V 2330 verificational split 56 / 44 %  Average Tr  Grade adjustment factor, fG PCE for trucks, ET PCE for RVs, ER Heavy-vehicle adjustment factor, Two-way flow rate, (note-1) vp Highest directional split proportion ( Free-Flow Speed from Field Measurement Field measured speed, SFM Observed volume, Vf Estimated Free-Flow Speed: Base free-flow speed, BFFS	eh/h ravel Spec	1.00 2.0* 1.5* 0.948 2672 1496	pc/h mi/h veh/h mi/h		/ In 1
Up/down % Two-way hourly volume, V 2330 verificational split 56 / 44 %  Average Tr  Grade adjustment factor, fG PCE for trucks, ET PCE for RVs, ER Heavy-vehicle adjustment factor, Two-way flow rate, (note-1) vp Highest directional split proportion ( Free-Flow Speed from Field Measurement Field measured speed, SFM Observed volume, Vf Estimated Free-Flow Speed: Ease free-flow speed, BFFS Edj. for lane and shoulder width, fLS	eh/h ravel Spec	1.00 2.0* 1.5* 0.948 2672 1496	pc/h mi/h veh/h mi/h mi/h	2	/ In 1
Up/down % Two-way hourly volume, V 2330 verificational split 56 / 44 %  Average Tr  Grade adjustment factor, fG PCE for trucks, ET PCE for RVs, ER Heavy-vehicle adjustment factor, Pwo-way flow rate, (note-1) vp Highest directional split proportion ( Free-Flow Speed from Field Measurement Field measured speed, SFM Observed volume, Vf Estimated Free-Flow Speed: Base free-flow speed, BFFS Edj. for lane and shoulder width, fLS	eh/h ravel Spec	1.00 2.0* 1.5* 0.948 2672 1496	pc/h mi/h veh/h mi/h		/ In 1
Up/down % Two-way hourly volume, V 2330 verificational split 56 / 44 %  Average Tr  Grade adjustment factor, fG PCE for trucks, ET PCE for RVs, ER Heavy-vehicle adjustment factor, Two-way flow rate, (note-1) vp Highest directional split proportion ( Free-Flow Speed from Field Measurement Field measured speed, SFM Observed volume, Vf Estimated Free-Flow Speed: Base free-flow speed, BFFS Edj. for lane and shoulder width, fLS Edj. for access points, fA	eh/h ravel Spec	1.00 2.0* 1.5* 0.948 2672 1496	pc/h mi/h veh/h mi/h mi/h	2	7 16.1
Up/down  Two-way hourly volume, V 2330 verificational split 56 / 44 %  Average Tr  Grade adjustment factor, fG  PCE for trucks, ET  PCE for RVs, ER  Heavy-vehicle adjustment factor, Two-way flow rate, (note-1) vp  Highest directional split proportion ( Tree-Flow Speed from Field Measurement Field measured speed, SFM  Deserved volume, Vf  Estimated Free-Flow Speed: Base free-flow speed, BFFS  Edj. for lane and shoulder width, fLS  Eree-flow speed, FFS	eh/h ravel Spec	1.00 2.0* 1.5* 0.948 2672 1496	pc/h mi/h veh/h mi/h mi/h mi/h mi/h	2	/ III.1
Up/down % Two-way hourly volume, V 2330 ve	eh/h ravel Spec	1.00 2.0* 1.5* 0.948 2672 1496	mi/h weh/h mi/h mi/h mi/h mi/h	2	/ In I

Percent Time-Spent-Following		
Grade adjustment factor, fG	1.00	
PCE for trucks, ET	2.0*	
PCE for RVs, ER	1.5*	
Heavy-vehicle adjustment factor, fHV	0.948	
Two-way flow rate, (note-1) vp	2672	pc/h
Highest directional split proportion (note-2)	1496	
Base percent time-spent-following, BPTSF	90.5	윰
Adj.for directional distribution and no-passing zones, fd/ng	2.2	
Percent time-spent-following, PTSF	92.7	*
Level of Service and Other Performance Measu	res	
Level of service, LOS	E	
Volume to capacity ratio, v/c	0.83	
Peak 15-min vehicle-miles of travel, VMT15	1266	veh-mi
Peak-hour vehicle-miles of travel, VMT60	4660	veh-mi
Peak 15-min total travel time, TT15	40.2	veh-h

#### Notes:

- If vp >= 3200 pc/h, terminate analysis-the LOS is F.
   If highest directional split vp >= 1700 pc/h, terminate analysis-the LOS is F.

  \* These items have been entered or edited to override calculated value

## David Reed

I	Phone: E-Mail:	Fax:				
	Two-Way Two-Lane !	Highway S	egment A	nalysis		
i	Analyst DRR Agency/Co. CTG Date Performed 09/11/2007					
•	Analysis Time Period PM Peak Hour					
	Highway SR 12					
•	From/To Napa County I	Line				
	Jurisdiction Napa					
	Analysis Year Existing					
1	Description Napa Panattoni					
Į	Ir	nput Data				
	Winham of a s					
	Highway class Class 1 Shoulder width 4.0 ft r		<b>.</b> .	_		
i		eak-hour			0.92	
		Trucks a			5	8
1		Recreat:			1	8
1		k No-pass: Access poi		S	100	₽ /::
	Up/down %	iccess poi	LII CS/RII		2	/mi
!	,					
l I	Two-way hourly volume, V 2820 v Directional split 58 / 42 %					
	Average T	Cravel Spe	ed	<u></u>		
	Grade adjustment factor, fG		1 00			_
	PCE for trucks, ET		1.00 2:0*			
	PCE for RVs, ER		1.5*			
	Heavy-vehicle adjustment factor,		0.948			
	Two-way flow rate, (note-1) vp		3234	pc/h		
	Highest directional split proportion	(note-2)	1876	pc/h pc/h		
		•	_0.0	P0/11		
	Free-Flow Speed from Field Measuremen	t:				
	Field measured speed, SFM		_	mi/h		
	Observed volume, Vf		_	veh/h		
	Estimated Free-Flow Speed:					
	Base free-flow speed, BFFS		55.0	mi/h		
	Adj. for lane and shoulder width, fLS		1.3	mi/h		
	Adj. for access points, fA		0.5	mi/h		
	Free-flow speed, FFS		53.2	mi/h		
			•			
	Adjustment for no-passing zones, fnp			mi/h		
	Average travel speed, ATS			mi/h		

	Percent Time-Spent-Following		
	Grade adjustment factor, fG	1.00	
	PCE for trucks, ET	2.0*	
	PCE for RVs, ER	1.5*	
l	Heavy-vehicle adjustment factor, fHV	0.948	
	Two-way flow rate, (note-1) vp	3234	pc/h
J	Highest directional split proportion (note-2)	1876	
	Base percent time-spent-following, BPTSF	94.2	8
	Adj.for directional distribution and no-passing zones, fd/np	2.0	
	Percent time-spent-following, PTSF	96.2	8
1	Level of Service and Other Performance Measu:	res	
	Level of service, LOS		
	Volume to capacity ratio, v/c	1.01	
i	Peak 15-min vehicle-miles of travel, VMT15	1533	veh-mi
	Peak-hour vehicle-miles of travel, VMT60 Peak 15-min total travel time, TT15	5640	veh-mi veh-h

### Notes:

- If vp >= 3200 pc/h, terminate analysis-the LOS is F.
   If highest directional split vp >= 1700 pc/h, terminate analysis-the LOS is F.
- \* These items have been entered or edited to override calculated value

Phone: Fax: E-Mail:				
Two-Way Two-Lane Highway S	egment .	Analysis_		
Analyst DRR				
Agency/Co. CTG				
Date Performed 09/11/07				
Analysis Time Period AM Peak Hour				
Highway SR 12				
From/To Napa County Line				
Jurisdiction Napa				
Analysis Year Yr 2010 Base Case				
Description Headwater				
Input Data				
Highway class Class 1				
Shoulder width 4.0 ft Peak-hour	factor	PHF	0.93	
Lane width 12.0 ft % Trucks a			5	ક
Segment length 2.0 mi % Recreat:			1	8
			100	8
Tever & No-pass	Lua zone	199		
The state of the s		:5		-
Grade: Length mi Access poi Up/down %		:5	2	/mi
Grade: Length mi Access por Up/down %  Two-way hourly volume, V 2731 veh/h Directional split 60 / 40 %	ints/mi	:5		-
Grade: Length mi Access por Up/down %  Two-way hourly volume, V 2731 veh/h Directional split 60 / 40 %	ints/mi	: 5		-
Grade: Length mi Access pos  Up/down %  Two-way hourly volume, V 2731 veh/h Directional split 60 / 40 %  Average Travel Speciate adjustment factor, fG	ints/mi	:5		-
Grade: Length mi Access por Up/down %  Two-way hourly volume, V 2731 veh/h Directional split 60 / 40 %  Average Travel Spectrade adjustment factor, fG	ints/mi	:5		-
Grade: Length mi Access pos  Up/down %  Two-way hourly volume, V 2731 veh/h Directional split 60 / 40 %  Average Travel Specification of the second specification of the s	eed	:5		-
Grade: Length mi Access pos  Up/down %  Two-way hourly volume, V 2731 veh/h Directional split 60 / 40 %  Average Travel Speciate adjustment factor, fG PCE for trucks, ET PCE for RVs, ER Heavy-vehicle adjustment factor,	eed	: S		-
Grade: Length mi Access pos  Up/down %  Two-way hourly volume, V 2731 veh/h Directional split 60 / 40 %  Average Travel Speciate adjustment factor, fG PCE for trucks, ET PCE for RVs, ER Reavy-vehicle adjustment factor, Pwo-way flow rate, (note-1) vp	1.00 2.0* 1.5* 0.948 3098	pc/h		-
Grade: Length mi Access pos  Up/down %  Two-way hourly volume, V 2731 veh/h Directional split 60 / 40 %  Average Travel Speciate adjustment factor, fG PCE for trucks, ET PCE for RVs, ER Heavy-vehicle adjustment factor, Two-way flow rate, (note-1) vp	1.00 2.0* 1.5* 0.948 3098			-
Grade: Length mi Access pos  Up/down %  Two-way hourly volume, V 2731 veh/h Directional split 60 / 40 %  Average Travel Speciate adjustment factor, fG PCE for trucks, ET PCE for RVs, ER Heavy-vehicle adjustment factor, Cwo-way flow rate, (note-1) vp Highest directional split proportion (note-2)  Tree-Flow Speed from Field Measurement:	1.00 2.0* 1.5* 0.948 3098	pc/h		-
Grade: Length mi Access pos  Up/down %  Two-way hourly volume, V 2731 veh/h Directional split 60 / 40 %  Average Travel Speciate adjustment factor, fG PCE for trucks, ET PCE for RVs, ER Heavy-vehicle adjustment factor, Cwo-way flow rate, (note-1) vp Highest directional split proportion (note-2) Tree-Flow Speed from Field Measurement: Tield measured speed, SFM	1.00 2.0* 1.5* 0.948 3098	pc/h		-
Grade: Length mi Access pos  Up/down %  Two-way hourly volume, V 2731 veh/h Directional split 60 / 40 %  Average Travel Speciate adjustment factor, fg PCE for trucks, ET PCE for RVs, ER Heavy-vehicle adjustment factor, Two-way flow rate, (note-1) vp Highest directional split proportion (note-2) Tree-Flow Speed from Field Measurement: Tield measured speed, SFM Observed volume, Vf	1.00 2.0* 1.5* 0.948 3098	pc/h pc/h		-
Grade: Length mi Access por Up/down %  Two-way hourly volume, V 2731 veh/h Directional split 60 / 40 %  Average Travel Specification of the PCE for trucks, ET PCE for RVs, ER Heavy-vehicle adjustment factor, Cwo-way flow rate, (note-1) vp Highest directional split proportion (note-2) are Flow Speed from Field Measurement: Tield measured speed, SFM Observed volume, Vf Stimated Free-Flow Speed:	1.00 2.0* 1.5* 0.948 3098	pc/h pc/h mi/h		-
Grade: Length mi Access pos  Up/down %  Two-way hourly volume, V 2731 veh/h Directional split 60 / 40 %  Average Travel Speciated adjustment factor, fg PCE for trucks, ET PCE for RVs, ER Heavy-vehicle adjustment factor, Two-way flow rate, (note-1) vp Highest directional split proportion (note-2)  Tree-Flow Speed from Field Measurement: Tield measured speed, SFM Diserved volume, Vf Estimated Free-Flow Speed: Tase free-flow speed, BFFS	1.00 2.0* 1.5* 0.948 3098	pc/h pc/h mi/h		-
Grade: Length  Up/down  Two-way hourly volume, V 2731 veh/h Directional split 60 / 40 %  Average Travel Specific for trucks, ET  PCE for trucks, ET  PCE for RVs, ER  Reavy-vehicle adjustment factor,  Two-way flow rate, (note-1) vp  Righest directional split proportion (note-2)  Tree-Flow Speed from Field Measurement:  Tield measured speed, SFM  Deserved volume, Vf  Stimated Free-Flow Speed:  ase free-flow speed, BFFS  dj. for lane and shoulder width, fLS	1.00 2.0* 1.5* 0.948 3098 1859	pc/h pc/h mi/h veh/h		-
Grade: Length mi Access pos Up/down %  Two-way hourly volume, V 2731 veh/h Directional split 60 / 40 %  Average Travel Specific for trucks, ET PCE for trucks, ET PCE for RVs, ER Heavy-vehicle adjustment factor, Two-way flow rate, (note-1) vp Highest directional split proportion (note-2) Tree-Flow Speed from Field Measurement: Tield measured speed, SFM Observed volume, Vf	1.00 2.0* 1.5* 0.948 3098 1859	pc/h pc/h mi/h veh/h mi/h		-
Grade: Length  Up/down  Two-way hourly volume, V 2731 veh/h Directional split 60 / 40 %  Average Travel Specific for trucks, ET  PCE for trucks, ET  PCE for RVs, ER  Reavy-vehicle adjustment factor,  Two-way flow rate, (note-1) vp  Righest directional split proportion (note-2)  Tree-Flow Speed from Field Measurement:  Tield measured speed, SFM  Deserved volume, Vf  Stimated Free-Flow Speed:  ase free-flow speed, BFFS  dj. for lane and shoulder width, fLS	1.00 2.0* 1.5* 0.948 3098 1859	pc/h pc/h mi/h veh/h mi/h mi/h		-
Two-way hourly volume, V 2731 veh/h Directional split 60 / 40 %  Average Travel Specific for trucks, ET PCE for RVs, ER Reavy-vehicle adjustment factor, Wo-way flow rate, (note-1) vp Righest directional split proportion (note-2) Ree-Flow Speed from Field Measurement: Rield measured speed, SFM Reserved volume, Vf Stimated Free-Flow Speed: Rase free-flow speed, BFFS Rase from Field Measurement: Reference for the speed from Field Measurement: Reference for the speed from field Measurement: Reference for field Measurement: Ref	1.00 2.0* 1.5* 0.948 3098 1859	pc/h pc/h mi/h mi/h mi/h mi/h mi/h		-
Two-way hourly volume, V 2731 veh/h Directional split 60 / 40 %  Average Travel Specific for trucks, ET DCE for trucks, ET DCE for RVs, ER Reavy-vehicle adjustment factor, Two-way flow rate, (note-1) vp Righest directional split proportion (note-2) Ree-Flow Speed from Field Measurement: Tield measured speed, SFM Resved volume, Vf Stimated Free-Flow Speed: Asse free-flow speed, BFFS Aj. for lane and shoulder width, fLS Adj. for access points, fA	1.00 2.0* 1.5* 0.948 3098 1859	pc/h pc/h mi/h veh/h mi/h mi/h mi/h		-

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Phone:
                                             Fax:
 E-Mail:
              Two-Way Two-Lane Highway Segment Analysis_____
 Analyst
                           DRR
 Agency/Co.
                           CTG
Agency/co.

Date Performed 09/11/07

Analysis Time Period AM Peak Hour
 Highway
                           SR 12
From/To
                           Napa County Line
Jurisdiction
                           Napa
Analysis Year
                           Yr 2010 Base Case + Project
 Description Headwater
                            ____Input Data
Highway class Class 1
Shoulder width 4.0 ft Peak-hour factor, PHF 0.93
Lane width 12.0 ft % Trucks and buses 5
Segment length 2.0 mi % Recreational vehicles 1
Terrain type Level % No-passing zones 100
Grade: Length mi Access points/mi 2
Highway class Class 1
                                                                                /mi
         Up/down
                                ቼ
Two-way hourly volume, V 2755
                                        veh/h
Directional split 60 / 40 %
            ______Average Travel Speed
Grade adjustment factor, fG
                                                    1.00
PCE for trucks, ET
                                                    2.0*
PCE for RVs, ER
                                                    1.5*
Heavy-vehicle adjustment factor,
                                                    0.948
Two-way flow rate, (note-1) vp
                                                    3125
                                                             pc/h
Highest directional split proportion (note-2) 1875
                                                           pc/h
Free-Flow Speed from Field Measurement:
Field measured speed, SFM
                                                             mi/h
Observed volume, Vf
                                                             veh/h
Estimated Free-Flow Speed:
Base free-flow speed, BFFS
                                                   55.0
                                                             mi/h
Adj. for lane and shoulder width, fLS
                                                    1.3
                                                             mi/h
Adj. for access points, fA
                                                    0.5
                                                             mi/h
Free-flow speed, FFS
                                                  53.2
                                                             mi/h
Adjustment for no-passing zones, fnp
                                          0.7
                                                            mi/h
Average travel speed, ATS
                                                    28.2
                                                             mi/h
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David Reed

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Phone:
                                          Fax:
 E-Mail:
               Two-Way Two-Lane Highway Segment Analysis_____
 Analyst
                         DRR
 Agency/Co.
                         CTG
 Date Performed
                        07/04/08
 Analysis Time Period PM Peak Hour
Highway
                         SR 12
From/To
                         Napa County Line
 Jurisdiction
                        Napa
 Analysis Year
                         2010 Base Case
Description Headwater
                 _____Input Data
Highway class Class 1
Shoulder width 4.0 ft
Lane width 12.0 ft
Segment length 2.0 mi
                                     Peak-hour factor, PHF
                                                               0.92
                                    Recreational vehicles 1
% No-passing zones 100
Access points/mi
                                                                         2
Segment length
                                                                         9
Terrain type
                    Level
                                                                         왐
Grade: Length
                              mi
                                                                         /mi
        Up/down
                              ક
Two-way hourly volume, V
                             3218
                                     veh/h
Directional split 60 / 40 %
                          ____Average Travel Speed____
Grade adjustment factor, fG
                                                1.00
PCE for trucks, ET
                                                2.0*
PCE for RVs, ER
                                                1.5*
Heavy-vehicle adjustment factor,
                                                0.948
Two-way flow rate, (note-1) vp
                                                3690
                                                       pc/h
Highest directional split proportion (note-2) 2214
                                                       pc/h
Free-Flow Speed from Field Measurement:
Field measured speed, SFM
                                                        mi/h
Observed volume, Vf
                                                       veh/h
Estimated Free-Flow Speed:
Base free-flow speed, BFFS
                                               55.0
                                                       mi/h
Adj. for lane and shoulder width, fLS
                                               1.3
                                                       mi/h
Adj. for access points, fA
                                               0.5
                                                       mi/h
Free-flow speed, FFS
                                               53.2
                                                       mi/h
Adjustment for no-passing zones, fnp
                                                       mi/h
Average travel speed, ATS
                                                       mi/h
```

David Reed

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Phone:
                                          Fax:
  E-Mail:
              Two-Way Two-Lane Highway Segment Analysis_____
 Analyst
                          DRR
 Agency/Co.
                          CTG
 Analysis Time Period PM Peak Hour Highway
 From/To
                         Napa County Line
 Jurisdiction
                         Napa
 Analysis Year
                         2010 Base Case + Project
 Description Headwater
          _____Input Data_____
 Highway class Class 1
 Highway class Class I
Shoulder width 4.0 ft Peak-hour factor, PHF 0.92
Lane width 12.0 ft % Trucks and buses 5
Segment length 2.0 mi % Recreational vehicles 1
Terrain type Level % No-passing zones 100
                                                                           왐
 Grade: Length
                              mi.
                                    Access points/mi
                                                                  2
                                                                           /mi
        Up/down
Two-way hourly volume, V 3243 veh/h
 Directional split 60 / 40 %
                    _____Average Travel Speed_____
Grade adjustment factor, fG
                                                 1.00
PCE for trucks, ET
                                                 2.0*
PCE for RVs, ER
                                                 1.5*
Heavy-vehicle adjustment factor,
                                                 0.948
Two-way flow rate, (note-1) vp
                                                 3719
                                                         pc/h
Highest directional split proportion (note-2) 2231
                                                         pc/h
Free-Flow Speed from Field Measurement:
Field measured speed, SFM
                                                         mi/h
Observed volume, Vf
                                                         veh/h
Estimated Free-Flow Speed:
Base free-flow speed, BFFS
                                               55.0
                                                         mi/h
'Adj. for lane and shoulder width, fLS
                                                1.3
                                                        mi/h
'Adj. for access points, fA
                                                0.5
                                                        mi/h
Free-flow speed, FFS
                                                53.2
                                                        mi/h
Adjustment for no-passing zones, fnp
                                                        mi/h
Average travel speed, ATS
                                                        mi/h
```

Phone: E-mail:

Fax:

\_\_OPERATIONAL ANALYSIS\_

Analyst: DRR Agency/Co: CTG Date: 07/04/08 Analysis Period: AM Peak Hour SR12

Highway:

From/To: Napa/Solanio County line

Jurisdiction:

Jurisdiction: Napa				
Analysis Year: 2030 Base Case				
Project ID: Headwater				
an.				
FRE	E-FLOW SPE	ED		· · · · · · · · · · · · · · · · · · ·
Direction	1		2	
Lane width	12.0	ft	2 12.0	ft
Lateral clearance:	12.0	T.C.	12.0	I C
Right edge	6.0	ft	6.0	ft
Left edge	6.0	ft	6.0	ft
Total lateral clearance	12.0	ft	12.0	ft
Access points per mile	3	10	3	I C
Median type	Undivid	ьd	Undivid	~ <del>d</del>
Free-flow speed:	Base	.cu	Base	.eu
FFS or BFFS	60.0	mph	60.0	la
Lane width adjustment, FLW	0.0	mph	0.0	mph
Lateral clearance adjustment, FLC	0.0	mph	0.0	mph
Median type adjustment, FM	1.6	mgh	1.6	mph
Access points adjustment, FA	0.8	mph		mph
Free-flow speed	57.7	mph	0.8 57.7	mph
<u>.</u>	٠,.,	mp11	57.7	mph
	VOLUME			
			<del></del>	<del></del>
Direction	1		2	
Volume, V	3171	vph	1320	vph
Peak-hour factor, PHF	0.95	_	0.95	2
Peak 15-minute volume, v15	834		347	
Trucks and buses	5	જ	5	ક
Recreational vehicles	1	ક	1	8
Terrain type	Level		Level	•
Grade	0.00	%	0.00	8
Segment length	0.00	mi	0.00	mi
Number of lanes	2		2	100 100
Driver population adjustment, fp	1.00		1.00	
Trucks and buses PCE, ET	1.5		1.5	
Recreational vehicles PCE, ER	1.2		1.2	
Heavy vehicle adjustment, fHV	0.974		0.974	
Flow rate, vp	1714	pcphpl	713	pcphpl
		- <b></b>		# · E E
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Phone: E-mail:

Fax:

OPERATIONAL ANALYSIS

Analyst: DRR
Agency/Co: CTG
Date: 07/04/08
Analysis Period: AM Peak Hour

Highway: SR12

From/To: Napa/Solanio County line

Jurisdiction: Napa

Analysis Year: 2030 Base Case + Project

Project ID: Headwater

FRI	EE-FLOW SPE	EED		
Direction	1		2	
Lane width	12.0	ft	12.0	£t
Lateral clearance:				
Right edge	6.0	ft	6.0	ft
Left edge	6.0	ft	б.О	ft
Total lateral clearance	12.0	ft	12.0	ft
Access points per mile	3		3	~ 0
Median type	Undivid	led	Undivid	ed
Free-flow speed:	Base		Base	
FFS or BFFS	60.0	mph	60.0	mph
Lane width adjustment, FLW	0.0	mph	0.0	mph
Lateral clearance adjustment, FLC	0.0	mph	0.0	mph
Median type adjustment, FM	1.6	mph	1.6	mph
Access points adjustment, FA	0.8	πph	0.8	mph
Free-flow speed	57.7	mph	57.7	mph
	VOLUME			
Direction	1		2	
Volume, V	3188	vph	1327	arn h
Peak-hour factor, PHF	0.95	. 1211	0.95	vph
Peak 15-minute volume, v15	839		349	
Trucks and buses	5	ક	5	%
Recreational vehicles	1	용	ī	\$ \$
Terrain type	Level	•	Level	ъ
Grade	0.00	૱	0.00	8
Segment length	0.00	mi	0.00	mi
Number of lanes	2	1-1	2	111 1
Driver population adjustment, fP	1.00		1.00	
Trucks and buses PCE, ET	1.5		1.5	
Recreational vehicles PCE, ER	1.2		1.2	
Heavy vehicle adjustment, fHV	0.974		0.974	
Plow rate, vp	1723	pcphpl	717	pcphpl

\_OPERATIONAL ANALYSIS\_

Phone: E-mail:

Fax:

Analyst: DRR Agency/Co: CTG

Date: 07/04/2008 Analysis Period: PM Peak Hour

Highway: SR12

From/To: Napa/Solanio County line

Jurisdiction: Napa

Analysis Year: 2030 Base Case

	EE-FLOW SPE	ED		
Direction	1		2	
Lane width	12.0	£t	12.0	ft
Lateral clearance:			12.0	I.C
Right edge	6.0	ft	6.0	ft
Left edge	6.0	ft	6.0	ft
Total lateral clearance	12.0	ft	12.0	ft
Access points per mile	3	- •	3	10
Median type	Undivid	ed	Undivid	hal
Free-flow speed:	Base		Base	· · · · · ·
FFS or BFFS	60.0	mph	60.0	mph
Lane width adjustment, FLW	0.0	mph	0.0	mph
Lateral clearance adjustment, FLC	0.0	mph	0.0	mph
Median type adjustment, FM	1.6	mph	1.6	mph
Access points adjustment, FA	0.8	mph	0.8	mph
ree-flow speed	57.7	mph	57.7	mph
		*		mp11
	VOLUME			<del></del>
Direction	1		2	
olume, V	1665	vph	2 3298	1
Peak-hour factor, PHF	0.95	4 DII	0.95	vph
eak 15-minute volume, v15	438		868	
rucks and buses	5	3	5	0.
ecreational vehicles	1	8	1	૿
errain type	Level	•	_	<b>ે</b>
Grade	0.00	者	Level 0.00	Φ.
Segment length	0.00	mi.	0.00	₽ 
umber of lanes	2	111.2.	2	mi
river population adjustment. fp	1.00			
rucks and buses PCE, ET	1.5		1.00	
ecreational vehicles PCE, ER	1.2		1.5	
eavy vehicle adjustment, fHV	0.974		1.2	
low rate, vp	899	pcphpl	0.974 1782	pcphpl

Phone: E-mail:

Fax:

OPERATIONAL ANALYSIS

Analyst: DRR Agency/Co: CTG

Date: 07/04/2008 |Analysis Period: PM Peak Hour

Highway: SR12

From/To: From/To: Napa/Solano County line Jurisdiction: Napa

Analysis Year: 2030 Base Case + Project

Project ID: Headwater

FRE	EE-FLOW SPE	EED		
Direction	7	*** · · · · · · · · · · · · · · · · · ·		
Lane width	1	<i>r</i> .	2	
Lateral clearance:	12.0	ft	12.0	ft
Right edge	6.0	ft	6 0	
Left edge	6.0		6.0	ft
Total lateral clearance	12.0	ft f	6.0	ft
Access points per mile	3	T.C	12.0	ft
Median type	Undivid	lo d	3	
Free-flow speed:	Base	ieu	Undivid	ded
FFS or BFFS	60.0	man la	Base	
Lane width adjustment, FLW	0.0	E	60.0	mph
Lateral clearance adjustment, FLC	0.0	mph	0.0	mph
Median type adjustment, FM	1.6	mph	0.0	mph
Access points adjustment, FA	1.0	ngm l-	1.6	mph
Free-flow speed	57.7	mon ngm	0.8	mph
	57.7	mph	57.7	mph
	VOLUME			
Direction	1		2	
Volume, V	1672	vph	3316	vph
Peak-hour factor, PHF	0.95	-	0.95	* P-1
Peak 15-minute volume, v15	440		873	
Frucks and buses	5	લ	5	ક
Recreational vehicles	1	ક	i 1	8
Perrain type	Level		Level	•
Grade	0.00	ક	0.00	a B
Segment length	0.00	mi	0.00	mi
Number of lanes	2		2	116.1
Driver population adjustment, fP	1.00		1.00	
Trucks and buses PCE, ET	1.5		1.5	
<pre>lecreational vehicles PCE, ER</pre>	1.2		1.2	
leavy vehicle adjustment, fHV	0.974		0.974	
low rate, vp	903	pcphpl	1792	
		5-FirFr	1174	pcphpl
	RESULTS			

## Queues AM & PM Peak Hours

	<b>≯</b>		*	<b>←</b>	4	†	/	1	ļ	4	
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT-	NBR	SBL	SBT.	SBR	
Lane Group Flow (vph)	49	56	65	14	191	2495	570	48	1699	62	
v/c Ratio	0.82	0.58	0.89	0.16	0.77	1.01	0.46	0.60	0.85	0.08	•
Control Delay	117.7	45.5	123.3	45.8	56.9	36.8	3.0	73.3	21.0	5.4	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	117.7	45.5	123.3	45.8	56.9	36.8	3.0	73.3	21.0	5.4	
Queue Length 50th (ft)	28	10	38	8	104	~810	31	27	397	7	
Queue Length 95th (ft)	#96	#66	#117	27	#200	#947	68	#81	510	24	
Internal Link Dist (ft)		1208		195		5905			1642		
Turn Bay Length (ft)	150		100	10.551	250	Santa	150	250	17.1 <del>17</del>	100	
Base Capacity (vph)	60	96	73	86	270	2462	1239	80	2020	830	
Starvation Cap Reductn	Õ	0	0	0	0	0	0	0	0	,509, 0	
Spillback Cap Reductn	0	0	0	0	0	0	Ō	.0.	0	ñ	•
Storage Cap Reductn	0	0	0	0	0	Ô	Õ	0	Õ	0	
Reduced v/c Ratio	0.82	0.58	0.89	0.16	0.71	1.01	0.46	0.60	0.84	0.07	

Intersection Summary

Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

<sup># 95</sup>th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

	<b>→</b>		•	<b>←</b>	4	<b>†</b>	-	<b>&gt;</b>	1	4	· · · · · · · · · · · · · · · · · · ·
Lane Group	EBL	EBT	WBL	.WBT,	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Group Flow (vph)	70	77	65	22	219	2495	570	48	1699	97	
v/c Ratio	0.86	0.58	1.00	0.29	0.84	1.00	0.46	0.67	0.85		
Control Delay	115.5	37.7	161.8	56.1	67.1	33.6	3.3	88.7	22.8	0.12 6.1	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	115.5	37.7	161.8	56.1	67.1	33.6	3.3	88.7	22.8	6.1	
Queue Length 50th (ft)	45	14	~43	14	136	~807	39	31	446	14	
Queue Length 95th (ft)	#131	#75	#132	39	#256	#1026	82	#91	558	37	
Internal Link Dist (ff)		1208		195		5905	•		1642	٠,	
Turn Bay Length (ft)	150		100	_,,,_,,	250	dog Hitali.	150	250		100	
Base Capacity (vph)	81	132	65	77	276	2497	1244	72	2018	835	
Starvation Cap Reductn	0	Ō	Q	. 0	0	0	0	0	0	000	
Spillback Cap Reductn	Ö	0	0	0	0	0	0	Ö	ñ	ń	
Storage Cap Reductn	0	0	0	0	0	0	0	0	õ	ñ.	
Reduced v/c Ratio	0.86	0.58	1.00	0.29	0.79	1.00	0.46	0.67	0.84	0.12	
Intersection Summary	KUWEI	18.16je ja	Prince of		8578 TH		TO COMPANY OF A 14	A Del Marie de Composito			

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95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

	<b>→</b>		1	<b>←</b>	*	†	1	<b>&gt;</b>	<b>↓</b>	4	
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Group Flow (vph)	114	175	163	13	66	1805	74	58	2800	40	
v/c Ratio	1.19	1.25	1.07	80.0	1.18	0.71	0.07	0.54	1.09	0.03	
Control Delay	208.0	195.2	153.7	64.3	234.9	15.7	3.9	87.3	69.1	4.7	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	208.0	195.2	153.7	64.3	234.9	15.7	3.9	87.3	69.1	4.7	
Queue Length 50th (ft)	~134	~161	~175	12	~77	547°	_9	56	~1615	7	
Queue Length 95th (ft)	#268	#323	#329	35	#183	630	26	106	#1725	18	
Internal Link Dist (ft)		1208		195		5905			1642		
Turn Bay Length (ft)	150		100		250		150	250	172.557	100	
Base Capacity (vph)	96	140	153	165	56	2528	1132	118	2573	1166	
Starvation Cap Reductn	0	0	Ò	Ő	Ò	0	0	0	-5.0	0	
Spillback Cap Reductn	0	0	Ď.	0	Ó	0	Ö	Ō	ő	Õ	
Storage Cap Reductn	Ð	0	0	0	Ö	0	Ō	0	0	ñ	
Reduced v/c Ratio	1.19	1.25	1.07	0.08	1.18	0.71	0.07	0.49	1.09	0.03	
Intersection Summary			TOTAL SELECT	Terrore				ANTOLIS I		Marie of Professional States	

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17: South Kelly & SR29

	<i>•</i>	-	•	4	4	†	<i>&gt;</i>	-	ļ	1	
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBĽ	SBT	SBR	
Lane Group Flow (vph)	142	214	163	16	79	1805	74	58	2800	58	
v/c Ratio	1.18	1.32	1.25	0.12	1.41	0.72	0.07	0.52	1.09	0.05	
Control Delay	196.5	218.1	215.7	67.1	309.0	13.0	1.8	84.7	69.1	4.5	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	196.5	218.1	215.7	67.1	309.0	13.0	1.8	84.7	69.1	4.5	
Queue Length 50th (ft)	~166-	~218	~199	15	~105	559	(0)	56	~1615	4.5 11	
Queue Length 95th (ft)	#312	#392	#353	41	m#217	643	m13	106	#1725	24	
Internal Link Dist (ff)		1208		195		5905		100	1642	۷4	
Turn Bay Length (ft)	150		100	- 5	250	ONNE	150	250	'(nä's	100	
Base Capacity (vph)	120	162	130	139	.56	2521	1129	120	2573	1168	
Starvation Cap Reductn	0	0	0	Ô	0	0	n 20	120	1544	1100	
Spillback Cap Reductn	0	.0	0	O.	ō	ų.	ď	ń	, O	n n	4.0
Storage Cap Reductn	0	0	O	o o	n.	n n	0	n	v.	U D	
Reduced v/c Ratio	1.18	1.32	1,25	0.12	1.41	0.72	0.07	0.48	1,09	0.05	

Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.

<sup># 95</sup>th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

	*	<b>→</b>	•	←	4	<b>†</b>	<i>&gt;</i>	<b>\</b>	<b>↓</b>	4	
Lane Group	EBL	EBT	- WBL	WBT	NBL	NBT	" NBR	SBL	SBT	SBR	
Lane Group Flow (vph)	81	85	75	38	199	2110	130	10	3125	205	2002-1000/2004
v/c Ratio	0.42	0.56	0.82	0.34	1.08	0.57	0.11	0.10	1.01	0.20	:
Control Delay	46.6	32.2	97.6	45.6	130.1	7.2	1.5	44.2	39.6	4.5	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0,0	
Total Delay	46.6	32.2	97.6	45.6	130.1	7.2	1.5	44.2	39.6	4.5	
Queue Length 50th (ft)	23	15	43	18	~131	166	1.	6	~7.12	20	
Queue Length 95th (ft)	46	#69	#125	50	#265	308	21	22	#804	51	
Internal Link Dist (ft)		1208		195		5905			4727	٠.	
Turn Bay Length (ft)	150			* 1	300	* *	150	300	**,=:	150	
Base Capacity (vph)	200	156	92	111,	184	3684	1203	101	3080	1007	
Starvation Cap Reductn	0	0	Ò	o Ó	0	0	0	0	No. and	.55,	
Spillback Cap Reductn	0	0	0	0	0	0	Ô	ō	ñ	Ô	
Storage Cap Reductn	0	0	o di	0	Ö	õ	ō	Õ	Ô	ĥ	
Reduced v/c Ratio	0.41	0.54	0.82	0.34	1.08	0,57	0.11	0.10	1.01	0.20	
Intersection Summary	arsi Pirus A	/48@18@18@1				ardı.	takiju seraši			A BARAGA	namena za sa sa sa

Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.

<sup># 95</sup>th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.

	<b>≯</b>	-	•	<del>-</del>	4	†	<i>&gt;</i>	<b>\</b>	<b>↓</b>	1	
Lane Group	∛⁄ EBL	EBT	WBL	WBT	NBL:	NBT	NBR	SBL	SBT	SBR	875. 10 8193 <u>.</u>
Lane Group Flow (vph)	96	94	75	45	206	2110	130	10	3125	224	
v/c Ratio	1.09	0.64	0.83	0.41	1.05	0.58	0.11	0.15	1.04	0.23	
Control Delay	165.7	39.1	102.3	49.2	117.6	6.9	1.2	48.2	49.3	4.5	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	165.7	39.1	102.3	49.2	117.6	6.9	1.2	48.2	49.3	4.5	
Queue Length 50th (ft)	~62	18	43	22 57	~129	157	0	6	~712	22	. *
Queue Length 95th (ft)	#160	#88	#125	57	#265	275	17	22	#804	54	
Internal Link Dist (ft)		1208		195		5905			4727	0.	
Turn Bay Length (ft)	150				300	all takes	150	300	*	150	•
Base Capacity (vph)	88	146	90	109	197	3659	1198	67	2997	988	
Starvation Cap Reductn	0	0	0	Ö	0	0	0	0	0	0.0	
Spillback Cap Reductin	0	0	0	. 0"	0	0	0	0	Ů.	'n	
Storage Cap Reductn	Ó	0	0	0	0	0	0	0	0	O.	
Reduced v/c Ratio	1.09	0.64	0.83	0,41	1.05	0.58	0.11	0.15	1.04	0.23	
Intersection Summary	17 W 15 W	CAP PORT	A COMP	NE CELEVITATION		ringer en	anders.	F. W. Control	(N) (II to the second second	Codroga bastro (sv.)	

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 Queue shown is maximum after two cycles.

# 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

ane Group	EBL	EBT	WBL	WBT	NBL	NBT.	NBR	SBL	SBT!	- SBR	
ane Group Flow (vph)	150	251	170	17	56	3490	80	25	2680	83	
/c Ratio	0.88	1.18	1,02	0.10	0.53	1.00	0.07	0.45	0.82	0.08	
Control Delay	101.4	155.9	133.0	44.1	76.6	35.5	4.7	86.7	20.7	5.3	
Queue Delay	0.0	0.0	0.0	0.0	Ö.Ö	0.0	0.0	0.0	0.0	0.0	
otal Delay	101.4	155.9	133.0	44.1	76.6	35.5	4.7	86.7	20.7	5.3	
lueue Length 50th (ft)	127	-206	~155	.9	46	~1148	12	21	613		
lueue Length 95th (ft)	#257	#380	#303	34	93	#1219	30	#58	682	12 33	
nternal Link Dist (ft)		1208		195		5905			4727	-	
urn Bay Length (ft)	150				300	V 441 4 141.	150	300	51 JULY 1	150	
ase Capacity (vph)	170	213	166	175	115	3499	1090	56	3288	1049	
tarvation Cap Reductn	0	0	0	0	0	0	0	0	0	n n n	
piliback Cap Reducto	Ö	0	0	0	0	Ó.	Ó	Õ	Ő	ñ	
torage Cap Reductn	0	0	0	Ö	0	Ó	0	Ō	Ö	Ō	
educed v/c Ratio	0.88	1.18	1.02	0.10	0.49	1.00	0.07	0.45	0.82	0.08	
tersection Summary	ionicion <b>é.</b>	errievii said	GLAT.	sociolis							Algorithm C
Volume exceeds capacit			ally infinite	e,		:					
Queue shown is maximum											
95th percentile volume e			eue mav b	e longer.							

	۶		•	<b>←</b>	4	†	<i>&gt;</i>	-	ļ	4	
Lane Group	. EBL	. EBT	WBL	- WBT	NBL	NBT	, NBR	SBL.	SBT	SBR	AL CONTRACTOR
Lane Group Flow (vph)	165	265	170	20	59	3490	80	25	2680	93	
v/c Ratio	0.79	1.10	1.02	0.11	0.71	1.02	0.07	0.48	0.82	0.09	
Control Delay	84.8	130.8	135.0	49.1	105.4	43.3	5.7	96.5	22.0	5.7	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	**
Total Delay	84.8	130.8	135.0	49.1	105.4	43.3	5.7	96.5	22.0	5.7	•
Queue Length 50th (ft)	149	~231	~166	13	54	-1260	15	23	656	16	-, -
Queue Length 95th (ft)	#268	#415	#319	40	#131	#1326	35	#65	721	38	•
Internal Link Dist (ft)		1208		195		5905		7.77	4727		
Turn Bay Length (ft)	150				300	****	150	300	A1,752.	150	
Base Capacity (vph)	210	241	167	177	84	3428	1067	52	3291	1051	
Starvation Cap Reductn	0	0	0	0	Ó	. 0	0	0	0	በ	
Spillback Cap Reductn	0	0	0	0	0	0	Ö	Ō	0.	ñ	
Storage Cap Reductn	0	0	0	. 0	0	o	0	0	ñ	n .	
Reduced v/c Ratio	0.79	1.10	1.02	0.11	0.70	1.02	0.07	0.48	0.81	0.09	
Intersection Summary	"all of all all and a second			nugar:	EUGCPUN VERY GARCINETER						

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<sup># 95</sup>th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Lane Group	EBL	EBT.	WBL	WBT	NBL	NBT .	NBR	SBL	SBT	SBR	
Lane Group Flow (vph)	27	38	59	5	156	2220	538	38	1414	27	
y/c Ratio	0.35	0.36	0.56	0.04	0.67	0.84	0.41	0.39	0.66	0:03	100
Control Delay	50.0	29.3	60.7	37.0	47.0	15.1	2.5	49.1	14.0	5.2	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	50.0	29.3	60.7	37.0	47.0	15.1	2.5	49.1	14.0	5.2	
Queue Length 50th (ft):	13	5	30	3	73	487	20	19-	267	2	•
Queue Length 95th (ft)	#45	#36	#95	13	#136	#737	57	#53	352	13	**
nternal Link Dist (ft)		1208		195		5905			1642		
Turn Bay Length (ft)	150		100	7410.0	250	- 4, 4,-5	150	250	10.2	100	
Base Capacity (vph)	78	105	105	124	262	2630	1304	97	2127	867	
Starvation Cap Reductn	0	0	ö	0	0	0	0	Ü.		U öñ,	
Spillback Cap Reductn	0	0	0	0	0	Ō	Ö	٥.	ň	กั	
Storage Cap Reductn	0	0	0	0	0	0	0	n	ก	n	
Reduced v/c Ratio	0.35	0.36	0.56	0.04	0.60	0.84	0.41	0.39	0.66	0.03	4.
ntersection Summary	Service State (			6.47.5	Okasa e Va						

	•	<b>→</b>	*	- <b>←</b>	4	<b>†</b>	<i>&gt;</i>	1	Ţ	1	
Lane Group	EBL	EBT	WBL	WBT	NBL (	NBT	NBR	s SBL	SBT	SBR	
Lane Group Flow (vph)	84	131	147	5	42	1484	63	47	2484	16	CONTRACTOR CONTRACTOR OF THE STATE OF THE ST
v/c Ratio	0.91	0.85	1.02	0.03	0.63	0.61	0.06	0.45	1.02	0.01	
Control Delay	184.3	84.0	201.5	43.2	113.6	9.2	1.7	67.6	23.1	3.4	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	184.3	84.0	201.5	43.2	113.6	9.2	1.7	67.6	23.1	3.4	
Queue Length 50th (ft)	54	36	~102	3	27	269		30	~903	2.7	
Queue Length 95th (ft)	#149	#144	#226	15	#82	335	15	67	#1039	2 8	
Internal Link Dist (ft)		1208		195		5905		ŭ.	1642	v	
Turn Bay Length (ft)	150		100	re-at/101	250	33.22.	150	250	1924.	100	
Base Capacity (vph)	92	155	144	155	67	2451	1104	106	2437	1103	
Starvation Cap Reductn	0	Ō	0	Ô	0	0	n n	0	0	0	
Spillback Cap Reductn	0.	0	0.	0	0	Ō	ň	Ö.	ñ	0.	
Storage Cap Reductn	0	0	0	0	0	ō	ñ	n,	n	υ, n	
Reduced v/c Ratio	0.91	0.85	1.02	0.03	0.63	0.61	0.06	0.44	1,02	0.01	
Intersection Summary						150	Topic Montage				Mital Co. Vicenyaya

Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

<sup># 95</sup>th percentile volume exceeds capacity, queue may be longer.

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