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NAPA CO. CONSERVATION DEVELOPMENT & PLANNING DEPT.

December 6th, 2011

Kirsty Shelton, Planner III
Department of Conservation, Development and Planning
County of Napa
1195 Third Street, Room 210
Napa, California 94559

Re: Project Status Report, Raymond Vineyards and Cellar Use Permit Modification #P11-00156. APN 030-270-013 & 030-050-031

Dear Ms. Shelton:

Attached to this letter please find the November 16, 2011 traffic analysis for the Raymond Vineyards winery expansion project as you requested in your letter of June 6, 2011. I am also enclosing two (2) copies of a preliminary design for the left turn lane that we proposed to construction at the intersection of Zinfandel Lane and the winery driveway (aka Wheeler Lane). I would appreciate if you would forward copies of the traffic analysis and left turn lane design to the Public Works Department. These documents together with the information we submitted to your office on October 18, 2011 complete the information that you requested in your letter of June 6, 2011.

Ms. Shelton, would you please advise us of the status of our application and timeline for completing the environmental review process as soon as convenient.

Thank you for your assistance with our project. I look forward to meeting you in person. Please direct future correspondence to the undersigned.

Sincerely,

Tom Blackwood

Director of Retail Operations

Jam Blackoop

Raymond Vineyards

849 Zinfandel Lane St. Helena, CA 94574 CC: John McDowell, Deputy Planning Director Paul Wilkinson, Public Works Director John Taft, Backen Gillam Kroeger Architects Jeffrey Redding AICP



November 16, 2011

Raymond Vineyards c/o Mr. Jeff Redding, AICP 2423 Renfrew Street Napa, CA 94558

Subject:

Traffic Analysis for the Raymond Vineyards Winery Expansion Project

Dear Mr. Redding:

The attached report presents our findings of the traffic analysis conducted for the Raymond Vineyards Winery at 849 Zinfandel Lane in Napa County (see Figure 1 for site location map). The study examined potential traffic issues associated with the proposed increases to production, employees, and visitor operations. The report reflects our analysis of the project application in conjunction with vehicle counts and field surveys of the winery traffic conditions.

Our analysis has determined that the winery expansion would not significantly impact traffic conditions at the project access intersection of Zinfandel Lane/Wheeler Lane. Levels-of-service and delays would be satisfactory (LOS 'B' or better) for the stopped outbound and left turn inbound turning movements. The available sight distance along Zinfandel Lane is adequate and the site's internal access road is consistent with Napa County standards. However, a westbound left turn lane on Zinfandel Lane to accommodate inbound traffic would be warranted based on Napa County volume standards.

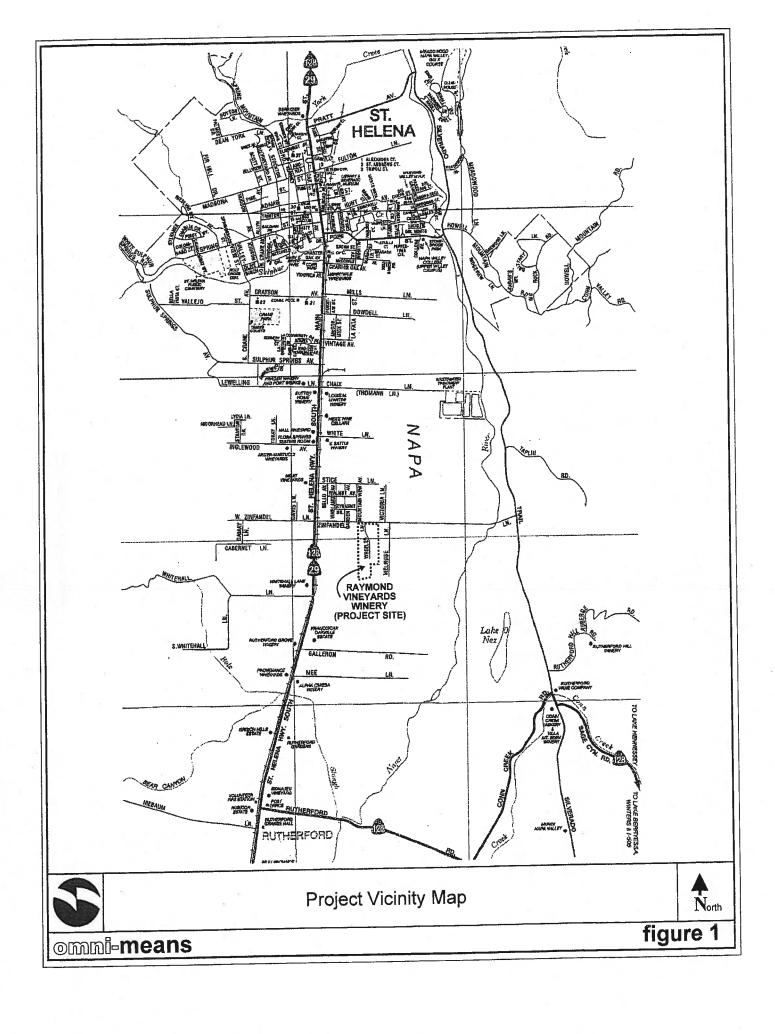
The State Route 29/Zinfandel Lane intersection operates at LOS 'F' for Zinfandel Lane under existing, baseline, and baseline plus project conditions during weekday and weekend peak hours. The intersection qualifies for signalization using the California Manual on Uniform Traffic Control Devices peak hour volume warrants for existing, baseline, and baseline plus project conditions as well. If future installation of a traffic signal is considered necessary, the winery could pay a share of the costs based on the proportion of winery trips to the overall volumes at the intersection.

I trust that this report responds to your needs. Please review this information and call me with any questions or comments.

Sincerely.

George W. Nickelson, P.E OMNI-MEANS, Ltd. Engineers & Planners

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1. Existing Traffic Conditions

a. Existing Traffic Operations at Zinfandel Lane/Wheeler Lane (Site Access)

The Zinfandel Lane/Wheeler Lane (winery access road) intersection is located approximately 1/3 mile (1,700 ft.) east of State Route 29. Zinfandel Lane is oriented in an east-west direction across the Napa Valley connecting State Route 29 and Silverado Trail. Zinfandel Lane is a straight, flat, two-lane rural road with unpaved shoulders in the vicinity of the winery. The Zinfandel Lane/Wheeler Lane intersection consists of single lane approaches with stop sign control for Wheeler Lane which forms the south leg of the intersection. There is a private residence driveway that forms the north leg of the intersection.

Daily traffic volume counts conducted in January 2011 found a weekday average volume of 2,665 vehicles and a weekend average of 1,342 vehicles on Zinfandel Lane west of the project site. Volumes are likely somewhat higher during the summer travel season. Based on Caltrans State Route 29 volume data, peak month volumes are about 106% of an average month. Thus peak month daily volumes are likely closer to 2,825 on weekdays and 1,425 on weekends. The existing daily volumes are well within the roadway's carrying capacity.

In order to identify peak hour conditions, traffic counts were conducted at the Zinfandel Lane/Wheeler Lane and Zinfandel Lane/State Route 29 intersections during a weekday PM commute period and a Saturday afternoon⁽³⁾ The counts were conducted in October 2011. As noted above, volumes are typically highest during the summer season. However, these counts occurred during the harvest season when there are increased employee and production vehicle trips (which were clearly noticed during the counts).

Wheeler Lane serves the winery and three residences that would be expected to generate one trip each during the peak hour. Deducting the three residential trips, the winery generated 27 weekday and 34 Saturday peak hour trips. Existing daily winery trips would be expected to be approximately 108 weekday trips and 136 Saturday trips (given peak hours are typically about 25% of the daily volumes).

Peak hour intersection conditions are measured by Level of Service (LOS), which applies a letter ranking to successive levels of intersection performance. LOS 'A' represents optimum conditions with free-flow travel and no congestion. LOS 'F' represents severe congestion with long delays at the approaches. For intersections with minor street stop control, the LOS reflects the delays experienced by the minor street approach. (LOS calculation worksheets are attached.)

With existing volumes, the Zinfandel Lane/Wheeler Lane intersection operates at LOS 'B' during weekday and Saturday peak hours for the stopped northbound approach (with 10 seconds of delay on weekdays and Saturdays). The intersection operates very efficiently with minimal delays and no vehicle queuing.

b. Existing Traffic Operations at State Route 29

The Zinfandel Lane/State Route 29 intersection has single lane approaches on Zinfandel Lane which are stop sign controlled and there are separate left turn lanes on State Route 29. Based on Caltrans records, State Route 29 near Zinfandel Lane has an average daily traffic volume of 22,700 vehicles and a peak month daily traffic volume of 24,000 vehicles. These volumes are approaching the roadway's capacity and would be categorized in the LOS 'E-F' range for a two lane highway with left turn lanes.

The Zinfandel Lane/State Route 29 intersection has peak hour conditions of LOS 'E-F' for the side street approaches on weekdays and Saturdays. (LOS 'F' westbound, with 54 seconds of delay weekday and 58



seconds of delay Saturday. LOS 'E' eastbound, with 38 seconds of delay weekday and 45 seconds of delay Saturday.) The high through volumes on State Route 29 limit turning opportunities from Zinfandel Lane. Field observations confirm the calculated peak hour conditions, where westbound queues averaged five vehicles and reached a maximum of nine vehicles. Congestion on State Route 29 can also be substantial. At times on Saturday, northbound vehicle queues extended from St. Helena south to and beyond Zinfandel Lane, creating "stop-and-go" conditions.

The existing volumes were applied to California Manual on Uniform Traffic Control Devices (CAMUTCD) peak hour signal warrants. The peak hour warrants are one of several standards to help determine if installation of a traffic signal is appropriate. Qualifying for signalization using the peak hour warrants does not necessarily mean signals should be installed. The intersection does qualify for signalization using the peak hour warrants and existing counted Saturday volumes (the warrant graphs are attached).

2. Traffic Conditions With The Baseline Permitted Uses

a. Current Use Permit Trip Generation

The current permitted uses allow for the following operations at the winery:

- 750,000 gallons of production (averaged over a three year period; with no single year exceeding 900,000 gallons);
- 28 employees (26 full time and 2 part time);
- 400 daily visitors without an appointment
- Marketing events: Daily = 1-10 guests; Twice weekly = 10-30 guests; Twice monthly = 30-100 guests. (Events for 80 or more guests conducted when tours & visitor center is closed.)
- 75 parking spaces.

The number of daily trips generated with the baseline permitted uses is outlined in Table 1. It was assumed that the maximum 400 daily visitors would occur on a weekend. Existing visitor statistics were used to estimate weekday visitors. As shown, the current use permit generates 195 daily trips on a typical weekday and 354 trips on a Saturday. During the harvest season, additional truck trips result in 400 daily trips. These calculations are somewhat conservative in that no employee ridesharing was assumed.

Daily baseline volumes with the current use permit on Zinfandel Lane west of the site access road are approximately 3,000 vehicles on weekdays and 1,600 vehicles on Saturdays. These volumes are well within the road's capacity and are equivalent to LOS 'A' conditions.

b. Baseline Peak Hour Traffic Conditions

By comparing the surveyed winery trips and visitation numbers with the maximums allowed under the current use permit, peak hour winery volumes for the permitted use were extrapolated. On this basis, the winery would be expected to generate 69 weekend peak hour trips and 55 weekday peak hour trips assuming complete utilization of the current use permit.

The State Route 29 peak hour volumes counted for this study (1,400 vehicles) were compared to published Caltrans volume data. (6) Caltrans identifies the single highest peak hour observed for Year 2010 (1,950 vehicles). In order to provide a conservative analysis of peak hour conditions, the counted volumes on Highway 29 and Zinfandel Lane were proportionally increased to match the peak Caltrans volume.



The Zinfandel Lane/Wheeler Lane intersection continues to operate at LOS 'B' (12 seconds of delay) for the northbound approach during weekday and weekend peak hours. The westbound approach operates at LOS 'A' (1 second of delay).

The State Route 29/Zinfandel Lane intersection operates at LOS 'F' for the Zinfandel Lane approaches. The northbound and southbound left-turn lane movements on State Route 29 operate at LOS 'B' (12 seconds of delay) or better. This intersection would qualify for signalization using the CAMUTCD peak hour warrants.

3. Traffic Effects of the Proposed Project

a. Project Description

The proposed winery operations are summarized as follows:

- Increase annual wine production to 1.5 million gallons;
- Increase the number of employees to 90;
- Increase the number of daily visitors to 800 (by appointment only).
- Amend marketing events to the following: (Food for events > 50 people will be catered.)
 - o 12 annually for 250 people max.; 12 annually for 150 people max.;
 - o 24 annually for 100 people max.; 104 annually for 50 people max.
- Increase parking to 130 + 100 overflow spaces. (Valet parking to be utilized for events larger than 150 people.)

b. Traffic Operations With The Project

The Winery's daily traffic generated by the proposed project has been calculated in Table 2. On a typical Saturday 768 daily trips would be expected and on weekdays 450 daily trips would be expected. During harvest season, 832 daily trips would be expected.

DAILY TRAFFIC COMPARISON BETWEEN CURRENT USE PERMIT

Condition	Average Weekday	Average Saturday	Harvest Season Saturday
Current (1991) Use Permit	195 trips	354 trips	400 trips
Proposed Use Permit	450 trips	768 trips	832 trips

As shown in the above chart, the proposed project would roughly double the number of winery trips compared to the current use permit. Daily volumes on Zinfandel Lane west of the site access would be expected to be approximately 3,200 vehicles on weekdays and 1,900 vehicles on Saturdays. The daily volumes would remain well within the capacity of a two lane rural road with conditions equivalent to LOS 'A'.

Peak hour intersection levels of service were evaluated. Using a conservative assumption that peak hour volumes represent 25% of daily volumes, the proposed project would generate 192 Saturday peak hour trips and 113 weekday peak hour trips.



768

45%

At the Zinfandel Lane/Wheeler Lane intersection, the northbound approach would remain LOS 'B' (12-14 seconds of delay) and the westbound left turn approach would remain at LOS 'A' (1 second of delay). LOS are shown in Table 3.

At the State Route 29/Zinfandel Lane intersection, delays for the Zinfandel Lane approaches (LOS 'F') would increase. The northbound and southbound left-turn lane movements would operate at LOS 'B' (13 seconds of delay) or better during the weekday and weekend peak hours. The intersection volumes would further qualify for signalization based on the peak hour warrants (attached).

c. Site Access

The winery would continue to use Wheeler Lane as the access road, serving all employee, delivery and visitor trips.

The Winery access intersection was evaluated for a potential left turn lane based on Napa County daily volume warrants. With the project, daily volumes on Zinfandel Lane west of the site would be approximately 3,200 weekday vehicles and 1,900 weekend vehicles adjusted for the summer season. Daily volumes on Wheeler Lane would range from 480-800 trips accounting for the project and residential trips. As shown on the warrant graphs (attached), the volumes would warrant a left turn lane. Based on Caltrans design standards, only one vehicle would be expected to queue in the left turn lane. However, Caltrans recommends a minimum 50-foot left turn storage lane. (8)

Vehicle queuing conflicts are not anticipated at the Wheeler Lane access intersection due to the relatively low volumes on Wheeler Lane and the long distance (1,700 feet) from State Route 29. At State Route 29, vehicle queues on Zinfandel Lane from the stopped westbound approach would remain far west of Wheeler Lane. (The nearest cross-street to State Route 29, Garden Avenue, is 700 feet away. Existing westbound queues of 100-150 feet could increase to 200 feet with the project, but would remain well west of any cross-streets.)

Vehicle site distance at Zinfandel Lane/Wheeler Lane was evaluated. The required vehicle visibility or "corner sight distance" is a function of travel speeds on Zinfandel Lane. Caltrans design standards indicate that for appropriate corner sight distance, "a substantially clear line of sight should be maintained between the driver of a vehicle waiting at the cross road and the driver of an approaching vehicle in the right lane of the main highway". Caltrans design guidelines also indicate that at private access intersections the minimum corner sight distance "shall be equal to the stopping sight distance".

With a posted speed limit of 55 mph on Zinfandel Lane, Caltrans' design standards indicate that a stopping sight distance of about 500 feet is required along Zinfandel Lane. Field measurements indicate the sight distance substantially exceeds the minimum standards.

d. Internal Circulation

The Wheeler Lane road width is 18-20 feet. This satisfies the Napa County standard of 18 feet. The access road would continue to adequately accommodate the expected volumes.

e. Special Events

The winery would host events of varying magnitude. On a weekly basis events of 50-100 persons are planned. Up to two monthly events would have a maximum of 250 persons in attendance.



The monthly events would be scheduled on non-peak days, and as such, would not generate daily trips beyond the maximum visitor traffic levels calculated in Table 2. It is also expected that events would be scheduled so that traffic flows would be outside the peak periods.

The winery's parking would be designed to meet peak visitor day demand and lesser event demand. For the largest (250-person) events, valet parking would be employed to accommodate all visitor vehicles in striped spaces and other ancillary paved areas.

3. Summary and Conclusions

The winery access intersection of Zinfandel Lane/Wheeler Lane would continue to operate at satisfactory levels-of-service with the proposed expansion. The stopped Wheeler Lane approach would operate at LOS 'B' and the inbound left turn movement would operate at LOS 'A' during weekday and weekend peak hours.

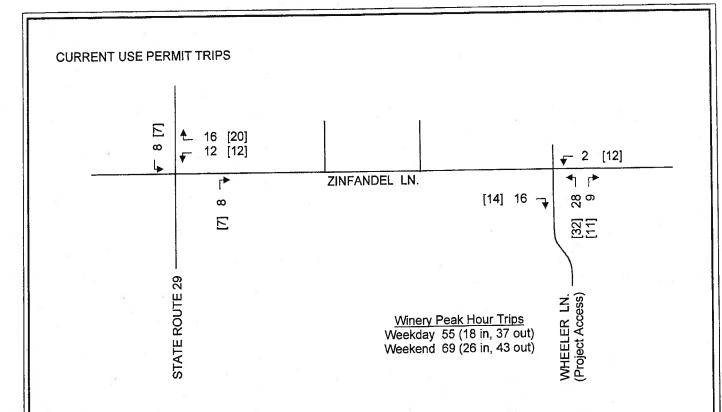
The winery's daily volumes would warrant a left turn lane on Zinfandel Lane based on Napa County standards.

Based on field measurements, the available site distance along Zinfandel Lane would be adequate. (The project's Civil Engineer should confirm the adequacy of sight distances along Zinfandel Lane.)

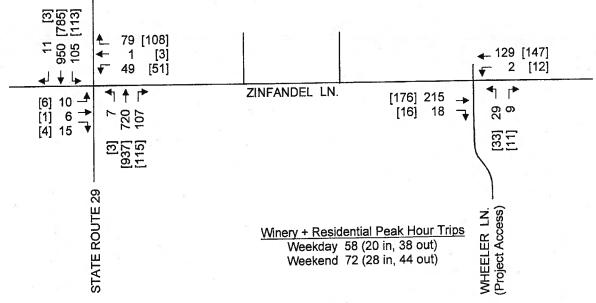
The winery is served by an 18-20 foot wide access road, which meets the Napa County standard of 18 feet. The access road would reflect an appropriate design (as determined by Napa County) to accommodate the existing and projected traffic flows. The actual design should accommodate truck turns to/from Zinfandel Lane.

The State Route 29/Zinfandel Lane intersection operates at LOS 'F' for Zinfandel Lane during peak hours under existing, baseline, and "baseline with project" conditions. The intersection also qualifies for signalization using CAMUTCD peak hour volume warrants for all three scenarios.





BASELINE VOLUMES WITH CURRENT USE PERMIT



NOT TO SCALE



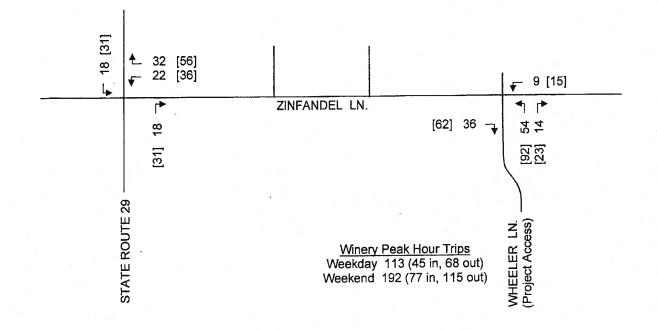
Peak Hour Current Use Permit Trips and Intersection Volumes Summer Weekday P.M. Peak and [Saturday Afternoon Peak]



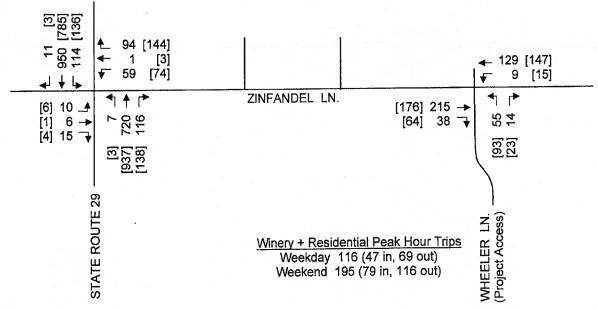
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figure 2





VOLUMES WITH PROPOSED USE PERMIT



NOT TO SCALE



Peak Hour Proposed Permit Trips and Intersection Volumes Summer Weekday P.M. Peak and [Saturday Afternoon Peak]



omni-means

figure 3

TABLE 1 DAILY BASELINE TRIP GENERATION OF THE RAYMOND VINEYARDS WINERY AS PER THE CURRENT USE PERMIT

Daily Traffic During a Typical Saturday:

400 visitors/2.8 per vehicle x 2 one-way trips
 28 employees x 2 one-way trips per employee
 6 trucks x 2 one-way trips per truck⁽¹⁾
 286 daily trips
 56 daily trips
 12 daily trips
 354 daily trips

Daily Traffic During a Typical Weekday:

165 visitors/2.6 per vehicle x 2 one-way trips
 28 employees x 2 one-way trips per employee
 6 trucks x 2 one-way trips per truck⁽¹⁾
 127 daily trips
 12 daily trips
 12 daily trips
 195 daily trips

Daily Saturday Traffic During Harvest Season (6 weeks):

400 visitors/2.8 per vehicle x 2 one-way trips
 40 employees x 2 one-way trips per employee
 17 trucks x 2 one-way trips per truck⁽²⁾
 34 daily trips
 400 daily trips

- During the 46-week non-harvest season, a maximum of 6 daily trucks would be generated related to routine deliveries associated with the winery production (750,000 gallons/2.38 gallons per case = 315,126 cases).
 - 315,126 cases/2,310 cases per truck = 136 glass delivery trucks
 - 315,216 cases/1,232 cases per truck = 256 wine shipment trucks
 - 28 miscellaneous weekly deliveries = 1,288 miscellaneous trucks
 1,680 annual trucks

1680 trucks/46 weeks = 37 weekly trucks or about 6 trucks per day.

- (2) During the 6-week harvest season, a maximum of 11 additional daily grape delivery trucks would be generated, calculated as follows:
 - 750,000 gallons/165 gallons per ton = 4,545 tons of off-site grapes.
 - 4,545 tons of off-site grapes/10 tons per truck/6 weeks = 76 trucks/week or about 11 trucks per day (assume truck would also pick up an empty bin).



TABLE 2 DAILY TRIP GENERATION WITH THE PROPOSED RAYMOND VINEYARDS USE PERMIT

Daily Traffic During a Typical Saturday:

•	800 daily visitors/2.8 per vehicle x 2 one-way trips	=	572 daily trips
•	90 employees x 2 one-way trips per employee	=	180 daily trips
•	8 trucks x 2 one-way trips per truck ⁽¹⁾	=	16 daily trips
			768 daily trips

Daily Traffic During a Typical Weekday:

•	330 daily visitors/2.6 per vehicle x 2 one-way trips	=	254 daily trips
	90 employees x 2 one-way trips per employee	=	180 daily trips
•	8 trucks x 2 one-way trips per truck ⁽¹⁾	=	16 daily trips
			450 daily trips

Daily Saturday Traffic During Harvest Season (6 weeks):

•	800 visitors/2.8 per vehicle x 2 one-way trips	=	572 daily trips
	100 employees x 2 one-way trips per employee	=	200 daily trips
	30 trucks x 2 one-way trips per truck ⁽²⁾	=	60 daily trips
	J 1 1		832 daily trips

- During the 46-week non-harvest season, a maximum of 8 daily trucks would be generated related to routine deliveries associated with the expanded winery production (1,500,000 gallons/2.38 gallons per case = 630,252 cases).
 - 630,252 cases/2,310 cases per truck = 273 glass delivery trucks
 630,252 cases/1,232 cases per truck = 512 wine shipment trucks
 - 36 miscellaneous weekly deliveries = 1,656 miscellaneous trucks 2,441 annual trucks

2,441 trucks/46 weeks = 53 weekly trucks or about 8 trucks per day.

- (2) During the 6-week harvest season, a maximum of 22 additional daily grape delivery trucks would be generated, calculated as follows:
 - 1,500,000 gallons/165 gallons per ton = 9,091 tons of off-site grapes.
 - 9,091 tons of off-site grapes/10 tons per truck/6 weeks = 152 trucks/week or about 22 trucks
 per day (assume truck would also pick up an empty bin).



TABLE 3 PEAK HOUR OPERATIONS AT ZINFANDEL LANE/WHEELER LANE (RAYMOND VINEYARDS ACCESS) LOS AND SECONDS OF DELAY

Current Permit:	Weekday	Saturday
Wheeler Lane northbound approach	B / 12 sec.	B / 12 sec.
Zinfandel Lane westbound approach	A / 1 sec.	A / 1 sec.
D 1 D	Weekday	Saturday
Proposed Permit:	weekday	Surarany
Wheeler Lane northbound approach	B / 12 sec.	B / 14 sec.
Zinfandel Lane westbound approach	A / 1 sec.	A / 1 sec.



References:

- (1) Baymetrics Data Services, Daily traffic counts on Zinfandel Lane between Mountain View Avenue and Wheeler Lane, January 28, 2011 February 3, 2011.
- (2) Caltrans, 2010 Volumes on the California State Highway System, (on-line data base).
- (3) Omni-Means Engineers & Planners, traffic counts on October 29, 2011 (1-5 PM) & November 2, 2011 (3-6 PM).
- (4) Caltrans, ibid.
- (5) Caltrans, Highway Design Manual Fifth Edition, July 1, 2004.
- (6) Caltrans, ibid.
- (7) Napa County, Adopted Road and Street Standards, revised August 31, 2004.
- (8) Caltrans, Guidelines for Reconstruction of Intersections, August 1985.
- (9) Caltrans, Highway Design Manual Fifth Edition, July 1, 2004.



APPENDICES

- Level of Service Definitions
- Level of Service Calculations
- Left Turn Lane Warrant Graphs
 - Peak Hour Signal Warrants
 - Existing Counts



LEVELS-OF-SERVICE (LOS) CRITERIA FOR INTERSECTIONS

LEVEL OF						
COLUMN TO THE	TYPE OF FLOW		MANEUVERABILITY	SIGNALIZED	UNSIGNALIZED	ALL-WAY STOP
W.	Stable Flow	A. Stable Blow, Very slight-delay. Progressionis very favorable, with most yehicles arriving during the green phase, not stopping at all	Turing movements are easily made, and nearly all drivers find freedom of operation.	 	0.001	1000
В	Stable Flow	Good progression and/or short cycle lengths. More vehicles stop than for LOS A, causing higher levels of average delay.	Vehicle platoons are formed. Many drivers begin to feel somewhat restricted □within groups of vehicles.	>10 and ≤ 20.0 secs. 0.61 – 0.70 v/c	>10 and ≤ 15.0	>10 and < 15.0
	StableFlow	G. Stable Flow Higher delays raculting from fair progression and/or ionger cycle lengths. Individual cycle failures may begin to appear at this level. The number of vehicles stopping is significant, although many still pass through the intersection without stopping.	Back-ups may develop behind turning vehicles. Most drivers reel somewhat restricted	>20 and < 35.0 sees.	>20 and <35:0 >15 and <25.0 >15 and <25.0 0 0.71 = 0.80 %c	>15 and < 25;0
D D	Approaching Unstable Flow	The influence of congestion becomes more noticeable. Longer delays may result from some combination of unfavorable progression, long cycle lengths, or high volume-to-capacity ratios. Many vehicles stop, and the proportion of vehicles of stopping declines. Individual cycle failures are noticeable.	Maneuverability is severely limited during short periods due to temporary back-ups.	>35 and ≤55.0 secs. 0.81 – 0.90 v/c	>25 and < 35.0	>25 and ≤ 35.0
H	Unstable Flow	E Unstable Flow Generally considered to be the limit of acceptable delay. There are typically long queues \$55 and \$80 indicative of poor progression, long cycle-lengths, and of vehicles waiting upstream of secs. becs. high volume to capacity ratios. Individual cycle the intersection failures are frequent occurrences.	There are typically long queues of wehicles waiting upstream of the intersection.	>55 and \$80.0 secs. 0.91-1.00.v/c	>35 and < 50.0. >35 and	>35 and < 50.0
· · · · · · · · · · · · · · · · · · ·	Forced Flow	Generally considered to be unacceptable to most drivers. Often occurs with over saturation. May also occur at high volume-to-capacity ratios. There are many individual cycle failures. Poor progression and long cycle lengths may also be major contributing factors.	Jammed conditions. Back-ups from other locations restrict or prevent movement. Volumes may vary widely, depending principally on the downstream back-up conditions.	> 80.0 secs.	> 50.0	> 50.0

References: 1. Highway Capacity July 9, 2006

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Intersection Summary		4. 中心起			549					是大学	12 13	5.5
Average Delay	New Contraction	DETERMINENT	0.7 18,8%	· 1.15年14年14年14日	CU Leve	of Co	nvice	18/20 A 1987	STEEL A	SESUT A		X 11 %
Intersection Capacity Ut Analysis Period (min)	mzation	100000000000000000000000000000000000000	15,0%	FARRISH !	SO FEAR	J 01 06	VICO	· School John L	SASSERGE E	Marine 1079	153-91707	PARTERIE
Analysis reliou (IIIII)	5-1000000000000000000000000000000000000					£2550						
	SEPARABLE.	- 1820 T	第 日之29年 夏 夏		建工工工程工工	A SET TONE	F 505 3000 C.L.	REGISTALIBOUS (IN	AND STATE OF THE PARTY OF THE P	100 A	on motorfal or old A	ed to self in C.S.

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Movement	EBL	EBT	EBR	WBL	WeT	WER	NBL	NBT	NBR	ŞBL	SBT	SER
Lane Configurations		4			4		7	7+		إلا	1	
Sign Control		Stop		数計畫	Stop			Free			Free	
Grade		0%			0%	CONTRACTOR CONTRACTOR	o a manual de la companya de la comp	0%	response and a second	e most have used	0%	vanes or sale of the
Volume (veh/h)	$\mathbf{I} = \mathbf{I}$	4	11	32°	1	50	5	518	74	73	684	8
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	8	4	. 12	-36	The T	56	6	576	82	81	760	9
Pedestrians Lane Width (ft)	ent in Mark of	TO BE SHIRE	PARK PRODUCTS	00 S 2015 ET TEST	EESTOROT AS	V 146257063 366-13	99 89 78987	C110720019	0-00000000	PARK SALAS	INE ALTO	414545169
Walking Speed (ft/s)	(14)		TO SHEET		10.15				15.207 A	20 45 Mary - 27	71.20 C. T. T. T.	100
PercentiBlockage		538857				aran ara	STEEL SPECIES				34323 44	2247
Right turn flare (veh)	Charles at 1870	ST. Section Services		SEC. 44.20	The Control of the Control		72 172	网络克里尼亚拉	100000000000000000000000000000000000000	SE SECTION S	MI-INSTELL	#1 A028A
	的影響器	None	*****	13 6 37	None	12 CO		Helle S		图象 (古代)	認用監督	
Median storage veh)	12.25.10	10110	のみでいるかか	11 24.65	1,000	1.002 Inc. 11	20 30 86 876	ha hards rar.	50% 20112011	AS ENGINEES TO	20.50.00.00.00	DESCRIPTION OF
Úpstream signal (ft)		TER S		3811 11	HUT		经 整 食	100		H 1 1 2 12		988
pX, platoon unblocked	2007129410	COLUMN STATE	For The CHARGOS	-198614.3-4.4-5	Same Parameters	authorated TRX 273	HCT+332-996+1HGB1	LOTURIUM U & TACHY	ENC2015 (10130) (101	6 THE R. D. L. TOWN	A	1000
vC, conflicting volume	1569	1596	764	1564	1559	617	769			658		
vC1, stage 1 conf vol	AN OLEMAN SOCIETY	AND AND POST OF	MONTH OF THE PARTY	per accessor occur	HILLIAN SCHOOL SAME	74.11.10.100paqqu.,20094.10	86.0.9 L. 28 A 2.95	K.F.U.W.SV.FRG.700.50.	C. ST. ST. ST. ST. ST. ST. ST. ST. ST. ST	May to the second of the secon	* 11 # 20 TO SHEW	ACT 100 PM
V€2, stage 2 conf vol				X		1777					基件 基件	1 0 100
vCu, unblocked vol	1569	1596	764	1564	1559	617	769	7000000		658		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4,1			4.1		
tC, 2 stage (s)							COMPANY CARS - NO.		e managements	Market Service	000000000000000000000000000000000000000	TIR 140009-000
tF (s)	3.5	4.0	3.3	3,5	4.0	3.3	2.2	\$1		2.2		188.35
p0 queue free %	89	95	97	55	99	89	99	0.6692899455 12525	N' 5 B H B T N 42	91	ST 200 (\$120 O \$120 O	erangerap to Water
cM capacity (veh/h)	73	97	404	79	102	490	845	THE WAY		930		1111
Direction, Lane#	E81	WB 1	NB 1	NB 2	SB 1	SB 2						
Volume Total	24	92	6	658		769				建产品的复数 连上的工艺		
Volume Left	8	36	6	0	81	0				O. TE - WINN E-1986	et bertal i entante and	(MC) AND THE
Volume Right	12	56*	₽ 0≱	82	0	9						1224
cSH	134	160	845	1700	930	1700	draws Carles and so	e ne medical break el-bak v	ELIKARAN KUMPEN	250 N/ 811/78 T		COST 17 1995
Volume to Capacity	0.18	0.58	0.01	0.39	PLEASURANCE AND ADDRESS.	0:45	ele e			433		
Queue Length 95th (ft)	16	75	0	0	7	0	57552727070@	EXECUTION 6.5	AND THE STATE OF T	44.000 A 19.50	18-8521(\$1878)	Patricipal Science
Control Delay (s)	37.7	543	9.3	0.0	The state of the s	0.0						
Lane LOS	E	F	A	11/10/25/2009 (*)	A 0.9	OF THE COUNTY	EAGTERS IN	THE STATE OF THE	NAME OF THE PERSON NAME OF THE P	《公安集 》(1918年)	· · · · · · · · · · · · · · · · · · ·	经产生的
Approach Delay (s)	37.7	3000 Carlot 1991 Carlot	011	STATE OF	0.9					213-18	5.8/1-3	
Approach LOS	E	F						- coveres and		pagamagan sa Wanasa		
Intersection Summary				10.00			ea Di		製工方		100	
Average Delay	the special constitution	00 M 100 M 100 M	4.1	to the process.			m. m	ewa curi pensi ili	Annai na Tura	Mergodia and accessor	. N. de Komenne	32030 V / 6000
Intersection Capacity Ut	lization				ÇU Leve	of Ser	vice	2 21	В			122
Analysis Period (min)	Sales and the second of the second	mentos entro en en en en	15	NUMBER OF STREET	Cauto-comestateon	now steep a 2.7/1/	0.012299.7322.0.753	THE THE STORES	N. 21154 Nov. 191546-11	NAME AND A 11-125-12	PARTICION CITA	3 00 00 00 00 to 12
				1112								THE C

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Movement	一個	EBT	EBR	WILL	WBT	WBR	NBL	NBT.	NER	SBL	831	SBR
Lane Configurations		4			4	**************************************		4		0.0000000000000000000000000000000000000	4	erre a retr
Sign Control		Free		看出法	Free			Stop	2000 PR		Stop	21.17
Grade		0%			0%	to a self-reduced by	MANAGE TO THE RE	0%	#1000000-#1100	gration of some	0%	
Volume (ven/h)	0	127	THE RESIDENCE OF SEC. 64	6	87-32 HILL THE REST STORY	0	170	0	5	0	0 0.86	0 0.86
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86 0		0.00
Hourly flow rate (vph)	0	148	10	I	123	0	20	Us		ACCUMANTAL SERVICE		
Pedestrians	named a commit	NORSHALL OF	video to White his	e anno he el trage e	***************************************	251/71984018	2) 1 Sept. 1783		200025H	ing inet		C. P. E. I.
kane Width (ft)	86. 5		UMAN.	A Track	HARLING.	2.4	14 16 11		15 14 1 - G	CTS BEEFE	Paragraph and a	Corenon es
Walking Speed (ft/s)	**********		ereze desis	S#814546	化於國際的新		(Si Martin	*		TIME SHE		
Percent Blockage	127	A L		美国共產黨	SELECTION OF THE PARTY OF THE P		8 2 - WA 19 4 B B	Table 200 Mideling		F3X30419-1009-1	Approximate Control Section 1	48X3#44H71
Right turn flare (veh)	16.3 W 17201	2014E4F4		ELECTRICAL PROPERTY.			53	None			None	2002
Median storage veh)	建数字版(6)	STRAINS	A. S. A.	### (4:013 30 H	3038 FEE 6:775	38 No. 10 10 10 1	Libratuco cara l	PERSONAL PROPERTY.	Company for a first for	THE OF STANSON Y	(1 T 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	
Upstream signal (ft)			1000									
pX, platoon unblocked	使用于小型的 自然	MEL 041.25/2	2000	248013573	LONG TO LONG TO A STATE OF THE	ESTA DOLLAR DE	and the same of the same				entroper a mini	atemakina.
vC. conflicting volume	123	TIMESE !		158			290	290	153	1296	295	123
vC1, stage 1 conf vol							tal and an expensed to the	eran dan dan serenga	27005.0062.00 C	· 1401-25 -9-25-5-	Ay; 1-1-158 = 1-58	ST 004 NA C 75
vG2@stage 2 conf vol		10 A		* 1						200	205	123
vCu, unblocked vol	123	A - CO 18 T - WE		158	-P. CAR PHILID III PRODUCE	BT C 2001 L T 2003	290 7.1	290 6.5	153 6.2	296 7.1	295 6.5	6.2
tC, single (s)	.4.1		162	4.1				0.0	0.2		, U.J.	Lie State State 1
tC, 2 stage (s)		PRINT HOUSE SHE	F 1 1 2 5 6 7 6 6 1 1 1	The or	300 137 2021	10012560	3.5	4.0	3.3	3.5	4.0	3:3
tF(s)	2,2 100	是是		2.2 100	1000000000000000000000000000000000000		97	100	99	100	100	100
p0 queue free % cM capacity (veh/h)	1464	1000	tima esta	1421	ASTROPHICS.	The same to the same	660			650	613	928
TOTAL COLOR SECTION SE	UHUH!	128 11.18888	delin billi	336508.65008		\$15 BO \$100 BC						
Direction, Lane #	EB 1	WB 1	NBA	581					Call Section	1. 等比例 安		
Volume Total	158	St. A. D. S. Deller Tr. W.	26	0				对数数			AND DE	THE SHALL I
Volume Left	0	7	20	0	eror interpressor in	STEERSTR	18/3-2/81/2/2/2/2/2/2/2/2/2/2/2/2/2/2/2/2/2/2	AND MADE		Males in a		000 SE 0100
Vojume Right	10	0	704	1700		***	11.1775			于36.101字位置	Strike American	- 1 St. 1 St.
cSH	1464	1421	701	0.00		制元化 100	186130	NATION NO.	100007-1/11		BEN HE	
Volume to Capacity	0.00	0.00	3	0.00	PARTICIPATE OF THE PARTY OF THE	Mark II as	CHERRY SET	22 E E E E E E E E E E E E E E E E E E		S2012 V 1-15 CH	2860-28476054	STATE AND AND
Queue Length 95th (ft)	0.0	0.4	10.3	0.0	20075780	对数据 第	arara.	17772	CONTRACTOR NO.	* 50	15	37.95-2
Confrol Delay (s) Lane LOS	0.0	A	В	A	FREE TO KE TO	BETT BEAT	Colorados Sibar	MACCONTACTOR	TISSE THE SAME	- Medical Arthre	and the second second second	e market person
Approach Delay (s)	0.0	0.4	10.3	0.0		HARRY	N. HING			1154		
Approach LOS		ALCOHOLD IN	B	A	A150 4819 60	provincials Sa cretice # ##	1 4450- 1	THE PARTY OF THE P				
save demonstration	an other and				Endtha & B	301133			h in	i de la		禁其型
Intersection Summary			1.0	三卷 148			10000000000000000000000000000000000000	Service Constitution of the Constitution of th	1 3 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4	AND DESCRIPTION OF THE PARTY.	AND DESCRIPTION OF THE PERSON	and the latter of the
Average Delay	ili-atiaa	141007787	1.0 20.5%	NEW SEEL	CHIEV	el of Se	rvice	第	A CHA			1 0 0 0 0 T
Intersection Capacity Ut	mzaujon		20.574 15	00000 2 340 4 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6	الاحداد ليرو	, oj 00	MANAGER 201	LT 265 or every gloss	SACAMB! P. I.	0403130303403	2 to \$ 130 to 1860	A STATE OF THE STA
Analysis Period (min)		32			100110000	H WHE		TO SERVICE		\$7.87	WAR.	12° 14' 1
	185 - P. F. C. S.	AND COMMON AND	8017 11-0 P 17 8	The Control	SETTINGE !	THE RESERVE TO SEC.	Sept. 5.00 (100 ft 100	2.25.55.17	Andrew Street, St.	A STATE OF S		

	1	→	•	•	-	4	4	1	-	-	Ţ	1
Movement	EBL	EBT	EBR	WBL	WBT	WER	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4	<u> </u>		4		ħ	ĵ»		ሻ	7>	
Sign Control		Stop	7 45-98 E.S.		Stop		The second	Free	***	11日常6	Free	
Grade	0.4 She (19) (2 + 10 2 - 20 2)	0%	2007224 22000000		0%			0%			0%	
Volume (veh/h)	4	1 1	3	33	2	70	2	674	80	7,9	565	2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph) Pedestrians	4	43.1	1.3	36	2:	76	2	733	87.	86	614	2
Lane Width (ft)								4 1				
Walking Speed (ft/s)	person legations of	N IN A COSTOLOGY	SPANSO CHARLEST PROCESSOR	UNIT RECTURE TO SERV		erinasininasini		医花型建筑区代码 化	DIE CONTESSE	025245023	CH ME AN	\$10.45m 150
THE TAX ARE ASSESSED.	新教 社			是否是	1000 00 1000 1000 00 1000				学工业	dere in the same	111111111111111111111111111111111111111	1271時現在
Right turn flare (veh) Median type		None	结根 (基)	71171.0	None	REAL REAL		数11				1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
Median storage veh)	COMPANIES AND STREET AND STREET	OKANNINI II JUDGA	ea out or when the Sale	c Northcome (India)	1.4000012.004128.0	aut se gracins come	nonnerdara.	KU DENKO DI MAN	SENTERS TO THE POST	Britania de de	AT THE REST OF SEC	數等等符
Upstréam signal (ft)									12.			
pX, platoon unblocked	900 T S NO TO THE RES	# 215 2555745	basic and the	20 200	1200	**************************************	etro o Monte	JAMES STREET	THE WATER	020	ene jednombrik sloven	CONTRACTOR
vC conflicting volume	1601	1611	615	1570	1568	776	616	Pateral	5.1.2	820		#2#d\$12#
vC1, stage 1 conf vol	ninena satowani sta	2 9507 - 1.1 527	EDISON FRA	M-1001 (2004)	THIS EAST ON THE	STATE AND AND		100円第3円	WATER TO	1171-553	CONTRACTOR OF THE PARTY OF THE	SPAURIE
vC2 stage 2 conf vol	Company of the Compan	1611	615	1570	1568	776	616	1. 1833	ACTION TO SERVICE	820	的特別學的	
vCu, unblocked vol	1601 7.1	6.5	6.2	77.1	6.5	6.2	4.1				(8123)	NEWS:
tⓒ, single (s) tC, 2 stage (s)	2 10 11 0 H 184	46 -3000 111	Edition Hat May			13-73 0 0, pro-1012-4	OUR PATHOS OF	THE REAL PROPERTY.			konorija president	PERSONAL SECTION
tF(s)	3.5	4.0	3.3	3,5	4.0	3.3	2.2			2.2		130 E 25
p0 queue free %	93	99	99	56	98	81.	100		1000 - 1 1000 -	89 809	READENING L	200 000 500
cM čapacity (veh/h)	62	93	491	81	99	397	964	* 140	**	oua		建造型
Direction, Lane#	EB1	WB 1	NB 1	NB 2	SB 4	\$82	明 读、为					200
Volume Total	9	114	2	820	86	616			的	经联邦		
Volume Left	4	36	2	0	86	0	M88058747 2 mm 688	0.000.000.000000	(Septemb) #865 h.S.	La Service	1317/21/22	05 × 950 50 50
Volume Right	3	76	3 - 0	87	0	2			1. 1. 182	4-4	位的時代都	
cSH	99	174	964	1700	809	1700	KERESTARY.	With the Miles		ESCHAPES -	BIRO HARRIST	1005.04C51
Volume to Capacity	2.4.2.	0.66	0.00	0.48	0.11	0.36	Maria di	No part of		Mr East	S. E. C.	Park Vi
Queue Length 95th (ft)	7	95	0 -00000000000000000000000000000000000	0 1 0.0	9	0.0	erence de la 173	ZVV STEED	THE WAY		THE NAME OF	CASSISSIS
Control Delay (s)	45.0	58.3	The second second	U,U		0.0			4 20			SAUTH
Lane LOS	E 45.0	F 58.3	A 0.0		A	超光器制度	THE SHAPE I	11794572	111112	1 2 20 17		MADE T
Approach Delay (s) Approach LOS	45 U E	55.3 F	0.0		11.4		iri na k	STATE OF THE PARTY				SULPRIA EVA
Intersection Summary		e e e e e e e e e e e e e e e e e e e	220			Marin S		漫画	100			
Average Delay	organisati airas	Neisecu porcisale	4.8	METHOD TO MET TO	STARYS LOS	DUTATORS	d China SSSCAR	NATURAL PROPERTY OF THE PARTY O	assaude.	198 11 1991	1 5 A T 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	
Intersection Capacity U	ilization		61.6%		ŽU Leve	er of Ser	vice		В	W 114	A Property	V William
Analysis Period (min)			15					117			X)	7.14

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Movement	ERI	reer.	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ent water	4			4			4			44	
Sign Control		Free			Frée	10-PN ac 88		Stop			Stop	
Grade	2/12/4/5/8/2/4/2/2/2	0%	Surgrand Liver and Company	13/10/34/20-17	0%			0%	TO STREET VILLEY	transit with early	0%	C+05-0 5-2
Volume (veh/h)	O O	215	18	2	129	0	29	0	9	0	0	0 00
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89 - 0	0.89
Hourly flow rate (vph)	0	242	20	2.	145	0	33	0	10	JAN US		The U
Pedestrians	11207472570945-1112	earli sessiones	OSPERE FINANCE	ARONE POR LINE	entrais	ed for the	Regresore	X 11 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1				1349000
Lane Width (ft)		HEALE				有一种	A SECTION AND A	W. 11. 12. 12. 12. 12. 12. 12. 12. 12. 12		201111		HEREZEE.
Walking Speed (ft/s) Përcent Blockage	THE RESERVE		712020	ATTERES	21 TAX							
Right turn flare (veh)		Marie Constitution of the	STRUCKUR STREET	141111111111111111111111111111111111111	PARTICALI	元 章公司 5年 (5.35)	3815984XX	3 8 8 8 C III - 19 C 79 C	200 / (150 m 2 00 f	STRIPLE OF	50 SEC #13 (100 - 10	AND 1 NO. 2 NO. 2 P.
Median type			es sur in	李小 智義	* HEAR	200		None		Walli	None	
Median storage veh)	6 (T-10 (1 (1 (1 (1 (1 (1 (1 (1 (1 (1 (1 (1 (1	Programme and discussion	Andrew Color (Form)	STATE STATE	X 0 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1					and books and the		- dr - utoni de las
Upstream signal (ft)				3011								E SE
pX, platoon unblocked				and the comme	one wy tupour als.	one secure datas	estate de la company	SIERS AVANG	ensor of other	200011200165		elottarare
vC conflicting volume	145			262			401	401	252	411	411	145
vC1, stage 1 conf vol	m = Norg8800901707	PRESENTE SPE	THE REPORT	TENERS NO.	77-658116111	FE 22 CT 17	#10011789E 838	4.160151476	THE RELEASE	**************************************		
vC2, stage 2 conf vol	145		* 44.841	262	2-30-03-0	123F116	401	401	252	411	411	145
vCu, unblocked vol	145 4.1	· 探答 5/ 数6	SECRETARIES	4.1	55 me	医建物状	711	6.5		7.1	6.5	6.2
tC, single (s) tC, 2 stage (s)			enellen		Carried and	11年60年663	NO COLUMN	1907-1-02-1	NAME OF TAXABLE PARTY.	E310 (S.25, 513)	FERENCE HOSTORIO	With The All the T
tF (s)	. 2.2	计算规划	REAL PROPERTY.	2.2	BERT L		3:5	4,0	3.3	3.5	4.0	3.3
p0 queue free %	100	12367815624	WAR THE WAY	100	,4023rd 1011 S.N. / 6284		94	100	99	100	100	100
cM capacity (veh/h)	1437		& ha	1302			559	537	787	543	530	902
Direction, Lame#	EB1	AND I	NR 1	SB 1						世际意		
Volume Total	262	147	43	0	V.						1765a	
Volume Left	0	2	33	0	SOME DESIGNATIONS	45 CONTINUES INCOME.	AMERINA NO.	diameter state	A SELECTION WAS A	2.2.1.111.111.11		
Volume Right	20	0	10	.0	1205	所度: · · · · · · · · · · · · · · · · · · ·						
cSH	1437	1302	600	1700		anner to Autor & Co.	U w. more around	CV SHALL CHIT HIS SIZE	armentos sur sinui	remarks and care	e velocino do tak d	a Partier
Volume to Capacity	0.00	Salara A. Late L. Mar	100 Th 100 St. 100 St. 40 St. 40	0.00	T. W.		2 3 1	地 事				
Queue Length 95th (ft)	0	0	6	0				VERNINGE E		1889 540193		300
Control Delay (s)	0.0	Kerming allowers	11.5	+ D.O	7		242	TREE STATE			\$5.00 K	100
Lane LOS	0.0	A 0.1-	B 11,5	A \$ 0.0	e e s a proper			5. 数据 11 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1			EASTER 6	EXES.
Approach LOS	0.0	S. U. K.	ررا B	Α	\$22.189E			GREAT THE	124 W 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	\$44 CURN 1+3	Service and contracts	Pelesting Co. C.
			As a specific	Cartin Cart	and the second	And the same	San Asia Salara	D. C. C.		The second	CONTRACTOR CASE	
Intersection Summery							The Avenue	4	建筑	54	The second second	COLUMN TO SERVICE
Average Delay	JPS 2278-9		1.1	HIN J	CHIAN	al of Sa	nice	0171423	Δ.			12.2
Intersection Capacify Ut	uization		22,4% 15	是主義等文	oń revi	51.01.36	AICG.	(Contains	STREET, STREET,	THE OWNERS	TAIL LATER TO	RECEIVED.
Analysis Period (min)			10	2012	N. S. S. S.	F. Mart	COLUMN TO THE					
The second secon	0.00	新加州市公司 第四条	A CONTRACTOR	X STATE OF THE STATE OF	200 23000200	(公司)。中国是10年2月	Continue parties (X710000 MIN. 46	den and the said	A STATE OF THE PARTY OF THE PAR	The second second	

Lane Configurations		•		_		+	4	4	†	1	1	1	4
Lane Configurations	Vavamen	ERI	H-ERIAL		AWEI A	WBT	WBR	NBL	NBT	NBR	SBL	SET	SBR
Stop			1	A se leveline a		THE REAL PROPERTY.	Mile Wall Dept. and	*	1,		34	1>	
Grade	Cian Control						Notes in	16.45.33			0.5451.563		
Volume (veh/h) 10 6 15 49 1 7.9 7 720 107 105 950 11 Peak Hour Factor 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.9		Child Comme		er state or	Kanada Asaa	化型 建闭塞心 温水	RED STATES	P. GALLES SANDER	0%	27-01250-01350-01	V221-4 31 1665		A. A.
Peak Hour Factor Hourly flow rate (vph) Pedestrians Eane(Width (f) Walking Speed (ft/s) Percent Blockeage Right turn flare (veh) Median type Median storage veh) Upstream signal (ft) pox, platoon unblocked vc. conflicting volume vc1, stage 1 conf vol vc2, stage 2 conf vol vc2, stage 2 conf vol vc2, stage 3 conf vol vc3, stage 4 conf vol vc4, stage 4 conf vol vc5, stage 5 conf vol vc6, stage 6 conf vol vc9, stage 6 conf vol vc9, stage 7 conf vol vc9, stage 8 conf vol vc9, stage 8 conf vol vc9, stage 9 conf vol vc9, stage 1 conf vol vc9, stage 2 conf vol vc9, stage 3 conf vol vc9, stage 5 conf vol vc9, stage 5 conf vol vc9, stage 6 conf vol vc9, stage 6 conf vol vc9, stage 1 conf vol vc9, stage 2 conf vol vc1, stage 1 conf vol vc2, stage 2 conf vol vc1, stage 1 conf vol vc2, stage 2 conf vol vc1, stage 1 conf vol vc1, stage 1 conf vol vc1, stage 1 conf vol vc2, stage 2 conf vol vc2, stage 2 conf vol vc1, stage 1 conf vol vc2, stage 2 conf vol vc2, stage 2 conf vol vc1, stage 1 conf vol stage 2 conf vol vc1, stage 1 conf vol stage 2 conf vol vc2, stage 2 conf vol vc2, stage 2 conf vol vc1, stage 1 conf vol stage 2 conf vol vc2, stage 2 conf vol vc3, stage 2 conf vol vc1, stage 2 conf vol vc2, s		101		15	49	被加索性	79	7	720	107	105	950	11
Hourly flow rate (vpii)		0.90		0.90	0.90	0.90	0.90	0.90	0.90		0.90		0.90
Pedestrians Cane Width (ft)			A NAME OF STREET, STRE	S. S. IV. Bridge			88	8	800	119	117	1056	12
Walking Speed (ft/s)		HE 254 HE 1300 (MARINE STATES	MATERIAL PROPERTY	inglinos artes	National Infanta	Stranger and the own	RECORD ROSE CONTRA	130 000000000				
Walking Speed (ft/s)		THE SELECTION			Section.		10000000	PARTIE:	智能實質			10 To	
Rescent Blockage Right turn flare (veh) None None Median type Median storage veh) Upstream signal (ft) pX, platoon unblocked VC, conflicting volume 2199 2229 1062 2184 2176 859 1068 919 vC1, stage 1 conf vol vC2, stage 2 conf vol vCu, unblocked vol 2199 2229 1062 2184 2176 859 1068 919 tC, stage (s) 7,1 6,5 6,2 7,1 6,5 6,2 7,1 6,5 6,2 7,1 6,5 6,2 7,1 6,5 6,2 7,1 6,5 6,2 7,1 6,5 6,2 7,1 6,5 6,2 7,1 6,5 6,2 7,1 6,5 6,2 7,1 6,5 6,2 7,1 6,5 6,2 7,1 6,5 6,2 7,1 6,5 6,2 7,1 6,5 6,2 7,1 6,5 6,2 7,1 6,5 6,2 7,1 6,5 6,2 7,1 <t< td=""><td></td><td>\$0.51 B(\$14.52.4%)</td><td>44 1000 44 000</td><td>27.307.49.004</td><td>1.56 N. 4. 1.75 C. 4</td><td>Section Selberger</td><td>14 TO 12 TO 18 AND 18</td><td></td><td></td><td></td><td></td><td></td><td></td></t<>		\$0.51 B(\$14.52.4%)	44 1000 44 000	27.307.49.004	1.56 N. 4. 1.75 C. 4	Section Selberger	14 TO 12 TO 18 AND 18						
Right turn flare (veh) Median type Median storage veh) Upstream signal (ft) pX, platoon unblocked vC; conflicting volume vC1, stage 1 conf vol vC2, stage 2 conf vol vC2, stage 2 conf vol vC2, stage 2 conf vol vC3, stage 1 conf vol vC4, unblocked vol C5, 2 stage (s) C6, 2 stage (s) C7, 1 6, 5 6, 2 7, 1 6, 5 6, 2 4, 1 4, 1 C6, 2 stage (s) C7, 2 stage (s) C7, 3 3, 5 4, 0 3, 3 3, 5 4, 0 3, 3 2, 2 2, 2, 2 D0 queue free % C6, 8 1 94 0 97 75 99 84 C6, Capacity (veh/h) C7, 2 1 36 272 23 39 356 653 743 Direction Lane # EB 1 WB 1 NB 1 NB 2 EB 1 SB 2 Volume Total Volume Total Volume Total Volume total Volume total Volume to Capacity C7, 8 8 0 119 0 12 CSH 44 55 653 1700 743 1700 Volume to Capacity C7, 2 55 0, 9 894.8 10.6 0.0 10.7 0.0 Lane LOS F F B B B Approach LOS F F B B B Approach LOS F F Historical Surimary Average Delay Intersection Surimary Intersection Capacity Utilization Volume Level of Service Volume Level of Service D Volume C4 Day Intersection Surimary Average Delay Intersection Surimary Intersection Surimary Average Delay Intersection Surimary Intersection Surimary Intersection Surimary Intersection Surimary Intersection Surimary Average Delay Intersection Surimary Intersection Capacity Utilization Intersection Surimary Intersection Sur			100 100			10 H		AND THE		1 1 1 20 10 10			THE SEC
Median type None None Median storage veh) Upstream signal (ft) pX, platoon unblocked vC, conflicting volume 2199 2229 1062 2184 2176 859 1068 919 vC1, stage 1 conf vol vC1, unblocked vol 2199 2229 1062 2184 2176 859 1068 919 vC1, stage (s) 7.1 8.5 6.2 7.1 6.5 6.2 4.1 4.1 tC, 2 stage (s) 3.5 4.0 3.3 3.5 4.0 3.3 2.2 2.2 p0 queue free % 46 81 94 0 97 75 99 84 cM capacity (velr/n) 21 36 272 23 39 356 653 743 Direction Lane # EB 1 WB 1 NB 1 NB 2 SB 1 SB 2 Volume Left 11 54 8 0 117 068 Volume Left 11 54 8 <td></td> <td>ME HOST IN HOLD</td> <td>THE STATE OF THE PARTY OF THE P</td> <td>SOR COLUMN CARRO</td> <td>ED-764631367-71700-0</td> <td>374111133311</td> <td>11. 1224-1111-1</td> <td></td> <td></td> <td></td> <td></td> <td>~ (10 15-011) 12550</td> <td>ALAN STREET</td>		ME HOST IN HOLD	THE STATE OF THE PARTY OF THE P	SOR COLUMN CARRO	ED-764631367-71700-0	374111133311	11. 1224-1111-1					~ (10 15-011) 12550	ALAN STREET
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Upstream signal (ft) pX, platoon unblocked vC; conflicting volume vC1, stage 1 conf vol vC2, stage 2 conf vol vC3, stage 2 conf vol vC4, unblocked vol (C, 2) stage (s) (C, 2		ONLY #MOTOR CARD	LS/200409-Element/2015	AZA NOSERIA BERNANDA	P. BLECK-MINE C. SON							man manager : M	PEN PUN NO
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tC, 2 stage (s) tF (s)	vCu, unblocked vol								construction	WE SHARE CONTOURS		and the second state of the second	Commence States
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p0 queue free %	tC, 2 stage (s)							sampeon tradition	White and strength of the	HARRIST CHIEF	oers areas	ev-torestami	NUMBER OF STREET
Direction Lane #	tF(s)		Control of the Contro	SECTION SECTION	3,5				0.030	With the	開発的 おかままで	18 15 4 5	第一种
Direction, Lane # EB 1 WB 1 NB 1 NB 2 SB 1 SB 2 Volume Total 34 143 8 919 117 1068 Volume Left 11 54 8 0 117 0 Volume Right 17 88 0 119 0 12 CSH 44 55 653 1700 743 1700 Volume to Capacity 0.79 2.52 0.01 0.54 0.16 0.63 Queue Length 95th (ft) 76 368 1 0 14 0 Control Delay (s) 215.9 894.8 10.6 0.0 10.7 0.0 Lane LOS F F F B B Approach Delay (s) 215.9 894.8 0.1 1.1 Approach LOS F F F Intersection Summary Average Delay The section Capacity Utilization 74.7% ICU Level of Service D	p0 queue free %								and white a book of	m.c. 1200 18 (12 12 12 12 12 12 12 12 12 12 12 12 12 1		24.272 - 1.51.22%	1.50% FE VE
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Volume Total 34 143 8 919 117 1068 Volume Left 11 54 8 0 117 0 Volume Right 17 88 0 119 0 12 cSH 44 55 653 1700 743 1700 Volume to Capacity 0.79 2.62 0.01 0.54 0.16 0.63 Queue Length 95th (ft) 76 368 1 0 14 0 Control Delay (s) 215.9 894.8 10.6 0.0 10.7 0.0 Lane LOS F F B B Approach Delay (s) 215.9 894.8 0.1 1.1 Approach LOS F F F Intersection Summary Average Delay 59.9 Intersection Capacity Utilization 74.7% ICU Level of Service D	Direction Lane#	ER 1	WB1	NB 1	NB 2	SB 1	SB 2				1 7 1		
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Volume Right 17 88 0 119 0 12 cSH 44 55 653 1700 743 1700 Volume to Capacity 0.79 2.62 0.01 0.54 0.16 0.63 Queue Length 95th (ft) 76 368 1 0 14 0 Control Delay(s) 215.9 894.8 10.6 0.0 10.7 0.0 Lane LOS F F B B Approach Delay'(s) 215.9 894.8 0.1 1.1 Approach LOS F F F Intersection Summary 59.9 Intersection Capacity Utilization 74.7% ICU Level of Service D				Committee of the commit	22F-9-74E-65 Kanut 90		The state of the s	and the same	SGE A SAME CONT	Z 22 11 10 4 10 4 10 4		107 344 - 51 774	
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Lane LOS F F B B Approach Delay (s) 215.9 894.8 0.1 1.1 Approach LOS F F Intersection Summary Average Delay 59.9 Intersection Capacity Utilization 74.7% ICU Level of Service D			894.8	10.6	0.0	10.7	0.0	THE PERSON				i Al	1
Approach Delay (s) 215.9 894.8 0.1 1.1 Approach LOS F F Intersection Summary Average Delay 59.9 Intersection Capacity Utilization 74.7% ICU Level of Service D		Carried Carried	PT-12 NOW GESTALT	В	6 - 07 Sec. 4 - 5 - 45 - 5	В	pop continu					and the second second	na irabaa a 190
Approach LOS F F Intersection Surtimary Average Delay 59.9 Intersection Capacity Utilization 74.7% ICU Level of Service D		215.9	894.8	0.1									
Average Delay 59.9 Intersection Capacity Utilization 74.7% ICU Level of Service D		F	AND THE RESIDENCE AND ADDRESS OF THE PARTY.	H-MALO - BLOCK FIRST	HANDER HER HANDE	21 - 11 0 1 1 1 1 1 1 1 1 1							
Average Delay 59.9 Intersection Capacity Utilization 74.7% ICU Level of Service D						10000000000000000000000000000000000000		W. W.					
Intersection Capacity Utilization 74.7% ICU Level of Service D		T. Ye	144	50 0	AND AND SEA	2. 35 35 da		-	A CONTRACTOR OF A			The second second	
		tiliaatiaa	9850 C322		Print I	CHIEV	el of Se	vice	A STEEL MAN		11/2/12/13/1		
Analysis Feriod (mill)		unzauen	Appending 154	Cap de de la residencia de la constitución de la co		Carlo Value de Sono	Condition (Const	water and the second	新兴业出现的	Markey Procession	ALL MATERIAL STATES	E-1404 457 11	486.64.1.21
	Analysis renou (min)	1250 34 LTG			Littlem I	MICH STATE	STAKEN			·野雄。	SHIP TO	Mar Milia	11375

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Movement 1	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	\$BL	SBT	SBR
Lane Configurations		4			4			4			4	- Arramon A
Sign ₍ Control		Free			Free	THE TAX	表接近	Stop			Stop	
Grade	STATE STATE OF STATE	0%	C#1.7410-175-175		0%			0%			0%	
Volume (veh/h)	0	176	16	12	147	0	33	0	111	0	0	(d. 5.0
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Hourly flow rate (vph)	0	205	19	14	171	0	38	0	13	, 0	0	0
Pedestrians	3,000,000,000					now to Alaberta	American State	ante il esse chicologica	were married	eng var a varangel	TE 151 11/21/159	er Walter St.
Lane VVidth (ft)									经 价值的			
Walking Speed (ft/s)					and the second second second	feet and 10000000	At an a 7 190,7 %	community on 1921	teras dos Paris	KONTRACTOR	2876-K2023F3F3F	A2888 C.C.
Percent Blockage			Ton a							1 138		
Right turn flare (veh)		amendamic Co. To C. To	ob a comparate of Artist	MATER CONSIDERA	ownerstand or the	Saur Warre	927.728 O HOLLE CO	VENCEUPAN	PUS HEROENS	elos neoros	1102 CO	CONTRACTOR IN
Medianitypeis	P		計劃					None	F	N. S. S. S. S. S. S.	None	NAME OF THE OWNER, OWNE
Median storage veh)	one was to be sent to		erchian da W	0800185000500	al engineerings, or	santanta ang	DEVISIONE RISE	Man West Comme		WHEN ELECTION	er freme sec	HISTORY.
Upstreamtsignal (ft)					414 232	10		A ROLL				
pX, platoon unblocked	16-01000 - LIVE	NAME OF STREET	mesasaran		mark stead and sign	HAT THE STREET COLUMN	ESSECULAR SHE	1889 10 88	214	426	422	171
VC kconflicting volume	171		Se H	223		H MA	413	413	214	420	1440	建筑方面
vC1, stage 1 conf vol	SELFORNAMINE CO	STATEMENT OF STATEMENT	energy page		\$5000000000000000000000000000000000000	10 32 4 5 2 C		-6415056		NIA MA	5.5015.88G	
vC2, stage 2 conf vol		Park Million	各計量數法	223		Contract to	413	413	214	426	422	171
vCu, unblocked vol	171	\$21863831840	必:*******	4.1	E PERMITE	4-98 -415	建7部	6.5	6.2		6.5	6.2
tC, single (s)	4.1		See and the second	3:411			· 基本	0.5	14.0.41¥	The tell	Shi Lawrence	A PENT
tC, 2 stage (s)	2.2	ARESESTAN		2.2		TARREST ST	3.5	4.0	3,3	3.5	4.0	3.3
tF (s)	100		Michigan I	99	STEEL STATE	建 种物的出	93	100	98	100	100	100
p0 queue free %	1406	THE COLUMN	Parago lina	1346			545	524	826	527	518	873
cM capacity (veh/h)	1400			STATUM	WARRA CONT.	XXIIIIAA	BOOK AND SHE	Edit Journal Pil	356-377308-5		War war	CONTRACTOR OF
Direction, Lane#	EB 1	WB1	NB 1	981					No.		E 014-1-5	
Volume Total	223	185	51	0								100
Volume Left	0	14	38	0		Call of a viscale		TOWARD OF THE BOOK	7001556844654	entantenene	privative victoria	880171718
Volume Right	19	0	113	0				200	的物质			8 h 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
cSH	1406	1346	596	1700	W THE COMMUNICATION	a de la compansión de l	*********	## C P F P	ome or with the	Trigrand 188	TO BUT VEN	(কেড) <u>কিছে</u> ছ
Volume to Capacity	0.00		0.09	, 00'00								
Queue Length 95th (ft)	0	1	7	0	~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	ma recovered to	T. LE POPER PR	- MESES (C)	CONTRACTOR OFF	etses als ers	14.70 0006 17188	@12880366
Control Delay (s)	0.0	AL PARTIES	11.6	0.0		1,000				44 7 7		
Lane LOS	material and the Control	A	В	A	4 9-150 TH THE T	TO COMPANY OF THE PARK	104 / No. 386 548	nary turky	2583GGG	EP/10#64A	A 58 / 15 / /	
Approach Delay (s)	0,0	0.7	11.6	0,0			10.計算。四		1	THE RESERVE		3222
Approach LOS			В	- A					POSTS HAVE HELD		000000000000000000000000000000000000000	
Intersection Summary	79 EU 2						1.6		7.0			
Average Delay	100	and the same	1.6						I Jane			
Intersection Capacity U	ilization			187510	CU Leve	el of Se	rvice		Α		100	2
Analysis Period (min)	WATER COMMEN	AARDE! NEIDE	15	328/96/12/2020	1155 (1964 (2013)	18-1-12-19-10-01-2	ON THE PROPERTY OF THE PARTY OF	VINCES CO.	THE PROPERTY OF			IOS I DEMOCRATICA
The state of the s		enstagen	数性情感				1.5					
BANK AND ASSESSED FOR THE PARTY OF THE PARTY	BARRER BARRET	WATER BOOK	ACCUSED A	P. (0.200 min 900)	ages uken	SALES INVESTIGATION TO		w-p-received-self-self-self-self-self-self-self-self	A STATE OF THE STA			Section of the Co.

Z. VVCSt Zillialiaci L	ano an	,										
	▶	-	-	1	4	*	1	†	-	-	+	4
	EBL	COT	EBR	W/DI	AMPT	MARR	NB	NBT	NBR	SBL	SBT	SBR
Movement	(4) GDE		LUINE	W.D.	4		A PARTY STORY	13	No. of the Owner,	*	7-	The second
Lane Configurations	0.654.55542.657.454	⊕ Stop	945/C2000	THE PERSONAL PROPERTY.	Stôp	9534554		Free		to distribute	Free	主至78
Sign Control		Stop:		100	0%	SELECTION OF THE SELECT		0%	E.C. 9802 in 1640	CHEST CARREST	0%	A
Grade		U70	**********	- F4		108	11 () () () () () ()	937	115	113	785	3
Volume (veh/h)	0.00	を見る	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Peak Hour Factor	0.92	0.92	0.92	55	0.52	117		1018	125	123	853	
Hourly flow rate (vph)		One of Street Park	11.1372.13	To BUT	ministry 2	San Labre	9720441		THE THINKS	5371 in To 48- No 01.3	1200	0.000
Pedestrians	er avassus sa		102387788	895 ff 4 77 F	TO THE PARTY OF	V3 - 1	FIX TANK				1175	
Lane Width (ft)	*** *********************************		11-39-1-12-2	Kensel S. S.		经外接证券的		Comment States		2 page 1990 and 1	C. N. C. 45005- 510-100	24 -51 3415
Walking Speed (ft/s)		5/48/US####		**************************************	seems aroned		District Co.	SEC. 231	10 (1.20)	WARE TO	1054	THE SAL
Percent Blockage	の の の の の の の の の の の の の の	与本作的	建制型性	139 111 111 111	Section 1	SECTION LEE	AT \$5000 1000	THE AMERICAN	12.000 x = 5 - 200	Bridge Stranger	T \$50 Lock Challenger	CHARLES OF
Right turn flare (veh)	-14349-2-445	None		SPEEDS.	None			HE WAS				90 94 95 95 95 95 95
Median type Median storage veh)	**************************************		SEC. SEC.	TAY SEEDS	April a contract	HIRITAGE	Frietassa	TAX TANK	Sec. (1986) 1944 - 973 - 1750 St	C3307.100T.0.00	V-634490V0	VALUE AND THE SECOND SE
Upstream signal (ft)	9 (1 F 10 % T F)	阿泰州市南美山	15 12 1 2 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	THE STATE OF THE		TENTOST	12508			4 8 0 5 465 8		
pX, platoon unblocked	No. of the second	te action.	To Carrie Mag	11876.517	10 m	6.2.1.14 <u>2.18</u> 1.44	-Coccestra	Par one Complete ships	E. LALL DE YA	E II PARETALLI PERO		MATCHAN (MESCH)
vG-conflicting volume	ROOME	2251	855	2191	2190	1081	857	ALTER.		1143	900	
vC1, stage 1 conf vol	2470	429	S DESCRIPTION OF	Carlo and the	production of the	Section States	taris comotibe	ELAN CRITERIOS	DE-ASSESSMENT	EN ASKINSON	11.2 16.1 March 12.100.	1940141104
vC2; stage 2 conf vol		HF VESTS A			CT TO LINE	No.		展以 第				12.2
vCu, unblocked vol	2245	2251	855	2191	2190	1081	857	22.00 M 52.0 5 att	RESERVED PERCENTION AND	1143		
tC, single (s)	7.1	6:5		编7 1		6.2				-4.1		1 8
tC, 2 stage (s)		F. T. F. 73	921874778		ERCESSION CO	6-F-001-5-4-8-5-4-0	(\$) (\$0 E E E E E E E	No. 2018 A. Albert	2.00 9 10 10 10 10 10 10 10 10 10 10 10 10 10			
tF(s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		8.7
p0 queue free %	50	97	99	0	91	56	100	FO 1 FA 1 1 1 14 31		80		DOM: NO.
cM capacity (veh/h)	13	33	358	26	36	265	784	JAN 115		611		
110.10.44.4	H SANGTON	STREET,	JIHILL MASS		HISTORICA III	THE PARTY OF THE PARTY	in the same					11.59
Direction, Lane #	EB 1	WB1	NB 1	MRS	SB I	SB 2	企业的				301 E	200.4
Volume, Total	12	176	3	1143	123	857	易的激起					有非常的
Volume Left	7	55	3	0	123	0	H.J.C. 527(6567)	**************************************	\$15.2250 E88	MINER VERW	Material Section	SECTION AND
Volume Right		117	AND DESCRIPTION OF TABLE	125	0	3.	特特特	经验证	初期记录	The triols are a	Military of	TENNESS .
cSH	22	67	784	1700	611	1700	contradiction (Co.	- AN - 2000 S	(東京) (100mg)		THE STEEL	
Volume to Capacity	0.54	2.63	0.00	0,67	0.20	0.50			LU STAN			17.11.11.19
Queue Length 95th (ft)	40	436	0	0	19	0	28 82	THE OWNER OF THE PERSON NAMED IN	A SPERM	CO-MODE A		FERTINES!
Control Delay (s)	291.5	870.1	9.6	0.0	12.4	0.0			SALES SEEDING	10000000000000000000000000000000000000	A CHARLES	Vertal ST
Lane LOS	F	F	A	121 M 181 18 18 18 18 18 18 18 18 18 18 18 18	В		EGENA SE	481821818.	変数と変数が	I POLITA	· · · · · · · · · · · · · · · · · · ·	
	291.5	TAX PRINCE A MADE CANADA	0.0	1311111	1,6		国际	ing lateral	美国的公司	STREET STREET	2000 4542	
Approach LOS	F	F						odla surge			-	. version per color
Intersection Summary			A A	经制制							3	
Average Delay	and the second		68.4				2445-65-11		140000000000000000000000000000000000000			
Intersection Capacity U	tilization	3 - 35 - 10	82.9%		GU Lev	el of Se	rvice		E			
Analysis Period (min)		36 56 83 84 5 6 6 6	15	CARRENTEE STATE	RESTANCES OF	record . The Wall	ALEXANDER CONTRA	AND THE PERSON NAMED IN COLUMN TWO IS NOT THE PERSON NAMED IN COLUMN TWO IS NAMED IN THE PERSON NAMED IN COLUMN TWO IS NAMED IN TRANSPORT OF THE				
Alialysis Fellou (IIIII)				SE COLUMN	TO MEGIS		全发 沙村					2.7
	THE PROPERTY OF	MAN POR STANK		工程 列克沙兰	LONG RIGHTS SE	A STATE ME A STATE OF THE STAT	· 经产品的	200 ARTHUR SEC. 200 TO	A CONTRACTOR	ender exercise		

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	THE PARTY NAMED IN	SBR
Lane Configurations	and the second	4			4			4			4	Librari la Adir
Sign Control		Free	3115		Free	Hall A	de Ne	Stop	图上版社		Stop	最终。并
Grade		0%			0%	ENT Y AND NAME.		0%	1200 649 (251-20)	CARRESTE AND	0% 0	834747
Volume (veh/h)	0	215		9	129	J. D	55	0 0	14 0.89	0.89	0.89	0.89
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89 62	0.89	0.89 16	0.09	0.09	0.09
Hourly flow rate (vph)	. 0	242	43	. 10	145	0	02	8		Store A	100 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5	51 Alt.
Pedestrians	Valence Services	5 T 1986 A 198 T 1967E	98612.174272	nicologica de	OMETINGS			法人等 第一种	31414227	SEPTIMEN	N. P. C. S. C.	0.000
Lane Width (ft)	Heer is		***************************************	T. FAME	13/11/2012		196: 195 - 3	A 199 A 199	ma 33 8 8 7 71	HIELDIN.	D EAST-CHE	E385
Walking Speed (ft/s) Percent Blockage	HER EGINES (SE)	RESERVED S	19811-2817		SIP SIP S		100 ST 10	NE COL		trailes.	THE	EEEE AND AND ADDRESS
Right turn flare (veh)	विकास प्रवेशीय विकास		HISTORY.	200111 1983	1200-000-00	证证基础3.4 (GS)	A 100		SERVICE TO THE	121002410011241	17 140 17 14 15 15 15	100
Median type		18 250			No.	STATE OF		None	HEALT		None	100 mm 1820 mm
Median storage veh)	95 9 2 5 9 00 THE	Suin 2674 2804 212 2021	102,828-2-55cm	- AND THE STREET	35 EV6.#415.0023	MARKET S. A.A.	A GALF. TO PARTE	and the second of the second	•			
Upstream signal (ft)		* 後半	路門到	99121								
pX, platoon unblocked	Management of the second	100000 517.5 61	**************************************							construction and	eme 257.1255	DE GREEK AND
vG, conflicting volume	145			284			428	428	263	444	449	145
vC1, stage 1 conf vol		W N. W. (1986) 70 W. (1987)		- souleurobære	96 J. 1987 13 J. N. N.	reste dam un	CULTURE FER	nang digunda	ORNORAL TAKE	10111120000	CITATION 1	44104543
vC2 stage 2 conf vol	14					10000000000000000000000000000000000000	400	428	263	444	449	145
vCu, unblocked vol	145	0.000-098-0791-050	ษณะราวสารณ	284 4.1	GENTLE LEAR	THE PERSON	428 7.1	420 6:5	6.2	第7.1 0	6.5	6.2
tC, single (s)	4.1			4.1		20115			,	连疆 级45%		S. N. P. MARIE
tC, 2 stage (s)	2.2	nczyschiaci		2:2	E PORTESTS	Section 1985	3.5	4.0	3.3	3.5	4.0	3.3
tFi(s)	100	**************************************	PER MANAGE	99		PLEASURAGE	88	100	98	100	100	100
p0 queue free % cM capacity (veh/hj)	1437			1278	建 心 藤		534	515	776	511	501	902
DED THE SECTION OF SHAPE A SHAPE OF SHA	CHICK IN		MARKET STATE	22304 0731473	REEL AND THE			PARENCE AND				INESIO
Direction, Lane #	EB1	WB 1	NB 1	SB1		37.5	e men eksy		0100011			100
Volume Total	284	155	78	0		E WEEK				在網点基準包		Market N
Volume Left	0	10 0	62 16	0		NAME OF STREET	1526 1413	1542 8 15 63	Z1121203	SHEEN		DEE N
Volume Right	43 1437	1278	570	1700	The Action	常证明性	Fig. Company		A SECTION AND A	NECES AND A	With Backs	AS I EXPERIE
cSH	0,00	0.01		0.00	111501/8		经位的	1981	S1111111	WEETING	NAME OF	1125
Volume to Capacity Queue Length 95th (ft)	0.00	1	12	0.00	PROPERTY NAMED IN		ERRI SLEE	C 97442 HRC 2010	1612-96225-019-019	Aller Selection Selection	And the second section of	wide and the second
Control Delay (s)	0.0	and the open of the order to be	12-3	0.0	1900				W 17 19	Mark Co.		大
Lane LOS	OSCANO EMELORA	A A CHOISE CHOICE	В	A	2.500 mm #000- mm	Control of the Control	22002000000					S NAME OF THE OWNER.
Approach Delay (s)	0.0	0.6	12 3	0.0								
Approach LOS	. V- S. (0.70) (1.90) *140	MC0 1112 (100-117)	В	Α								
•	THE PARK			ESPERANT	ris - Ir				To Date of			
Intersection Summary	11001		2.0	Mary and	(人) 建加州	to the second			1000			200
Average Delay Intersection Capacity: Ut	ilization			STATE IN	CULev	el of Se	rvice	1178 A 5 - 30 - 5 - 5 - 5 - 5 - 5 - 5 - 5 - 5 - 5 -	i A	1.83		
TREESECTION CAPACITY OF				· 的复数的 在记录	CHAIR STATE	CANDOL BOOKS	40010057/26/3/00/27	CARL SHE SHEET	Service Service	Alterior Strategic	THE REST OF THE PARTY.	- ACCOUNTABLE
Analysis Period (min)		Company (C)		ERFELTIFICATION TO STATE	A PARTY OF THE PAR	2.41.11.11.11.11						2002000
Analysis Period (min)			15	9 1 1				W M	2 14 52			

	۶	→	*	•	4-	*	4	1	1	-	†	4
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	Charles School Street	SBR
Lane Configurations		4	000000000000000000000000000000000000000	and taken commit	4	2857555	467807754	Free	CTTATE WE		Free	57 3 866
Sign Control		*Stop	17.7		Stop 0%			0%			0%	E. ENGS
Grade	10	0% 6	15	59		94	7	720	116	114	950	11
Volume (Veh/h) Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)			17	0.000	1	104	8	800	129	127	1056	12
Pedestrians	43 SABA 17 SAR	\$900 4 5:10 F 0 F N 10.	2000-120-1004	DELP ANY A CORD MA LINAMA			See and the second second	no em em em em en en en	SALES AND DESIGNATION	er eggynorm UU ts	eren a proses	WTENES.
Lane Width (ff)				PIK IS								
Walking Speed (ft/s)	e suor consumer Prater	portore a speak	er eta escara armana	\$10.00 (\$400 S00)		NATIONS 201	NOTE OF THE P	企業会工程	CONTRACTOR SET			E Fig.
Rercent Blockage				美国国际			李拉尔 尔斯·			Christian	ALTER THE	40 (MA) 23 KM
Right turn flare (veh) Median type	1800000	None	WAS DEC	TO MENTE	None			15.		811		
Median storage veh)	7 2 000 (1 00000) 1 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2		P. SOR DEPOSE	IS HELLES	Standard Commen	CONTRACTOR OF STREET	TO A STATE OF THE PARTY OF THE	3-12-4770-000 doo	**** T.W F. T.K.			und by 11969 (1)
Upstream signal (ft)											100	4139
pX, platoon unblocked	Alemann Valla	WASHINGTON AND				THE PARTY OF THE P		esimile/9*	TRANSPORTER	110000°	egessamesas	wayonin
vC conflicting volume	2236	2259	1062	2209	2201	864	1068			1929	100	ALESS ET
vC1, stage 1 conf vol	etroseria de	WWW.CESESE	aresteration	A STATE OF THE	SECRETERS SEC		825 1 7 3	TO BE SEE		3/3/3/3/5/5		(1) (1) (1) (1) (1) (1) (1) (1) (1) (1)
vC2 stage 2 conf vol	2236	2259	1062	2209	2201	864	1068			929	数 2.46 6 66.2500	4.3849/A4.00
vCu, unblocked vol tC_single (s)		6.5		7.1				\$175 W	Mari	4.1		
tC, 2 stage (s)	HE TANK	CONTRACTOR OF THE PARTY OF THE	105011110	1400 400 100	AND DESCRIPTIONS	5-85 is 646,00 miles					and a second	150 No. SL.5-1
tF.(s)	3.5	4.0	3.3	3.5	4.0	3.3			統領。進	2.2	4.423.	時間等
p0 queue free %	38	80	94	0	97	70	99	STEWNS I	e en course	83 736	S 12 77 12 18 18 18 18 18 18 18 18 18 18 18 18 18	
cM capacity (veh/h)	18	1 34	272	22	37	353	653	C. M. S.		130	LIPPASASIT	
Direction, Lane#	EB1	WB1	NB 1	NB 2	68 1	SB 2	A STATE OF		400	生間を対象		
Volume Total	34	DOC 1555 ALMSHED	8	929	127	1068						11.5
Volume Left	11	66	8	0	127	0 12	*************************************	87791677 9 67	NO CONTRACTOR	S\$213'4155		CATHOLICA SOURCES
Volume Right	17	104 51	653	129 1700	736	1700		4. 10. 40	NO METER	SECTION & SH	100	8-112-1-E
cSH	39 0,88	3.34		0.55		0.63			11億多線	(B)(E)		
Volume to Capacity Queue Length 95th (ft)	83	Err	1	0.40	15	0	SERVICE CONTRACTOR	84851-0 X 8480919-542-2-3	CE LIFTINESS, MINN	AND THE PARTY OF T		and the second second
Control Delay (s)	262.5		10.6	0.0	10:9	0.0						
Lane LOS	50,2500 turn 4.5 turn	F	В		В	er booter an eran	~		PROCESSOR	BARRA MARCI	(() 被称为:	85 4 V
	262.5	Em	0.1		1.2		arter.				1	10000000000000000000000000000000000000
Approach LOS	F	F						meser Bulleting			Marie Marie Control	
mensection Summary				1100	AS.							
Average Delay			736.7		and the standards	none zhave	eret and are not		2.5ac. https://www.	8 4 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	WEST CON	E7331535
Intersection Capacity U	tilizatión	1	76.8%		CU Lev	el of Se	rvice		L	153155	A SAME SOLVER	ERECKSTATE
Analysis Period (min)	00000000000000000000000000000000000000	SZZZZZZA	15	ecorio de	CHARACTER	TEN YEAR TO	Sec. 1		987 CUISE	ESPECTATE (ingh is
	节期的强			Por Marie	1000	N. R. Walter	22 34 15 16		M1203 1035556	CONTRACTOR .	VR COLLAND COLLAND	my met a series

	<i>></i>	-	*	•	-	4	4	†	1	1	ţ	4
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	TSIA	NBR	9BL	SBT	SBR
Lane Configurations		4	A 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4		4			4	manager (BMI), someth	COURT DATE OF	4	or wister!
Sign Control		Free			Free			Stop			Stop 0%	100
Grade	in a state of the second	0%		consucación 🚅 of	0%	tube of the	6- C766	0%	23		0%	n
Volume (véh/h)	0	176	64	Mark Street Street Street Street	147	0 00	93 0.86	0.86	0.86	0.86	0.86	0.86
Peak Hour Factor	0.86	0.86	0.86 74	0.86 17	0.86 171	0.86	108		27	0.00	0.00	0.00
Hourly flow rate (vph)	0	205	143	链排出	Section 1	ar are	CIP199-89	Krienias a		Sub-signed a	e Respective	135713757
Pedestrians Lane Width (ft)	A STATE OF	8,5700,004,0048,57 1250-014,0048,57		II NESOT				1118		B B		N. A
Walking Speed (ft/s)	A STATE		SEE THIS EXAM	新り出 責任とうをごだし	COURSE SE S	AND ENGINEER PO	ping philips south	1000 300 00 SE1600				and the same and
Percent Blockage					3, 3,							4 5 12
Right turn flare (veh)	33.37.2.20.00.20	HAM THE STATE OF THE SEC STATE	260,000,000,000,000				ar in company to 2 of 5000		e-Busica Stranger	はない後後で変なる	err estatis	VI-RUSSICSE.
Median-type		101	30, 130					None	建 复等/图	NIL MO	None	1000
Median storage veh)	Lake consent of t	AND THE PERSON NAMED IN COLUMN	7.00 (27) (10) (60)	NAMES OF COMMENT	mesemana dag	enews3128455.115	0.00718-43-5	100000000000000000000000000000000000000		e iouviu		1000000
Upstream signal (ft)							A SHEET	384 - 338	C 17 10 7292	en madi	Reigna Co.	27 - 10 - W
pX, platoon unblocked	#24 24	EACHER THE S		270		KHEKH!	448	448	242	474	485	171
verconflicting volume vC1, stage 1 conf vol	\$61&1		113.90	12.2	()教权工业公司	12/1/1/2/2/2/2/2	EEC CAMPANY	dille someth	1072,3 (1074)	schlausen and New	だけがあるから前後の	MEANIGHTEE
vC1, stage 1 conf vol		THE STATE OF		EXTRA ITM		整线 清						
vCu, unblocked vol	171	\$115 Miles # 10 Miles		279	Showning	(J#C20380)(01496)	448	448	242	474	485	171
tC, single(s)	4.1			4.1			7.7	6.5	6.2	7.1	6.5	6.2
	School of the second section of the second	Accessory and their										
tC, 2 stage (s)					American Jahren Gulder	WAR DELINATE COM			STEEL OF OTHER	anaber de esta	- 	272
tC, 2 stage (s) t⊑(s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3,3 100
tE(\$) p0 queue free %	100		14 19 10 00 00 00 00 00 00 00 00 00 00 00 00	99			79	100	97	100	100	100
tE(s)				Company of the contract of the				The second secon		With the second with	CENTRAL MARINE	
tE (\$) p0 queue free %	100	W8 1		99 1284 SB 1			79	100	97	100	100	100
t (\$) p0 queue free % cM capacity (veh/h) Direction, Lane# Volume Total	100 1406 EB 1 279	188	135	99 1284 SB 1			79	100	97	100	100	100
t (s) p0 queue free % cM capacity (veh/h) prection, Lane# Volume Total Volume Left	100 1406 EB 1 279 0	188 17	135 108	99 1284 SB 1 0° 0			79	100	97	100	100	100
t (s) p0 queue free % cM capacity (véh/h) Direction, Lane# Volume Total Volume Left Volume Right	100 1406 EB 1 279 0 74	188 17 0	135 108 27	99 1284 SB 1 0* 0			79	100	97	100	100	100
t (s) p0 queue free % cM capacity (véh/h) Direction, Lane# Volume Total Volume Left Volume Right cSH	100 1406 EB 1 279 0 74 1406	188 17 0 1284	1/35 108 27 555	99 1284 \$8.1 0 0 0 1700			79	100	97	100	100	100
t (\$) p0 queue free % cM capacity (veh/h) Direction, Lane# Volume Total Volume Left Volume Right cSH Volume to Capacity	100 1406 EB 1 279 0 74 1406 0.00	188 17 0 1284 0.01	1/35 108 27 555 0.24	99 1284 SB.1 0° 0 1700 0.00			79	100	97	100	100	100
t (\$) p0 queue free % cM capacity (veh/h) Direction, Lane# Volume Total Volume Left Volume Right cSH Volume to Capacity Queue Length 95th (ff)	100 1406 EB 1 279 0 74 1406 0.00 0	188 17 0 1284 0.01	135 108 27 555 0.24 24	99 1284 \$6.1 0° 0 1700 0.00 0			79	100	97	100	100	100
the (s) p0 queue free % cM capacity (veh/h) prection, Lane# Volume Total Volume Left Volume Right cSH Volume to Capacity Queue Length 95th (ff) Control Delay (s)	100 1406 EB 1 279 0 74 1406 0.00	188 17 0 1284 0.01	195 108 27 555 0.24 24 13.6	99 1284 SB.1 0° 0 1700 0.00			79	100	97	100	100	100
the (s) p0 queue free % cM capacity (veh/h) Direction, Lane # Volume Total Volume Left Volume Right cSH Volume to Capacity Queue Length 95th (ft) Control Delay (s) Lane LOS	100 1406 EB 1 279 0 74 1406 0.00 0	188 17 0 1284 0.01 1	1/35 108 27 555 0.24 24 13.6 B	99 1284 \$\mathbf{S}\$ 1 0 0 1700 0.00 0 0.00 A			79	100	97	100	100	100
the (s) p0 queue free % cM capacity (veh/h) Direction, Lane # Volume Total Volume Left Volume Right cSH Volume to Capacity Queue Length 95th (ft) Control Delay (s) Lane LOS Approach Delay (s)	100 1406 EB 1 279 0 74 1406 0.00 0	188 17 0 1284 0.01 1 0.8 A	195 108 27 555 0.24 24 13.6	99 1284 \$\mathbf{S}\$ 1 0 0 1700 0.00 0 0.00 A			79	100	97	100	100	100
ti (s) p0 queue free % cM capacity (veh/h) prection, Lane# Volume Total Volume Left Volume Right cSH Volume to Capacity Queue Length 95th (ft) Control Delay (s) Lane LOS Approach Delay(s) Approach LOS	100 1406 EB 1 279 0 74 1406 0.00 0	188 17 0 1284 0.01 1 0.8 A	1/35 108 27 555 0.24 24 13.6 B 13.6	99 1284 \$8.1 0 0 0 1700 0.00 0 0.00 A			79	100	97	100	100	100
the (s) p0 queue free % cM capacity (veh/h) Direction, Lane # Volume Total Volume Left Volume Right cSH Volume to Capacity Queue Length 95th (ft) Control Delay (s) Lane LOS Approach Delay (s) Approach LOS	100 1406 EB 1 279 0 74 1406 0.00 0	188 17 0 1284 0.01 1 0.8 A	1/35 108 27 555 0.24 24 13.6 B 13.6 B	99 1284 \$8.1 0 0 0 1700 0.00 0 0.00 A			79	100	97	100	100	100
the (s) p0 queue free % cM capacity (veh/h) Direction, Lane # Volume Total Volume Left Volume Right cSH Volume to Capacity Queue Length 95th (ft) Control Delay (s) Lane LOS Approach Delay (s) Approach LOS Intersection Summary Average Delay	100 1406 EB 1 279 0 74 1406 0.00 0 0,0	188 17 0 1284 0.01 1 0.8 A 0.8	1/35 108 27 555 0.24 24 13.6 B 13.6	99 1284 SB 1 0 0 1700 0.00 0 0.00 A		el of Se	79 516	100	97	100	100	100
ti (\$) p0 queue free % cM capacity (veh/h) Direction, Lane # Volume Total Volume Left Volume Right cSH Volume to Capacity Queue Length 95th (ft) Control Delay (\$) Lane LOS Approach Delay (\$) Approach LOS Intersection Summary Average Delay Intersection Capacity Ut	100 1406 EB 1 279 0 74 1406 0.00 0 0,0	188 17 0 1284 0.01 1 0.8 A 0.8	1/35 108 27 555 0.24 24 13.6 B 13.6 B	99 1284 SB 1 0 0 1700 0.00 0 0.00 A		el of Se	79 516	100	97	100	100	100
ti (\$) p0 queue free % cM capacity (veh/h) Direction, Lane # Volume Total Volume Left Volume Right cSH Volume to Capacity Queue Length 95th (ft) Control Delay (\$) Lane LOS Approach Delay (\$) Approach LOS Intersection Summary Average Delay	100 1406 EB 1 279 0 74 1406 0.00 0 0,0	188 17 0 1284 0.01 1 0.8 A 0.8	1/35 108 27 555 0.24 24 13.6 B 13.6 B	99 1284 SB 1 0 0 1700 0.00 0 0.00 A		el of Se	79 516	100	97	100	100	100

	۶	→	*	1	-	*	1	1	*	1	Ţ	4
Movement	EBL.	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4		227	4		ሻ	4	3 (/a) (1) W	- 10 mm - 1 mm	<u> </u>	2=87-12C*63
Signicontrol		Stop			Stop			Free			Free 0%	
Grade		0%	TORN COMMENTS OF S	und recture views	0%	0.8047269.7759.5	Sentence and Co.	0% 937	33/4 (TO)	136	785	
Volume (veh/h)	6		4	74	3		0.92	0.92	138 0.92	0.92	0.92	0.92
Peak Hour Factor	0.92	0.92	0.92	0.92 80	0.92	0.92 157	U.92	1018	150	148	853	3 1 3
Hourly flow rate (vph)		1.	4	OU	introduction of the	107	ALL YES	ZECACHERS		Self Business of	Stoff a second	22 416 42
Pedestrians Lane Width (ft)			BUT HOLE	別被事後可		STATE OF THE STATE	abul Filter of Elitable		erabto	and the S	Philip	5 1519 17
Walking Speed (ft/s)	STATE OF THE	是社会主意教育生		以得到 300000	A STATE STATE OF	14-138-2-132		04550 M 8 M (6)	September 1977	(#10702751F-14)	Received	40.5 to 64.51
Percent Blockage	Test will be		in the second	SHIP Y				No.				8-15
Right turn flare (veh)	HIMPIAN TO	14-14-14-14-15	Kristowa Production	ar The Control of the	out on the best of	CONTRACTOR OF THE STATE OF THE				AMERICA TORONOMICA	twa Soldback	entractication
Median type	NIKE:	None			None							
Median storage veh)	and the second second					specification and the real	212.29(8 49 4)	THE SERVICE PARTY	ORDER OF BENCHOTES	desp.eumones	STITLE GIA	CONTROL DE
Upstream signal (ft)		chia. D	W. T. IN	September 1								
pX, platoon unblocked				er ener un von	00000	- 4000°	1000E7E		SHARE ARE	1168		K TOP TEN TO
	2334	2326	855	2254	2252	1093	857		2511111021	(\$1.00 s	eta a la como	A STATE OF
vC1, stage 1 conf vol	STATE OF THE PROPERTY.	ENDERFORES		HILLSHIP	K2104K28641	THE WINTER			TA LANGE IN			
vC2, stage 2 conf vol vCu, unblocked vol	2334	2326	855	2254	2252	1093	857		¥.5/25 \$-880	1168		H. C.
tC, single (s)	2334	Committee of the Committee of the	6.2	7.1	6.5	6.2	4.1		HE WIN	4.1	1112	東
tC, 2 stage (s)	STANK THE	BHSR LINUX		CENSON AND TO	EBBANNE C	PX (23334)	C-04-9-393-F/8-9-39	€31.180.80.00.00.0	18.67M/24.803311.11	7 II I I I I I I I I I I I I I I I I I	7117 11117 200	#1 01 NA
tF (s)	3.5	4.0	3,3	3.5	4.0	3.3	2,2	DS VALUE		2.2	228	
p0 queue free %	15	96	99	0	90	40	100			75		a to the large letter
cM capacity (vehi/h)	8	28	358	23	31	260	7,84	Take H	La la	598	100	
Direction, Lane#	EB 1	WB 1	NBT	NB 2	SBI	SB 2						2 22
Volume Total	12	240		1168	148	857	10 22		distribution in	* U.S.L.	15 7 6 6 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	Service of the servic
Volume Left	7	80	3	0	148	0	~ 142 0 0 1 E 1000	the second second	S. Transage Service	A ME CONTRACTOR		
Volume Right	4	157	0	150	50	. 3						
cSH	13	57	784	1700	598	1700	Charles and Carlotte and	er a Marsaca Station	SEAS	resionates a	22.3111200	on and the
Volume to Capacity	0.90	William A. Chair and the Print	0,00	0.69	PERMIT	0.50					101111111	
Queue Length 95th (ft)	51	Err	0	0	24	0	AND DESCRIPTIONS	nini ol kokori en	ruideetse Trattist	50238367	COLUMN TOWN STREET	SERVICE AND A SE
Control Delay(s)	589.5	Err	C000-11	0.0	13.0	0.0	erit in		The state of the s		Bright Co.	
Lane LOS	F	F	A	ne Maria Mari	B 1.9	SHEET	THE PARTY OF	HEN MEN'S	E.C. 2016	Constitution and the	Large Regressive and Large Visites Respons	NATIONAL SECTION
Approach Delay (s)	589.5	Err	0,0		1411.9	1000	BURNEY.	AL PARTIES HAVE	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	Cardo Como	217727302	CONTRACTOR.
Approach LOS	F	F	81180-21-11-11-11-11-11-11-11-11-11-11-11-11-								Kanadeka	
Intersection Summery											Byr	
Average Delay		W. WATCHES BY MANY	992.9	WAS VOTED TOWN	2.000 1.0007	onavera and o	and a property of	E00909885 633	esterni i k		KR430,355	1 TO NO. 1
Intersection Capacity Ut	ilization				QU Lev	el of Se	rvice		語がは	Manager 1	MARION.	14.66
Analysis Period (min)	TRIUSEZZ Z	DAYA TRIONTO	15	STATES OF	TARREST CON	EXTENSION	A PENNS	STATE OF STREET		HA ICE	MARKET AND	
	100000000000000000000000000000000000000		物性密		15311611	新教教授	· 養水中原表於14		東 特別之際[新	7.4.N 1809.(2)	Fall VIII	128, 65 6 1055

WEEKDAY WITH PROPOSED PROJECT VOLUMES LEFT TURN LANE WARRANTED?: YES ZINFANDEL LANE / WHEELER LANE:

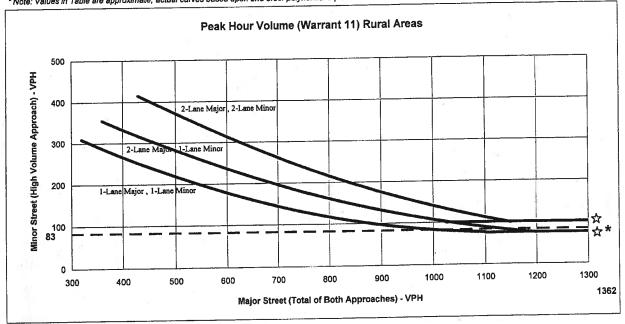
Source: Napa County, Adopted Road and Street Standards, revised August 31, 2004

Source: Napa County, Adopted Road and Street Standards, revised August 31, 2004 LEFT TURN LANE WARRANTED?: YES

SATURDAY WITH PROPOSED PROJECT VOLUMES

ZINFANDEL LANE / WHEELER LANE:

5 11 41	American	2 or more Lane and O	ne Lane Approaches	Both 2 or more Lane Approaches			
Both 1 Lane Major Street Total of Both Approaches	Minor Street High Volume Approach	Major Street Total of Both Approaches	Minor Street High Volume Approach	Major Street Total of Both Approaches	Minor Street High Volume Approach		
370	280			930	440		
400	270	460	297	430	410		
500	215	500	290	500	380		
600	185	600	230	600	310		
	140	700	198	700	265		
700	115	800	170	800	210		
800		900	125	- 900	180		
900	99		105	1000	140		
1000	85	1000		1100	110		
1100	75	1100	90	1150	100		
1200	75	1200	75		100		
1300	75	1300	75	1300	100		



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

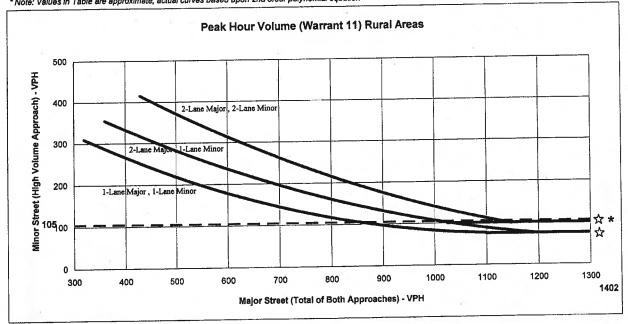
Intersection: Scenario: Hwy. 29 / Zinfandel Lane

Existing Weekday Peak Hour Conditions

Minor St. Volume: Major St. Volume: 83 1362

Warrant Met?:

B (1 4 1	Augusta	2 or more Lane and O	ne Lane Approaches	Both 2 or more Lane Approaches			
Both 1 Lane Major Street Total of Both Approaches	Minor Street High Volume Approach	Major Street Total of Both Approaches	Minor Street High Volume Approach	Major Street Total of Both Approaches	Minor Street High Volume Approach		
370	280			430	410		
400	270	460	297 290	500	380		
500	215	500 600	230	600	310		
600	185 140	700	198	700	265		
700 800	115	800	170	800	210		
900	99	900	125	900	180		
1000	85	1000	105	1000	140		
1100	75	1100	90	1100	110		
1200	75	1200	75	1150	100		
1300	75	1300	75	1300	100		



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

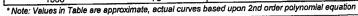
Intersection: Scenario: Hwy. 29 / Zinfandel Lane

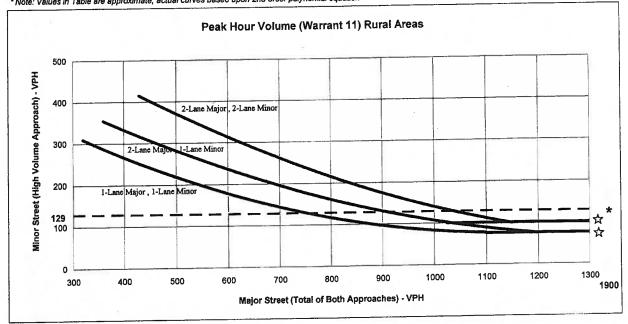
Existing Saturday Peak Hour Conditions

Minor St. Volume: Major St. Volume: 105 1402

Major St. Volume Warrant Met?:

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





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

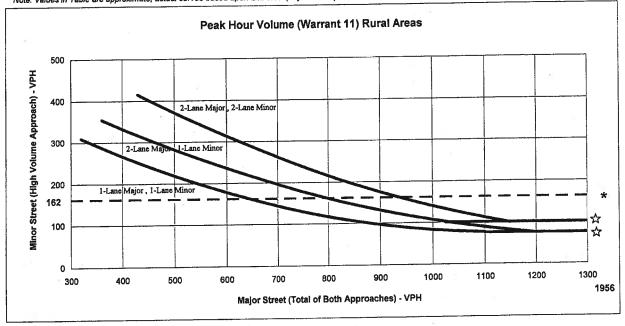
Intersection: Scenario: Hwy. 29 / Zinfandel Lane

Baseline (Permitted Use) Weekday Peak Hour Conditions

Minor St. Volume: Major St. Volume: 129 1900

Warrant Met?:

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



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

Intersection:

Hwy. 29 / Zinfandel Lane

Scenario:

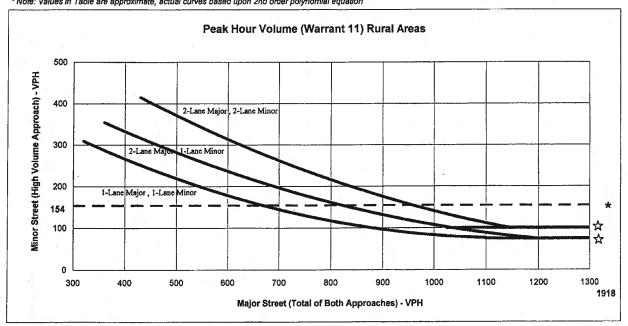
Baseline (Permitted Use) Saturday Peak Hour Conditions

Minor St. Volume:

162

Major St. Volume: Warrant Met?:

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



☆ NOTE:

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

Intersection:

Hwy, 29 / Zinfandel Lane

Scenario:

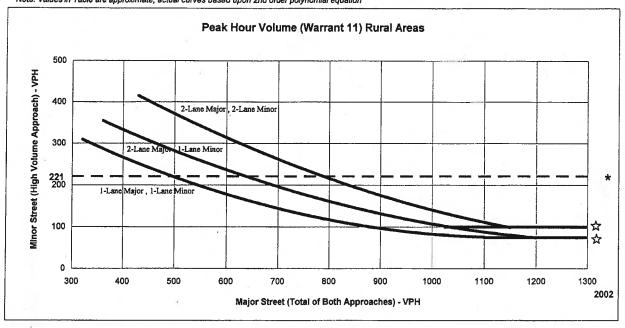
With Proposed Project Weekday Peak Hour Conditions

Minor St. Volume:

154 1918

Major St. Volume: Warrant Met?:

Both 1 Lane	Approaches	2 or more Lane and O	ne Lane Approaches	Both 2 or more La	ane Approaches
Major Street Total of Both Approaches	Minor Street High Volume Approach	Major Street Total of Both Approaches	Minor Street High Volume Approach	Major Street Total of Both Approaches	Minor Street High Volume Approach
370	280			40	
400	270	460	297	430	410
500	215	500	290	500	380
600	185	600	230	600	310
700	140	700	198	700	265
800	115	800	170	800	210
900	99	900	125	900	180
1000	85	1000	105	1000	140
1100	75	1100	90	1100	110
1200	75	1200	75	1150	100
1300	75	1300	75	1300	100



☆ NOTE:

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

Intersection:

Hwy. 29 / Zinfandel Lane

Scenario: Minor St. Volume: With Proposed Project Saturday Peak Hour Conditions

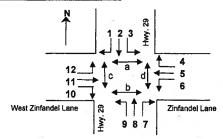
221 2002

Major St. Volume: Warrant Met?:

Intersection Volume Worksheet

Raymond Vineyards Winery

State Route 29 / Zinfandel Lane 11/2/11 Wed. & 10/29/11 Sat. Weather: Clear



Weekday PM															Pds&Bicy		
	1	2	3	4	5	6	7	8	9	10	11	12	15 MIN.	60 MIN.	a-b/c-d		
3:00-3:15	2	169	19	13	1	7	13	103	2	3	0	1	333	(e)	0		
3:15-3:30	3	141	21	17	0	9	18	135	1	- 4	3	3	355		0		
3:30-3:45	0	194	14	18	0	3	22	129	1	1	0	1	383		0-0/1AB-0		
3:45-4:00	0	185	15	4	0	7	24	133	1	1	0	2	372	1443	0-0/1AB-0		
4:00-4:15	3	141	21	17	0	9	18	135	1	4	3	3	355	1465	0		
4:15-4:30	2	169	19	13	1	7	13	103	2	3	0	1	333	1443	0		
4:30-4:45	3	189	18	16	0	9	19	147	1	3	1	1	407	1467	0-0/0-1AB		
4:45-5:00	1	151	21	13	1	2	18	102	4	0	- 1	4	318	1413	0-0/0-1AB		
5:00-5:15	0	184	26	7	1	11	7	102	0	2	1	1	342	1400	0		
5:15-5:30	1	175	18	10	0	2	17	121	1	4	1	1	351	1418	0-0/0-1AB		
5:30-5:45	1	146	17	11	0	10	11	128	0	1	1	3	329	1340	0		
5:45-6:00	1	149	12	11	0	11	15	124	1	0	0	1	325	1347	0		
PeakHour:																	
3:45-4:45	8	684	73	-50	1	32	74	518	5	11	4	7	1467	1467 (0 - 0 / 2AB - 2AB		
												ŗ	hf = 0.90		0-0/2-2		

	1	2	3	4	5	6	7	8	9	10	11	12	15 MIN.	60 MIN.	a-b/c-d
3:00-3:15	0	139	15	14	1	7	15	162	ō	1	0 1	1	355		<u> </u>
3:15-3:30	1	143	26	18	1	8	21	175	1	1	0	2	397		
3:30-3:45	0	151	20	17	0	7	19	182	1	0	1	0	398		
3:45-4:00	1	132	18	21	0	11	25	155	0	1	0	1	365	1515	
4:00-4:15	0	130	6	19	1	6	5	167	2	2	0	2	340	1500	
4:15-4:30	1	150	13	19	0	9	18	141	0	4	0	2	357	1460	
4:30-4:45	0	199	10	22	0	7	15	120	2	2	0	1	378	1440	
4:45-5:00	0	190	11	21	0	8	14	167	1	2	0	1	415	1490	
PeakHour:															
3:00-4:00	2	565	79	70	2	33	80	674	2	3	1	4	1515	1515	
							phf = 0.95								

wkday in 765 wkday out 575

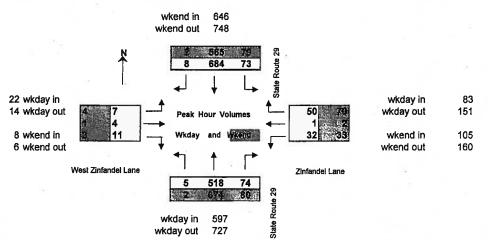
wkend in

wkend out

756

601

AB = Adult Bike



Omni-Means Engineers & Planners

Raymond Vineyards Winery Zinfandel Lane / Wheeler Lane (Raymond Vnyrds. Winery Access) 11/2/11 Wed. & 10/29/11 Sat. Weather: Clear Wheeler Lane (Raymond Vins.) Zinfandel Lane Zinfandel Lane Pds&Bicy Site Access Weekday PM 15 MIN. 60 MIN. a-b/c-d <u>IN</u> <u>out</u> 3:00-3:15 3:15-3:30 2 3:30-3:45 3:45-4:00 4:00-4:15 4:15-4:30 0-1AB/0-0 4:30-4:45 0-1AB/0-0 4:45-5:00 5:00-5:15 5:15-5:30 5:30-5:45 5:45-6:00 PeakHour: 272 0-2AB/0-0 4:00-5:00 phf = 0.893:00-4:00 Balanced Pds&Bicy Site Access Saturday Mid-day 15 MIN. 60 MIN. a-b/c-d <u>IN</u> OUT 1:00-1:15 1:15-1:30 1:30-1:45 1:45-2:00 2:00-2:15 2:15-2:30 3:30-3:45 3:45-4:00 4:00-4:15 4:15-4:30 PeakHour: 3:30-4:30 Balanced phf = 0.86wkday in AB = Adult Bike wkday out wkend in wkend out wkday in 165 wkday in 108 wkday out wkday out Peak Hour Volumes Wkday wkend in 136 wkend in wkend out 123 wkend out Zinfandel Lane Zinfandel Lane ō 4. Wheeler Lane (Raymond Vineyards Access) wkday in wkday out wkend in wkend out

Omni-Means Engineers & Planners